

Rules and Regulations

INDEX

PART A		General Rules and Regulations	page
1a		Introduction	1
1b		Definitions	1
1c		Interpretations	2
1d		Modifications	2
2		General Regulations	2
3		Equipment	3
3a		Competitors	3
3b		Machinery	4
3c		Tires	4
3d		Oil Containment Systems	4
4		Procedures	5
5		Machine Eligibility Protests	6
6		Rider Conduct Protests	6
7		Machine Technical Requirements	7
PART B		Period and Class Rules	
1		Pre-50	11
2		Pre-65	11
3		Period 1 Classic Vintage	13
4		Period 2 Super Vintage	17
5		Middleweight Production	20
6		Period 3 Superbike	22
7		Period 4	25
8		not used	
9		not used	
10		Period 1 and Period 2 Sidecars	28
11		Period 3 Sidecars	31
PART C		Endurance Racing Rules	
1		Introduction	33
2		Riders and Team Members	33
3		Procedures	33
4		Pit Lane Procedures	34
5		Machines	34
6		Pit Stops	35
7		Penalties	35

Yellow - April 2012 rule changes

VINTAGE ROAD RACING ASSOCIATION RULES AND REGULATIONS

PART A

1a. INTRODUCTION

The Vintage Road Racing Association (VRRRA) 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 built Grand Prix racers from the late forties to the late eighties. Various classes have been formed to accommodate a wide variety of machines.

The following Rules and Regulations are intended to aid the VRRRA membership in their efforts to preserve, display, and demonstrate street and Grand Prix racing motorcycles as they were in the historic era known as the Vintage years.

Part A of the Rules and Regulations detail procedures and rules that apply to all competitors and machinery. Part B describes the specific rules for each class of machinery.

Although classes are defined in these rules, there is no obligation for the VRRRA, or the race organizers to run all defined classes at a VRRRA event. Matters of race organization are beyond the scope of these rules.

Proposals for changes to the Rules and Regulations must be submitted in writing to the Technical Coordinator by July 15th of each year. The proposal must detail the additional wording and/or changes and quote the applicable rule. Proposals will be reviewed by the Technical Committee in accordance with Article 30 of the Constitution prior to the annual general meeting of the VRRRA.

1b. DEFINITIONS

VRRRA EXECUTIVE: consists of the President, Vice President, Technical Coordinator, Competition Coordinator and the Treasurer, elected and with duties defined by the Constitution of the VRRRA.

COMPETITION COORDINATOR: member of the executive who undertakes all matters respecting the organization and operation of racing events (Constitution Article 14).

TECHNICAL COORDINATOR: member of the executive who chairs the Technical Committee and ensures that technical and eligibility scrutineering is carried out (Constitution Article 17).

TECHNICAL COMMITTEE: develops technical and machine eligibility rules and organizes scrutineering of motorcycles and protective equipment (Constitution Article 30).

TECH INSPECTOR (SCRUTINEER): persons appointed by the Technical Coordinator who ensure that machines and rider protective equipment meet the technical and eligibility standards as set down by the Technical Committee (Constitution Article 33).

1c. 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**.

1d. 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 must be in keeping with the "period look" of the rest of the machine and be consistent with safety. This aspect must be borne in mind with respect to the following Rules and Regulations. Except where specifically allowed or where an exemption has been granted by the Technical Coordinator, no parts or replica parts are to be fitted to a machine that are visibly different and/or use technology not available during the period in which the machine is entered.

2. GENERAL REGULATIONS

2a. Production type motorcycles will be required to conform to a standard e.g. removal of side-stand and or centre stand, removal of all non-functional electrical components and wiring.

2b. No bumping up into a larger displacement class within periods is allowed. Period 1 machines may bump up to the next Period 1 class, if they are entered in their correct class, however, they will not earn Series points in that class. Any machine may enter any class for which it meets the eligibility rules. Period 3 machines may also enter Period 4 classes as per Part B section 7 - Period 3 legal bikes may bump up into the equivalent P4 class as follows: P3 Lightweight to P4 F3; P3 Middleweight to P4 F2; P3 Heavyweight to P4 F1. Period 1 machines may bump up within Period 1, if they are also entered in their correct class. Series points will be earned for each class entered.

~~**2c.** No machine shall be purposely modified to a capacity that extends beyond the upper or lower boundaries of its natural displacement class in order to attain eligibility to another class of the same period. This rule does not apply to Period 1 machines with the exception of Honda CB350s.~~

2d2c. All motorcycles must use commercially available gasoline or race fuel. Nothing may be added to the gasoline or race fuel except commercially available octane boosters and lead substitutes as well as lubricating oils.

Methanol fuels or methanol/legal racing gas mixes are approved for use in the Pre-50 class only, subject to the following restrictions:

- a) for all class-eligible machines with cylinder heads of iron or bronze material
- b) for all class-eligible machines manufactured before Dec. 31, 1940, regardless of cylinder head material
- c) for only those races where the Technical Committee confirms this rule to be in effect. Rule to be confirmed "in effect" by a notice in the VRRRA newsletter and/or the VRRRA forum at least 4 weeks prior to the race(s) in question. A request for this rule to be in effect must be received by the Technical Committee at least 6 weeks prior to the event.

2e2d. All machines must conform to the sanctioning body regulations in effect at the race track.

- | **2f2e.** Machines must be acceptably clean and tidy as presented for tech inspection. At time of inspection, engines and exhaust system must be cool enough for the Tech Inspector to safely grasp any component without personal injury. If requested by the Tech Inspector, enveloping bodywork and/or belly pans may have to be removed to facilitate inspection. Any motorcycle that is presented to the Tech Inspectors in a condition which prevents them from carrying out a thorough inspection of that machine will be turned away from the tech line and will not be inspected until the infractions have been remedied.
- | **2g2f.** Number plates shall be a minimum size of 9" x 11" oval or rectangular in size. Numbers must be a minimum 7" high by 1" stroke. Exceptions may be granted for the front number plate on original or replica GP fairings. Number plates must be clearly visible to timing and scoring and event officials when the machine is on the track. Number and plate colours shall be as defined in the period rules. If after a warning at one event, the numbers do not meet the VRRRA rules, the rider and machine will not be scored until the infraction is corrected.
- | **2h2g.** Where noise restrictions are in force, the VRRRA will follow the rules of the track. All machines must conform to the noise rules in effect at the track. It is recognized that mufflers that are not consistent with the period may have to be installed to comply with the noise regulations.
- | **2i2h.** Entrants may be required to show proof of previous road racing experience or completion of an appropriate road racing school.
- | **2j2i.** The VRRRA executive may disqualify a person from the event and in addition may levy fines against a rider/owner/pit crew should they create a situation that could jeopardize the safety of event goers and/or organizers or compromise the security of the VRRRA and the event in any way. Refusal to pay the fine shall result in the disqualification of the rider/bike/owner/pit crew from the event and from all future VRRRA events until restitution is made.
- | **2k2j.** No one may enter the track or hot pit area while under the influence of alcohol, prescription and non-prescription drugs or other intoxicants. The executive retains the right to ban entry to the track of any person considered to be under the influence of alcohol, prescription and non-prescription drugs or other intoxicants.

3. EQUIPMENT

3a. Competitors

Competitors must wear suitable road racing protective 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 zipped together at the waist. The use of back protection, either built in or separate, is required.

Helmets must be full-faced units, with a one piece and approved shatter resistant face shields. Competitors are prohibited from using damaged helmets. Helmets must be certified by the manufacturer as Snell M2010, BSI 6658 Type A or ECE/22-05 approved, by having a sticker affixed to the helmet which states that it meets or exceeds one of these standards. While the VRRRA stipulates Snell M2010, BSI 6658 Type A or ECE/22-05 certified helmets, it neither endorses nor guarantees specific products or manufacturers. The purchase of these products and their use will not guarantee the prevention of serious head injury or death.

Competitors must rely on their own judgement in the selection of helmets, leathers and protective equipment that will provide appropriate protection and durability.

3b. 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.

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: some organizations require total enclosure.)

All machines must have a visibly marked operational engine kill switch or kill button mounted on or adjacent to the handlebars or clip-ons, within easy reach of the rider.

Simple piston style hydraulic steering dampers are allowed in all periods.

3c. 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. Slick tires may be used on Period 4 machines only; in all other classes, tires must be treaded. No hand-cut slicks or re-treaded tires are permitted; however racing type rain tires are acceptable. All tires must be in very good condition. Check with the tire manufacturer for the proper size tires for your rims. Tech Inspectors will reject any machine, which in their opinion does not have suitable tires.

3d. Oil containment systems

Oil containment systems are required on all roadracing machines and must be designed to hold the following capacity of oil:

- 100% capacity of wet sump engines; recommend oil absorbent material of the same capacity
- minimum of one litre for dry sump engines; recommend oil absorbent material of the same capacity
- minimum of one litre for two stroke engines; recommend oil absorbent material of the same capacity

Two stroke machines with insufficient space for a pan must fit absorbent material secured in place with screen backing.

Pans must protect the crankcase, oil filter and gearbox on four strokes, and the gearbox on two stroke machines.

Oil containment pans must be constructed of fibreglass, steel (minimum 22 gauge or .025") or aluminum ~~6061~~ (minimum 18 gauge or .040").

All pans must be securely fastened to the machine. Pans must be liquid tight with a retaining dam at the rear. If a threaded drain plug is fitted to the pan, it must be lockwired. Rubber drain plugs must be secured with silicone.

Removal of oil containment pans may be required at tech inspection.

4. PROCEDURES

- 4a.** 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, if the Technical Committee questions the eligibility of either.
- 4b.** Exceptions to the technical Rules and Regulations may be made at the discretion of the Technical Committee and subject to Executive approval. The Technical Committee has the final decision as to the interpretation of the technical Rules and Regulations, and is responsible for enforcement of the same.
- 4c.** Requests for clarifications or exceptions 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.
- 4d.** Every machine that is entered in a VRRR event must be inspected and accepted before that machine can enter on to the race track.
- 4e.** Tech Inspectors may at any time recall a machine for further inspection if he/she has any doubts about the machine's compliance with these Rules.
- 4f.** Tech Inspectors have the right to final decision over any matter of compliance with these Rules. Appeal of a Tech Inspector's decision lies only with the Technical Coordinator, or a member of the Technical Committee appointed as delegate for the event. The Technical Coordinator's ruling on a machine technical or eligibility matter is binding upon the referee and the President.
- 4g.** At the discretion of the race officials, all machines shall be inspected for fluid leakage before and after all track sessions. If any leaks are found, the machine shall return to the pits, have the leak corrected and go through full technical inspection prior to re-entering the track.
- 4h.** It is the responsibility of the rider to ensure that their protective equipment and machine, be it their own or borrowed, meets all the VRRR Rules and Regulations.
- 4i.** Any machine whose handlebars have touched the ground during a practice session or a race may not continue in that race or practice session. The machine must be re-inspected before returning to the track for subsequent practice sessions or races. The rider must undergo a medical exam and receive approval from the Doctor before continuing to practice or race. If a rider does not participate in further practice sessions or races, a medical exam by the Doctor is recommended before the rider leaves the track.

- 4j. Any machine running with loose or hanging parts that endanger the competitor or other competitors will be "black flagged" and subject to re-inspection.
- 4k. In RACE events where the VRRRA is invited to participate, these Rules and Regulations shall apply for machine eligibility.

5. MACHINE ELIGIBILITY PROTESTS

- 5a. All formal protests regarding machine eligibility at VRRRA events must be filed with the Technical Coordinator or, in his/her absence, with a member of the Technical Committee.
- 5b. Protests must be lodged by a rider participating in the same race as the protested machine.
- 5c. Protests must be filed within 20 minutes of the posting of the official results.
- 5d. Eligibility protests are considered a minor protest, and must be accompanied by a \$25.00 cash fee.
- 5e. Major protests involving an engine teardown and/or disassembly of the motorcycle require a \$50.00 cash deposit.
- 5f. If the protest is upheld, the protest fee will be refunded to the protestor.
- 5g. Should the protest be dismissed, the protest fee shall be retained by the VRRRA. In addition the person filing the protest must pay for the cost of any parts and/or labour required to return the machine to the same state as before the disassembly.
- 5h. Should the owner/rider refuse protest inspection, then the machine and rider will be disqualified from the event and the rider will lose all accumulated series points for that year. In addition, and at the discretion of the executive, the owner/rider may be suspended from any event run under VRRRA rules for a period of up to 13 months. The protest fee shall be returned to the person who filed the protest.
- 5i. Competitors 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.
- 5j. Notwithstanding 5b, the Technical Committee may decide to open an engine to confirm size without a formal rider protest. If the machine is found to be legal the VRRRA will pay for the cost of parts and labour required to return the machine to the same state as before the disassembly. If the machine is found to be illegal the regular penalties in 5h apply.
- 5k. A protesting rider unsatisfied with a judgement can appeal to the Executive, verbally within one hour and in writing within one week of the judgement. Appeals must be accompanied by a \$25.00 non-refundable fee.

6. RIDER CONDUCT PROTESTS

- 6a. All formal protests regarding rider conduct at VRRRA events must be filed with the Referee.
- 6b. Rider conduct protests must be accompanied by a \$25.00 cash fee.

- 6c. Protests must be lodged by a rider participating in the same race as the protested rider.
- 6d. Protests must be filed within 20 minutes of the posting of the official results.
- 6e. If the protest is ruled in favour of the person protesting, the cash fee shall be refunded. The offending rider may be excluded from the results of that race and forfeit any awards.
- 6f. If the protest is dismissed, the cash fee shall be retained by the VRRRA.
- 6g. There is no appeal from the decision of a referee.

7. MACHINE TECHNICAL REQUIREMENTS

The following is a non-inclusive checklist for preparing racing motorcycles. Tech inspectors may verify any of these items as part of the criteria used to determine if a motorcycle is acceptable for road racing.

ENGINE, GEARBOX AND RELATED COMPONENTS (where fitted)

- any hose or pipe that has fluid of any kind passing through must be lockwired
- 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 and lockwired
- no oil leaks
- oil filler caps wired
- all drain plugs, caps, level check plugs or covers on engine, primary drive and transmission group which will drain oil if loosened must be lockwired
- inspection covers on engine, primary cover and gearbox must be lockwired or otherwise secured
- all vents from engine and gearbox to be of adequate size, free and clear and piped to an empty catch bottle of adequate size
- all oil lines secured and ends clamped so as to prevent line from sliding off of fittings
- all oil lines must be secured by lockwire as secondary security
- 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
- radiator caps and all water drain plugs must be lock wired
- radiator breather/overflow hose must be piped to a catch bottle of adequate size
- only water is to be used in cooling systems, anti-freeze or any other additive is prohibited except approved water wetter
- 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 system, fairing and footpegs mounted to allow adequate ground clearance for road racing
- exhaust systems, including megaphones, expansion chambers, mufflers and baffles must be securely mounted, all mounts and brackets must be lockwired and where possible, there should be a second system securing the pipes

REAR WHEEL AND RELATED COMPONENTS (where fitted)

- 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
- all brake mounting hardware must be lock wired or fitted with a cotter pin
- brake stay bolts lockwired or cotter-pin
- brake adjusted and effective
- brake cable or brake rod not damaged or worn
- all brake cables and rods with threaded adjusters must be lock wired to prevent loss of adjuster
- brake pedal and pivot secure
- chain adjusters secure and lockwired
- 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 shall be safety-wired)
- rear fender secure

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

- 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
- all brake mounting hardware must be lock wired or fitted with a cotter pin

- all brake hoses must have banjo bolts or fittings lockwired
- brake stay bolts/torque arms lockwired or cotter-pin (lock nuts or retaining plates are acceptable)
- upper and lower crown pinch bolts and fasteners tight
- clip-ons or handlebars tight
- all throttle cables must be secured to the throttle housing by lock wire
- 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 the 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)

- 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 VRRRA Rules)
- numbers regulation size and colour (see VRRRA Rules)
- no cracks or visible damage to frame or swingarm
- swingarm pivot tight and lockwired
- rear suspension mountings tight and lockwired
- fuel tank secured such that it will not separate from the motorcycle in the event of an accident
- battery and battery box secure
- battery charged
- wiring secured and not frayed
- seat mounts secure

PART B

SUMMARY OF THE VINTAGE RACING CLASSES

1. PRE-50: Motorcycles manufactured before December 31, 1949.

2. PRE-65: Motorcycles of a maximum model year 1964.

There are two displacement classes: 350cc and 500 cc.

3. PERIOD ONE CLASSIC VINTAGE: Maximum model year 1967. Any machine originally manufactured for road racing, or a machine subsequently modified for road racing.

There are five classes: 200, 250, 350, 500 and Open

4. PERIOD TWO SUPERVINTAGE: Maximum model year 1972. Any machine originally manufactured for road racing or a machine subsequently modified for road racing.

There are two classes: Lightweight and Heavyweight

5. MIDDLEWEIGHT PRODUCTION: Maximum model year 1976. Any machine originally sold for street use and subsequently modified for road racing. This class is considered part of Period 2.

6. PERIOD THREE: Maximum model year 1982. Any machine originally manufactured for road racing or a machine subsequently modified for road racing.

There are three classes: Lightweight, Middleweight and Heavyweight.

7. PERIOD FOUR: Maximum model year 1989. Any machine originally manufactured for road racing or a machine subsequently modified for road racing.

There are three classes: F3, F2 and F1.

SIDECAR: There are three classes for outfits built before the cut-off dates or constructed after such dates and are consistent in design and construction with outfits actually built in that period:

10. P1 Classic for outfits built before 1968

P2 Supervintage for outfits built before 1973

11. P3 for outfits built up to and including 1982

SPECIAL FEATURE RACES

These classes are only run at the annual VRRRA Vintage **Motorcycle** Festival.

WARWICK CUP: This class was created to honour one of the VRRRA's founding members, Doug Warwick. The class is limited to British four-strokes up to 500cc, maximum model year 1967. Period one rules apply.

McGILL MASTERS: Created in memory of another founding member, Tom McGill, this class is for experienced riders 50 and older. It is usually divided into three groups for each period: Lightweight - up to 350 cc, Middleweight - 500cc, and Heavyweight - over 500cc for Period 1 and according to the regular Light, Middle and Heavy classes for the remaining periods.

VINTAGE CLASS RULES

All rules in Part A are applicable to all classes. In cases of conflict, the Part A rules take precedence over these rules.

The following class rules are specific to each class.

1. PRE-50

1a. Motorcycles manufactured before December 31, 1949.

1b. No updating beyond December 31, 1949.

2. PRE-65 Motorcycles must be of a maximum model year of 1964. The intent of this class is to provide a venue for motorcycles that are generally not competitive in Period 1 and also to encourage the reappearance of older racing motorcycles in a forum where they can compete against machines having similar performance capabilities.

TWO CLASSES OF PRE-65: 350 cc and 500 cc

Maximum engine displacement is 350 cc and 500 cc. Side valve engines with a maximum displacement of 750 cc may run in the 500 Class.

2a. ENGINES: Must be naturally aspirated. Cylinders may be overbored to give a maximum engine displacement of 5% over the class limit.

2b. PRIMARY DRIVES: 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.

2c. GEARBOXES AND FINAL DRIVES: Must be of a style and type available during the pre-65 era.

2d. CARBURETORS: Carburetors of a style and type available up to the end 1967 are permitted. No post-period smoothbores or flat-slide carbs are allowed. Carburetors using power jets or any form of accelerator pump are not permitted.

2e. IGNITION SYSTEM: Ignition systems eligible for pre-65 include magneto and battery/coil. Electronic ignition systems are permitted, provided they are concealed from view.

2f. EXHAUSTS: Must be of a style and type in use during the period. No stainless steel, titanium or carbon fibre.

2g. FRAMES: Must be of an original style and type from the period, suitably prepared for racing (removing street hardware etc.). Extra bracing typical of the period is permitted. Replicas of period frames are permitted such as Featherbed, Lyster, Domiracer and Seeley.

2h. SWING ARMS: Must be of an original style and type from the period. No bracing in the form of additional tubes forming a trusswork is permitted. Replicas of period swingarms are permitted.

2i. FORKS: Forks of a style and type available up to the end of 1967 are allowed in the pre-65 class. The maximum stanchion (fork tube) diameter shall not exceed 35 mm. Fork legs must not have disc brake mounting lugs. Aftermarket fork braces of any type and style, similar to those available in the period, are acceptable.

2j. REAR SHOCKS: Rear shocks of a style and type available up to the end of 1967 are allowed in the pre-65 class. Upside down shocks, shocks with air fittings unless OEM (Velocette KTT), remote or external reservoirs are not permitted.

2k. WHEELS: Must be wire spoked and must not be smaller than 18 inch diameter. Rim widths shall not exceed WM 4 (2.50) on the front or rear.

2l. BRAKES: Drum brakes only are permitted and must be of style and type from the pre65 era. The internal drum diameter shall not exceed 8.5 inches.

2m. TIRES: Maximum width is 130 mm as stamped by the manufacturer of the tire. No radials.

2n. BODYWORK: Tank, seat and fairing shall be of a style and type used during the period. Stock seat is permitted but hump back racing type is preferred. No post period seats or fairings such as TZ Yamaha are allowed. No carbon fibre.

2o. HANDLEBARS: Must be a racing or production style available up to the end of 1967.

2p. NUMBER PLATES See Part A – 2g. Colours must be as follows:

Class	Numbers	Background
350cc	White	Blue
500cc	Black	Yellow

The following examples and exceptions are permitted in the Pre 65 class:

Aermacchi - 72mm stroke (250) and 80mm stroke (350) only

AJS / Matchless 500 Singles

BSA Gold Star 350/500 Singles, 441 Single, 500 Twin

Ducati - Narrow Case Singles

Harley / Indian 750 Side Valve

Honda Super Hawk 250/305

Norton Manx 350/500, ES2 - 500 Singles, 500 Twins

Triumph 500 Twin

Velocette 350/500

Yamaha YDS 250/305

3. PERIOD 1 CLASSIC VINTAGE

All rules in Part A are applicable to all classes. In cases of conflict, the Part A rules take precedence over these rules.

Motorcycles must be of a maximum model year of 1967 two stroke or four stroke, except as listed in the exceptions. Any machine manufactured purely for racing, or a machine subsequently modified and prepared for racing. Modifications are allowed, provided they conform to the regulations and intent of the following specifications. Any component that is visibly different and/or uses technology not available within the period must be submitted to the Technical Coordinator for approval.

FIVE CLASSES OF PERIOD ONE CLASSIC VINTAGE:

- 200 GP - up to 200cc
- 250 GP - up to 250cc
- 350 GP - 251cc to 350cc
- 500 GP - 351cc to 500cc
- Open GP - 501cc and over

3a. ENGINES: Must be naturally aspirated, having a maximum model year of 1967. Two stroke engines shall not be fitted with reed valves and shall not use later cylinders. Engines may be internally updated, but must be of the same external appearance as the items used during the period. Triumph/BSA 650s may be bored out to 750cc; all other machines in Open GP must use the stock bore and stroke. Cylinders may be overbored to give a maximum engine displacement of 5% over the class limit.

3b. 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 1. The Technical Committee recommends total enclosure of the primary drive.

3c. GEARBOXES AND FINAL DRIVES: Shall be of a type and model used during the period, and must retain the original external appearance. There are no restrictions on internals.

3d. CARBURETORS: are without size restriction, but must be of a type and model used during the period. Typically accepted carburetors are: Amal 76 and 276, Monobloc, Mk1 Concentric, TT, RN, GP, and Mk11. Also accepted is the round-slide VM style Mikuni as used on early Yamaha racing motorcycles. Genuine period smoothbores are permitted. Lectron type (flat slide) and post-period smooth-bore carbs are not permitted. Carburetors using power jets or any form of accelerator pump are not permitted.

3e. IGNITION SYSTEMS: Include magneto and battery/ coil. Electronic systems are permitted, provided they are concealed from view.

3f. EXHAUSTS: Must be of a style and type in use during the period. No stainless steel, titanium or carbon fibre.

3g. FRAMES: Frames must be of an original style and type from the Period and must be of round tubular steel construction, with the exception of the Greeves Silverstone with the original racing frame. No mono-shock type frames except Vincent frames. Replicas of Period frames are permitted.

3h. SWING ARMS: The swing arm must be of an original style and type from the Period and of round tubular steel construction. Each leg must be constructed of a single round tube. The movement must be controlled by suspension units mounted on each leg of the swingarm at either side of the rear wheel by the rear axle. Period swingarms that deviate from this rule are allowed, but only on frames they were originally designed for. For example, Greeves Silverstone, Manx Norton. Bracing in the form of additional tubes forming a trusswork is not permitted. Replicas of period swingarms are permitted.

3i. FORKS: Must be of a type available during the period. Air compression and rebound 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. Aftermarket fork braces of any type and style, similar to those available in the period, are acceptable.

3j. REAR SHOCKS: Must be of a style and type from the period. Shocks with air/gas fittings used for initial loading only and not providing adjustability are allowed. Remote or external reservoirs are not permitted.

3k. WHEELS: Must be wire-spoked with a minimum rim diameter of 17 inches and a maximum rim width of WM 4 (2.50).

3l. BRAKES: Drum type only on front and rear wheels. Any drum brake is acceptable.

3m. TIRES: Maximum width is 130mm, as stamped by the manufacturer of the tire. No radials.

3n. BODYWORK: Tanks, seats and fairings must be of a racing style or pattern in use during the period. No carbon fibre.

3o. HANDLEBARS: Must be clips-ons or flat bars with a maximum rise of 2 inches above handle bar clamps.

3p. FOOT CONTROLS: Must be of the "rearseat racing style" defined as having the footpeg mounted on or behind the centre line of the swingarm pivot.

3q. NUMBER PLATES: See Part A – 2g. Colours must be as follows:

Class	Numbers	Background
200 GP	White	Black
250 GP	White	Green
350 GP	White	Blue
500 GP	Black	Yellow
Open GP	Black	White

HONDA CB/CL/SL/350 twin cylinder machines, in order to be eligible for Period 1 GP, are limited to stock original equipment engine internal and external parts as originally fitted to these models. No parts designed for another model of Honda or any other motorcycle may be used. No aftermarket components are allowed except for valve springs and slider style camshaft chain tensioner (as manufactured by Bore Tech or similar). Carburetors cannot be greater than 30mm choke size and may be any Period 1 legal model, round slide Keihin or Mikuni. Ignition systems may be after market and/or electronic. NO MODIFICATIONS WHATSOEVER by any machining or chemical process may be made to the engine, intake tract, carburetors, or any other engine component. The only modifications allowed are the removal of the electric starter, alternator components and the fitting of a racing style exhaust. The rolling chassis must be of a racing style as per Period 1 rules. Modified Honda CB/CL/SL 350 twin cylinder machines, which deviate from the use of stock original equipment engine components, are moved to the Period 2 Supervintage Lightweight class.

The following examples and exceptions, when fitted with drum brakes, are permitted in Period 1.

Aermacchi (Harley Sprint) Any road-based 250 or 350cc four-stroke single up to and including 1974

BMW Rennsport and /5 models (Maximum displacement 750cc)

BSA 441 & B50 (no 4-valve heads will be permitted), twins to 750cc

Bultaco - all motor and bike models through 72

Ducati singles

Greeves Silverstone

Harley-Davidson KR, ER, and CR roadracers

Honda CB/CL/SL 350cc with drum brakes (see note above), CR, CB, and CL twins to 500cc

Jawa - 2-valve, four-stroke single cylinder speedway engines through 1978. No overhead camshafts permitted. The engine must be mounted in a period frame, and must not use total loss engine lubrication.

Laverda 750 SF

Montesa - all motor and bike models through 72

Norton 750cc Commando

Ossa - all motor and bike models through 72

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

Royal Enfield

Seeley G50 or 7R

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

Triumph twins to 750cc

Velocette

Yamaha TD-1C

P1-200

Eligible machines generally include all those that meet the AHRMA 200GP rules (which are printed on the following page) including all restrictions. Machines must be approved by the VRRRA technical committee.

The following machines are accepted by the VRRRA:

Kawasaki 175 f1 – f7 (1966 – 1975)

2012 AHRMA Rulebook

10.2.5 200 GRAND PRIX PLUS: This class combines a variety of engine designs and displacements, based on an index of performance. Eligible machines are listed below by make, model, displacement, and individual restrictions. Like-design models also are permitted.

Displacement as noted below may not be increased beyond the allowable overbore (see rule 9.7.2c). Hondas and Ducatis may be enlarged to the class limit of 200cc.

Aermacchi/H-D 250cc long-stroke (66mm bore x 72mm stroke), wet clutch, original backbone chassis, maximum 30mm carburetor (i.e., up to 1965 only)

AJS/Matchless 250cc pushrod single, maximum 30mm carburetor

Ariel Arrow 250cc twin, original frame and forks, one 32mm or smaller carburetor

Benelli 250cc pushrod single, maximum 30mm carburetor

BMW R26 250cc single, maximum 30mm carburetor

Bridgestone 175cc twin, maximum 22mm carburetors

BSA/Triumph 250cc single, maximum 30mm carburetor

Bultaco 125cc water-cooled GP TSS (round barrel only)

Bultaco 175cc air-cooled single (round barrel only), maximum 30mm carburetor

Bultaco 200cc air-cooled single, maximum 4-speed, maximum 28mm carburetor

Ducati 125, 160, 175, 200cc single

Hodaka 125cc

Honda CR110 (CR93)

Honda CB/CL 160, 175cc twin, including later CB/CL175 vertical engine

Honda CA/CB 125, 160cc twin

Indian Arrow 250cc single, maximum 30mm carburetor

Moto Guzzi 250cc pushrod, maximum 30mm carburetor

MV 200cc "works" or replica single or twin

MV Augusta 250cc pushrod, maximum 30mm carburetor

Norton 250cc pushrod twin, maximum 30mm carburetor

Ossa 175cc, maximum 30mm carburetor

Parilla 250cc pushrod, maximum 30mm carburetor

Parilla 200cc production racer

Puch/Allstate 250cc split single, maximum one 32mm carburetor

Rumi 125cc flat twin

Suzuki GT185, maximum 22mm carburetors

Triumph 200cc T20 Tiger Cub, maximum 250cc with allowable overbore; maximum 30mm carburetor

Villiers-based 250cc two-strokes (series 31a to 37a motors) such as Cotton, DmW, Greeves, maximum 32mm carburetor

Yamaha AS1 125cc twin (pre-1968), cast iron cylinders only

Yamaha CT1 175cc single (no Noguchi engine components), maximum 30mm carburetor

Yamaha YCS1 180cc twin (pre-1969), maximum 22mm carburetors.

4. PERIOD 2 SUPERVINTAGE

All rules in Part A are applicable to all classes. In cases of conflict, the Part A rules take precedence over these rules.

Maximum model year 1972, except as listed in the exceptions. Any machine originally and specifically manufactured for roadracing or a machine subsequently modified for racing. Any component that is visibly different and/or uses technology not available within the period must be submitted to the Technical Coordinator for approval.

TWO CLASSES OF PERIOD TWO SUPERVINTAGE:

Lightweight Supervintage:

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

Heavyweight Supervintage:

- Two stroke engines to a maximum of 750cc
- Four stroke overhead camshaft engines to a maximum of 750cc
- Four stroke push rod engines to a maximum of 850cc

4a. ENGINES: Must be naturally aspirated, having a maximum model year of 1972. Two stroke engines shall not be fitted with reed valves. Engine updating to non period specification is not permitted. Castings and other external parts must be of the same appearance as the items in use during the period. Cylinders may be overbored to give a maximum engine displacement of 5% over each engine limit.

4b. PRIMARY DRIVES: May be of a chain, belt or gear type construction. At a minimum, 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. The Technical Committee recommends total enclosure of the primary drive.

4c. GEARBOXES AND FINAL DRIVES: Shall be of a type and model used during the period, and must retain the original external appearance. There are no restrictions on internals.

4d. CARBURETORS: Are without size restriction, but must be of a type and model used during the period. Post-period smooth-bore Keihin carbs are allowed to a maximum size of 31mm.

4e. IGNITION SYSTEMS: Are without restriction.

4f. EXHAUSTS: Must be of a racing style in use during the period. No titanium or carbon fibre.

4g. FRAMES: Must be of an original style and type from the period and must be of round tubular steel construction, with the exception of the Greeves Silverstone with the original racing frame. No mono-shock type frames except Vincent frames. Period style "special" frames are allowed eg Drixton, Metisse, Rickman.

4h. SWING ARM: Must be of an original style and type from the period (including dimensions). Must be of round or rectangular tubular steel construction. Each leg must be constructed of a single tube. The movement must be controlled by suspension units mounted on each leg of the swingarm at either side of

the rear wheel by the rear axle. Bracing in the form of additional tubes forming a trusswork is not permitted. Replicas of period swingarms are permitted.

4i. 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. Aftermarket fork braces of any type and style, similar to those available in the period, are acceptable.

4j. REAR SHOCKS: Must be of a style and type from the period. Shocks with air/gas fittings used for initial loading only and not providing adjustability are allowed. Remote or external reservoirs are not permitted.

4k. WHEELS: Wheels must be wire-spoked construction, with a minimum rim diameter of 18 inches. 17 inch diameter wheels will be accepted if fitted as original size on machine. The maximum width of the front wheel is WM4(2.5") and WM5(3") for the rear.

4l. BRAKES: Must be of a style and type available during the period. Disc rotors shall be of one-piece construction or solidly secured to the carrier: no floating discs. Calipers shall have no more than one piston or one pair of opposing pistons. Front master cylinders shall have the reservoir and cylinder in the same casting. Rear master cylinders must be period components.

4m. TIRES: Maximum width 140mm, as stamped by the manufacturer. No radials.

4n. BODYWORK: Tanks, seats and fairings must be of a racing style or pattern in use during the period. No carbon fibre.

4o. HANDLEBARS: Must be of a racing style or pattern in use during the period.

4p. FOOT CONTROLS: Must be of the "rearsset racing style", defined as having the footpeg mounted on or behind the centre line of the swingarm pivot. Must be of a period style.

4q. NUMBER PLATES: See Part A – 2g. Colours must be as follows:

Class	Numbers	Background	
Lightweight Supervintage:	125cc	White	Black
	250cc	White	Green
	350/360c	White	Blue
Heavyweight Supervintage:	350cc	White	Blue
	500cc	Black	Yellow
	750/850cc	Black	White

The following examples and exceptions are permitted in Period 2.

Harley-Davidson XR750, KR750

Honda CR350(modified), CR750, MT 125R air cooled, CB400F, CB350/4 motorcycles may use CB400F crankcase/transmissions in Lightweight Supervintage, CB500/550 up to 1978

Kawasaki H1R, H2R, H1, H2, S1, S2, S3, KH 400

Moto Morini 3 ½ Sport or Strada

Norton 850cc Commando

Suzuki TR500, TR750, GT500, GT750, GT550

Triumph/BSA triples built from 1969 to 1976

Yamaha TA 125, TD2, TD2B, TR2, TR2B, TD3, TR3 (air-cooled models only)

5. PERIOD 2 MIDDLEWEIGHT PRODUCTION

All rules in Part A are applicable to all classes. In cases of conflict, the Part A rules take precedence over these rules.

Maximum model year 1976, except as listed in the exceptions. This class is limited to any machine originally sold for street use and subsequently modified for road racing. Any component that is visibly different and/or uses technology not available within the period must be submitted to the Technical Coordinator for approval.

Up to 400cc single, twin and triple cylinder 2 stroke

Up to 500cc piston port twin cylinder 2 stroke

Up to 600cc single cylinder four stroke

Up to 550cc SOHC four stroke

Up to 650cc pushrod twin cylinder four stroke

5a. ENGINES: Naturally aspirated. Castings and engine cases must be of period external appearance. No reed valves on two strokes if not fitted to machine as standard. No form of variable porting or power exhaust valves allowed on two strokes. No alloy cylinders with plated or coated bores allowed. Cylinders may be overbored to give a maximum engine displacement of 5% over each engine limit.

5b. PRIMARY DRIVES: Are without restriction. No dry clutches.

5c. GEARBOXES AND FINAL DRIVES: Are without restriction.

5d. CARBURETORS: Must be of style and type used in period. Lectrons are acceptable.

5e. IGNITION SYSTEMS: Are without restriction.

5f. EXHAUSTS: Must be of a racing style in use during the period. No titanium or carbon fibre.

5g. FRAMES: Must have specifically been sold for street use during the period.

5h. SWING ARMS: Must be of an original style and type from the period (including dimensions). Must be of round or rectangular tubular steel construction. Each leg must be constructed of a single tube. The movement must be controlled by suspension units mounted on each leg of the swing arm at either side of the rear wheel by the rear axle. Bracing in the form of additional tubes forming a trusswork is not permitted. Replicas of period swing arms are permitted.

5i. 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. Aftermarket fork braces of any type and style, similar to those available in the period, are acceptable.

5j. REAR SHOCKS: Must be of a style and type available during the period. No remote reservoirs. Air fittings and external reservoirs are allowed.

5k. WHEELS: Cast or Wire Spoke. Astralites permitted. Minimum diameter 18 inches. Maximum width front 2.75 inches, rear 3.50 inches.

5l. BRAKES: Must be of a style and type available during the period. Disc rotors shall be of one-piece construction or solidly secured to the carrier: no floating discs. Calipers shall have no more than one piston or one pair of opposing pistons. Front master cylinders shall have the reservoir and cylinder in the same casting. Rear master cylinders must be period components.

5m. TIRES: Must be sized for the rims selected as recommended by the tire manufacturer. No radials.

5n. BODYWORK: If fitted, must be of the style in use for road racing during the period. No carbon fibre.

5o. HANDLEBARS: Are without restriction.

5p. FOOT CONTROLS: Are without restriction within period styles.

5q. NUMBER PLATES: See Part A – 2g. Colours must be as follows:
Red numbers on White background.

The following examples and exceptions are permitted in Period 2 Middleweight Production.

Honda SOHC four cylinder CB400F, CB500 and CB 550 through model year 1978

Kawasaki KZ400 through model year 1977

Suzuki GT500, T500

Yamaha RD 350/400 air cooled

6. PERIOD 3 SUPERBIKE

All rules in Part A are applicable to all classes. In case of conflict, the Part A rules take precedence over these rules.

This class is for machines built up to and including 1982 with exceptions allowed where production continued unchanged, and is open to production based and GP machines. Machines can be run as GP or GP replica, and superbike style. Any component that is visibly different and/or uses technology not available within the period must be submitted to the Technical Coordinator for approval.

SUPERBIKES will be required to conform to a standard e.g. removal of sidestand and or centre stand, removal of all non-functional electrical components and wiring. Handlebars must be attached to the top yoke and the bike must have rearset footpegs.

GP bikes must be factory original or replica. Bodywork will be encouraged. Machines must have clip-on handlebars below the top yoke, rearset footpegs and single race seats.

THREE CLASSES OF PERIOD THREE SUPERBIKE:

Lightweight:

- 250cc two stroke water-cooled
- 400cc two stroke air-cooled
- 550cc four cylinder, four stroke air-cooled
- 650cc two cylinder, four stroke air-cooled
- unlimited single cylinder, four stroke air-cooled

Middleweight:

- 350cc two stroke water-cooled
- 550cc three cylinder, two stroke air-cooled
- 750cc four cylinder, four stroke air-cooled
- 860cc two cylinder, four stroke air-cooled

Heavyweight:

- 750cc two stroke
- 1100cc four stroke air-cooled
- unlimited four stroke air-cooled pushrod

6a. ENGINES: Naturally aspirated. Castings and engine cases must be of period external appearance. No reed valves on two strokes unless they were fitted to the machine as standard. No form of variable porting allowed on two strokes except for Yamaha TZ250 H and J models. Cylinders may be overbored to give a maximum engine displacement of 5% over each engine limit.

6b. PRIMARY DRIVES: Are without restriction.

6c. GEARBOXES AND FINAL DRIVES: Are without restriction. Sprocket conversion kits are allowed.

6d. CARBURETORS: Must be of style and type used within period including flatslides.

6e. IGNITION SYSTEMS: Are without restriction.

6f. EXHAUSTS: Must be of a racing style in use during the period. Stainless steel allowed as are aluminum "cans". No carbon fibre or titanium.

6g. FRAMES: No aluminum, only complete period factory frames or replicas can be used. Engine mounts must be of steel or aluminum only.

6h. SWING ARMS: Period round or box section, and period sub-frame braced swing arms, steel or aluminum will be allowed. No monoshocks unless factory original from the period.

6i. FORKS: Non cartridge type forks to a maximum diameter of 41mm. Anti-dive and external adjusters allowed. No USD forks. Post period forks meeting these restrictions will be accepted. Aftermarket fork braces of any type and style, similar to those available in the period, are acceptable.

6j. REAR SHOCKS: Must be of a style and type in use during the period. Remote and external reservoirs are allowed.

6k. WHEELS: Front minimum diameter 16", maximum width 3-1/2". Rear minimum diameter 17", maximum width 4-1/2". Construction to be wire or mag style, magnesium alloy or cast aluminum, including Astralites. Cast wheels to be solid spoke, maximum of 6 spokes. No hollow spoke wheels. Post period wheels will be accepted. It is recommended that magnesium rims be crack tested or magnafluxed on a regular basis.

6l. BRAKES: Must be of a style and type in use during the period. ~~No floating rotors unless produced in the period, ie Kossman or Spondon. Semi floating rotors may be fitted.~~ Maximum rotor diameter is 300 mm except for period rotors or exact replicas of a larger diameter. Calipers shall have no more than two hydraulic pistons.

6m. TIRES: No slicks or hand cut slicks. Tires must be correct fit and size for rim. Radial tires are permitted.

6n. BODYWORK: To be of the style in use for GP or SUPERBIKE during the period.

6o. HANDLEBARS: Superbike bars must be attached to the top yoke. GP bikes must be clip-ons below the top yoke.

6p. FOOT CONTROLS: Must be of the "rearset racing style", defined as having the footpeg mounted on or behind the centre line of the swing arm pivot.

6q. NUMBER PLATES: See Part A – 2g. All classes are red numbers on white background.

The following examples and exceptions are permitted in Period 3.

These are some examples of bikes eligible for Period 3, you should check with the Technical Coordinator before building to make sure of eligibility

BMW R90S, R100S

Ducati Pantah/Allazzurra, TT2, 750SS, 900SS

Honda CBX250, CB400, 550, 650, 750F, 900F, CBX1000, CB1100R

Kawasaki KH400, H1R, H2R, KR750, KZ550, 650, 750, 900 1000, 1100

Moto Guzzi 750S, 850, 1000LeMans

Suzuki GS425, 550, 750, 1100, all Katana models up to 1100, all RGs to 1982, TR750

Yamaha LC250, 350, TZ250J, 350G, 500, 750, XS400, 500, 650 XJ550, 650, 750, 1100

7. PERIOD 4

All rules in Part A are applicable to all classes. In case of conflict, the Part A rules take precedence over these rules.

This class is for machines built up to and including model year 1989, except as listed in the exceptions, and is open to production based and GP or GP replica machines. Any component that is visibly different and/or uses technology not available within the period must be submitted to the Technical Coordinator for approval.

SUPERBIKES will be required to conform to a standard e.g. removal of sidestand and or centre stand, removal of all non-functional electrical components and wiring. Full bodywork will be encouraged.

GP bikes must be factory original or replica. Bodywork will be encouraged. Machines must have clip-on handlebars below the top yoke, rearset footpegs and single race seats.

THREE CLASSES OF PERIOD FOUR:

Formula 3:

- 125cc two stroke GP bikes
- 500cc two stroke singles
- 400cc two stroke street based twins and triples (must have original frames, cylinder blocks and engine casings)
- 400cc four stroke four cylinders
- 650cc four stroke twins
- unlimited four stroke singles

Formula 2:

- 250cc two stroke GP bikes
- 750cc four stroke twins
- 860cc four stroke twins, two valve heads, air cooled
- 600cc multi cylinder (3 or more cylinders) four strokes

Formula 1:

- 500cc two stroke two or more cylinder
- 1000cc four stroke twins
- 750cc multi cylinder (3 or more cylinders) four strokes

Period 3 legal bikes may bump up into the equivalent P4 class as follows:

P3 Lightweight to P4 F3; P3 Middleweight to P4 F2; P3 Heavyweight to P4 F1

7a. ENGINES: Naturally aspirated. Castings and engine casings must be of period external appearance. Cylinders may be overbored to give a maximum engine displacement of 5% over each engine limit. All four stroke machines must be fitted with race type crankcase end covers, welded or braced factory covers or other acceptable crash protection. Engine management systems shall not be updated past the cut-off date for each machine allowed in the period (not including ignition systems)

7b. PRIMARY DRIVES: Are without restriction.

7c. GEARBOXES AND FINAL DRIVES: Are without restriction. Sprocket conversions are permitted.

7d. CARBURETORS: must be of style and type used within period including flatslides and fuel injection. Fuel injection is allowed only where originally fitted by the manufacturer.

7e. IGNITION SYSTEMS: Are without restriction.

7f. EXHAUSTS: Must be of a racing style in use during the period. Stainless steel systems allowed. Titanium, carbon fibre and aluminum allowed for "cans" and silencers only. No under seat exiting exhausts on four strokes.

7g. FRAMES: Must be of an original style and type from the period. Factory frames, or replicas can be used. Engine mounts are open.

7h. SWING ARMS: Must be of an original style and type from the period. Period sub-frame braced swing arms, steel or aluminum are allowed.

7i. FORKS: Must be original style, size and type in use during the period. Maximum stanchion diameter is 43mm, unless the motorcycle was originally equipped with stanchions of a larger diameter. Aftermarket fork braces of any type and style, similar to those available in the period, are acceptable. For 900SS Ducatis and any other makes and models listed as P4 eligible, where the stock forks were of a USD type, the stock forks are acceptable.

7j. SHOCK(S): Must be of style and type used during the period.

7k. WHEELS: Cast or wire. Must be of a size, style and type available during the period.

7l. BRAKES: Must be of a style and type available during the period. No carbon fibre discs. No wave rotors. Maximum rotor diameter is 320 mm. Calipers shall have no more than two pistons or two pairs of opposing pistons.

7m. TIRES: Tires must be correct fit and size for rim. Slicks and radials are permitted

7n. BODYWORK: To be of the style in use for GP or production bikes during the period.

7o. HANDLEBARS: GP bikes must have clip-on handlebars below the top yoke.

7p. FOOT CONTROLS: GP bikes must use "rearseat racing style", defined as having the footpeg mounted on or behind the centre line of the swingarm pivot.

7q. NUMBER PLATES: See Part A – 2g. All classes are red numbers on yellow background.

The following examples and exceptions are permitted in Period 4.

These are some examples of bikes eligible for Period 4. If no date is listed for machines, then only those built up to and including model year 1989 are eligible.

Aprilia 250

Bimota DB1 750

BMW R100, K75

Cagiva 500 GP bike

Ducati Paso 750 to 906, 851/888, 750 F1, SS/Sport 750 to 900, 900SS air/oil cooled V-Twins to 1996

Honda XL/XR 500 to 650, RS 125 to 1994, RS 250 to 1990, 500, 650 Hawk, 600 Hurricane and 600 F1, 750 Interceptor to 1989, RC30

Kawasaki KX 500, KLR 650, EX 500 to 1993, ZX6 (Ninja 600) A-D to 1993, ZX7 (Ninja750) to 1990

KTM 600

Moto Guzzi 1000 LeMans

Suzuki RM 500, DR650, GSF400 to 1993, GS500E to 1996, Gamma/RG 250 to 500, Katana 600/750 to 1996, GSXR 750 to 1990

Yamaha RZ 350, TZ250 to 1990, TZR/TDR 250, FZR400 to 1990, FZR600 ~~to 1991~~ 1999, FZR750 to 1989

10. P1 and P2 SIDECARS

All rules in Part A are applicable to all classes.

P1 CLASSIC SIDECAR OUTFITS are limited to outfits built before 1968, and outfits constructed after such date that are consistent in design and construction with outfits actually built in the Classic period, subject to the following restrictions:

10a. ENGINES: One or two cylinder, two or four stroke, built before 1968. Maximum 350cc two stroke, 650cc overhead valve, 750cc sidevalve. Cylinders may be overbored to give a maximum engine displacement of 5% over each engine limit.

Examples:

AJS 7R

BMW Rennsport, R50/5 and R60/5 w/OEM (stock) engine internals, maximum 26mm carburetors and four-speed gearbox

Ducati bevel drive single

Honda CB/CL450 w/OEM (stock) engine internals and OEM carburetors

Matchless G50

Norton Manx

10b. WHEELS: minimum 16 inch diameter front and rear, minimum 8 inch diameter on sidecar.

10c. TIRES: maximum 4.50 inch section width on front and rear, 4.80 inch section width on sidecar.

P2 SUPERVINTAGE SIDECAR OUTFITS are limited to outfits built before 1973, and outfits constructed after such date that are consistent in design and construction with outfits actually built in the period, subject to the following restrictions:

10d. ENGINE: One or two cylinder four stroke, built before 1973 or like design. Maximum 750cc. Overhead valve or sidevalve only. Any period air cooled two stroke, single or twin cylinder, maximum 500cc. All engines in this class are restricted to stock valve sizes and stock (OEM) carbs except that aftermarket carbs, of period design, up to 34 mm may be fitted. Cylinders may be overbored to give a maximum engine displacement of 5% over each engine limit.

Examples:

BMW Rensport, 4 speed/5 models, maximum 750cc

BSA 650

Ducati bevel drive 750

Honda twin 450cc and 500cc

Moto Guzzi 750

Norton Commando 750 (and 850 sleeved to 750cc)

Suzuki 500 T with stock internals, no TR 500 components

Triumph 650/750

Yamaha XS650 (may use 750 big bore kits)

Any period OHC single cylinder

10e. WHEELS: minimum 15 inch diameter on front and rear, minimum 8 inch diameter on sidecar.

10f. TIRES: maximum 125mm/5.00 inch section width on front, rear, and sidecar

RULES APPLICABLE TO P1 and P2 SIDECAR OUTFITS

10g. DESIGN: An outfit or sidecar is a three wheeled vehicle leaving two tracks, with only the rear wheel driving, and only the front wheel steering. Driver's point of contact with steering controls must be rigidly attached to front forks or other steering assembly. Center hub steering prohibited. Swingarms must be two sided, of period design and materials, and have a shock absorber located on each side without secondary linkage (OEM excepted, e.g. Vincent and NSU). Both sitter and kneeler designs are eligible. Sidecar chair must be rigidly affixed to cycle portion of the outfit by a minimum of four rigid mechanical or welded connections. Driver must be positioned generally behind engine. Steel tube frame construction only: no stressed skin or monocoque construction. Sidecar design: front exit only, e.g., passenger must lean outside of the track of the outfit in front of the sidecar wheel. Chair may be on right or left of cycle portion of outfit. Outfit must be equipped with appropriate handholds for passenger, including but not limited to a passenger handhold on the rear outside of the outfit opposite the chair and to the back of the driver.

10h. DIMENSIONS: The two wheels forming a single track must be no more than three inches out of line, measured center to center. Maximum track is 44 inches and minimum track is 32 inches (center to center of tires). Maximum width of outfit 72 inches. Minimum ground clearance of three inches between any part of outfit and an imaginary horizontal plane beneath the tires, with outfit ready for competition with driver, passenger, oil, fuel and coolant. Maximum fuel capacity 40 litres (10.56 gallons). Maximum engine offset (measured from a point equidistant from piston to piston to an imaginary line drawn between the centers of the front and rear wheels) 3 inches. No part of the outfit may extend longitudinally more than 12 inches from the front and rear tires. Minimum clearance front tire to outfit 1 inch. There shall be sufficient clearance between the handlebar grips and any part of the outfit, at any time, such that the driver shall not become trapped or not be able to operate the controls.

10i. BODYWORK: Sidecar wheel, rear wheel, and drive and primary chains must be adequately protected to preclude driver or passenger becoming entangled. Period dustbin style fairings are encouraged. All bodywork and streamlining must be strictly consistent with the applicable period. Downforce generating devices and designs are expressly prohibited. Driver's torso and the passenger's body must be completely visible from above at all times.

10j. SUSPENSION TRAVEL: Minimum 1.5 inch on front and rear wheels. Any sidecar wheel movement relative to platform is prohibited.

10k. OIL COOLERS: where fitted must be located so as to be generally visible to driver and passenger.

10l. GEARBOX: Applicable period components or functionally accurate reproductions only.

10m. WHEELS: Front and rear wheels must be of spoked construction, sizes as per specific class.

10n. TIRES: No slicks or slicks treaded after manufacture, sizes as per specific class.

10o. BRAKES: Working brakes on front and rear wheels mandatory; sidecar optional. Drum or single disc per wheel, provided that all disc brake components (disc rotor, caliper and master cylinders) are components (or functionally accurate reproductions) actually available in the applicable period. Friction linings and pads are unrestricted.

10p. SAFETY: All pipes or exhausts otherwise terminating in a sharp edge must have a rolled edge added or a bull ring welded in place.

10q. SAFETY SWITCH: All outfits must be equipped with a functional master electrical switch mounted within reach of both driver and passenger. Switch must be able to stop a running engine and turn off all other electrical systems. The switch's mounting plate and an area at least 1 inch surrounding the switch must be painted red and clearly identified "ON" and "OFF" for identification by track safety personnel.

10r. OIL CONTAINMENT: shall be by a liquid tight container around the bottom of the engine with a minimum of 3 quarts capacity. Oil absorbing material shall be in addition to the container. The front edge of the container shall be equal to or greater in height than the centre line of the engine crankshaft. All breather tubes from catch cans must be routed into the oil containment container.

10s. NUMBER PLATES: See Part A – 2g. Colours must be as follows:

P1 - black numbers on white background

P2 - black numbers on yellow background

11. P3 SIDECARS

P3 SIDECAR OUTFITS are limited to outfits built up to and including 1982, and outfits constructed after such date that are consistent in design and construction with outfits actually built in the period, subject to the following restrictions:

11a. ENGINES:

four stroke - air cooled only, up to 900cc,

two stroke air or water cooled, maximum 3 cylinders, up to 750cc.

Engines are limited to units built up to and including 1982. 5% overbore allowed. All other engine components shall comply with P3 Superbike rules.

11b. CHASSIS: to be built of tubular or box section steel only. No stressed skin or monocoque construction with the exception of genuine or copies, in which case the owner shall provide proof of eligibility to the Technical Coordinator

11c. DESIGN: An outfit or sidecar is a three wheeled vehicle leaving two tracks, with only the rear wheel driving, and only the front wheel steering. Driver's point of contact with steering controls must be rigidly attached to front forks or other steering assembly. Center hub steering prohibited. Swingarms may be one or two sided, of period design and materials. Both sitter and kneeler designs are eligible. Sidecar chair must be rigidly affixed to cycle portion of the outfit by a minimum of four rigid mechanical or welded connections. Driver must be positioned generally behind engine. Sidecar design may be front or rear exit and may be on the right or left hand side. Outfit must be equipped with appropriate handholds for passenger, including but not limited to a passenger handhold on the rear outside of the outfit opposite the chair and to the back of the driver.

11d. DIMENSIONS: The two wheels forming a single track must be no more than three inches out of line, measured center to center. Maximum track is 44 inches and minimum track is 32 inches (center to center of tires). Maximum width of outfit is 72 inches. Minimum ground clearance of three inches between any part of outfit and an imaginary horizontal plane beneath the tires, with outfit ready for competition with driver, passenger, oil, fuel and coolant. Maximum fuel capacity 40 litres (10.56 US gallons). Maximum engine offset (measured from a point equidistant between outer pistons to an imaginary line drawn between the centers of the front and rear wheels) 3 inches. No part of the outfit may extend longitudinally more than 12 inches from the front and rear tires. Minimum clearance front tire to outfit 1 inch. There shall be sufficient clearance between the handlebar grips and any part of the outfit, at any time, such that the driver shall not become trapped or not be able to operate the controls.

11e. BODYWORK: Sidecar wheel, rear wheel, and drive and primary chains must be adequately protected to preclude driver or passenger becoming entangled. Period style fairings are encouraged. All bodywork and streamlining must be strictly consistent with the applicable period. Downforce generating devices and designs are expressly prohibited. Driver's torso and the passenger's body must be completely visible from above at all times.

11f. WHEELS: minimum 10 inch diameter on front, rear and sidecar, if magnesium wheels are fitted, they must have current crack test certification.

11g. TIRES: slicks and treaded tires are allowed. Tires must be correct fit and size for rim.

11h. SUSPENSION TRAVEL: Minimum 1.5 inch on front and rear wheels. Any sidecar wheel movement relative to platform is prohibited.

11i. OIL COOLERS: where fitted must be located so as to be generally visible to driver and passenger.

11j. GEARBOX: Applicable period components or functionally accurate reproductions only.

11k. BRAKES: Working disc brakes on front and rear wheels mandatory; sidecar optional but strongly recommended. Single or twin disc per wheel, provided that all disc brake components (disc rotor, caliper and master cylinders) are components (or functionally accurate reproductions) actually available in the applicable period. No floating rotors. Floating calipers are recommended to reduce the effects due to anti-dive characteristics of front end design. No four piston calipers. Friction linings and pads are unrestricted.

11l. SAFETY SWITCH: All outfits must be equipped with a functional master electrical switch mounted within reach of both driver and passenger. Switch must be able to stop a running engine and turn off all other electrical systems. The switch's mounting plate and an area at least 1 inch surrounding the switch must be painted red and clearly identified "ON" and "OFF" for identification by track safety personnel.

11m. OIL CONTAINMENT: shall be by a liquid tight container around the bottom of the engine with a minimum of 3 quarts capacity. Oil absorbing material shall be in addition to the container. The front edge of the container shall be equal to or greater in height than the centre line of the engine crankshaft. All breather tubes from catch cans must be routed into the oil containment container. A low oil pressure light, visible to driver and passenger is required for all engines fitted with plain bearing crankshafts.

11n. SAFETY: All pipes or exhausts otherwise terminating in a sharp edge must have a rolled edge added or a bull ring welded in place.

11o. NUMBER PLATES: See Part A – 2g. Colours must be as follows:
red numbers on white background.

PART C ENDURANCE RACE RULES AND PROCEDURES

1. INTRODUCTION

- 1a.** All VRRRA rules and procedures are in effect for and during any VRRRA Endurance Race. The Endurance Rules and Procedures are designed to cover specific needs for endurance races.
- 2a.** Pit wall - separates the pits from the race track
Pit counter - separates the pits from the paddock
Pits - area between the pit counter and pit wall, including pit lane
Pit lane - access to and from the track to the pits

2. RIDERS AND TEAM MEMBERS

- 2a.** Only registered riders may compete on machines they have registered for. No borrowing riders. No substituting riders.
- 2b.** All registered riders do not have to compete.
- 2c.** There is no limit to the number of riders a team may register.
- 2d.** Each rider may compete for no more than one hour plus 2 laps in total for a 2 hour race. Red flag time does not count towards the one hour plus 2 lap limit.
- 2e.** All riders must be qualified to race in accordance with VRRRA policy for that event.
- 2f.** Each team must have a minimum of two riders.
- 2g.** All team members who enter the pits (including during red flag periods) must comply with VRRRA policy for that event. Everyone in the pits must have signed the waiver and be wearing the proper wristband.
- 2h.** All team members in the pits must be wearing long pants (no shorts), shoes (no sandals) and shirts (no cut-off shirts or tank tops).

3. PROCEDURES

- 3a.** All teams must have a name.
- 3b.** All entry forms must be complete with all fees paid, memberships verified and waivers signed before a team may enter the track.
- 3c.** All teams including all riders and crew must attend mandatory endurance riders meeting before start of race. A roll call will be taken and any team member not present will not be eligible to participate in the race.
- 3d.** All teams may provide a scorekeeper who can keep track of laps in the event that the transponder system fails. If a team wishes to forgo the scorekeeper when using transponders, they do so at their own peril. Should the transponder system fail there will be no back up for laps lost. Score sheets will be available at the endurance team meeting.

- 3e.** Grid positions will be determined by order of entry. However they may be altered by bike classification, allowing the larger more powerful bikes to start in front of smaller machines.
- 3f.** Pit selection is on a first come, first served basis. Bikes of each class will have their pits grouped to one side or the other of the transponder loop to keep scoring accurate. Pits will be laid out by the pit marshals prior to the race. Each pit must be identified by a sign displaying bike number.
- 3g.** Red flag time is part of the length of the race. The clock will continue to run during the red flag and the race will not be extended.
- 3h.** Any rider involved in a crash, defined as the handlebars touching the ground, may ride slowly back to the pits after receiving approval from Race Control via a marshal. The rider must seek and receive medical clearance prior to re-entering the race. The bike must be presented to tech inspection to be cleared prior to re-entering the track.

4. PIT LANE PROCEDURES

- 4a.** Right of Way in pit lane goes to the rider exiting the track. Riders returning to the track must give way.
- 4b.** Each machine must stop within a marked stop line or box at the entrance to pit lane. The rider must come to a complete stop and place both feet on the ground. Machine may proceed only after a brief inspection and when directed by pit marshal.
- 4c.** Absolutely no smoking in pits or within 15 feet of the pit counter.
- 4d.** No vehicles of any kind (including pit bikes) in the pits during the race.
- 4e.** All machines operating in pit lane must be in 1st gear and maintain a speed under 20 kph. Obvious violators, in the judgment of a pit marshal, will be held at pit out for 30 seconds before being allowed to re-enter the track. A repeat violation will result in a loss of laps.
- 4f.** Teams must notify pit marshal when moving bike behind the pit counter.
- 4g.** No bikes may enter the track once the checkered flag is displayed.
- 4h.** Power starter rollers in pit area are permitted.
- 4i.** Under no circumstances shall a bike be ridden against the direction of traffic.

5. MACHINES

- 5a.** All machines must be able to pass tech inspection at any time during the race
- 5b.** No bike substitutes after start of race
- 5c.** All machines must meet the applicable VRRRA class rules to be eligible.
- 5d.** Water drain in cap well of fuel tanks fitted with flush mount caps must be plugged at the fuel cap location with a rubber bung.

5e. Any team wishing to use quick-change hardware must have that hardware pre-approved by tech prior to the event. This may be by providing actual hardware to tech or a detailed drawing and description. Any machine showing up at an event with quick-change hardware not pre-approved will not be permitted to race.

6. PIT STOPS

6a. Each team must have a working fire extinguisher of minimum capacity of 5lbs., which must be manned and pointed at machine during all fuelling stops. Failure to do so will result in loss of laps.

6b. All fuel cans must be hand held (no towers or pressurized systems) and approved for fuel storage (UL, CSA etc). The maximum size of any fuel container allowed in the pits is 10 litres. All fuel cans must be equipped with non-sparking fittings (aluminum, brass, plastic etc). Approved gravity dump cans and valved cans may be used, provided they are accepted by tech inspection.

6c. Tank changes are not permitted for fueling.

6d. Funnels are not allowed for fueling.

6e. No more than one fuel can in the pits at any time.

6f. Engines must be turned off during fueling.

6g. Bikes must be on a stand while fueling. The stand must be capable of holding the machine upright without human intervention. ■

6h. Rider must be off the machine during fueling.

6i. Bikes must stop completely within the assigned pit area.

6j. Teams wishing to share pit areas must be pre-approved prior to race.

6k. During a red flag the pits are closed. You may line up at pit in or the start line in single file and wait for restart. If a machine is in the pits when a red flag is displayed all work must stop until the race is re-started. Direction for restart will come from the Race Director.

6l. Riders in pits during a red flag will start from pit lane and will be released after the restart.

7. PENALTIES

7a. Rule infractions will result in a loss of laps. This will be done at the end of the race event after reviewing transponder times and control sheets.

7b. On track infractions will be assessed penalties according to their severity. This could include laps, stop and go, up to and including disqualification.

7c. Race Director will apply all penalties.

7d. Any team using a non-registered rider will be disqualified.

7e. No team can have a non-registered crew member in the pits during the race (including red flag time).