

VRRA MODERN LIGHTWEIGHT RULES

(based on 2024 Bridgestone CSBK National Rule Book, Pro-AM Lightweight)

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

All years of the following models are eligible. If you have a motorcycle that you consider eligible that is not on the list, contact the VRRA Technical Coordinator.

Kawasaki Ninja 250, Ninja 300, Ninja 400, Ninja 500

Husqvarna 401

Hyosung 250 GT

KTM 390

Honda CBR250R, CBR300R, CBR500R

Suzuki GSX250R

Yamaha YZF-R3, MT-03

A) FRONT SUSPENSION

1. Original front forks must be retained to include inner and outer tubes, fork bottoms, caliper mounts, axles and spacers.
1. Aftermarket Fork Caps may be substituted.
2. Aftermarket "open" cartridges are permitted.
3. Aftermarket triple Clamps are NOT permitted.
4. Head Inserts to adjust rake are NOT permitted.
5. A Fork Brace may be installed IF no modifications to other components are required.

B) REAR SUSPENSION

1. The rear shock linkage may not be altered or substituted.
2. The rear shock absorber may be substituted.

C) WHEELS AND BRAKES

1. Original Equipment wheels must be used.
2. All machines must have operational front and rear brakes.
4. Aftermarket brake pads and lines may be installed.
5. The front brake master cylinder may be substituted.
6. Aftermarket front brake rotors may be used as long as the rotors are the same size (diameter) as OEM equipment. Caliper mounts and hangers, front and rear, may not be modified or substituted, except where spacers are standard with radial mounted calipers.
7. Brake discs made of ceramic and/or carbon fibre are not permitted.

D) FRAME and GEOMETRY

1. No modifications to the frame or swing arm can be made.
2. The rear sub-frame may be substituted, if removable on the original OE unit – lightweight "kit" sub frames are not permitted.

E) BODYWORK

1. Original or aftermarket, OEM-style bodywork and custom fairing mounts may be used.

F) ELECTRONICS

1. Only Electronic items available directly from the OEM for that specific model are allowed.
2. Dynojet Tuning Products are permitted.
3. Flash Tune for the stock ECU is permitted.
4. OEM-supplied and Dynojet "Quick Shifter" products are permitted.
5. Traction Control in any form is not permitted.

G) DISPLACEMENTS/ENGINE MODIFICATIONS

1. All eligible equipment must compete with the stock displacement, with stock bore and stroke, except for Kawasaki Ninja 250 and 300s, and Honda CBR250R and CBR300R singles. For these specific Honda single models, bore and stroke may be altered using the OE castings.
2. Engine internals must remain stock in the case of all eligible equipment, with the exception of the Kawasaki Ninja 250 and 300, and Honda CBR250R and CBR300R.
3. Compression may be increased (heads and/or barrels decked) and cam shafts degreed/replaced for all eligible equipment.
4. Cylinder heads may be ported – material may be removed from the head but not added.
5. Compression ratios may be increased.
6. No changes may be made to the Air box, complete filter assembly (OE type permitted) and fuel-injection system, except via approved electronic additions (Dynojet, Flash tune, Etc.)
7. For the Yamaha YZF-R3, it is permitted to slightly modify the stock air box (lid) and inlet air funnels, as specified in the Yamaha GYTR Engine Manual for the YZF-R3.

H) NUMBER PLATES

1. See Part A – 2e. Numbers may be red or black on white background.