



# Competition and Technical Rules and Procedures

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## 2025 to 2026 rule book change summary

### Part A

- 1 3e Paragraph 2, sentences combined  
3e Transponder appeal process added
- 2 3f Brake lever guards new section
- 3 8 Entry refund policy added and revised
- 4 all section numbers after new 8 renumbered
- 5 Modern Lightweight add street legal and sold in Canada to introduction
- 6 Modern Lightweight, CF Moto450 added to accepted motorcycles
- 7 18 Modern Sidecar rules added

### Part B

- 1 Summary of the Vintage Racing Classes; McGill Masters Class deleted as per 2025 AGM

### Part C

- 1 10h P2 Heavy sidecars rule 10h brake requirements clarified

# 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.

These Rules and Procedures detail the technical requirements of motorcycles eligible to race with the VRRRA as well as the procedures and rules of racing with the VRRRA.

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 September 30th of each year. The proposal must quote the applicable rule and detail the additional wording and/or changes. Proposals will be reviewed by the Technical Committee in accordance with the Constitution. As a result of a vote at the 2019 AGM, the technical rules were frozen at the 2019 version. The only rule change proposals that will be accepted are those that deal with parts supply or safety issues.

### 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 inspection is carried out.

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

TECH INSPECTOR 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. Club members and all others involved in the preparation of machines for racing are expected to 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** 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.
- 2b** 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.
- 2c** All machines must conform to the sanctioning body regulations in effect at the race track.
- 2d** Cooling systems must contain water only or water and "Water Wetter". Liquid cooled machines may be checked for the presence of glycol. This type of coolant is banned, and if found the machine will be removed from the event, and the rider will be penalized.
- 2e** Each machine must have a number plate (or background) 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. Numbers must be a minimum 7" high by 1" stroke clearly defined and easily read. Exceptions may be granted for the front numbers on original or replica GP fairings. Numbers must have a minimum of ½" between each number, and the outside edge of the background. Number and plate colours are defined in the Period and Class rules. After a warning at one event, that the numbers do not meet the rules, the rider and machine will not be scored until corrected.
- 2f** 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 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, JIS T8133, or ECE/22-05/06 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. Helmets without certification are not allowed, regardless of manufacturer or model. Competitors are prohibited from using damaged helmets. While the VRRRA stipulates Snell M, BSI 6658 Type A, JIS T8133, 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. Medical Data Carriers can be purchased at registration.

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

No cameras or any other mechanical accessory is to be attached to the helmet surface.

#### **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.

Master links, including riveted, must be marked with highly visible paint.

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.

Attachment of cameras or any other accessory to the motorcycle is to be done by the manufacturer's recommended method. We strongly recommend augmenting the manufacturer's recommended accessory mounting procedure with mechanical fasteners. If mechanical fasteners are not used, the base must be lockwired to a secure location. In all cases the camera (or case) must be secured by lockwire to a secure location. You may not be allowed on track if lockwiring is missing. Lockwire length and mount location must be such that if the camera or mount detach they will not interfere with operation of the machine.

### **3c Tires and Wheels**

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 3, 4 and 5 motorcycles and Period 3 and Period 2 Heavyweight Sidecars 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.

It is recommended that magnesium rims and wheels be crack tested on a regular basis.

### **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

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

Machines with a significant amount of water or other fluid in pan will be denied track entry.

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 designed and installed to contain leakage in both static and dynamic conditions. Consideration for a catastrophic engine failure must be used.

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.

### **3e Transponders**

All machines must have a functioning AMB transponder mounted in accordance with the manufacturer's requirements. Yellow transponders must be mounted as low as possible to ensure good signal strength.

It is the responsibility of the rider to have the AMB transponder charged, functioning and mounted whenever the machine is on the track.

Riders with a malfunctioning or missing transponder will be scored as DNS. Riders have the right to appeal the results, in writing, to the Competition Coordinator within one hour of posting of the results. The appeal must include statements and signatures of riders in the race confirming your finishing position.

The racer must only use their registered transponder on any bike they race. Endurance teams must use the registered transponder for that bike.

Rental transponders are available at registration. You are responsible to verify the charge each day and return for charging if required

### **3f Brake Lever Guards**

The use of brake lever guards on motorcycles is strongly recommended. Guards should be strong enough, and securely fastened, to withstand potentially heavy contact. Brake lever guards are also strongly recommended for sidecars where the fairing does not enclose the handlebars.

## **4 TECHNICAL PROCEDURES**

- 4a** It is the responsibility of the competitor to provide reasonable proof as to the age of 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 Coordinator, in writing with a photograph of each motorcycle component in question, no later than 30 days prior to a race meeting. Entrants are advised to clarify exceptions before construction.
- 4d** Each machine entered in a VRRRA event must be inspected and accepted before that machine can enter on to the race track.
- 4e** Tech inspectors will be examining machines for correct machine preparation and lock wiring.
- 4f** Machines must be clean and tidy as presented for tech inspection. All old fork bands, endurance and practice stickers must be removed from bikes and old stickers must be removed from helmets. 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.
- 4g** Tech Inspectors may at any time recall a machine for further inspection if they have any doubts about the machine's compliance with these Rules.
- 4h** 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.

- 4i 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.
- 4j It is the responsibility of the rider to ensure that their protective equipment and machine, be it their own or borrowed, meets all the VRRRA Rules and Procedures.
- 4k 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.
- 4l Any machine running with loose or hanging parts that endanger the competitor or other competitors will be "black flagged" and subject to re-inspection.
- 4m In events where the VRRRA is invited to participate, these 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

- engine oil level (wet sump)
- gearbox oil level
- adequate oil in tank
- 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
- all drain plugs, filler caps, and level check plugs on engine, primary drive, transmission and oil tanks 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 engine vent hoses must be fitted with gear clamps, lock wire or spring clamps
- all oil lines under pressure must use crimped or Aeroquip style re-usable fittings approved by the hose manufacturer
- scavenge oil lines must use gear clamps with a smooth inner surface, or crimped fittings
- oil filter mounts tight and filter secured by lockwire or other means
- oil banjo bolts lockwired
- radiator caps and all water drain plugs must be lock wired
- all coolant lines and hoses must use gear clamps with a smooth flat inner surface
- 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 must secured by gear clamps, lock wire or spring clamps
- no leaks in fuel system
- carburetor fasteners tight

- carburetor tops tight
- carburetor float bowl drains lockwired or siliconed
- 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 exhaust system mounts and brackets must be lockwired and where possible, fitted with a second system securing the pipes

## **REAR WHEEL AND RELATED COMPONENTS**

- excess tire wear
- tire pressure
- spokes tight and none broken
- rim straight
- valve cap on (metal, not plastic)
- wheel balanced
- wheel balance weights secure (silicone or duct tape)
- wheel bearings in good condition
- axle nut lockwired or split pin
- all brake mounting hardware must be lock wired or fitted with a split pin
- brake stay bolts lockwired or split pin
- brake adjusted and effective
- brake cable, rod or hoses 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
- master cylinder and reservoir secure
- chain adjusters secure and lockwired or silicone
- 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 (clip shall be safety-wired)
- master link(s) marked with highly visible paint
- rear fender secure

## **FRONT WHEEL AND BRAKE, FRONT SUSPENSION, HANDLEBARS, CONTROLS AND RELATED COMPONENTS**

- excess tire wear
- tire pressure
- spokes tight - none broken
- rim straight
- valve cap on (metal, not plastic)
- wheel balanced
- wheel balance weights secure (silicone or duct tape)
- wheel bearings in good condition
- axle nut lockwired or split 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 split pin
- all brake hoses must have banjo bolts or fittings lockwired
- clutch and brake hoses in good condition, properly routed and secured
- brake stay bolts/torque arms lockwired (lock nuts, split pins 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 loosen 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, with sufficient space for rider's hands at full steering lock in either direction
- clutch and brake levers or master cylinders, 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**

- 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** Riders may protest machine non compliance with any of these rules at VRRR events. Protests must be filed with the Technical Coordinator or, in his/her absence, with a member of the Technical Committee within one hour of the end of the race or practice session.
- 6b** Protests can only be filed by a rider participating in the same race and class, or practice, as the protested machine.
- 6c** Eligibility (non-compliance) protests must be accompanied by a \$50.00 protest fee.
- 6d** If the protest requires an engine teardown and/or disassembly of the motorcycle an additional \$50.00 protest fee is required.
- 6e** If the protest is upheld, the protest fee will be refunded to the protestor.

- 6f** If the protest is dismissed, the protest fee shall be retained by the VRRRA. In addition, the person filing the protest must pay for the cost of any parts and/or labour required to return the machine to the same state as before the disassembly.
- 6g** Either rider involved in a protest who is 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.
- 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 6i apply.
- 6k** Any rider found to be using components on a machine that do not comply with the rules due to a protest, will be informed verbally by the Technical Coordinator.
- 6l** Any rider of any machine on which parts are found that do not comply with the rules during tech inspection will be informed verbally by a Technical Inspector or the Technical Coordinator.
- 6m** Riders who are informed that their machine does not comply with the rules, either as a result of a protest, or during tech inspection, will have one grace event in the current season after which the components must be replaced. Machines found with non-compliant components in the final event of the season, or the rider's final or only event of a season, must have the components changed for the next season.
- 6n** Riders who do not change the non-compliant components within the time periods above will not pass tech inspection.

## **7 RACE NUMBERS**

- 7a** Racing members must select a number between 2 and 999. Four digit numbers, letters, or symbols are not allowed. The following numbers have been permanently retired and will not be re-issued: 41 and 313
- 7b** VRRRA members cannot add or include letters in their racing numbers. Visiting riders, who are not VRRRA members, may add one or more letters to their number at the discretion of the Registrar.
- 7c** Numbers of deceased members will not be re-issued for a minimum of two complete racing seasons except to an immediate family member.
- 7d** Racing members with an assigned race number 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 does not renew their racing membership by March 31 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.

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

## **8 ENTRY REFUND POLICY**

**8a** There shall be no refunds issued after Thursday midnight, 2 weeks before the event.

**8b** Riders must complete refund requests online and submit to the Competition Coordinator and Treasurer - <https://www.vrra.ca/refundrequest-2/>

**8c** All refund request forms must be received no later than midnight Friday 2 weeks before the event.

**8d** If your request for refund form is approved, your entry fees paid less \$100 will be refunded. There is no refund for any prepaid Rider Safety Fund or transponder rentals.

**8e** There shall be no refunds due to weather, accidents or other circumstances beyond the control of the VRRRA.

**8f** Any refund requests outside of these terms will be at the discretion of the executive committee.

## **9 RACE AND TRACK PROCEDURES**

**9a** Rider's meetings are mandatory for all racers. Attendance will be taken.

**9b** 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.

**9c** 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.

**9d** 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.

**9e** 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.

- 9f** 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.
- 9g** Sudden loss of acceptable racing conditions. At the discretion of the Competition Coordinator (or designate) races can be postponed, rescheduled, or cancelled if it is deemed that the track conditions are too dangerous. This could be due to the onset of severe weather or any other safety related situation. Rescheduling attempts will be limited to the last race of the day on the same day as the effected race. As with all safety related on track issues the decision is final.
- 9h** 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.
- 9i** 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.

- 9j** 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. Competitors must move their machines off the Grid to a safe location, until the race has started. Grid Marshals will then attempt to get them started.
- 9k** 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. Grid Marshals will hold each wave in place on the 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 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.

- 9l** 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.
- 9m** 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.
- 9n** The VRRR reserves the right to change the length of races.

**9o** The VRRRA reserves the right to combine or cancel classes based on the number of entrants.

## **10 AWARDS AND POINTS**

**10a** 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. Competitors must receive the chequered flag to be awarded series points. Points are awarded for final races as follows; 20, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1. Reduced points will be awarded for heat races as follows; 15, 12, 10, 8, 7, 6, 5, 4, 3, 2 and 1.

**10b** If a Championship ends in a tie, the position(s) will be decided by the most wins in the finals. Failing this the most seconds in the finals, or thirds, or lower until the tie is broken. If this method fails to break the tie, it will be given to the rider with the best result in the final race of the year.

**10c** Championship trophies will be awarded to the top 3 finishers in each class. Competitors must win points from at least 2 final races to be eligible for championship trophies at the end of the season.

## **11 RIDER RULES AND CONDUCT**

**11a** Competitors will be required to show proof of road racing experience within the past three years before receiving an annual or one event racing membership. Sidecar drivers and passengers must have sidecar racing experience before being allowed to enter sidecar classes or have taken a passenger or driver school. All competitors with past experience but who have no road racing experience within five years may be required to take a road racing school. The length of time between taking a road racing school and racing must not exceed one year. Racing membership applications will be reviewed. If you have any concerns about your experience, contact the Competition Coordinator before registering. The Competition Coordinator has the final decision on racing membership eligibility.

**11b** 16 and 17 year olds are allowed to race with the VRRRA provided they have successfully completed a racing school acceptable to the VRRRA.

All under age competitors must have one parent or legal guardian at the event at all times and must sign the appropriate waivers.

Underage competitors are restricted to machines in the following classes:

Period 1 – 200, 250, 350 and 500

Period 2 – lightweight and middle weight production

Period 3 - lightweight

Riders on Period 3 lightweight machines are not allowed to bump up to any class. Riders on Period 1 and Period 2 machines may bump up where legal, but only to the classes listed above.

Underage competitors may passenger on a sidecar but cannot drive.

**11c** Rowan's Law regarding concussions will be fully in effect in Ontario as of July 2020. The VRRRA concussion protocol incorporates the requirements of Rowan's Law and requires all competitors under 26 years of age to read and acknowledge the VRRRA Rider's Concussion Code of Conduct. Parents or guardians of competitors under 18 years of age must also read and acknowledge the VRRRA Rider's Concussion Code of Conduct. The VRRRA Rider's Concussion Code of Conduct requires review of the following document; <https://www.ontario.ca/page/ontario-government-concussion-awareness-resource-e-booklet-ages-15-and-up>

The requirement to read and acknowledge the VRRRA Concussion Code of Conduct is annual. All documents are available on the VRRRA website and will be available at registration.

- 11d** Any rider involved in a crash, defined as the handlebars touching the ground, or a passenger who falls off a sidecar, cannot continue the race or practice session. They may ride back to the pits after completion of the race or practice with approval from Race Control via a marshal. The bike and the rider's helmet must be presented to tech inspection prior to re-entering the track.
- 11e** 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 their helmet must report to Race Medical for a mandatory evaluation, immediately upon returning to the Paddock. Competitors will not be allowed on the track until Race Control receives 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, or is not allowed to, participate in further practice sessions or races; a medical exam by the Doctor is recommended before the rider leaves the track.
- 11f** If the medical staff at an event determine that a rider has suffered a loss of consciousness or has a potential head injury, the rider must follow their instructions. This can include an immediate trip to the hospital or a recommendation to watch for certain signs which would require a hospital or clinic visit. This will be recorded in the event medical file. The rider cannot continue racing at that event or at future events until they provide a letter from a medical doctor clearing them to race. This letter must be presented to the event medical staff at which the rider plans to race.
- 11g** 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.
- 11h** 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.
- 11i** 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.
- 11j** Consumption of alcohol or other intoxicants by competitors and crew members is not allowed until the racing program is finished each day. Excessive use of alcohol or other intoxicants during the evening before a race day may result in a competitor being banned from racing on the following day.
- 11k** 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. All protests regarding rider conduct must be in writing.
- 11l** 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.

## **12 OFF TRACK REGULATIONS**

- 12a** Pets are to remain in an enclosed space or leashed at all times. It is solely the owners' responsibility to mind the pet, clean up after the pet, and mind the pet's interaction with racers, crew, volunteers and paddock visitors. Failure to do so will result in a rider penalty ranging from a verbal warning to expulsion from the current event or future events.
- 12b** Anyone under the age of 16 riding a pit bike must wear a DOT approved helmet.
- 12c** Generators can only be run between 7:00AM and 10:00PM unless the track regulations are more restrictive.
- 12d** Anyone entering the hot pits, except entered racers, must have signed the waiver at registration as crew.
- 12e** No-one under 16 is allowed in hot pits.
- 12f** Everyone in the hot pits must wear long pants, shirt with short or long sleeves, and closed toe shoes.
- 12g** Paddock speed is restricted to 15kph, including bicycles ridden by your children.
- 12h** This is a family event as well as a race weekend - all quiet after 10:00pm.
- 12i** Parents are responsible for the behaviour of their children at all times.

## **13 RIDER INFRACTIONS AND PENALTIES**

- 13a** Racing with the VRRRA should be fun, with respect shown to fellow competitors and with as low a risk as possible given that we are racing motorcycles. In order to promote rider behaviour that reflects this philosophy, the following is a list of possible infractions. The purpose of these guidelines is to encourage competitors to ride in a responsible manner which does not cause danger to other participants and establish the penalties for any infringement.
- 13b** Infraction and Appeal Process
  - 1 Referee reviews each report or protest and speaks with all parties involved.
  - 2 Referee decides if infraction requires further action and applies penalty.
  - 3 Executive is notified of decision, provided with the report and all available information and asked for a consensus decision on the penalty.
  - 4 Penalty is levied.
  - 5 If penalty can be appealed, the appeal must be in writing within 24 hours.
  - 6 The appeal and all original supporting documentation will be provided to each member of the Competition Committee for individual review, comment and decision to uphold or overturn the original penalty.
  - 7 Each independent review is compiled and if there 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.
  - 8 All infractions and resulting penalties will be posted in the Members Only section of the forum immediately after the appeal period is over or following resolution by the Competition Committee if appealed.
  - 9 There is a two week time limit from date of appeal to final consensus.

**13c** All time penalties resulting from infractions during practice will be applied to the rider's next race

The following infractions are considered as a statement of fact from which there is no right to appeal:

- 13d** Volunteer abuse of any type will not be tolerated. The penalty for verbal or physical abuse of a volunteer will range from disqualification from the race and/or other races at that event through to suspension from one or more VRRRA events. A penalty assessed at the event may be followed by further penalty at the discretion of the President, to be communicated to the rider within two weeks and to be published in the Members Only section of the forum.
- 13e** 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.
- 13f** 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 10-30 second time penalty added to your race, or to your next race if infraction occurs during practice to immediate disqualification from the session or race. Severity will depend on the circumstances of the infraction and track policy.
- 13g** 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, time penalty added to race results, or for repeat offenders, suspension from the current or future events.
- 13h** 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, time penalty added to race results, or for repeat offenders, suspension from the current or future events
- 13i** Failure to obey a Black Flag is defined as failing to pull into the hot pit and reporting to the designated race official when shown the flag. The penalty will range from disqualification from that race to suspension from one or more VRRRA events.
- 13j** Failure to obey a Black and Orange Flag is defined as not reporting to the designated race official within 30 minutes of being shown the flag. The penalty is disqualification from that race. Further penalties may be imposed depending on the circumstances for the showing of the flag.
- 13k** Failure to Re-Tech after a Crash; re-tech is required before the machine can re-enter the track, whether or not the fork band has been removed by the corner worker, bike pick-up or pit in staff. The penalty is disqualification from all subsequent races. Further penalties may be imposed depending on the circumstances.
- 13l** 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 will range from disqualification from the race that the infraction occurs in, or suspension from future races or events.

The following infractions have the right to appeal

- 13m** Failure to Ride in a Responsible Manner is defined as reckless/dangerous behaviour, failure to provide racing space, failure to pass safely, wheelies, burnouts, delaying the start or unsportsmanlike conduct on the track. Race officials can report instances of failure to ride in a responsible manner and it does not require another competitor to lodge a protest to initiate an investigation. The penalty will range from a time penalty added to the race time, disqualification from the race through to suspension from one or more VRRRA events.
- 13n** 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 their 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 for sprint races and a 1 or 2 lap penalty in endurance races. Further penalties may be imposed depending on the circumstances of the pass.
- 13o** Failure to Obey a Red Flag is defined as failure to stop at the next marshal station when shown the red flag. The penalty 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.
- 13p** 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 will range from a documented warning to further penalties should the infraction involve putting other riders at risk.

#### **14 FLAGS USED AT VRRRA EVENTS**

- 14a** 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.
- 14b 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.
- 14c Green Flag -** Used to indicate a clear track; usually following a yellow flag condition.
- 14d Stationary Yellow Flag (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.
- 14e Waved Yellow Flag (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.
- 14f Double waved Yellow Flags -** Used on the race sighting lap at the final corner before gridding for the start of the race, at the discretion of the Competition Coordinator.

- 14g Yellow/Red vertical striped Flag** - 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 furlled flag at the sky.  
SIDE CAR - debris flag pointed at the driver indicates that they have lost their passenger.
- 14h Black with Orange circle Flag** - Used by the Starter and usually accompanied by a board showing the bike number to warn a rider that their riding has become hazardous, erratic, dangerous or other riding infraction. Repeat offense will result in the Black Flag. Rider must report to the designated official at the end of the practice or race.
- 14i 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 black with orange 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 designated official.
- 14j 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.
- 14k Full Course Black Flag** - Waved black flag at all stations signifies the mandatory and immediate clearing of the track, for a non-emergency but essential function. Example-oil across the racing surface. All riders are to proceed back to the hot pits at a safe speed.
- 14l Blue and Green Flags** - furlled and crossed, halfway point of the race distance
- 14m Blue and White Flag** - Last lap; one lap to go to the finish
- 14n Checkered Flag** - Completion of the race. No passing during the cool down lap. Riders are to signal by a raised arm or extended leg before exiting the track.

## **15 OPEN AND CHALLENGE SERIES RACES**

- 15a** An Open or Challenge Series Race may be added to or deleted from the schedule as determined by the executive.
- 15b** Open Series races will be all inclusive and can be entered by any machine meeting VRRR class, or invited class, eligibility requirements.
- 15c** Challenge Series races will be limited to specific classes based on the eligible machinery the Series is focusing on. In such case eligibility for the series will be based on specific VRRR class, or invited class, eligibility requirements.

## **16 VRRRA MODERN LIGHTWEIGHT RULES**

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

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

Eligible motorcycles must be sold in Canada and street legal. Engines must be single or twin cylinder four stroke. 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 VRRRA Technical Coordinator.

BMW 310 GS, R, and RR models  
CF Moto 450  
Kawasaki Ninja 250, Ninja 300, Ninja 400  
Husqvarna 401  
Hyosung 250 GT  
KTM 390  
Honda CBR250R, CBR300R, CBR500R  
Royal Enfield 350  
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 for specific model 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 camshafts degreed or replaced with market camshafts 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. If equipped with carburetors, they must be the same model and size as fitted by the OEM.
8. 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 VRRRA Rules Part A – 2e number plate requirements. Numbers may be red or black on white background.

## 17 POST VINTAGE INVITATIONAL

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 2000 with exceptions where production continued with no changes as listed below. Classes are based on the Supersport and Superbike rules of the era. 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 POST VINTAGE INVITATIONAL

600 600cc multi cylinder four strokes, and 750cc four stroke twins  
Honda CBR600F4 to 2006  
Yamaha R6 to 2002  
Kawasaki ZX6R to 2002  
Suzuki GSXR600 to 2003  
Triumph TT600 to 2003  
Ducati 749  
Suzuki SV650 to 2013 (first 3 generations only)

750 750cc multi cylinder four strokes, and 1000cc four stroke twins  
Suzuki GSXR 750 until 2005  
Suzuki TL and TLR 1000 all years  
Kawasaki ZX7 all years  
Honda RC 51, RC 45, VTR 1000 all years  
Ducati 998 and 999 all models all years  
BMW R1100S

Eligible bikes may also run in Open Senior and Endurance including Tag Team.

**17a 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)

**17b PRIMARY DRIVES** not applicable

**17c GEARBOXES AND FINAL DRIVES** sprocket conversions are permitted. Quickshifter with upshift function only are allowed.

**17d CARBURETORS** must be of style and type used within period including flatslides. Fuel injection is allowed only where originally fitted by the manufacturer.

**17e IGNITION SYSTEMS** are without restriction.

**17f 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.

**17g FRAMES** must be as originally supplied by the manufacturer or a replica.

- 17h SWING ARMS** must be of an original style and type from the period. Factory or replica swingarms may be used.
- 17i 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.
- 17j SHOCK(S)** must be of style and type used during the period.
- 17k WHEELS** must be of a size, style and type available during the period. No carbon fiber wheels.
- 17l 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 four hydraulic pistons. No radial mount calipers. Radial master cylinders for brakes or clutch are allowed.
- 17m TIRES** must be correct fit and size for rim. Slicks and radials are permitted
- 17n BODYWORK** to be of the style in use during the period
- 17o HANDLEBARS** No restrictions.
- 17p FOOT CONTROLS** no restrictions
- 17q NUMBER PLATES** See Part A – 2e for number plate requirements. Either black or red numbers on white background.

## 18 MODERN SIDECARS

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

F1 sidecars; long chassis with up to 1000cc 4 stroke or 900cc 2 stroke engines  
F2 sidecars; short chassis with up to 600cc 4 stroke or 500cc 2 stroke engines

### Part A SRA Technical Rules common to F1 and F2 sidecars

#### Chapter 1 DESIGN AND CONSTRUCTION

1. A sidecar is a three-wheeled vehicle leaving two tracks with only the rear wheel being driven. The two wheels of the motorcycle shall form a single line track, not more than 75 mm (2.95 inches) out of line, wheel center to wheel center.
2. The distance between the tracks left by the centerline of the rear motorcycle wheel and the sidecar wheel must be at least 800mm (31.5 inches) and not more than 1100 mm (43.3 inches).
3. The ground clearance must be no less than 51 mm (2 inches) with handlebars in straight position. This is measured with the sidecar race-ready, fully loaded with fuel, driver and passenger positioned for a straight. No device is permitted to reduce the 51 mm (2 inches) ground clearance while on track.
4. The passenger platform must have minimum dimensions of 800mm by 300mm (31.5 X 11.8), measured 150mm (5.9 inches) above the platform.
5. Hinged sidecars are forbidden.
6. No suspension or steering of any kind will be allowed on the sidecar wheel. It must be solidly fixed to the chassis.
7. When suspension is at maximum compression, there must be a minimum tire clearance of 15mm (0.59 inches) to every fixed part of the sidecar.
8. The sidecar can be fixed mounted on either the left or right side of the machine.
9. If not an integral part of the chassis, the sidecar must be fixed to the motorcycle in at least three points. The fixing points must not allow movement of the joints. If the angle of the sidecar is changeable, it must be locked so that it is completely secured and not merely clamped in place.
10. The engine must be positioned in such a way that the centerline of the engine (the point midway between the centerline of outermost cylinders) shall not extend over 160mm (6.3 inches) from the centerline of the rear wheel. For longitudinal engines such as BMW or Moto Guzzi, substitute the center of gravity of the engine for the engine centerline.
11. The use of titanium in the construction of the frame, front forks, handlebars, swing arms, and wheel spindles is forbidden. Light alloy wheel spindles are also prohibited. The use of titanium nuts and bolts, however, is allowed.

#### Chapter 2 DRIVER

1. The driver in normal riding position must be completely visible from above at all times, with the exception of arms, legs and feet. It is forbidden to use transparent materials to evade this rule.
2. The driver's position, whether or not a driver's seat is fitted, must be such that the driver's feet are behind the knees when looking in the driving direction.
3. There must be effective protection between the driver and the engine to protect the driver from contact with fuel, oil or flames.

### **Chapter 3 PASSENGER**

1. Passengers must be completely visible from above. It is forbidden to use transparent materials to evade this rule.
2. The passenger must be able to lean out either side of the rig. For this purpose, the sidecar must be fitted with suitable handholds for the passenger to hold when leaning out.
3. A passenger handhold is mandatory on the rear outside of the sidecar, opposite the chair and behind the driver.
4. No handles on the sidecar side may protrude past the fairing on a vertical plane.
5. All handles must be positioned so they cannot catch on another sidecar. All handles on the outside perimeter must be closed loop.
6. It is preferred that all handholds are of the closed loop type. Any single projecting handhold must have a 2" diameter ball at the end.
7. The rear and sidecar wheels must be enclosed down to the level of the platform on the inside and down to the top of the wheel flange on the outside.
8. If the bodywork does not shield all drive chains and/or belts in such a way that the driver or passenger will not become injured or entangled in the drive mechanism, a cover or shield must be installed.

### **Chapter 4 CONTROLS AND LEVERS**

1. The width of the handlebars must not be less than 450mm (17.7 inches).
2. The minimum angle of rotation of the handlebar on each side of the centerline or midposition must be 20 degrees.
3. Whatever the position of the handlebars, there must be a minimum space of 20mm (0.8 inches) between the streamlining and the ends of the handlebars or other steering components, including it attachments and controls.
4. Handlebar grips must be attached so that at least the minimum width for the handlebars is reached when measured between the ends of the grips. Exposed handlebar ends must be plugged with a solid material or rubber covered.
5. The maximum length of a control lever is 200mm (7.9 inches), measured from pivot point to the end of the ball.
6. Each control lever must be mounted on an independent pivot.
7. Footrests, handholds, pedals and levers need not be covered, but must be free from sharp or ragged edges.
8. The throttle must be self-closing (spring-loaded) so that it will close completely on release. Throttle cable housing must be safety wired.

### **Chapter 5 BRAKES**

1. All sidecars must have a braking system with two independent circuits. If one circuit fails, the other must continue to work effectively.
2. All brakes are to be operated by the driver only.
3. A brake lever that pivots on the axis of a footrest must continue to work under all circumstances, such as the footrest being bent or deformed.
4. All three wheels must be fitted with brakes.

## **Chapter 6 WHEELS AND TIRES**

1. The contact surface of the tire can be smooth (slick) or treaded. Tread patterns, if any, are unrestricted and are entirely at the discretion of the team.
2. Regrooving of tires is permitted provided the result is a tire that is fit to use, as determined by the Technical Inspector. Regrooving worn slicks is not permitted.
3. The use of tires with cracked sidewalls or cords exposed is prohibited.
4. The surface of a slick tire must contain three or more hollows at intervals of 120 degrees or less, indicating the limit of wear on the center and shoulder areas of the tire. When two or more of these hollows are worn on different parts of the periphery, the tire must no longer be used.
5. With the exception of slick tires and tires marked "Not for Highway Use", the manufacturer must identify the tire with marks indicating the brand name, the year of manufacture (in code), tire dimensions, speed rating (e.g. H,V,Z, etc.) and any other feature necessary for correct use of the tire.
6. Tires must be mounted on rims of a size approved by the manufacturer. The interior of the rim must not be deformed or damaged.
7. All tires will be measured on the rim at a pressure of 1kg/cm<sup>2</sup> (14psi). All measurements will be taken at a tire section perpendicular (90 degrees) to the ground.
8. The maximum width of the front tire tread, measured from the point where the sidewall ends and the tread pattern or contact patch starts, to the point where the tread pattern or contact patch ends and the opposite sidewall begins, must not exceed 220mm (8.7 inches).
9. The rear and chair tires, measured in a similar manner, must not exceed 254mm (10 inches).
10. The minimum outer diameter of an inflated tire is 460mm (18.1 inches).

## **Chapter 7 EXHAUST SYSTEMS**

1. All sidecars must be fitted with a muffler. The muffler must meet the noise requirements of the sanctioning body or the track, whichever is more restrictive.
2. Exhaust gasses must be discharged in a manner to avoid raising dust, fouling tires or brakes or inconveniencing the passenger or any other racers.
3. The end of the exhaust must be fitted with a rounded edge and be of constant diameter over a distance of (30mm/1.2 inches).
4. The exhaust pipe must not extend beyond the width of the sidecar and the furthest extremity of the pipe must not extend beyond a vertical line drawn at a tangent to the rear edge of the sidecar body.
5. The ends of the exhaust pipes must be positioned or protected so that they cannot become entangled with, or interfere with another machine.
6. Exhaust pipes must be covered as necessary to prevent contact with hot surfaces by either the driver or passenger.

## **Chapter 8 FUEL SYSTEM**

1. All fuel lines must be fastened with positive type clamps.
2. All fuel lines under pressure must be of a reinforced type.
3. The fuel tank must be protected from contact with the ground.
4. The fuel cap must be fitted so it does not protrude from the fairing and cannot be torn off in a crash.
5. Maximum fuel capacity is 40 liters.

## **Chapter 9 BATTERY**

1. The battery must be mounted, or covered, in such a way that neither the driver nor passenger can come into contact with the battery or its contents.

## **Chapter 10 CUT OUT (SHUT-OFF) AND WARNING DEVICES**

1. There shall be a red low oil pressure indicator, visible to the driver. This indicator shall light when engine oil pressure fails or drops below a safe margin. This rule does not apply to two-stroke engines.
2. All sidecars must be equipped with a functional ignition switch mounted within reach of both driver and passenger. It must be able to stop a running engine and turn off all other electrical systems.
3. An ignition cutout must be fitted to operate in the event that the driver leaves the machine. This ignition cutout must be able to stop a running engine and turn off all other electrical systems. It must be operated by a non-elastic cord of adequate length and thickness attached to the driver. A spiral cord of 1000mm (39 inches) maximum extended length is permitted.

## **Chapter 11 BODYWORK**

1. Any part of the streamlining which faces rearwards must be finished with rounded edges of minimum 3.5mm radius (0.14 inches).
2. The forward extremity of the streamlining shall not be more than 400mm in front of the foremost part of the front tire. The extreme rear edge of the streamlining must not extend more than 400mm (15.7 inches) beyond the rear tire.
3. No part of the streamlining may be closer than 25mm (1 inch) to any part of the front wheel, suspension or any part of the handlebar, its controls or attachments.
4. Spoilers and aerodynamics devices are authorized on condition that they do not extend beyond the overall dimensions of the bodywork and are an integral part of the fairing and/or bodywork.
5. Streamlining must not have any sharp edges.
6. Streamlining and bodywork must be easily detachable for tech inspection.
7. Bodywork shall not impede the movement of the driver or passenger at any time.

## **Part B SRA Formula One (F1) Technical Rules**

### **Chapter 1 ENGINE**

1. Displacement limit of 1000cc – Four stroke, or 900cc – Two stroke. Liquid or air cooled.
2. Fuel injectors must be the standard units for the homologated engine.
3. The fuel injection management system can be changed.
4. Ignition system can be modified or changed
5. Air boxes are open to any modification.
6. Superchargers are not allowed. The direct injection of fuel is not considered supercharging.
7. Turbochargers are allowed on four stroke engines up to a maximum of 750cc displacement, with a maximum boost of 7 psi. Turbochargers are not allowed on two stroke engines.

## Chapter 2 DESIGN

1. The sidecar must be steered by a handlebar. The handlebar extremities must not be lower than the front wheel spindle nor more than 500mm behind the front wheel spindle in the straight ahead position. The steering axis must not be offset more than 75mm from the front wheel centerline. Hub center steering is allowed.
2. Suspension of the front wheel must be designed so that under suspension action and in a straight-ahead position, the wheel shall move only vertically and in a single plane relative to the sidecar; the plane must be in the driving direction. This must occur without changes to the camber or the sidetracking. Vertical travel of the front and rear wheel spindles under suspension must be at least 20mm (0.787 inches).
3. Maximum dimensions including bodywork are as follows:
  - Overall length: 3300mm (129.9 inches)
  - Overall width: 1700mm (66.9 inches) [including exhaust]
  - Overall height: 800 mm (31.5 inches)
  - Wheelbase: 2300mm (90.5 inches)
4. The undersurface of the platform must, in principle, be flat.
5. The minimum dry weight of sidecar is 190kg (375 pounds). The use of ballast to attain the weight is forbidden.

## Part C SRA Formula 2 (F2) Technical Rules

### Chapter 1 ENGINE

1. Displacement limit of 600cc – Four stroke, or 500cc – Two stroke. Liquid or air cooled.
2. Fuel injectors must be the standard units for the homologated engine.
3. The fuel injection management system can be changed.
4. Ignition system can be modified or changed.
5. Air boxes are open to any modification.
6. Engines shall be normally aspirated. Turbochargers and superchargers are not allowed. The direct injection of fuel is not considered supercharging.

### Chapter 2 DESIGN

1. The sidecar must be steered by a non-adjustable handlebar that is directly fixed to the steering unit. The handlebar must not be lower than the axle of the front wheel. The steering unit of the sidecar can only consist of a swinging arm mounted on a single or double stanchion or a telescopic fork. Center hub steering, remote steering mechanisms and the use of articulated joints in the steering mechanism are forbidden.
2. The engine must be behind the steering head and in front of the driver.
3. Maximum dimensions including bodywork are as follows:
  - Overall length:
  - Overall width: 1575mm (62 inches) [including exhaust]
  - Overall height: 800 mm (31.5 inches)
  - Wheelbase: 1651mm (65 inches)
4. The minimum dry weight is 136.2kg (300lbs). The use of ballast to attain the weight is forbidden.

## **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 roadracing, or a machine subsequently modified for roadracing.  
There are five classes: 200, 250, 350, 500 and Open
  - 4 PERIOD TWO SUPERVINTAGE** Maximum model year 1972. Any machine originally manufactured for roadracing or a machine subsequently modified for roadracing.  
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.
  - 6 PERIOD THREE** Maximum model year 1982. Any machine originally manufactured for roadracing or a machine subsequently modified for roadracing. There are three classes: Lightweight, Middleweight and Heavyweight.
  - 7 PERIOD FOUR** Maximum model year 1989. Any machine originally manufactured for roadracing or a machine subsequently modified for roadracing. There are three classes: F3, F2 and F1.
  - 8 PERIOD FIVE** There are two classes: F2 (maximum model year 1997) and F1 (maximum model year 1996). Any machine originally manufactured for roadracing or a machine subsequently modified for roadracing, including all factory built two stroke GP bikes of any year.
- SIDECAR** There are four classes for sidecars built before the cut-off dates or constructed after such dates and consistent in design and construction with sidecars actually built in that period:
- 10** P1 Classic for sidecars built before 1968  
P2 Supervintage for sidecars built before 1973  
P2 Heavyweight for sidecars built before 1977
  - 11** P3 for sidecars built up to and including 1982

### **SPECIAL FEATURE RACE**

This class is 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.

## 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** 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** 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 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** 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** 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.
- 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 – 2e. 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, Mkl 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** 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. Extra bracing typical of the period is permitted. Replicas of Period frames are permitted.

- 3h SWING ARMS** 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 are allowed. No external adjustments. Remote or external reservoirs are not permitted.
- 3k 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 rim width is 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.
- 3n BODYWORK** Tanks, seats and fairings must be of a racing style or pattern in use during the period. No carbon fibre.
- 3o HANDLEBAR** 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 – 2e. 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 except for a 5% volume increase over STOCK. 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. The class limit displacement as noted for each model may be increased up to the allowable overbore (see rule 9.7.2c).

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 liquid-cooled 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, 203cc single (all allowed 203cc, plus overbore)  
Hodaka 125cc  
Honda CR110 (CR93)  
Honda CB/CL 160, 175cc twin, including later CB/CL175 vertical engine (all allowed 200cc)  
Honda CA/CB 125, 160cc twin (allowed 200cc)  
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 X5, T200, 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; CS3 and CS5 (195cc) cylinders may be used on standard bore only, no overboring allowed.  
Yamaha CS3 and CS5 195cc twin, maximum 22mm carburetors. Must retain standard cylinder bore, no overboring allowed.

## 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 are allowed. No external adjustments. Remote or external reservoirs are not permitted.
- 4k 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.
- 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 "rearset 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 – 2e. 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 and CB750 SOHC 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 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 (engine and frame) 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, 4 cylinder

Up to 550cc SOHC or DOHC four stroke, 2 cylinder

Up to 650cc pushrod twin cylinder four stroke

- 5a **ENGINES** Naturally aspirated. Castings and engine cases must be of period external appearance. Engines must be fitted to original OEM frame. 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 and be fitted with the OEM engine.
- 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. External rebound adjustment only.
- 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.
- 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 – 2e. Colours must be as follows:  
Red numbers on White background.

The following examples and exceptions are permitted in Middleweight Production.

Honda SOHC four cylinder CB400F to 1977, CB500 and CB 550 through model year 1978, CB450 and CB500T  
Kawasaki KZ400 through model year 1977  
Suzuki GT500, T500  
Yamaha RD 350/400 air cooled, TX 500 and XS500 through model year 1978

## 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
	650cc two cylinder, four stroke
Middleweight	unlimited single cylinder, four stroke
	350cc two stroke water-cooled
	550cc three cylinder, two stroke air-cooled
	750cc four cylinder, four stroke air-cooled
Heavyweight	860cc two cylinder, four stroke
	750cc two stroke
	750cc four stroke water-cooled
	1100cc four stroke
	unlimited four stroke 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. Quickshifters are not allowed.

**6d CARBURETORS** must be of style and type used within period. Lectron and Mikuni TM of the period are accepted.

**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. No carbon fiber wheels. Post period wheels will be accepted.
- 6l BRAKES** must be of a style and type in use during the period. Semi floating rotors may be fitted. Calipers shall have no more than two hydraulic pistons. No radial mount calipers. Master cylinders must be axial. Remote reservoirs are allowed.
- 6m TIRES** must be correct fit and size for rim. Slicks and 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 – 2e. 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 (no GP engines or parts) 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. Quickshifters are not allowed.
- 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. No carbon fiber wheels.
- 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 four hydraulic pistons. No radial mount calipers. No radial master cylinders for brakes or clutch.
- 7m 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 "rearsset racing style", defined as having the footpeg mounted on or behind the centre line of the swingarm pivot.
- 7q NUMBER PLATES** See Part A – 2e. 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 750/906 to 1990, 851/888 to 1994, 750 F1, 750 Sport to 1990, 750SS/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 600F1, 750 Interceptor to 1989, RC30

Kawasaki KX 500, KLR 650, EX 500 to 2009, ZX6 (Ninja 600) A-D to 1993, ZX7 (Ninja750) to 1990

KTM 600

Moto Guzzi 1000 LeMans

Suzuki RM 500, DR650, GSF400 to 1993, GS500 to 2003, Gamma/RG 250 to 500, Katana 600/750 to 1996, GSXR 750 to 1990

Yamaha RZ350, TZ250 to 1990, TZR/TDR 250, FZR400 to 1990, RZ500, FZR600 to 1999, FZR750 to 1989

## 8 PERIOD 5

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 1996 (F1) and 1997 (F1) except as listed in the exceptions. It is open to any machine originally manufactured for roadracing or a production machine subsequently modified for roadracing, including 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.

### TWO CLASSES OF PERIOD FIVE

F2 (Middleweight maximum model year 1997) 250cc two stroke GP bikes, 750cc four stroke twins, liquid cooled 600cc multi cylinder (3 or more cylinders) four strokes

F1 (Superbike maximum model year 1996) 500cc two stroke, two or more cylinders, 1000cc four stroke twins, 750cc multi cylinder (3 or more cylinders) four strokes.

Period 4 legal bikes may bump up into the equivalent P4 class as follows: P4 F3 to P5 F2; P4 F2 to P5 F2; P4 F1 to P5 F1. Period 3 legal bikes may bump up into the equivalent P5 class as per their P4 bump up class.

- 8a 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)
- 8b PRIMARY DRIVES** are without restriction.
- 8c GEARBOXES AND FINAL DRIVES** are without restriction. Chain and sprocket conversions are permitted. Quickshifters, with upshift function only, are allowed.
- 8d 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.
- 8e IGNITION SYSTEMS** are without restriction.
- 8f EXHAUSTS** must be of a racing style in use during the period. Stainless steel systems allowed. Titanium, carbon fiber and aluminum allowed for "cans" and silencers only. No under seat exiting exhausts on four strokes, unless equipped as std (Ducati 748/916)
- 8g FRAMES** must be of an original style and type from the period. Factory frames, or replicas can be used. Engine mounts are open.
- 8h SWING ARMS** must be of an original style and type from the period. Period sub-frame braced swing arms, steel or aluminum are allowed.

- 8i 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. USD type forks are acceptable.
- 8j SHOCK(S)** must be of style and type used during the period.
- 8k WHEELS** must be of a size, style and type available during the period. No carbon fiber wheels.
- 8l BRAKES** Must be of a style and type available during the period. No carbon fibre discs. No wave rotors. No radial mount calipers. Maximum rotor diameter is 320 mm. Calipers shall have no more than two pairs of opposing pistons, unless originally equipped (YZF750/ZX7R). Radial master cylinders are allowed.
- 8m TIRES** must be correct fit and size for rim. Slicks and radials are permitted
- 8n BODYWORK** to be of the style in use for GP or production or Superbikes bikes during the period.
- 8o HANDLEBARS** GP bikes must have clip-on handlebars below the top yoke.
- 8p 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.
- 8q NUMBER PLATES** See Part A – 2e. All classes are black numbers on white background.

These are some examples of bikes eligible for Period 5. If no date is listed for machines, then only those built up to and including model year 1997 for F2 and 1996 for F1 are eligible.

Any year of two stroke GP bikes are eligible. The two stroke machine must have been produced exclusively for competition road racing by either a factory or reputable racing firm.

#### F2

Aprilia: RS250 (street) to 2004, RSV250

Ducati: 748 all years,

Honda: RS250, CBR600F2, CBR600F3 to 1998,

Kawasaki: ZX6E to 2002, ZX6R to 1997,

Suzuki: RGV250SP, RF600 to 1997, GSXR600 to 2000,

Yamaha: TZ250 all years, YZF600 to 2007,

#### F1

Britten: V-1000

Buell: S2 Thunderbolt to 1996

Ducati: 888, 916 all years

Harley Davidson: VR1000, XL883 to 2003

Honda: NSR500, VFR750 to 1997, RVF 750 and RC45 to 1996,

Kawasaki: ZX7 and ZX7R to 2003

Suzuki: RG500 all years, GSXR750 to 1998 (SRAD allowed no FI)

Triumph: Daytona 750

Yamaha: YZR500, YZF750 to 1998

## 10 P1 and P2 SIDECARS

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

**P1 CLASSIC SIDECARS** are limited to sidecars built before 1968, and sidecars constructed after such date that are consistent in design and construction with sidecars 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

Ural up to 2012

- 10b WHEELS** minimum 16 inch diameter, wire-spoked construction front and rear, minimum 8 inch diameter on sidecar.

- 10c TIRES** maximum 4.50 inch section width (3 ½ inch contact patch) on front and rear, 145mm/5.80 inch section width on sidecar. No slicks or slicks treaded after manufacture.

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

- 10d ENGINES** One or two cylinder four stroke, built before 1973 or like design. Maximum 750cc. Overhead valve or sidevalve only. Altered stroke and/or re-phased crankshafts beyond the manufacturer's intent are permitted. 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, wire-spoked construction front and rear, minimum 8 inch diameter on sidecar.

**10f TIRES** maximum 125mm/5.00 inch (4.00 inch contact patch) section width on front and rear. 145mm/5.80 inch section width on sidecar. No slicks or slicks treaded after manufacture.

**P2 HEAVYWEIGHT SIDECARS** are front exit only and limited to sidecars built before December 31, 1977 and sidecars constructed after such date that are consistent in design and construction with sidecars actually built in the period, subject to the following restrictions:

**10g ENGINES** Air-cooled, two or three cylinder two-stroke, max four cylinder four- stroke engines, built before December 31, 1977. Two-stroke, piston/port or reed valve 550cc maximum. Four-stroke, two valves per cylinder, 836cc maximum. Altered stroke and/or re-phased crankshafts beyond the manufacturer's intent are permitted. Carbureted permitted. Fuel injection permitted as per manufacturer original application. Supercharging and turbo charging are prohibited. Stock bore plus allowable overbore must be within the maximum cc allowed. Motorcycle and snowmobile based power plants only.

Examples

BMW R75/6

BSA twins and triples

Ducati bevel-drive 750

Honda 750

Kawasaki KZ 750 twin, H1 (two-stroke)

Moto Guzzi 750

Norton Commando 750

Suzuki GS 750, T500 (two-stroke, no TR500 components)

Triumph twins and triples

Yamaha XS650, XS750 triple, RD350/400 (two-stroke)

**10h WHEELS** May replicate those of either Period 2 or Period 3. Twin discs are allowed. Brakes must comply with Middleweight Production rule 5l.

**10i TIRES** The minimum diameter of any inflated tire is 15.7" (400mm). Slick tires are permitted. Maximum tire width is 7" (177mm) for the front, rear and chair tires.

**10j DIMENSIONS** Maximum wheelbase is 65" (1651mm). Maximum overall height is 31.5" (800mm). Passenger platform minimum dimensions measured (5.9" (150mm) above the platform must be 31.5" by 11.8" (800mm by 300mm). No device is permitted to reduce this clearance during the course of the race.

### **RULES APPLICABLE TO P1 and P2 SIDECARS**

**10k DESIGN** A 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 sidecar 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 sidecar in front of the sidecar wheel. Chair may be on right or left of cycle portion of sidecar.

Sidecar must be equipped with appropriate handholds for passenger, including but not limited to a passenger handhold on the rear outside of the sidecar opposite the chair and to the back of the driver.

- 10i 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 sidecar 72 inches. Minimum ground clearance of three inches between any part of sidecar and an imaginary horizontal plane beneath the tires, with sidecar 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 sidecar may extend longitudinally more than 12 inches from the front and rear tires. Minimum clearance front tire to sidecar 1 inch. There shall be sufficient clearance between the handlebar grips and any part of the sidecar, at any time, such that the driver shall not become trapped or not be able to operate the controls.
- 10m 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.
- 10n SUSPENSION TRAVEL** Minimum 1.5 inch on front and rear wheels. Any sidecar wheel movement relative to platform is prohibited.
- 10o OIL COOLERS** where fitted must be located so as to be generally visible to driver and passenger.
- 10p GEARBOX** Applicable period components or functionally accurate reproductions only.
- 10q 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.
- 10r SAFETY** All pipes or exhausts otherwise terminating in a sharp edge must have a rolled edge added or a bull ring welded in place.
- 10s SAFETY SWITCH** All sidecars 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.
- 10t NUMBER PLATES** See Part A – 2e. Colours must be as follows:  
P1 - black numbers on white background  
P2 - black numbers on yellow background  
P2H- white numbers on a green background

## 11 P3 SIDECARS

**P3 SIDECAR SIDECARS** are limited to sidecars built up to and including 1982, and sidecars constructed after such date that are consistent in design and construction with sidecars actually built in the period, subject to the following restrictions.

- 11a ENGINES** Air or water-cooled two or four-stroke engines, built before December 31, 1982. Two-stroke 750cc maximum 2, 3, and 4 cylinders. Four-stroke 1300cc maximum. Altered stroke and/or re-phased crankshafts beyond the manufacturer's intent are permitted. Carbureted permitted. Fuel injection allowed as per manufacturer original application. Supercharging and turbo charging are prohibited. Multivalves for twins and multi-cylinder are permitted. Stock bore plus allowable overbore must be within the maximum cc allowed. Motorcycle, snowmobile and auto based power plants only. 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** A 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 sidecar 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. Sidecar must be equipped with appropriate handholds for passenger, including but not limited to a passenger handhold on the rear outside of the sidecar 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 sidecar is 72 inches. Minimum ground clearance of three inches between any part of sidecar and an imaginary horizontal plane beneath the tires, with sidecar 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 sidecar may extend longitudinally more than 12 inches from the front and rear tires. Minimum clearance front tire to sidecar 1 inch. There shall be sufficient clearance between the handlebar grips and any part of the sidecar, 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.
- 11g TIRES** slicks and treaded tires are allowed. Tires must be correct fit and size for rim. The minimum diameter of the inflated tire is 15.7" (400mm). Maximum tire width is 8" (203mm) for the front and 11" (254mm) for the chair and rear tire.

- 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 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.
- 11k SAFETY SWITCH** All sidecars 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.
- 11l SAFETY** All pipes or exhausts otherwise terminating in a sharp edge must have a rolled edge added or a bull ring welded in place. Mirrors, not containing glass, may be fitted to allow the driver to view the passenger.
- 11m NUMBER PLATES** See Part A – 2e. 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 Race Rules and Procedures are designed to cover specific needs for endurance races.
- 1b** 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. Any rider added and not officially registered will have their laps deducted.
- 2b** Riders may not register for more than one team at the same event.
- 2c** No substitution or change of rider or machine may occur after registration closes Friday morning.
- 2d** All registered riders do not have to compete.
- 2e** There is no limit to the number of riders a team may register.
- 2f** Each rider may ride for no more than half the allotted race time plus 2 laps. Each session on track cannot exceed 1 hour plus 2 laps. Red flag time does not count towards the one hour plus 2 lap limit.
- 2g** All riders must be qualified to race in accordance with VRRRA policy for that event.
- 2h** Each team must have a minimum of two riders.
- 2i** 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.
- 2j** 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.

- 3e** Pit selection is on a first come, first served basis. Each team must identify their pit by a sign displaying their bike number.
- 3f** 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.
- 3g** 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.
- 4f** Teams must notify pit marshal when moving bike behind the pit counter.
- 4g** Any race bike being ridden in the hot pits requires full racing gear, including helmet. Only registered riders can sit on the bikes. Crew can push the bike out of the hot pits but cannot ride them.
- 4h** No bikes may enter the track once the checkered flag is displayed.
- 4i** Power starter rollers in pit area are permitted.
- 4j** Under no circumstances shall a bike be ridden against the direction of traffic. The penalty will be minimum drop one position in the race and the maximum will be disqualification

#### **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 VRRR class rules to be eligible or in the case of an invited class, the VRRR rules established for such invited class.
- 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 with the safety pin in place.
- 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 (over the wall) 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. Tire warmers may be used.

## **7 PENALTIES**

- 7a** Rule infractions will result in a loss of mileage, loss of position or disqualification based on the severity and in the judgement of the Endurance Coordinator in consultation with the Pit lane marshals. This will be done at the end of the race after reviewing transponder times and control sheets.
- 7b** On track infractions will be assessed penalties according to their severity and in the judgement of the Race Director. This could include mileage, stop and go, up to and including disqualification.
- 7c** Race Director and Endurance Coordinator will apply all penalties.
- 7d** Any team using a non-registered rider will be disqualified.

## 8 VRRR ENDURANCE CLASSES

Class structures and handicaps are reviewed annually, prior to the racing season, by the Endurance Coordinator and the Executive based on team input and results.

The Series Championship is based on total accrued mileage over the entire season. Each individual team will earn mileage towards the Series championship based on their total laps.

The performance index will be applied to the total completed laps for each team. The current performance index for each class of bike and track are as follows;

### Endurance Class Performance Index based on Class record lap times

	SMP Long % of Fastest in class	SMP Pro % of Fastest in class	CTMP % of Fastest in class	Calabogie % of Fastest in class
<b>Lightweight</b>				
P1-200	1.242	1.242	1.214	1.227
P1-250	1.180	1.180	1.184	1.179
P1-350	1.150	1.150	1.137	1.122
P1-500	1.114	1.114	1.051	1.098
P1-Open	1.122	1.122	1.100	1.100
P2-Light	1.129	1.129	1.090	1.126
P2-MWP	1.093	1.093	1.034	1.034
P3-Light	1.030	1.040	1.010	1.030
P4-F3	0	0	0	0
<b>Middleweight</b>				
P2-Heavy	1.128	1.128	1.069	1.104
P3-Middle	1.101	1.101	1.080	1.115
P4-F2	1.020	1.020	1.020	1.030
P5-F2	0	0	0	0
<b>Heavyweight</b>				
P3-Heavy	1.085	1.085	1.075	1.077
P4-F1	1.020	1.020	1.020	1.030
P5-F1	0	0	0	0

## **9 INVITATIONAL ENDURANCE CLASS**

- 9a** Only machinery whose native class is any Invitational Class are eligible; excluded are Modern Lightweight as they have their own class.
- 9b** If a machine is eligible for an Invitational Class (i.e. BEARS, Song of Single, BOTT, etc.) and a VRRR period class, they **MUST** run with their native period class or Tag Team.
- 9c** There are no Performance Indexes.

## **10 TAG TEAM ENDURANCE CLASS SPECIFIC RULES**

- 10a** Tag Team class is open to all VRRR period and invitational class machinery.
- 10b** There are no Performance Indexes.
- 10c** Tag Team section of endurance registration form must be fully completed.
- 10d** Only rider, machine and bike # listed on registration form may compete. No substitution or change of rider or machine may occur after registration closes Friday morning.
- 10e** Teams, riders, crew and machinery must comply with all the endurance rules and procedures in Part C with the following exceptions;
- 10f** Each rider may only ride 1 machine, no bike or rider swapping.
- 10g** Only 1 transponder may be used and must be the transponder noted on endurance team form.
- 10h** Maximum of 1 bike on track and 1 bike in hot pits at any given time. All other bikes must be in cold pits.
- 10i** During a rider/machine change both machines must have engine off/not running with the rider's hands off the handlebars. Only when transponder change is completed and persons are safely clear of the front wheel zone can the motorcycle be started and leave the pits.
- 10j** If a tag team bike is moved to or from the cold pits, only the registered rider may ride it. Full racing gear, including helmet is required at all times when riding in the hot pits. Crew may push a motorcycle to or from the cold pits.