

**VINTAGE ROAD RACING ASSOCIATION  
(V.R.R.A.)  
RULES AND REGULATIONS**

Revision: November 13, 1993

**TORONTO, ONTARIO  
CANADA**

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The following Rules and Regulations are intended to aid the VRRRA 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 VRRRA, or the race organizers to run all defined classes in a VRRRA event. Matters of race organization are beyond the scope of these regulations. Competitors are advised to contact the VRRRA executive, well in advance, for information about which classes will be supported at a given event.

**TORONTO, ONTARIO  
CANADA**

**NOTE:**

Suggestions for changes to the Rules and Regulations must be submitted in writing to: Chairperson, Technical Committee by August 31st of each year. These will be reviewed by the Technical Committee prior to discussion at the annual meeting of the VRRRA.

## V.R.R.A. RULES AND REGULATIONS

### 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 "period look" of the rest of the machine and be consistent with safety. This aspect should be borne 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 Pre 1965 Class Rules (up to December 31, 1964)

##### General:

The intent of the following rules is to provide a racing class for motorcycles that are generally not competitive in Period I; also to encourage the re-appearance of older racing motorcycles in a forum where they can compete against machines having similar performance capabilities.

- Two classes: 350cc and 500cc.
- Maximum engine displacement is 350cc and 500cc. Side valve engines with a maximum displacement of 750cc may run in the 500 Class.
- Motorcycles must be of a model year not newer than 1964.
- Wheels must be wire spoked and equipped with drum brakes of a design available during the period. In no case shall the drum diameter exceed 8 1/2 inches.
- Frames must be original, from the period, suitably modified for racing; extra bracing is permitted. The Lister Replica Frame used on the "Allen Taylor Special Velo" is a specific exception to this rule and is permitted.
- Swing arms must be original, of a type used during the period; no home built or newly fabricated swing arms of square or round tubing are permitted. Bracing in the form of additional tubes forming a trusswork is not permitted.

- Seat and fuel tank shall be of the design used during the period. Stock seat is permitted but hump back racing type is preferred. No post period seats such as TZ Yamaha allowed.
- Complete or partial fairings if used must be of a design available and used during the period. No post period fairing such as TD2 Yamaha.
- Handlebars shall conform to VRRRA Period I specifications.
- Wheels shall not be smaller than 18 inch diameter. Rim widths shall conform to VRRRA Period I specifications.
- Tyres shall conform to VRRRA Period I specifications.
- Carburetors shall conform to VRRRA Period I specifications; eg. no flat slides.
- Exhaust systems shall conform to VRRRA Period I specifications. Noise level produced shall not exceed limits set for the venue. The style of exhaust system shall be similar to that were in use during the period. The silencer portion, where fitted, is excluded from period appearance requirements.
- Forks shall conform to VRRRA Period I specifications and in addition the stanchion tubes shall not be larger in diameter than 35mm and have no mounting lugs intended by the manufacturer for installing disk brakes.
- Rear shocks shall conform to VRRRA Period I specifications with the specific requirement that "upside down shocks" or shocks with air fittings are not allowed.

## SPECIFIC EXCEPTIONS AND CLARIFICATIONS

- Harley Davidson, Indian and other motorcycles equipped with up to 750cc displacement side valve engines and meeting the requirements of these rules are allowed.
- Short stroke Aermacchi engines are **not** permitted.
- The Allen Taylor Velocette Special is allowed.

## TYPICAL MOTORCYCLES ELIGIBLE FOR THE CLASS

Triumph -- 500 Twin  
 BSA -- 500 Twin  
 BSA Gold Star -- 350/500 Singles  
 BSA -- 441 Single  
 Honda Super Hawk -- 250/305  
 Yamaha YDS -- 250/305  
 Manx Norton -- 350/500  
 Velocette -- 350/500  
 Norton -- 500 Twins  
 Norton ES2 -- 500 Singles  
 AJS / Matchless -- 500 Singles  
 Indian / Harley -- 750 Side Valve  
 Aermacchi -- Long Stroke  
 Ducati Singles -- Narrow Case

### 3.C Period I Classic Vintage

GP or street class racing motorcycles having a **maximum model year of 1967**, two-stroke or four-stroke, with the following examples and 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 and R75/5 (Maximum displacement 750cc equipped with drum brakes.)

BSA 441 & B50 (no 4-valve heads will be permitted)

BSA twins to 650cc

Bultaco all motors/bikes drum brake models

Ducati singles

Greeves Silverstone

Harley-Davidson KR, ER, and CR roadracers

Honda CB/CL/SL 350cc with drum brakes

Honda CR, CB, and CL twins to 500cc (torsion bar head models only)

Laverda 750 SF, drum brake models

Montessa all drum brake models

Norton 750cc Commando with drum brakes only

Ossa all drum brake models

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 frame, and must **not** use total loss engine lubrication.

Rickman CR Road Racing chassis powered by H-D CR or ER, G50 or 7R

Seeley G50 or 7R

Royal Enfield

Suzuki T250, T350 & GT 250 (with Ram-Air removed) with drum brakes only

Triumph twins to 650cc

Velocette

Yamaha TD-1A, B or C

### 3.D Period II Vintage Superbike

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

Harley-Davidson XR750, KR750

Honda CR350, CR750, CB400F, MT125 (air-cooled motors only)

Kawasaki H1R, H2R, 3 cylinder 400cc

Miles Engineering Triumph triples built as a replica to the Triumph factory team machines used from 1969 to 1972

Suzuki TR500, TR750

Yamaha TA125, 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 of this era. Examples include ex-works BSA and Triumph racers, Ducati 750 SS, Laverda SFC, and Norton 750 PR, etc.

Period II Vintage Superbike machines will be classed according to the following formula:

**(a) Lightweight Vintage Superbike** machines, which will include:

- 125cc 2-stroke
- 250cc twin cylinder 2-stroke
- 360cc single cylinder 2-stroke
- 360cc twin cylinder 4-stroke
- 360cc single cylinder 4-stroke
- 350cc four cylinder 4-stroke

**(b) Heavyweight Vintage Superbike**, which will include all other vintage superbike machines to 750cc maximum. (In other words, anything not covered by **(a)**, to a maximum of 750cc).

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

### **3.E 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) numberplates: 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 possible inclusion at the club's Vintage Festival.

## **4. SPECIFICATIONS**

### **4.A EARLY VINTAGE**

**(Up to December 31, 1949)**

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

#### 4.B PERIOD I CLASSIC VINTAGE (Up to December 31, 1967, plus exceptions)

##### 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 re-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 the original standard engine specifications is **5% above the class limit**. Lamp glasses must either be 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. The maximum allowable cylinder overbore (except for unlimited class) is **5% above the class limit**.

##### 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. Maximum stanchion diameter is 35mm, unless the motorcycle was originally equipped with a larger fork diameter in which case the forks shall be of the original type e.g. Rickman.

#### 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 (2.50).

#### 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 (130mm) as stamped by the manufacturer. Check with the tire manufacturer for the proper tire size for your rims.

#### 4.B.10

**Tanks, Seat and Fairing** must be of a racing style or 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 during 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:

<b>Class</b>	<b>Numbers</b>	<b>Background</b>
125 GP	White	Black
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 (up to December 31, 1972, plus exceptions)

##### 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 allowed, provided 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.

##### 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 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.

#### 4.C.4

**Forks** must be of a type available during the period. Post-period anti-dive devices are **not** permitted. Maximum stanchion diameter is 38mm unless the motorcycle was originally equipped with stanchions of a larger diameter in which case the forks shall be of the original type.

#### 4.C.5

**Rear Suspension Units** must be of a style available during the period. Remote or external reservoirs are **not** permitted.

#### 4.C.6

**Wheels** must be wire-spoked construction with a minimum rim diameter of 17 inches and a maximum width of **WM 4** (2.50) for the front and **WM 5** (3.00) for the rear.

#### 4.C.7

**Brakes** may be of drum or disc design, but must be of a make and type manufactured during the period, including **discs**.

#### 4.C.8

**Tires** must be treaded and in very good condition. **No** slicks, hand-cut slicks, or retreads are permitted. Maximum width (**140mm**) as stamped by the manufacturer. Check with the tire manufacturer for the proper tire size for your rims.

#### 4.C.9

**Tanks, Seat, Fairing, Handlebars, Footpegs and Exhaust Systems** must be of a racing style in use during the period (1968 - 1972).

#### 4.C.10

**Engines**, castings and other external parts must be of the same appearance as the items in use during the period.

#### 4.C.11

**Carburetors** are without size restriction, but must be of a type and model used during the period. Post-period smooth-bore carbs are **not** permitted.

#### 4.C.12

**Ignition Systems** are without restriction.

#### 4.C.13

**Gearboxes, Transmissions and Final Drive** shall be of a type and model used during the period, and must retain the original external appearance. There are no restrictions on internals.

#### 4.C.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:

<b>Class</b>	<b>Numbers</b>	<b>Background</b>
Lightweight		
Vintage Superbike:	White	Green
Heavyweight		
Vintage Superbike:		
350cc machines	White	Blue
500cc machines	Black	Yellow
750cc machines	Black	White

#### 4.C.15

**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 protection 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.
- 5.E Where noise restrictions are in force, the V.R.R.A. will follow the rules of the track. **All machines** must conform to the noise rules in effect at the track.

### 6. EQUIPMENT

#### 6.A Riders

Competitors must wear C.M.A. / R.A.C.E. approved riding equipment consisting of leather gloves, leather jacket, leather pants, and leather boots to a minimum height of 8 inches from the top of the sole and overlapping the pants. Two-piece leathers must be securely fastened at the waist (**zipped together, not taped**). Approved racing helmets are **full-face with Snell 90 certification**, complete with approved faceshields.

## 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. 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 protection guard. (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 C.M.A., R.A.C.E. and V.R.R.A. 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 a 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 "blackflagged" and subject to re-scrutineering.

7.F In any events where the VRRRA is invited to participate, VRRRA Rules and Regulations shall apply.

### 7.G Protests

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

7.G.2 Eligibility protests are considered a minor protest, and must be accompanied by a \$10.00 cash deposit.

7.G.3 Major protests involving an engine teardown and/or disassembly of the motorcycle require a \$50.00 cash deposit, 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.G.8 Competitors in vintage classes caught using an oversized engine will be penalized by disqualification in that class at the particular event and will lose all accumulated series points for the particular year.

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., A.H.M.R.A., 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 catchbottle
- all oil lines secured and ends clamped so as to prevent line from sliding off of fittings
- 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 and 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 (A.H.M.R.A. 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 cotter-pin
- brake stay bolts lockwired or cotter-pin
- 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 AND BRAKE, FRONT SUSPENSION, HANDLEBARS, CONTROLS AND RELATED COMPONENTS (where fitted)

### Check for:

- excess tire wear
- tire pressure
- spokes tight - none broken
- rim straight
- valve cap on (metal, not plastic)
- wheel balanced
- wheel balance weights secure
- wheel bearings not worn
- axle nut lockwired or cotter-pin
- 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 leg and covering the drain will suffice
- forks dampen and rebound (no leaks)
- 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 cotter-pin (locknuts or retaining plates are acceptable)
- Note: A.H.M.R.A. 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 the front brake lever and the throttle housing on hard application of the brake
- kill switch operating and wiring secure
- handgrips tight on the 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 the machine
- no jagged edges on fairing or windscreen
- all stands removed
- number plates regulation size and colour (see V.R.R.A. rules)
- numbers regulation size and colour (see V.R.R.A. rules)
- no cracks or visible damage to frame or swingarm
- swingarm pivot tight 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



**VINTAGE ROAD RACING ASSOCIATION  
(V.R.R.A.)  
SUMMARY OF RULES**

**General Description, Definition and Classes**

**Early Vintage**

- Motorcycles manufactured before December 31, 1949. No updating beyond December 31, 1949.
- Pre 1965 motorcycles manufactured, lot later than December 31, 1964, maximum displacement.

**Period I Classic Vintage**

- GP or street class motorcycles equipped with drum brakes and wire wheels 350cc and 500cc 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) 250cc 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 and 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.

**PLEASE NOTE THAT THIS IS ONLY A GENERAL DESCRIPTION OF ELIGIBLE MACHINES AND NOT THE ACTUAL RULES AND REGULATIONS.**

- 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.

**Period II Vintage Superbike**

- Thoroughbred GP racing motorcycles to 350cc and 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.

- Two classes are run; light weight and heavy weight (350cc and 750cc).

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

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

**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: This class is designed as an extra for the club's Vintage Festival.**

## AN INTRODUCTION

THE VINTAGE ROAD RACING ASSOCIATION (V.R.R.A.) was formed in 1980 by a group of enthusiasts whose main interests were the collection and preservation of vintage racing motorcycles and the use of these machines in racing events. The motorcycles range from vintage street machines prepared for racing, through factory build Grand Prix racers from the late forties to early seventies. Various classes have been formed to accommodate such a wide variety of machines.

Over the years, the V.R.R.A. has experienced dynamic growth in both membership and racing activity. The association has attracted members whose interests are spread over four decades of motorcycle racing and hail from all walks of life.

1994 will mark a milestone in the association's history with the staging of the V.R.R.A.'s 15th ANNUAL VINTAGE RACING FESTIVAL at MOSPORT PARK near Toronto on August 13th and 14th. The first such event took place in 1979. In addition to our regular vintage racing classes, we will hold a Battle of the Twins race as well as a new class PRE 1965 drum machines. A highlight of our weekend will be the TWELFTH ANNUAL AM-CAN CHALLENGE held between the V.R.R.A. and the U.S.C.R.A. We will vigorously contest the championship title we had previously won five years in a row. PLAN TO ATTEND!

The V.R.R.A. will also participate in several RACE sanctioned events at SHANNONVILLE MOTORSPORT PARK near Belleville, Ontario. If you would like more information regarding machine or rider eligibility, please contact:

Ottawa --

Stan or Pat Nicholson (613) 489-3093  
Sandy Cocksedge (613) 837-0579 (english  
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Montreal --

Richard Desmarais (514) 453-3224  
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Peterborough/Belleville/Cobourg Areas --

Paul or Sharon Bowyer (416) 342-3152

Oshawa/Ajax/Pickering Areas --

Manzi Warwick (Membership Secretary) (416)  
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Toronto --

Toivo Madrus (416) 866-8310

North Bay --

Peter Sheppard (705) 474-7600 Ext. 442

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Bob Coy (603) 239-6633 (also U.S.C.R.A.  
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