



American Historic Racing Motorcycle Association

P.O. Box 676, Shawnee Mission, KS 66201
913-268-4401 • Fax 913-268-4400 • www.ahrma.org

AHRMA's Vintage Superbike Rules – 2002

These rules have been designed with the following intent and purpose:

- All motorcycles competing in all three classes shall be as visibly close to “production” motorcycles as possible. All eligible motorcycles shall be based upon street legal models which were available for sale in the United States and or Canada.
 - 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 developed or purchased.
 - To provide racing classes with equipment available through normal commercial channels, and in adequate quantities.
 - Provide interest to aftermarket suppliers and sponsors.
 - Provide a very distinct look and appearance from the other motorcycles competing in AHRMA events with STRICT body work requirements.
- I. Competitors in the Vintage Superbike classes must comply with all applicable parts of sections one through 9 of the AHRMA Handbook.
 - II. General
 - A. Model year cutoff is up to and including 1980, or like design (see definition in Section 2 of Handbook).
 - B. Engines and frames must be from the same model.
 - C. 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.
 - D. All motorcycles are to use 3 green number plates, 10” by 12” in size, with white numerals not less than 7” in height with a minimum of 1” 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
 - III. ENGINE
 - A. All engines must use OEM crankcases, cylinders, and heads from the period 1980 and earlier.

- B. Allowed displacement may be in any manner (i.e. stroker and sleeve kits are legal). Aftermarket "big block" kits are not allowed (see III. A.)
- C. All round slide carbs are allowed (Keihin CR, Delorto, Mikuni 'smooth bore', and like design). Flat Slide Carbs are not allowed. Pumper carbs may be used but the pumper mechanism must be disabled.
- D. 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 'cannister type silencers are not allowed. Period style exhaust systems are encouraged.
- E. Liquid cooled or Two Stroke engines are prohibited. See 10.9.1 d). Two Stroke Twins.

IV. CHASSIS & FRAME

- A. Frame must be a production model built prior to and including 1980 (or like design).
- B. 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.
- C. Swingarm must be of the same manufacturer, material, and type as on the street model. Shock location may be changed and OEM swing arm may be reinforced, shortened, or lengthened.
- D. Standard shock configuration must be used (one on each side), but shocks may be repositioned. Remote reservoir shocks are not allowed, however, piggyback shocks are. BMW models may replicate factory superbikes of the period.
- E. Front forks must be no more than 39mm in diameter and from the same manufacturer as the motorcycle (i.e., Honda forks on Hondas). Aftermarket forks of the period are allowed. Period anti-dive and external adjusters are allowed.
- F. 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.
- G. Any wheel size from 16" to 19" is allowed. Maximum rim width is: Rear - 4", Front - 3". Wheels can be spoke, Comstar, alloy, or magnesium, period style. Straight spoke alloy wheels painted to period specifications are allowed. Contact Rules and Eligibility with wheel questions before purchasing wheels.

- H. Brakes must be no more than the twin piston type (i.e., OEM, Lockheed, Grimeca, or like design). Front & rear disks of any material other than carbon fiber are allowed, floating or rigid mount.
- I. Only treaded modern racing compound tires are allowed. Rain tires are allowed and can be 'hand cut'. Tire warmers are NOT permitted. No Slicks.
- J. Airbox and toolbox may be removed or modified.
- K. Fuel tank and body work 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 re-upholstered. No tail sections may be added unless OEM on that model.
- L. Only fairings that are furnished as standard equipment on the street model are allowed. Fairings must not extend below the fuel tank.
- M. All motorcycles must use the OEM speedo and tach housing (if so equipped). Speedo and tach instruments are optional.

V. CLASSES

- A. Heavyweight – Unlimited displacement Twins and Push Rod Triples, OHC Fours from 700 cc, 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 fours to 350cc.
- D. 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, it's 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.
- E. Vintage motorcycles may not bump into Superbike classes.

Refer all questions on the above rules to the AHRMA main office, the Director of Road Racing, or a member of the Vintage Superbike Rules & Eligibility Committee.



American Historic Racing Motorcycle Association

P.O. Box 676, Shawnee Mission, KS 66201
 913-268-4401 • Fax 913-268-4400 • www.ahrma.org

AHRMA Vintage Superbike

Class	Engine Type	Examples	Displ. Limit
Vintage Superbike Heavyweight	OHV Twins OHC Twins PR Triples OHC Triples	H-D XR1000 Ducati Tri - BSA Yamaha XS	Unlimited
	6 cyl DOHC	Honda CBX	1047 cc
	4 cyl OHC, 8v	KZ900 (Z-1) GS750, KZ750 CB750 SOHC	931 cc
	4 cyl DOHC, 16v	CB 750 DOHC GS 750 - 4v	825 cc
Vintage Superbike Middleweight	Pushrod Twins	Moto Guzzi, BMW Norton, Triumph Harley Davidson	890 cc
	Pushrod Triples OHC Twins	Triumph, BSA Yamaha XS 650	790 cc
	4 cyl OHC	KZ 550, KZ 650 GS 550, GS 650 CB 550, CB 650	685 cc
Vintage Superbike Lightweight	2v Singles	SR, TT, XT 500 Yam.	590 cc
	4v Singles	XL 500 Honda	510 cc
	Multi-cylinder	CB 350-4 Honda	470 cc
		XS 400 Yamaha	470 cc
		GS 400/450 Suzuki KZ 400 Kawasaki	470 cc 470 cc

The class displacement limits as shown above are absolute, including overbores. No additional overbore is allowed.