

## 10.13 VINTAGE SUPERBIKE

10.13.1 These rules have been designed with the following intent:

- a) All motorcycles competing in these classes shall be as visibly close to "production" motorcycles as possible. All eligible motorcycles shall be based on street-legal models which were available for sale in the United States and/or Canada.
- b) Allow the tuner to have more influence over the performance of the motorcycle by eliminating the need for special frames, suspension systems and "state of the art" components to be developed or purchased.
- c) To provide racing classes with equipment available through normal commercial channels, and in adequate quantities.
- d) Provide interest to aftermarket suppliers and sponsors.
- e) Provide a very distinct look and appearance from the other motorcycles competing in AHRMA events with **strict** bodywork requirements.

### 10.13.2 REQUIREMENTS AND MODIFICATIONS FOR VINTAGE SUPERBIKE

#### a) GENERAL

- 1) Model year cutoff is 1980, or like design (see definition in Section 2 of handbook).
- 2) Engines and frames must be from the same model.
- 3) All street equipment must be removed (turn signals, center and side stands, etc.). Headlight shell and taillight must be retained. Taillight lens and license plate bracket must be removed.
- 4) All motorcycles are to use three green number plates, 10 inches by 12 inches in size, with white numerals not less than 7 inches in height with a minimum of 1 inch stroke width. Standard block type numerals, without serifs, must be used. Visibility must not be blocked by rider's foot or leg while racing. (See Section 9.5.)
- 5) Competitors in the Vintage Superbike classes must comply with all applicable parts of sections 1 through 9 of the AHRMA Handbook.

#### b) ENGINE

- 1) All engines must use OEM crankcases, cylinders and heads from the period 1980 and earlier.
- 2) Allowed displacement may be arrived at in any manner (i.e., stroker and sleeve kits are legal). Aftermarket "big block" kits are not allowed (see 1. above).
- 3) All round slide carbs are allowed (Keihin CR, Dell'Orto, Mikuni "smooth bore" and like design). **Flat slide carbs are not allowed.** Pumper carbs may be used, but the pumper mechanism must be disabled.
- 4) Any exhaust system design is allowed. However, all exhaust systems must be equipped with an effective silencer. Open pipes and reverse cone megaphones are not silencers. All exhaust systems must include sound attenuation material or devices. Modern canister-type silencers are not allowed. Period style exhaust systems are encouraged.
- 5) Liquid cooled or two-stroke engines are prohibited. (See 10.9.1d, Two-Stroke Twins).

### c) CHASSIS & FRAME

- 1) Frame must be a production model built no later than 1980 (or like design).
- 2) Frame modifications are allowed (bracing or gussets allowed, steering head angle may be altered, shock location changed or altered, etc.), but welding and modifications must be of the highest quality and are subject to scrutiny at tech inspection.
- 3) Approved period aftermarket swingarms or accurate replicas are permitted. Shock location may be changed and OEM swingarm may be reinforced, shortened or lengthened.
- 4) Standard shock configuration must be used (one on each side), but shocks may be repositioned. Remote reservoir shocks are not allowed, although piggyback shocks are. BMW models may replicate factory superbikes of the period.
- 5) Front forks must be no more than 41mm in diameter and from the same manufacturer as the motorcycle (i.e., Honda forks on Hondas). Aftermarket forks of the period are allowed, up to 41mm. Period anti-dive and external adjusters are allowed.
- 6) Handlebars must be fitted to the original mounts, and must not be below the top of the fork crowns. No clubman bars or clip-ons, except when used as original equipment.
- 7) Any wheel size from 16 inch to 19 inch is allowed. Maximum rim width: Rear 4.5 inches, front 3 inches. Wheels may be spoked, Comstar, alloy or magnesium, period style. Straight-spoke alloy wheels painted to period specifications are allowed. Contact the Rules & Eligibility Committee with wheel questions before purchasing wheels.
- 8) Brakes must be no more than the twin piston type (i.e., OEM, Lockheed, Grimeca or like design). Front and rear discs of any material except carbon fiber are allowed, floating or rigid mount.
- 9) Only treaded modern racing compound tires are allowed. Rain tires are allowed and may be "hand cut." Tire warmers are not permitted. No slicks.
- 10) Airbox and toolbox may be removed or modified.
- 11) Fuel tank and bodywork must be the same as found on the production model that the racer is based on. Motorcycle **must have** the original seat, front and rear fenders, and side panels as the original production model. Fenders may be trimmed to fit tires, and seats may be reupholstered. No tail sections may be added unless OEM on that model.
- 12) Only fairings that were furnished as standard equipment on the street model are allowed. Fairings must not extend below the fuel tank.
- 13) All motorcycles must use the OEM speedometer and tachometer housing (if so equipped). Speedometer and tachometer instruments are optional.

### 10.13.3 CLASSES

- a) **Heavyweight:** Unlimited displacement twins and pushrod triples, OHC fours from 700cc, displacement limited depending on make and model (see chart).
- b) **Middleweight:** Unlimited displacement singles, pushrod twins to 890cc, OHC twins and pushrod triples to 790cc, OHC fours to 690cc (see chart).
- c) **Lightweight:** Singles to 650cc, pushrod twins to 650cc, OHC twins to 500cc, and OHC fours to 400cc (see chart).

VINTAGE SUPERBIKE			
CLASS	ENGINE TYPE	EXAMPLES	DISPLACEMENT LIMIT
HEAVYWEIGHT	OHV twin OHC twin Pushrod triple OHC triple	H-D XR1000 Ducati Triumph-BSA Yamaha XS	Unlimited
	6-cylinder DOHC	Honda CBX	1047cc
	4-cylinder OHC, 8-valve	KZ900 GS750, KZ750 CB750 SOHC	931cc
	4-cylinder DOHC, 16-valve	CB750 DOHC GS750—4v	825cc
<b>Pre-1980 4-cylinder 1025cc AMA Superbikes from the period, limited to 29mm carbs and meeting all chassis rules.</b>			
MIDDLEWEIGHT	Pushrod twin	Moto Guzzi, BMW Norton, Triumph Harley-Davidson	890cc
	Pushrod triple OHC twin	Triumph, BSA Yamaha XS650	790cc
	4-cylinder OHC	KX550, KZ650 GS550, GS650 CB550, CB650	685cc
LIGHTWEIGHT	2-valve single	Yam. SR/TT/XT500	590cc
	4-valve single	XL500 Honda	510cc
	2 or more cylinders	Honda CB350-4 Yamaha XS400 Suzuki GS400/450 Kawasaki KZ400	470cc
<b>The class displacement limits shown above are absolute, including overbores. No additional overbore is allowed.</b>			

10.13.4 All classes listed above are based upon an index of performance. If any model proves to be significantly faster than other models in its class, its performance may be restricted by limiting carburetor size, etc. If any model proves to be significantly slower than others in its class, it may be moved down to the next lower class.

10.13.5 Vintage-class motorcycles may not bump into Vintage Superbike classes.