V I N T A G E R O A D R A C I N G A S S O C I A T I O N

R U L E S A N D R E G U L A T I O N S

Effective November 21, 1986

Supersedes November 30, 1985

Revision: May 19, 1987

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

It should be noted that, although classes are defined in these regulations, there is no obligation on behalf of the VRRA or the race organizers to run all defined classes in a VRRA event. Matters of race organization are beyond the scope of these regulations. Competitors are advised to contact the VRRA executive, well in advance, for information about which classes will be supported at a given event.

Technical Commmittee

NOTE:

Suggestions for changes to rules and regulations must be submitted in writing to: Chairman, Technical Committee by August 31st of each year.

1. INTERPRETATION

Hard and fast rules for the preparation of machines for vintage 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 the rules in the proper spirit and intent.

2. MODIFICATIONS

It is appreciated that with older machines that are out of production, parts have to be altered and possible non-standard parts 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 rules and regulations.

3. GENERAL DESCRIPTION, DEFINITION and CLASSES

3.A Early Vintage

Motorcycles manufactured before December 31, 1949. No updating beyond December 31, 1949.

3.B Period I Classic Vintage

GP or street class motorcycles having a maximum model year of 1967, two-stroke or four-stroke, with the following exceptions permitted regardless of model year:

Any road-based Aermacchi (Harley Sprint) 250 or 350cc four-stroke single up to and including 1974. Drum brakes only.
BMW Rennsport, R50, R60, R69S (no /5 or later series)
BSA 441 & B50 (no 4-valve heads will be permitted)
BSA twins to 650cc
Bultaco Metralla Mk II 1967 through 1972 (no cylinders, crankcases, or cylinder heads later than the style used in 1967 will be allowed)
Ducati singles
Greeves Silverstone
Harley-Davidson KR, ER, and CR roadracers
Honda CR, CB, and CL twins to 500cc (torsion bar heads only)
Jawa 2-valve, four stroke single cylinder speedway engines through 1978. No overhead camshafts permitted. The engine must be mounted in a period touring or roadracing style frame, and must **not** use total loss engine lubrication.
Rickman GP Road Racing chassis powered by H-D CR or ER, G50 or 7R
Seeley G50 or 7R
Royal Enfield
Triumph twins to 650cc
Velocette
Yamaha TD-1A, B, or C

3.B Period I (cont'd)

Period I Classic Vintage machines will be classed according to the following capacities:

250 GP	up to 250cc
350 GP	251cc to 350cc
500 GP	351cc to 500cc
Open GP	501cc and over

Exceptions to the above displacement classes are at the discretion of the competition chairman on race day.

3.C Period II Vintage Superbike

Thoroughbred GP racing motorcycles to 750cc, two-stroke or four-stroke, having a maximum model year of 1972, including the following machines:

Harley-Davidson XR750, KR750
Honda CR350, CR750
Kawasaki H1R, H2R
Miles Engineering Triumph triples built as a replica to the Triumph factory team machines used from 1969 to 1972.
Suzuki TR500, TR750
Yamaha TD2, TD2B, TR2, TR2B, TD3, TR3 (air-cooled models only)

Other Grand Prix racing motorcycles of historic interest will be eligible provided their performance and appearance meets the standards of GP racing machines of this era. Examples include ex-works BSA and Triumph racers, Ducati 750 SS, Laverda SFC, and Norton 750 PR, etc.

All machines will run in one class, as in Formula Libre.

The minimum engine displacement allowed in this class is 240cc.

Note: Street motorcycles with **minor** modifications will **not** be eligible.

3.D Battle of the Twins (B.O.T.T.)

a) 1000cc maximum displacement

b) engine must be naturally aspirated

c) must meet R.A.C.E. safety requirements

d) number plates: black numbers / white background

Please note: The V.R.R.A. does **not** plan on running a BOTT series at this time. This class is designed as an extra for the club's Vintage Festival.

4. SPECIFICATIONS

4.A EARLY VINTAGE

Will be run as per Period I Classic Vintage, below, with the following proviso: no updating beyond December 31, 1949 except for expendables (eg tires, cables, chains, spark plugs, brake linings). Check with the Tech Committee if in doubt **before** you modify it!

4.B PERIOD I CLASSIC VINTAGE

4.B.1 RACING

Any machine originally manufactured purely for racing, or a machine subsequently modified and prepared purely for racing. Modifications are allowed, provided they conform to the regulations and Vintage intent of the following specifications.

Effective December 31, 1985, clip-ons or flat bars with a maximum rise of 2 inches over standard mounting position, and rear-set controls, will be mandatory for this class. Early Vintage is exempt from this rule.

4.B.2 STREET

Machines as originally built and supplied by the manufacturer specifically for road use. Modifications are restricted to improvement of brakes, footpegs and handlebars, but these must be standard items. Modern brake linings may be used. The maximum allowable cylinder overbore from original standard engine specifications is .060 inches. Lamp glasses must be either removed or taped. Generator drives may be disconnected and batteries may be removed.

4.B.3 **Engine** must be naturally aspirated, having a maximum model year of 1967 or earlier. May be internally updated, but must be of the same external appearance as the items used during the period. Big bore kits (for unlimited class) may be used provided they were available in the period. Maximum overbore permitted (except unlimited class) will be .060 inch.

Two-strokes may **not** use later cylinders.

4.B.4 **Frame and Swinging Arm** must be either proprietary parts made for road racing during the period, or shall be of tubular construction and of a style and type in use during the period. In this case, the swinging arm must be of a conventional style, each leg being constructed of a single tube and the movement controlled by suspension units mounted on each leg at either side of the rear wheel by the rear axle. **No** mono-shock type frames except Vincent frames.

4.B.5 **Forks** must be of a type available during the period. Air dampening is permitted only on Velocette Oleomatic units. Post-period anti-dive devices are not permitted.

4.B.6 **Rear shock absorber units** must be of a style available during the period. Remote or external reservoirs are **not** permitted.

4.B.7 **Wheels** must be wire-spoked with a minimum rim diameter of 17 inches and a maximum width of WM 4.

4.B.8 **Brakes: Drum** type **only** are permitted on front and rear wheels.

4.B.9 **Tires** must be treaded and in very good condition. **No** slicks, hand-cut slicks, or retreads are permitted. Maximum width 5.25" (140mm) as stamped by manufacturer.

4.B.10 **Tanks, Seat and Fairing** shall be of a racing style or a pattern in use during the period.

4.B.11 **Carburetors** are without size restriction, but must be of a type and model used during the Vintage period. Typically accepted carburetors are: Amal 76 and 276, Monobloc, Concentric, TT, RN, and GP.

Lectron type and post-period smooth-bore carbs are **not** permitted.

Carburetors using power jets or any form of accelerator pumps are **not** permitted.

4.B.12 **Ignition systems** include magneto, battery/coil.

The use of electronic systems is permitted, provided that they are concealed from view.

4.B.13 **Gearboxes, transmissions and final drive** shall be of a type and model used in the period, and must retain the original external appearance. There are no restrictions on internals.

4.B.14 **Number plates** must be 9" x 11" oval or rectangular in size. Numbers must be minimum 7" high by 1" stroke. Colours must be as follows:

Class	**Numbers**	**Background**	
125 GP	white	black	(if run)
250 GP	white	green	
350 GP	white	blue	
500 GP	black	yellow	
Open GP	black	white	

4.B.15 No components are allowed that fall outside the period of the machine. Disc brakes, cast wheels, and slick tires or modified racing slick tires are **not** permitted.

4.B.16 **Primary Drives** may be of chain, belt or gear type construction. The top portion of the chain/belt on the primary drive, and the portion of the chain/belt on the rear half of the clutch, must have an adequate protective guard. Norton Commando primary drive and clutch may be used in Period I.

4.C Period II Vintage Superbike

4.C.1 Any machine originally and specifically manufactured for racing, or a machine subsequently modified for racing. Minor modifications, in the interests of safety, are permitted providing they conform to the regulations and Vintage intent. All equipment unnecessary for road racing must be removed from the machine (lights, horns, stands, etc.).

Engines must be naturally-aspirated, minimum displacement 240 cc, maximum displacement 750 cc.

4.C.2 **Major engine updating** to non-period specification is **not** permitted.

4.C.3 **Frame and swinging arm** must be either proprietary parts made for road racing during the period, or shall be of tubular construction and of a style and type in use in the period. In this case, the swinging arm must be of a conventional style, each leg being constructed of a single tube, and the movement controlled by suspension units mounted on each leg at either side of the rear wheel by the rear axle.

4.C.4 **Forks** must be of the type and model used within the period.

No post-period anti-dive devices are permitted.

4.C.5 **Rear suspension units** must be of a style available during the period, and shall **not** have remote or external reservoirs.

4.C.6 **Wheels** must be of a wire-spoked construction with a minimum rim diameter of 17 inches and a maximum rim width of WM 4.

4.C.7 **Brakes** must be of a make and type manufactured in the period, **including disks.**

4.C.8 **Tires** must be treaded and in very good condition. No slicks, hand-cut slicks, or retreads are permitted. Maximum tire width 5.25" (140mm) as stamped by manufacturer.

4.C.9 **Seats, fairings, handlebars, footpegs and exhaust systems** shall be of a roadracing style in use during the period.

4.C.10 **Engines**, castings and other external parts must be of the same appearance as the items used during the period.

4.C.11 **Carburetors** are without size restriction, but must be of a type and model in use during the period. No post-period smoothbore carburetors are permitted.

4.C.12 **Ignition** systems are without restriction.

4.C.13 **Gearboxes, Transmissions, and Final Drives** shall be of a type and model used in the period, and must retain the original external appearance. There are no restrictions on internals.

4.C.14 **Number Plates** shall be as per Period I specifications, with "Open GP" replaced by "750 GP".

4.C.15 **Primary Drives** may be of chain, belt or gear type construction. The top portion of chain/belt on the primary drive, and the portion of the chain/belt on the rear half of the clutch, must have an adequate protective guard.

5. GENERAL MACHINE REGULATIONS (applicable to all machines)

5.A It is intended that modifications be carried out to upgrade a machine. Downgrading of **racing** machines to street class is not permitted.

5.B All motorcycles must use commercially available gasoline. This specifically excludes: gasahol, alcohol, nitro, R.D.I., or any combination of these elements.

5.C All machines must conform to the applicable C.M.A./R.A.C.E. safety regulations.

5.D Machines must be acceptably clean and tidy as presented for scrutineering.

6. EQUIPMENT

6.A Riders

Competitors must wear CMA/RACE approved riding equipment consisting of leather gloves, leather jacket, leather pants, and 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 equipment must also be worn for practice. Racing helmets must have the manufacturer's original certificate of approval. Two-piece leathers must be securely fastened at the waist (**not taped**).

6.B Machinery

All machines must be fitted with properly working complete clutch, gearbox, brakes, integral ball-ended brake and clutch levers. On racing machines, the rear wheel must have an efficient cover extending back at least to a vertical line through the rear axle. Racing machines must be equipped with an effective cover over the top run of the front drive chain. (Note: US/AMA require **total** enclosure.)

6.C Tires

Competitors must ensure that the 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: 6A and 6B are subject to updating by CMA, RACE and VRRA rules and regulations.

7. PROCEDURES

7.A It is the responsibility of the competitor to provide reasonable proof as to the age of either the machine, or the components of the machine, in the event that the eligibility of either is questioned by the technical committee.

7.B Exceptions to the rules may be made at the discretion of the Technical Committee according to the Technical Committee policy and subject to Executive approval. The Committee has the final decision as to the interpretation of the technical regulations, and is responsible for enforcement of the same on raceday.

7.C Requests for clarifications or exceptions to the preceding rules must be made to the Technical Committee, in writing and including a photograph of the motorcycle/components in question, no later than 30 days prior to a race meeting. Entrants are advised to clarify exceptions before construction. No track-side, race-day exceptions will be considered.

7.D Any machine that has been damaged in an event must be re-scrutineered before returning to the track for practice or subsequent racing events.

7.E Any machine running with loose or hanging parts that endanger the competitor or other competitors will be "black-flagged" and subject to re-scrutineering.

7.F In any events where the VRRA is invited to participate, VRRA regulations shall apply.

7.G Protests

7.G.1 All formal protests will be governed by VRRA/CMA rules, and must be filed with the Technical Committee chairman or, in his absence, with a member of the Technical Committee.

7.G.2 Eligibility protests are considered a minor protest, and must be accompanied by a $10 cash deposit.

7.G.3 Major protests involving an engine teardown and/or disassembly of the motorcycle require a cash deposit of $50, plus cost of parts rendered unusable.

7.G.4 Protests must be lodged by a rider participating in the event/class.

7.G.5 Protests must be filed within 20 minutes of the posting of the official results.

7.G.6 Should the protest be ruled in favour of the person protesting, the cash deposit shall be refunded. Should the protest not be upheld, then the cash deposit shall be awarded to the person/motorcycle that has been protested.

7.G.7 Should the owner/rider refuse protest inspection, then the machine and rider will be disqualified from the event.

7.H The following is a checklist offered as guidance in preparing racing motorcycles for scrutineering.

This list has been prepared from track-based experience. Some items have been added to the lockwire list so we will be compatible with R.A.C.E., AAMRR, and A.M.A. rules, and for safety.

ENGINE, GEARBOX, AND RELATED COMPONENTS, WHERE FITTED

Check for:
- Engine in tune and for loose fasteners
- engine oil level (wet sump)
- gearbox oil level
- clutch secure and adjusted
- engine and gearbox mounting plates and fasteners tight
- primary chain adjusted and lubricated
- primary chain master link clip installed in proper direction
- no oil leaks
- oil filler cap wired
- all drain plugs, caps or covers on engine and transmission group which will drain oil if loosened **must be** lockwired.
- inspection covers on engine and gearbox tight
- all vents from engine and gearbox piped to catch bottle
- all oil lines secured and ends clamped so as to prevent line from sliding off of fitting
- all oil line fittings tight (wired where possible)
- fuel lines secured by safety wire or gear clamps
- no leaks in fuel system
- carburetor fasteners tight
- carburetor tops tight
- carburetor float bowl drains lockwired
- exhaust pipes secure and wired
- megaphones or expansion chambers secured
- exhaust system, fairing, and footpegs mounted to allow adequate ground clearance for roadracing.

In USA only:
- exhaust systems must be securely mounted; all mounts & brackets must be lockwired and, where possible, there should be a second system securing the pipes.

In USA only:
- oil cooler lines braided steel type with lockwired compression fittings (AAMRR rules)

Add any specials for your particular machine (e.g. gas in the tank!)

REAR WHEEL AND RELATED COMPONENTS (where fitted)

Check for:
- excess tire wear
- tire pressure
- spokes tight
- rim straight
- valve cap on (metal, not plastic)
- wheel balanced
- wheel balance weights secure
- axle nut lockwired or cotterpin
- brake stay bolts lockwired or cotterpin
- brake adjusted and effective
- brake cable or brake rod not damaged or worn
- brake pedal and pivot secure
- chain adjusters secure

- wheels in line
- front and rear sprocket retaining hardware secure
- final drive chain lubricated and adjusted
- master link clip installed with open end of clip at trailing end of master link - clip should be safety wired.
- rear fender secure

FRONT WHEEL & BRAKE, FRONT SUSPENSION, HANDLEBARS, CONTROLS AND RELATED COMPONENTS (where fitted)

Check for:

- excess tire wear
- tire pressure
- spokes tight - none broken
- rim straight
- wheel balanced
- wheel balance weights secure
- wheel bearings not worn
- valve cap on (metal, not plastic)
- axle nut tight and lockwired or cotterpin
- axle clamps tight and wired (lower fork leg)
- fork leg drain plugs wired, unless countersunk in the fork leg, in which case tape wrapped around the fork and covering the drain will suffice
- forks dampen and rebound - no leaks
- no excess binding in the forks
- adequate oil in the forks
- fender secure
- front brake adjusted and effective
- front brake cable(s) lubricated
- front brake cable(s) not frayed or damaged
- brake stay bolts lockwired or cotterpin (locknuts or retaining plates are acceptable). Note: AAMRR rules say wire only.
- upper and lower crown pinch bolts and fasteners tight
- clip-ons or handlebars tight
- throttle snaps shut without assistance at any steering position
- adequate clearance between front brake lever and throttle housing on hard application of brake
- kill switch operating and wiring secure
- handgrips tight on bars - make sure they do not get loose when bars are wet!
- steering head bearings properly adjusted and not binding or loose
- steering stops fitted to prevent clip-ons, handlebars, or controls from contacting fuel tank or fairing at full steering lock in either direction
- clutch lever, brake lever, and throttle housing secure on handlebars
- clutch cable nipples and barrels not worn
- clutch cable not frayed or damaged at either end

FRAME, STREAMLINING, AND RELATED COMPONENTS (where fitted)

Check for:

- all lenses, reflectors or glass removed or duct-taped
- fairing mounts and fairing secure
- fairing not interfering with operation of machine
- no jagged edges on fairing or windscreen
- all stands removed
- number plates regulation size and colour (see VRRA rules)
- numbers regulation size and colour (see VRRA rules)
- no cracks or visible damage to frame or swingarm
- swingarm pivot tight and lockwired
- swingarm bushings not worn
- footrests secure and lockwired
- rear suspension mountings tight and lockwired
- oil filter mounts tight and filter secured by lockwire or other means
- oil tank drains and banjo bolts lockwired
- oil tank filler cap lockwired or secured by mechanical device that will prevent it from opening or unscrewing
- adequate oil in tank
- catch container empty and secure
- battery and battery box secure
- battery charged
- wiring secured and not frayed
- seat mounts secure