

## **Proposal: Historic Production - Café Class**

Our intention with this proposal is to provide a more competitive class for faster Novice Historic Production racers, while bridging the huge skill/cost gap between Historic Production and Sportsman classes. Over the past few years the popularity and competitive nature of Historic Production Lightweight has grown dramatically, and become one of the larger grids. The Sportsman 350 class has also become popular, however it has become very expensive to build and maintain a competitive Sportsman 350 machine. The big expense here is in the motor and all the modifications that go into it, while less so on chassis modifications. As a result, riders are sometimes hesitant to make the jump from Historic Production – Lightweight to the Sportsman 350 class.

During the past few years, Historic Production – Heavyweight grids have become smaller – with fewer larger displacement machines entered. More recently, the vast majority of entries in Production Heavyweight have been the more competitive Production Lightweight riders participating in order to gain additional track time. As a result, we believe that modifying the (dying) Historic Production Heavyweight class to Production Café, makes it more attractive to the competitive Historic Production rider, while maintaining the integrity of the existing Historic Production Lightweight rules and regulations. In addition, this proposal offers a far more affordable alternative to Sportsman 350 without adding another class that would create additional burdens with regards to race schedules or grid sizes.

**The proposed Historic Production - Café Class would replace the existing Historic Production *Heavy Weight* class, while allowing all production heavy and light weight machines entry, with no changes, and accomplish the following objectives;**

1. Provide a class for the more competitive Historic Production riders, and previous National Champions of the Historic Production – Lightweight class, but does not force them to another class.
2. Provide a less costly and more appropriate “step-up” for the highly competitive Historic Production Lightweight rider, while keeping grid sizes smaller and less intimidating for potential new racers.
3. Makes it much easier for AHRMA to reinforce Rider Eligibility and ask “riders who are obviously too fast for the Novice Historic Production Lightweight class” to move on to Historic Production Cafe class.
4. Provide an opportunity for WERA GP350 riders to compete competitively in AHRMA events.
5. Provide a class and revenue stream, which takes advantage of the huge popularity of café racers in the vintage motorcycle world.
6. Provide a rule change that is easy to implement, benefits all racers, and does not involve any additional class/race/trophies or staff.
7. A rule developed by many members that will benefit the vast majority of the class, and provide racers with options rather than dividing an existing class.

## **Requirements and Modifications for Historic Production- Café Class**

All current Historic Production Light and Heavyweight machines are eligible (as-is) with no changes.

All current Historic Production Rules and Requirements apply, but machines may have, but (not required) modified forks, brakes, rims, frames, swingarms, clip-ons, seats and fenders, as outlined below.

Brakes must be of the same type (drum or disk) and from the same period as originally fitted on that machine. (i.e. Better brakes from that period are permitted, however no switching from drum to disk brakes or visa-versa).

Rims must be the same diameter as OEM for that machine, steel or aluminum, and max width of 2.75.

Stock/OEM fuel tank must be used. Aftermarket/café seats permitted, fenders may be eliminated or replaced with aftermarket. Clip-ons are permitted but NOT required.

While frame and swingarm must be OEM per Historic Production rules, they may be reinforced and gusseting may be added, but this modification is NOT required.

Forks must be the same technology as originally fitted on that machine. Front fork stanchions may be no larger than 38mm.

At the AHRMA referee's discretion, dedicated, competitive Historic Production Café Class riders/machines may be allowed to "bump-up" to the Sportsman 350 class.

**Submitted By:**

Bill Howard            AHRMA# 18605

**Supported and Endorsed By the following AHRMA members:**

David Howard	AHRMA# 16243	Tim Howard	AHRMA# 1013156
Scott Wilson	AHRMA# 18607	David Miller	AHRMA# 17938
Danny Miller	AHRMA# 16951	Bill Howard	AHRMA# 18605
Mike Wells	AHRMA# 1504		