

VINTAGE ROAD RACING ASSOCIATION



Since 1980

VRRRA.ca

Competition and Technical Rules and Procedures

INDEX

PART A	General Rules and Procedures	page
1a	Introduction	3
1b	Definitions	3
1c	Interpretations	4
1d	Modifications	4
2	General Rules	4
3	Equipment	5
3a	Competitors	5
3b	Machinery	6
3c	Tires	6
3d	Oil Containment Systems	6
4	Technical Procedures	7
5	Machine Technical Requirements	8
6	Machine Eligibility Protests	10
7	Race Numbers	11
8	Race and Track Procedures	11
9	Rider Rules and Conduct	13
10	Rider Infractions and Penalties	14
11	Flags	16
PART B	Period and Class Rules	
	Summary of Vintage Racing Classes	18
1	Pre-50	19
2	Pre-65	19
3	Period 1 Classic Vintage	21
4	Period 2 Super Vintage	25
5	Middleweight Production	27
6	Period 3 Superbike	29
7	Period 4	31
8	Vintage GP	34
9	not used	
10	Period 1 and Period 2 Sidecars	36
11	Period 3 Sidecars	39
PART C	Endurance Racing Rules	
1	Introduction	41
2	Riders and Team Members	41
3	Procedures	41
4	Pit Lane Procedures	42
5	Machines	42
6	Pit Stops	43
7	Penalties	43

February 2016 rule change

VINTAGE ROAD RACING ASSOCIATION RULES AND PROCEDURES

PART A

1a INTRODUCTION

The Vintage Road Racing Association (VRRRA) was formed in 1980 by a group of enthusiasts interested in 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. Different periods represent key technology changes. Classes within each period are based on classes typically run during those years and were formed to accommodate a wide variety of machines.

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

Part A describes rules and procedures 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 to run all defined classes at a VRRRA event.

Part C describes specific rules and procedures for endurance races.

Proposals for changes to the Technical Rules in Part B 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 the Constitution.

1b DEFINITIONS

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

COMPETITION COORDINATOR undertakes all matters respecting the organization and operation of racing events.

COMPETITION COMMITTEE reviews on track incidents and procedures, organizes aspects of VRRRA competitive events, and reviews appeals of disciplinary action of on track incidents.

TECHNICAL COORDINATOR chairs the Technical Committee and ensures that technical and eligibility scrutineering is carried out.

TECHNICAL COMMITTEE develops technical rules, reviews machine eligibility issues and rule changes, and organizes scrutineering of motorcycles and protective equipment.

TECH INSPECTOR (SCRUTINEER) persons appointed by the Technical Coordinator who ensure that machines and rider protective equipment meet the requirements of these rules.

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 Procedures. 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 TECHNICAL RULES**

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 Any machine may enter any class for which it meets the eligibility rules. Period 3 machines 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 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.

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

2e 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 and will not be inspected until the infractions have been remedied.

- 2f** Each machine must have a number plate on the front and one on each side, clearly visible to timing and scoring, corner marshals and event officials when the machine is on the track. Number plates (or background) shall be a minimum size of 9" x 11" oval or rectangular in size. Exceptions may be granted for the front number plate on original or replica GP fairings. Numbers must be a minimum 7" high by 1" stroke. Number and plate colours shall be as defined in the Period and Class 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.
- 2g** All machines must conform to the noise rules in effect at each track. It is recognized that mufflers that are not consistent with the period may have to be installed to meet the noise limits.

3 EQUIPMENT

3a Competitors

Competitors must wear suitable road racing protective equipment, in serviceable condition, consisting of leather gloves, leather jacket, leather pants, helmet, back protector and leather boots. Boots shall be a minimum height of 8 inches from the top of the sole and overlapping the pants. Stitching, fastening (Velcro, zippers etc) and all personal protective gear must be in such working condition as to decrease chance of personal injury in case of an incident. Two-piece leathers must be fully zipped together with a 360 degree zipper at the waist. The use of a back protector, either integral with the leathers or separate, is required.

Helmets must be full-faced units, with a one piece approved shatter resistant face shield. Modular or flip up helmets are not acceptable. Helmets must be certified by the manufacturer as Snell M, 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. Helmets must not have been manufactured more than 7 years prior to the date of the event. Competitors are prohibited from using damaged helmets. While the VRRRA stipulates Snell M, BSI 6658 Type A or ECE/22-05 certified helmets, it neither endorses nor guarantees specific products or manufacturers.

All riders must have a completed Medical Data Carrier attached to the left rear of their helmet at all times while the rider is on the racetrack. The rider's race number must be displayed on each side of the helmet. The Medical Data Carrier and race numbers must be in place at the time of technical inspection.

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

Riders must use their own judgement when mounting cameras on helmets due to possibility of interference with the helmet's ability to protect the rider. All cameras will require a tether in case the mount fails.

3b Machinery

All machines must be fitted with properly working complete clutch, gearbox, front and rear brakes. Brake and clutch levers must have integral ball ends.

The rear wheel must have an effective 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.

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 suitable for the racing weight, and are correctly sized for the rims with adequate clearances. 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. Racing type rain tires are acceptable. All tires must be in very good condition. 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 machines and must be designed to hold the following capacity of oil:

- 100% capacity of wet sump engines
- minimum of one litre for dry sump engines
- minimum of one litre for two stroke engines

It is recommended that oil absorbent material of the same capacity be fitted in the pans.

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 (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 TECHNICAL PROCEDURES

- 4a** It is the responsibility of the competitor to provide reasonable proof as to the age of either the machine, or its components, if the Technical Committee questions the eligibility of either.
- 4b** Exceptions to the Technical Rules 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 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 Procedures.
- 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. Bike Pick up will remove the Tech Band and return the machine to the Competitor's Paddock or "Tech Impound" as instructed by Race Control. The machine must be re-inspected before returning to the track for subsequent practice sessions or races. If the bike passes inspection a new Tech Band will be issued.
- 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 events where the VRRR is invited to participate, these Technical Rules shall apply for machine eligibility.

5 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 roadracing
- 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 (or background) and numbers correct size and colour
- 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

6 MACHINE ELIGIBILITY PROTESTS

- 6a** 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.
- 6b** Protests must be lodged by a rider participating in the same race as the protested machine.
- 6c** Protests must be filed within one hour of the posting of the official results.
- 6d** Eligibility protests are considered a minor protest, and must be accompanied by a \$25.00 cash fee.
- 6e** Major protests involving an engine teardown and/or disassembly of the motorcycle require a \$50.00 cash deposit.
- 6f** If the protest is upheld, the protest fee will be refunded to the protestor.
- 6g** If the protest is dismissed, the protest fee shall 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.
- 6h** 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 VRRRA event for a period of up to 13 months. The protest fee shall be returned to the person who filed the protest.
- 6i** 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.

6j Notwithstanding 6b, 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 penalties in 6h apply.

6k A protesting rider unsatisfied with a judgement can appeal to the Executive in writing within one week of the judgement. Appeals must be accompanied by a \$25.00 non-refundable fee.

7 RACE NUMBERS

7a The following numbers have been permanently retired and will not be re-issued: 41 and 313

7b Numbers of deceased members will not be re-issued for a minimum of two complete racing seasons except to an immediate family member.

7c All members who were assigned a race number prior to the introduction of racing memberships in 1999 will keep their number by maintaining a general membership if they do not race.

7d All members who were assigned a race number after the introduction of racing memberships in 1999 will keep their number by maintaining a racing membership. If the member changes to a general membership they will lose the right to their number.

7e Any member who lets their racing or general membership lapse for 2 years loses all rights to their number.

7f As single and 2 digit numbers become available they will be offered to existing racing members with preference given to the longest continuous members. When several 1 and 2 digit numbers are available a notice will be published announcing their availability. Members will submit their requests to the Membership Secretary. Prior to publishing a list of available numbers, the holders of those numbers shall be contacted and the list shall be reviewed by the executive.

7g The Executive retains the right not to re-issue, exchange or transfer any number at their discretion.

8 RACE AND TRACK PROCEDURES

8a Oil Checks take place during a mandatory stop in Pit Lane after completion of practice sessions or races, or anytime a competitor leaves the track to return to the Paddock. If a visual oil leak or mechanical problem is detected, the Tech Band is removed and the machine must be taken immediately to Tech Inspection before being repaired. The machine must be returned to Tech Inspection after repairs, before it will be allowed on the racetrack.

8b Refueling at a racetrack is only allowed at two locations:
1) in the Paddock, or
2) in Pit Lane during an Endurance Race in accordance with the safety procedures and fire suppression equipment outlined in the Endurance Race Rules, **and** in the following circumstance with advanced permission obtained from the Pit Lane Referee, who must notify Race Control of the granted permission:

Competitors who run back to back races using the same bike, may refuel in Pit Lane after their first race, provided the Endurance Racing Rules regarding refueling are adhered to.

- 8c** Competitors with less than three race events of racing experience must wear a safety vest to alert other competitors that they are new to racing. Competitors should continue to wear a safety vest until they are comfortable on the racetrack.
Any rider, regardless of experience, who is observed as being much slower than normal or does not maintain smooth lines, will be required to wear a safety vest until improvement is consistently demonstrated.
- 8d** Each overtaking rider is responsible for the decision to pass a fellow competitor and complete the pass in a safe manner. Overtaken riders are responsible to hold their line without sudden moves to the right or left.
- 8e** All competitors have the right to racing space on the racetrack. Racing space is defined as having sufficient area on the racetrack to allow competitors to maintain control of their race bikes in close proximity to one another during racing conditions. Respect each other's space; it avoids accidents. Changes in direction to block a competitor attempting to pass, may be interpreted by race officials as an attempt to deprive fellow competitors of their right to racing space.
- 8f** Before entering Pit Lane from the racetrack, riders must signal their intent by raising an arm (the preferred signal) or extending a leg well in advance of the exit. The same signal is used for any mechanical problems on the racetrack. With an arm raised high overhead, competitors should move to the side of the track and park their bike well off the track and away from a potential impact zone. Competitors must move to a safe area behind a wall or barrier or if none is available, move well away from the track and any oncoming bikes. Competitor's movements will be under surveillance by Corner Marshals.
- 8g** Grid positions for heat races are determined by series points (last year points are used for the first race of each season), followed by order of entry. Grid positions for final races are determined by the finishing order of the heat races, followed by DNFs then DNSs.
- 8h** It is each competitor's responsibility to know their starting position and to go to that position on the start grid. Some tracks may have boxes or numbers on the grid, in which case competitors must place their front tire in the box or on the number. Where the rows are only designated by a numbered cone riders must space themselves safely across the row to allow a clear view of the starter and a space in the row ahead. Spot checks will be randomly done on grid positions. If a competitor has selected an incorrect position that gives an unfair advantage over other competitors, they may be penalized.

Competitors may choose to start from the back of the Grid. It is advisable to inform Pit Out of their intent in advance of their race, so that Race Control and Scoring and Timing are aware of the change.

If a competitor stalls their engine or has any type of problem that requires a delay, they must raise their arm high to signal a problem. They may be instructed to move off the Grid to a safe location, until the race has started. Grid Marshals will then attempt to get them started.

- 8i** Multiple wave starts will be used to start races when deemed necessary. Grid Sheets will indicate multi wave starts and there will be one or more empty rows between waves. Start Grid Marshals will hold each wave in place on the Start Grid by using a steady red flag. Competitors behind the red flag should have their transmissions in neutral with their clutch hand raised. When the wave in front of them has left, the Start Grid Marshal holding the red flag in front of their group will move off the track. At this point, they will be under the control of the Starter.
- 8j** A sighting lap is the competitor's opportunity to warm up tires, observe the location of flagging stations and assess the track surface and the mechanical fitness of their machine prior to the start of their race. If something does not seem normal with the bike, they should abort the intended race and enter Pit Lane to investigate further. Pit Lane officials are there to assist. If everything is normal, competitors will be allowed to start their race from Pit Lane.
- 8k** After competitors have received the checkered flag at the start/finish line, their race is over. No passing is allowed, as riders ahead may have not yet received the checkered flag to complete their race. Racers should continue around the racetrack at reduced speed, signal their intent to enter Pit Lane before leaving the racetrack and stop for the mandatory oil check.
- 8l** Points are awarded to current VRRRA members only. If there are non-VRRRA members in the results, points will not be awarded for those positions. Points are awarded for final races as follows; 20, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1. On a trial basis for 2016, partial points will be awarded for heat races as follows; 15, 12, 10, 7, 6, 5, 4, 3, 2 and 1.

9 RIDER RULES AND CONDUCT

- 9a** Entrants may be required to show proof of previous road racing experience or completion of an appropriate road racing school.
- 9b** No one may enter the track or hot pit area while under the influence of alcohol, prescription drugs, 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.
- 9c** Consumption of alcoholic beverages by competitors and crewmembers is not allowed until the racing program is finished each day. Excessive use of alcohol during the evening before a race day may result in a competitor being banned from racing on the following day.
- 9d** Pets are to remain in an enclosed space or leashed at all times.
- 9e** All riders and passengers who have fallen off their machine must undergo a medical exam, regardless of the severity of the fall. The competitor, with his/her helmet must report to Race Medical for a mandatory evaluation, immediately upon returning to the Paddock. Competitors will not be allowed further participation until Race Control receives verbal approval from the Doctor allowing continued participation. If the competitor is denied further participation for that day, they can request a reassessment by the Doctor the next day. An overnight rest does not mean a competitor can go racing again without the Doctor's approval.
- 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.

9f A rider may file a protest against another rider's conduct. The rider filing the protest must have been in the same race or practice as the protested rider, but not necessarily involved in the protested incident.

9g All protests regarding rider conduct at VRRR events must be in writing.

9h Protests must be filed with the Referee within one hour of the posting of the official results or within one hour of the final practice session.

10 RIDER INFRACTIONS AND PENALTIES

10a In order to promote on-track rider behaviour that reflects the basic VRRR philosophy; that racing with the club should be a safe, fun activity with respect shown to fellow competitors and with as low a risk as possible given that we are racing motorcycles, the following is a list of possible infractions and the extent of penalties that could be applied. The purpose of these guidelines is to encourage competitors to ride in a responsible manner which does not cause danger to other participants while establishing the penalties for any infringement.

10b Infraction and Appeal Process

1. An infraction, rider conduct report or protest is filed in writing within one hour of the race or practice session.
2. Referee reviews the report or protest and speaks with all parties involved.
3. Referee decides if infraction requires further action and applies penalty as follows.
4. Executive is notified of decision, provided with the report and all available information and asked for a consensus decision on the penalty.
5. Penalty is levied.
6. If penalty can be appealed, the appeal must be in writing.
7. The appeal and all original supporting documentation will be sent electronically to each member of the Competition Committee for individual review, comment and decision to uphold or overturn the original penalty.
8. Each independent review is compiled and if the vote is less than majority support to uphold or overturn, the case will be reviewed and discussed by the Competition Committee as a group to reach a consensus decision.
9. Infraction and any resulting penalty will be posted in the Members Only section of the forum.
10. There is a two week time limit from date of appeal to final consensus.

10c Jump/Anticipated start is defined as any forward movement of the motorcycle before the flag drops or the red light is still on. A time penalty of up to 20 seconds will be added to the race time of a rider who is observed, by a race official, to have anticipated the start. The decision as to an anticipated start is to be accepted as a Statement of Fact from which there is no right to appeal.

10d Blend line infraction is defined as crossing the blend line painted on the track at Pit Out or Pit In, either on an out-lap, in-lap or at any time while on the track during practice or a race. The penalty for crossing the blend line will range from a documented warning to a \$100 fine, depending on the circumstances of the infraction. A rider affected by the decision to impose a penalty has the right to appeal that decision.

- 10e** Failure to Ride in a Responsible Manner is defined as Reckless/Dangerous behaviour, Failure to Provide Racing Room, Failure to Pass Safely or Unsportsmanlike conduct on the track. Race officials can report instances of failure to ride in a responsible manner and this may not require another competitor to lodge a protest to initiate an investigation into this infraction. The penalty for this infraction will range from a time penalty added to the race time, disqualification from the race through to suspension from one or more VRRR events. A rider affected by the decision to impose a penalty has the right to appeal that decision.
- 10f** Passing under a Waved Yellow Flag; a rider, observed by an official, passing another rider under a waved yellow flag, from the point of reasonable line of sight of the waving flag until past the incident, is deemed to have passed under a waved yellow. If, due to circumstances, the overtaking rider is committed to the pass, that rider shall allow the overtaken rider to regain his original position as soon as possible after the pass. Failure to give back the position will result in a time penalty of up to 20 seconds added to the race time of the rider concerned. Further penalties may be imposed depending on the circumstances of the pass. A rider affected by the decision to impose a penalty has the right to appeal that decision.
- 10g** Failure to Obey a Red Flag is defined as failure to stop at the next marshal station when shown the red flag. The penalty for failure to obey a red flag will range from a fine, disqualification from the race and/or other races at that event through to suspension from one or more VRRR events. A rider affected by the decision to impose a penalty has the right to appeal that decision.
- 10h** Failure to obey a Black Flag is defined as failing to follow the procedures required of a rider who is shown the black flag; pulling into the hot pit and reporting to the Pit Lane Referee. The penalty for not obeying the black flag will range from disqualification from that race to suspension from one or more VRRR events. The decision as to failure to obey a black flag is to be accepted as a Statement of Fact from which there is no right to appeal.
- 10i** Failure to obey a Meatball Flag is defined as not reporting to the designated race official within 30 minutes of being informed of the requirement to do so. The penalty for not obeying the meatball flag is disqualification from that race. Further penalties may be imposed depending on the circumstances for the showing of the flag. The decision as to failure to obey a meatball flag is to be accepted as a Statement of Fact from which there is no right to appeal.
- 10j** Failure to Re-Tech after a Crash (as defined in this document); re-tech is a requirement before the machine is again taken out on the track, whether or not the fork band has been removed by the corner worker, bike pick-up or pit in staff. The penalty for failure to have a machine re-teched is disqualification from all subsequent races. Further penalties may be imposed depending on the circumstances. The decision as to failure to have a machine re-teched is to be accepted as a Statement of Fact from which there is no right to appeal.
- 10k** Failure to Signal Intent to Exit the Track is defined as failure to raise an arm or extend a leg to indicate the rider intends to exit the track. The penalty for failure to signal intent will range from a documented warning to further penalties should the infraction involve putting other riders at risk. A rider affected by the decision to impose a penalty has the right to appeal that decision.
- 10l** Failure to Stop for an Oil Check is defined as failing to stop at either the Pit Out or Pit In oil check and proceeding onto the track or into the paddock without approval of the Oil Check Staff. This stop is mandatory if the Oil Check location is staffed, even if the rider does not intend to return to the track that day. The penalty for this infraction will range from a fine to disqualification from the

race that the infraction occurs in. A rider affected by the decision to impose a penalty has the right to appeal that decision.

- 10m** Speeding in Pit Lane; although considered part of the racing surface, due to the presence of race officials, riders and other personnel, riders in the Pit Lane are restricted to first gear only at low rpm and a reasonable speed. The penalty for excessive speed, in the judgement of a race official, ranges from a documented warning to a fine for repeat offenders. The decision that a rider is using excess speed in the Pit Lane is to be accepted as a Statement of Fact from which there is no right to appeal.
- 10n** Speeding in the Paddock; due to the presence of spectators, children, other motorcycles and vehicles in the paddock, riders are restricted to first gear only at low rpm and a reasonable speed in the paddock. The penalty for excessive speed, in the judgement of a race official, ranges from a documented warning to a fine for repeat offenders. The decision that a rider is using excess speed in the Paddock is to be accepted as a Statement of Fact from which there is no right to appeal.
- 10o** Volunteer abuse of any type will not be tolerated. The penalty for verbal or physical abuse of a volunteer will range from a fine, disqualification from the race and/or other races at that event through to suspension from one or more VRRRA events. A rider affected by the decision to impose a penalty has the right to appeal that decision.

11 FLAGS USED AT VRRRA EVENTS

- 11a** The following flags and signals are used trackside at VRRRA events. It is the responsibility of every rider to be aware of the meaning of all flags and be prepared to act accordingly at any time.
- 11b Waved Canadian or Green Flag**
Start of Race. Each starter may have a distinct method of using the flag to start the race. The method to be used at the event will be demonstrated at the rider's meeting.
- 11c Green Flag**
Used to indicate a clear track; usually following a yellow flag condition.
- 11d Stationary Yellow (CAUTION)**
Used to inform riders of a potentially hazardous condition off the track between the flag station displaying the flag and the next flag station. A stationary yellow may be used to indicate a slow moving rider is ahead. The corner marshals will display a stationary yellow for the first 2 laps of practice or the sighting lap of each race to identify the corner stations. Passing is allowed.
- 11e Waved Yellow (DANGER)**
Used to inform riders of a hazardous condition such as motorcycles down, riders or marshals on the track or in the impact zone ahead. Riders **MUST** reduce speed and be prepared to change lines or possibly stop to avoid the hazard. No passing is allowed within a reasonable line of sight of the waving yellow until the rider is past the incident.
- 11f Double waved yellow**
Used on the race sighting lap at the final corner before gridding for the start of the race.

11g Yellow/Red vertical Stripes

Used to indicate debris, oil, gas, dirt or straw on the track surface ahead. Riders may be required to change their lines to avoid the debris. Extreme caution is to be exercised by all riders. When possible, a pointing motion from the corner marshal will accompany this flag indicating the affected area and directing competitors away from the debris. Passing is allowed. Flag will continue to be displayed until the debris is cleared.

RAIN - debris flag may be used to signal rain by displaying the flag followed by pointing the furred flag at the sky.

SIDECAR - debris flag pointed at the driver will indicate that they have lost their passenger.

11h Black with Orange circle in the centre

Used by the starter and usually accompanied by a board showing the bike number to warning a rider that their riding has become hazardous, erratic, dangerous or other riding infraction. Repeat offense will result in the Black Flag. Rider is to report to the Pit Lane Referee at the end of the practice or race.

11i Black Flag

Used by the starter and usually accompanied by a board showing the bike number to indicate that there is a mechanical problem with the bike or for a repeat offence following a meatball flag. Slow down with caution, move off the racing line, do a visual check for oil or loose parts. If oil is observed, pull off the racing surface and park the machine in a safe location. If no oil is seen and if safe to do so, proceed around the track, pull into the hot pit and report to the Pit Lane Referee.

11j Red Flag

Waved to signal all riders that the race must be stopped. All riders are to slow down indicating they have seen the flag by raising a hand in the air to alert following riders and stop at the next manned marshal station. Bikes must stop on the edge of the track in single file on the same side as the corner marshal. Emergency vehicles cannot enter track until all machines have stopped. Riders will be advised of what action they are to take by the corner marshal.

11k Blue and Green Flags furred and crossed

Halfway point of the race distance

11l Blue and White Flag

Last lap; one lap to go to the finish

11m Checkered Flag

Completion of the race. There will be no passing during the cool down lap. Riders are to signal by a raised arm or extended leg before exiting the track.

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.

8. VINTAGE GP: Only factory built 2 stroke road racing machines are eligible. All machines must comply with Period 1, 2, 3 or 4 rules as applicable.
There are three classes: Lightweight, Middleweight and Heavyweight.

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: Created to honour one of the VRRRA's founding members, Doug Warwick. This 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 specifications and intent of the following rules. 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 "rearset 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)

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 road racing 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 "rearseat 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.

Can-am MX-1, 2, 3, 4 (175 and 250cc) 1973-1977

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. 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/Alazzurra, 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 "rearset 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 1999, FZR750 to 1989

8. VINTAGE GP

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 was created exclusively for factory built 2-stroke racing machines. To obtain eligibility in the class, the 2-stroke machine must have been produced exclusively for competition use in professional road racing by either a factory or reputable racing firm. Exceptions are considered, but it is the sole responsibility of the potential entrant to provide documentation to the Tech Chair for consideration.

THREE CLASSES OF VINTAGE GP:

Lightweight:

Single cylinder liquid cooled up to 125cc
Any configuration air cooled up to 250cc

Middleweight:

Any configuration up to 350cc

Heavyweight:

Any configuration over 351cc

7a. ENGINES: Naturally aspirated, castings factory produced, or exact replicas consisting of upgraded materials permitted.

7b. PRIMARY DRIVES: Without restriction.

7c. GEARBOXES AND FINAL DRIVES: Without restriction, chain and sprocket conversions are permitted.

7d. CARBURETORS: Without restriction.

7e. IGNITION SYSTEMS: Without restriction.

7f. EXHAUSTS: Without restriction.

7g. FRAMES: Only factory produced, period upgraded, period aftermarket or identical replicas of these are permitted.

7h. SWING ARMS: Only factory produced, period upgraded, period aftermarket or identical replicas of these are permitted.

7i. FORKS: Only factory original, or period upgraded units are permitted. Upgraded internals allowed to either. USD only if original fitment.

7j. SHOCK(S): Without restriction.

7k. WHEELS: Factory original or period upgrades permitted. No carbon fiber.

7l. BRAKES: No radially mounted master cylinders. No wave rotors.

7m. TIRES: Without restriction.

7n. BODYWORK: Full bodywork required. Period upgrades permitted, no carbon fiber.

7o. HANDLEBARS: Without restriction.

7p. FOOT CONTROLS: Without restriction.

7q. NUMBER PLATES: Must be from natural class origin. Example: '94 Honda RS125 would use yellow number plate with red numbers. '69 Bultaco 250 TSS would use green number plate with white numbers.

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 Rennsport, 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. 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 1100cc,

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. 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; 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).