

VINTAGE ROAD RACING ASSOCIATION

RULES AND REGULATIONS

The following rules and regulations are intended to aid the V.R.R.A. membership in their efforts to preserve, display, and demonstrate touring and Grand Prix racing motorcycles as they were in the historic era now known as the Vintage years.

- 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 club members and all others involved in the preparation of machines for racing will interpret these rules and regulations in the right spirit and intent.
- 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) VINTAGE DEFINITION

Applies to Grand Prix or street class motorcycles having a maximum model year of 1967. This applies to both two-stroke and four-stroke motorcycles with the following exceptions regardless of model year:

- BMW Rennsport, R50, R60, R69S
- BSA twins to 650cc
- Ducati singles
- Greeves Silverstone
- Harley-Davidson KR, ER, and CR roadracers
- Honda CR, CB, and CL twins to 450cc
(as produced in 1967 model year only)
- Rickman GP Road Racing chassis powered by;
Harley-Davidson ER or CR
Matchless G50 or AJS 7R
- Royal Enfield
- Seeley G50 or 7R
- Triumph twins to 650cc
- Velocette
- Yamaha TD-1A, B, or C - no updating

Those rider/machine combinations that fall outside these rules, but that raced in V.R.R.A. events in 1980-81, may continue to compete throughout the 1982 racing season only. Effective December 31, 1982, these machines will be ineligible.

4) CLASSES

a) Vintage Racing Class

Vintage racing machines will be classed according to the following capacities:

Lightweight	up to 250cc
Junior	251cc to 350cc
Senior	351cc to 500cc
Unlimited	501cc and over

b) Early Vintage Class

Touring motorcycles up to 500cc manufactured before December 31, 1949, and conforming to the street class regulations (refer to 5b). This class specifically excludes GP racing machines, i.e. Manx, 7R, G45, KTT, etc., and excludes upgraded machines.

5) SPECIFICATIONS

a) Racing

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

b) Street

Machines as originally built and supplied by the manufacturer specifically for road use. Modifications are 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 Act construction and use regulations. The maximum allowable cylinder over-bore from original standard engine specifications is .060 inches.

- 6) GENERAL REGULATIONS (applicable to all machines racing with the VRRRA)
- a) It is intended that modifications should apply to the upgrading of machines. Downgrading of racing machines for street class use is not permitted.
 - b) All motorcycles must use gasoline pump fuel as supplied by the track or service station. This specifically excludes: gasahol, alcohol, nitro, R.D.I., or any combination of these elements. Anti-knock compounds, i.e., tetra-ethyl lead, are permitted.
 - c) Street machines may have the generator drives disconnected for racing or the batteries removed if possible.
 - d) Drum brakes only are allowed on any machine.
 - e) All classes may only substitute modern treaded racing tires with rims to suit.
 - f) No components are allowed that fall outside the era of the machine.
 - No disk brakes
 - No cast wheels
 - No slick tires or modified racing slicks
 - g) All machines must conform to the applicable C.M.A./R.A.C.E. regulations.
 - h) Entrants should ensure that their machines are acceptably clean and tidy at the time of scrutineering.
 - i) Exceptions to the rules may be made at the discretion of the Technical Committee. The committee will have the final decision as to the interpretation of the regulations.
 - j) Requests for clarifications or exceptions to the preceding rules must be made to the Technical Committee, in writing, no later than fourteen (14) days prior to a race meeting.
 - k) Lamp glasses on street machines may be removed. If not removed, then the lenses must be taped.

7) EQUIPMENT

a) Riders

Competitors must wear CMA/RACE approved riding equipment consisting of leather gloves, leather jacket; leather pants, leather boots of a minimum height of 8 inches from the top of the sole and overlapping the pants. Approved racing helmets, approved face shields, or goggles with soft padded rims. This also applies for practice sessions. Approved racing helmets must have the manufacturer's original certificate of approval for Snell 75 or 80.

b) Machinery

All machines must be fitted with properly working complete clutch, gearbox, brakes, integral ball-ended brake and clutch levers. The rear wheel must have an efficient cover extending back at least to a vertical line through the rear axle (racing machines only). The top run of the front drive chain must be covered (racing machines only).

c) Tires

Competitors must ensure that tires fitted to their machines are of a suitable specification to cover the factors of racing, weight, and capacity. The scrutineers will reject any machine which in their opinion does not have adequate tires. Retreaded tires are not permitted.

Note: 7a and 7b are subject to updating by CMA/RACE rules and regulations.

8) GENERAL

- a) Any machine that has crashed during track time must be re-scrutineered before returning to the track for practice or subsequent events.
- b) Any machine which loses parts, or which has loose parts hanging, that endanger the competitor or other competitors will be "black-flagged" and subject to re-scrutineering.
- c) In any events where the V.R.R.A. is invited to participate, V.R.R.A. regulations shall apply.

Technical Committee:

Chairman - Tom McGill
Vice-Chairman - Tom Pope
Members - Richard Lobb, Mike White, Dick Furniss