

Vintage Road Racing Association.

Technical Committee.

Richard Furniss, John Kettle, Richard Lobb, Phil Mahood, Tom McGill.

Machine Specification for 1980 season. As discussed and agreed to by the membership at the April 15th meeting, Brigadoon Inn.

1) Hard and fast rules for the preparation of machines for Vintage Road Racing are difficult to lay down and enforce. It is hoped that the club members, and all others involved in the preparation of machines for Racing, will interpret these rules and regulations in the right spirit.

2) It is appreciated that with older machines, that are out of production, parts have to be altered, and possibly non standard items substituted. Any external modifications should be in keeping with the rest of the machine, and be consistent with safety. This aspect should be born in mind with respect to the following regulations regarding specifications.

3) Age December 31st 1964. All Two Strokes.
 December 31st 1968. All Four Strokes.
 December 31st 1969. All Specials.

4) Capacity Classes. Lightweight. up to 250cc.
 Junior. up to 350cc.
 Senior. up to 500cc.
 Unlimited. 501cc & up.

5) Specifications.

Racing. Any Machine originally specifically manufactured for racing, or a machine subsequently modified and prepared purely for racing. Any modifications allowed, providing they conform to the regulations.

Racing Special. Anything acceptable within the regulations.

Street Modified. Any machine built for normal road use, according to the regulations of the period, but prepared for racing, by the addition, or substitution of components available either from the Manufacturer or other suppliers. Machines must still be capable of conforming to the Highway Traffic construction and use regulations.

Street. Machines as originally built and supplied by the manufacturer specifically for road use. Modifications restricted to the improvement of Brakes, but these must be standard items. Modern Brake linings may be used. All Street machines must conform to the current Ontario Highway Traffic construction and use regulations.

6) Fuels. All motorcycles must use Gasoline Pump Fuel, as supplied by the Track, or service station. This specifically excludes:- Gasahol, Nitro, Alcohol, R.D.I. or any combination of these. Anti Knock compounds, ie Tetra Ethyl Lead are permitted.

7)

General.

It is the intent that modifications should apply to the upgrading of machines. Downgrading of Racing machines for street use is not permitted.

Street machines may have the Generator drives disconnected for racing.

Disc Brakes are not allowed on any machine except those in the Racing special category.

All classes may only substitute modern treaded racing tyres, with Rims to suit.

No components to be used which fall outside the era of the machine. EG. Disc Brakes, Cast Wheels etc.

All machines must conform to the applicable C.M.A. regulations as well as the above.

Requests for clarifications or exeptions to the preceeding rules must be made to the technical committee no later than 14 days before a race meeting.

The onus is on the Entrant to ensure his machines acceptability at Scrutineering.

Exeptions to the rules may be made at the discretion of the technical committee. The committee will have final decision as to the interpretations of the regulations.

The following are a few excerpts from the 1980 C.M.A. Rule Book. They are only a basic Guide for the Vintage Road Racer, and it is expected that all racers be familiar with all the C.M.A. road racing rules.

- J.1 **Equipment.**
Competitors must wear C.M.A. approved riding equipment, consisting of leather gloves, leather jacket, leather pants, leather boots, of a minimum height of 8" from the top of the sole, and overlapping the pants. Approved racing helmets, approved face shields, or goggles with soft or padded rims. This also applies for practising.
- J.2. Approved racing helmets:- must have manufacturers original certificate of approval for Snell 75 only.
- K.1 **Machinery.**
All Machines must be fitted with properly working, complete clutches, gearbox, brakes. Integral Ball ended brake and clutch levers. The minimum size of the ball shall be 5/8" diameter.
- K.2. The rear wheel must have an efficient cover extending back at least to a vertical line through the rear axle. (Racing machines only).
- K.3 The top run of the front chain must be covered. (Racing machines only).

Additions to the regulations as approved by the Technical Committee, May 28th 1981.

- Class S.** Machines with one cylinder, or Classic and Special Interest machines having any number of cylinders. (Rules identical to AAMRR rules 1980.)
- Tyres.** Competitors must ensure that tyres fitted to their machines are of a suitable specification to cover the following functions, Weight/Racing/ and Capacity. The Scrutineers will reject any Machine that in their opinion does not have adequate Tyres.
- General.** Any machine that is Crashed during Track Time must be re Scrutineered before returning to the Track for Practice or subsequent events.
- Cylinders.** Machines competing in any vintage class will be limited to a maximum of three (3) cylinders