



FOR PRODUCTION BASED CLASSIC & POST CLASSIC MACHINES

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LIKE CLASSIC BIKES?

WANT TO RACE ON A LOWER BUDGET WITHOUT HAVING TO PURCHASE A FULL RACE FRAME & TYRE WARMERS ETC THEN LOOK NO FURTHER.

Here at Earlystocks a Club run by racers for racers,
we pride ourselves on being one of the friendliest clubs around.

Our aim is to provide a competitive race series for pre 1987 Classic/Post Classic production machines & certain later machines (sorry no CBR's FZR's, ZXR's etc). The series is designed specifically to allow a good variety of machines to be competitive in each particular class.

FIVE CHAMPIONSHIP CLASSES FOR 2021

(i):- 500cc Twin Shock Class:- 200cc to 525cc pre 1987 twin shock
E.g. Suzuki X7, Yamaha RD400, Honda CB500/4 etc.

(ii):- Class 1:- 526cc to 775cc pre 1987 twin shock.
E.g. Kawasaki GPZ/Z750, Suzuki GSX750 etc, Honda CB750F, Yamaha XJ550 etc.

Upto 625cc pre 1993 steel framed air cooled
E.g. Yamaha FZ600, Suzuki GSX550, Kawasaki Z550 Zephyr etc.

Upto 375cc water cooled pre 1987 monoshock
E.g. Suzuki RG250, Yamaha LC250/350 & YPVS 350 etc.

(iii):- Class 2:- 376cc to 775cc pre 1987 water cooled & or alloy framed monoshock.
E.g. Honda VFR750, Suzuki GSXR750, RG500, Yamaha FZ750 etc.

626cc to 1300cc pre 1987 steel framed monoshock air cooled.
E.g. Suzuki GSX750ESD, Kawasaki GPZ750 Unitrack, Yamaha FJ1100/FJ1200 etc.

Upto 1300cc 1987 to pre 1993 air cooled twin shock e.g. Kawasaki Z1100 Zephyr
Upto 625cc pre 1993 steel framed, oil cooled. E.g. Suzuki GSX600F.

(iv):- Class 3:-

This includes pre 1987, 776cc to 1300cc twin shock machines e.g. GS1000, GSX1100, CBX1000 etc.
As well as any machine eligible for any other Earlystocks Championship Class including **Class 4** whilst allowing more permitted modifications.

(v):- Class 4:- Pre 1993 British & European Three or Four Cylinder machines & any pre 1993 Twin or Single Cylinder machine except Ducati, 851 & 888 Machines which are not permitted.

a) 776 to 1025cc. E.g. Triumph 900 Trident, BMW K100, Yamaha TDM850 etc.

b) Upto 775cc i.e. Triumph 750, Kawasaki GPZ500S, Suzuki GS500, BMW K75, DR750 etc.

Non Championship class - Wildcard/Guest/Invitation Class:- **a)** Intended for machines eligible for any of the above classes except for minor digressions from the machine regs in the respective classes. Also included are pre 1993 upto 1025cc Steel Framed machines that have neither beam type frames nor box section perimeter type frames, e.g. Kawasaki GPX600/750 & GPZ900. **b)** Steel framed, non water cooled machines upto 625cc, 1993-2004 e.g. Suzuki GSF600 Bandits etc.

GENERAL ELIGIBILITY APPLICABLE TO ALL CLASSES

All Machines to be based on a production Road Legal Machine.

All machines must be of a type readily available & listed as a UK road legal model by the manufacturer for the year prior to the relevant cut off date.

This does not include limited editions or machines registered prior to the above date for purposes such as press launches road tests etc. Also excluded are Ducati, 851 & 888 Machines which are not permitted in any class.

Specialist frame manufacturer's machines such as P&M's, Harris, Bimota's etc are not considered to be production machines.

DEFINITION OF MACHINE TYPE

Due to the number of versions of the same basic model of machines that have been made over the years a common sense approach will be used in defining a machine type. It will generally be if the frame is of the same design. As such a machine can use parts from different versions of the same model available prior to the class cut off date & these parts will be considered to be standard for that type of machine.

Post cut off date machines

Models of a type that continued in production after the class cut off date will be considered eligible as long as the specification of the main frame loop remained unaltered. For all classes except Class 4 change to wheel dimensions & front fork stanchion diameter must be within permitted class modifications & any change in engine specification that is beyond any permitted class modification must be shown to have no performance advantage as originally produced. E.g. the later Honda VFR750 changed to 17" wheels and a standard such machine would run in Class 3 & would in effect be classed as a modified earlier model. Also a standard FJ1200 post cut off date would be eligible for Class 3 as the rules would allow you to either fit FJ1200 barrels to the FJ1100 or a complete FJ1200 engine along with the FJ1200's later 17" wheels etc.

IMPORTS

The eligibility rules are written relating to UK specification machines. An imported version of a UK available model will only be automatically eligible if its specification is within the permitted modifications allowed to the UK spec machine. Any model of a type not available in the UK will only be considered for eligibility if they do not have a clear advantage in the class they would run in.

Replacement Engines

The use of replacement engines even from a non eligible machine is permitted as long as the replacement is of the same generic type. Broadly speaking this would be a later & or larger version of the same basic type of engine i.e. a development or progression of the original engine not a new design. The number of valves, crankshaft stroke & bore centres etc, to remain as per the original.

TYRES

Wets, slicks, "cut tyres" & tyre warmers are not permitted. Only treaded race tyres or suitably speed rated road legal, i.e. road legal on the machine fitted to, are permitted.

Front Forks

Only machines originally fitted with conventional front forks are allowed i.e. no USD forks

CARBON FIBRE

Use of carbon fibre is restricted to body work, crash protection etc. No structural use allowed.

Permitted Machine Modifications

These are determined by the age of the type of machine i.e. pre 87 or pre 93 & whether it is air cooled, water cooled or air/oil cooled i.e. GSXR type & either twin or monoshock & are detailed fully in the separate machine eligibility documentation.

Any machines falling outside the general Machine regulations will be considered for eligibility by the Committee on a case by case basis.

****** Please see the full Machine eligibility Regulations. ******

MACHINE ELIGIBILITY & PERMITTED MODIFICATION REGS

TWIN SHOCK PRE 1987 MACHINES

FRAMES

Main frame loop and geometry must remain standard i.e. steering head angle must not be altered. The addition of gussets or other forms of bracing is permitted provided the general appearance of the frame remains close to standard i.e. general profile remains unaltered. The choice of swing arm is unrestricted as are rear shocks but top suspension mounts are to remain as standard.

FORKS & YOKES

Front forks must be from a production machine Stanchion diameter to be no greater than that of original forks, no USD forks. Internal modifications are permitted. Yokes must be from the same manufacturer as the frame. Period type steering dampers i.e. cylindrical piston types are permitted. Fork braces are allowed.

WHEELS

Any wheel not from a production machine must be of a period type available pre 1987.

FRONT WHEEL

Minimum diameter 18" no rim width limitations.

REAR WHEEL

No diameter restriction, maximum rim width 4.5".

TYRES

500cc Class machines are limited to a maximum nominal 130 section rear tyre.

526cc to 1300cc machines are limited to a maximum nominal 160 section rear tyre.

BRAKES

Front Brakes. Any twin piston calipers may be used. Any discs & master cylinder may be used. Fitment of twin discs is permitted.

Rear Brakes. Any rear brakes are permitted.

BODYWORK

Non standard seats, tanks, handlebars & rear sets are permitted. Fairings are allowed but must be of period type in relation to the machine it is fitted to. For machines originally fitted with a fairing any replacement must be of a similar design to standard. There is no requirement to retain any part of a fairing originally fitted. Fairings may be modified to comply with the ACU oil containment regs.

ENGINES & FUEL SYSTEMS

No fitment of aftermarket positive pressure airboxes or conversion to fuel injection allowed. Unless originally a standard fitment, ignition & fuel systems should be separate and independent.

Any conventional tuning i.e. big bore kit, (within Class Limits) exhausts, ignition, cams, carbs etc is allowed.

Main castings i.e. crankcases, barrels & heads to be of original manufacturer & from an engine that is permitted within the regulations to be fitted to that type of machine. Numbers of valves are to remain as standard, crankshaft stroke & phasing to remain standard.

Addition of any material to, & subsequent machining of main castings, either as a performance aide or to enable fitment of alternative heads, barrels etc is not allowed.

Fitment of oil coolers is permitted.

Rider aids e.g. slipper clutches, quick shifters etc are not allowed.

***** The onus is on the rider to demonstrate the eligibility of their machine if requested.
The committee's decision on such matters is final. *****

MONOSHOCK MACHINES & POST 1986 TWIN SHOCK MACHINES

FRAMES

Main frame loop, swing arm & suspension linkages to remain as standard, i.e. standard geometry & no additional bracing, brackets to fit non standard seat units etc are not considered to be bracing.

FORKS & YOKES

Forks & yokes to remain same manufacturer as frame. Stanchion diameter to be no greater than that of original forks, no USD forks permitted. Internal modifications are allowed. Steering dampers of period type, i.e. cylindrical piston type, are permitted. Non standard fork braces are allowed.

WHEELS

Wheels to remain as standard fitment, except the front wheel may be downsized to a period 18" minimum dia. if applicable.

BRAKES

Standard sized discs to be retained calipers to have no more than the original number of pistons, except any machine originally fitted with single piston calipers may fit twin piston calipers. Any master cylinder may be used. Any machine fitted with a single disc may up rate to twin discs if possible within the front forks & wheel regs, or use a larger dia. single disc.

BODYWORK

Non standard seats, tanks, handlebars & rear sets are permitted. Fairings are allowed but must be of a period type in relation to the machine it is fitted to. For types of machines originally fitted with a fairing any replacement must be of a similar period design. There is no requirement to retain any fairing originally fitted. Fairings may be modified to comply with the ACU oil containment regs.

ENGINES

Conventional tuning is allowed i.e. big bore kits (within Class Limits), exhausts, gas flowing, ignition, cams etc.

Main engine castings i.e. crankcases, heads & barrels to remain from original manufacturer & from an engine that is permitted within the regulations to be fitted to that type of machine. Gearbox, clutch & primary drive to remain as standard fitment i.e. no close ratio boxes, straight cut primary drive or dry clutch conversions. Number of valves, crankshaft stroke & phasing to remain standard. Addition of & subsequent machining of any material to main castings carried out as part of the tuning process or to enable fitment of alternative heads, barrels etc is not permitted. Fitment of, or replacement of oil coolers & replacement radiators is permitted.

Rider aids e.g. slipper clutches quick shifters etc are not allowed.

FUEL SYSTEMS

No fitment of aftermarket positive pressure airboxes or conversion to fuel injection allowed. Ignition & fuel systems should be separate & independent unless standard fitment.

All machines, with the exception of steel framed air cooled machines which are pre 93 upto 625cc or pre 87 upto 775cc, which can use any carburettors, have the following restrictions:-

Carburettors to remain of original type i.e. CV, slide, twin choke etc. of no greater venturi size than any original carbs fitted to any eligible model of the same type of machine. No accelerator pumps or power jets unless they were standard on original carbs. No modification of any carb to increase its bore size etc is allowed.

Fuel injection systems must remain standard but may be replaced by carburettors of the same type & size as fitted to an eligible machine using a carburettor version of the same engine type.

***** The onus is on the rider to demonstrate the eligibility of their machine if requested.
The committee's decision on such matters is final. *****

CLASS 3 – Including pre 87, 776cc to 1300cc Twin Shock Machines

This class is for any machine eligible for any of the other Earlystocks championship Classes along with pre 87, 776cc to 1300cc twin shock machines but with more extensive modifications being permitted.

These are the only further modifications allowed, all other restrictions remain in place.

FRAMES

Main frame loop from headstock to swing arm pivot to remain as standard. Bracing is only allowed on pre 87 twin shock machines. Swinging arms & suspension linkages etc are unrestricted.

FORKS & YOKES

Maximum stanchion diameter 43mm no USD forks permitted. Free choice of yokes. Internal modifications are allowed.

WHEELS

16" minimum diameter no width restrictions. If not from a production machine wheels must be of a period type, available pre 93.

BRAKES

Any combination of discs, drums, calipers & master cylinders may be used.

FUEL SYSTEMS

All restrictions regarding carburettors etc that apply to a machine in any other class continue to apply with the exception of - Up to 375cc pre 87 water cooled machines which may use any carburettors.

Wildcard/Guest/Invitation Class - NON CHAMPIONSHIP CLASS

a) This is intended for riders with machines that would usually be eligible for any of the 5 Championship Classes if it were not for minor digressions from the machine regs in the respective Classes.

Also included are pre 1993 upto 1025cc Steel Framed machines that have neither beam type frames nor box section perimeter type frames, e.g. Kawasaki GPX600/750 & GPZ900. These machines must comply with the Class 3 Eligibility regulations.

b) Steel framed, non water cooled machines upto 625cc 1993-2004, e.g. Suzuki GSF600 Bandits etc. This is a trial class for 2021 with the possibility of end of year awards subject to sufficient support. These machines must comply with the Monoshock Machines & Post 1986 Twin Shock machine regs (on page 4) with the exception of the following: - Engines & ignition must remain to standard specification with no modifications. **No Class 3** modifications are permitted for these machines.

Please note, Wets, slicks, "cut tyres" & tyre warmers are not permitted. Only treaded race tyres or suitably speed rated road legal, i.e. road legal on the machine fitted to, are permitted. This is applicable to all machines running in the Earlystocks Championship & Non championship Classes.

Other machines may be considered on an individual basis at the committee's discretion.

***** The onus is on the rider to demonstrate the eligibility of their machine if requested.
The committee's decision on such matters is final. *****