



## Rules Proposal for Historic Production and Clubman 350

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The primary purpose of this proposal is to address the vagueness of the current Novice Historic Production rules. Our goal is to create a Historic Production class that truly is for "vintage race enthusiasts to compete on comparable, near-stock machines."

The secondary purpose is to create an intermediate class for racers who are too fast, or that have made performance modifications within the existing rules but are clearly faster than entry-level participants. These racers are not yet ready for the competition or cost of racing in Sportsman or Formula.

The NHP rules as they stand today leave so much out that it's not only easy, but fairly routine for competitors to make modifications to their pistons, valves, head, and cam. Some of these machines could be turning 40% more power than their stock counterparts. The result is that there are huge performance disparities between racers. This type of environment is something we at AHRMA should be trying to avoid in any class, but in particular in this, our entry-level class. Our proposal will eliminate all of the vagueness in the current rules, and should eliminate these performance disparities completely.

Once the newly proposed rules for Historic Production are put into place, there will be a number of competitors, who will no longer be allowed to race in the class due to modifications they made legally to their machines. For these racers, we propose the creation of a new class, Clubman 350. This class will not only serve as a landing place for racers who are bumped out of Historic Production by the new rules but also help to bridge the gap for racers who have progressed beyond our entry level class, but are not yet ready (or can't quite afford) to make the jump to Sportsman 350 or Formula 250.

We believe the proposal that follows will satisfactorily define a Historic Production class with clear rules that meet with the original intent of the class and an exciting new Clubman 350 class that will help our organization grow and flourish.

## 10.6 Historic Production

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Historic Production is open to unmodified, production street machines built up to 1978-model-year, as determined by the frame and major component parts, and like design. Specialty machines such as Rickman and Dunstall are not eligible.

**10.6.1 Rider Eligibility** Historic Production is intended for new racers, returning non-professional veterans, and less competitive riders in general. Riders who are deemed too fast for the Historic Production classes by the referees will be moved to a more appropriate class, such as Clubman.

**10.6.2 Eligible Historic Production Lightweight motorcycles** include:

- Aermacchi/Harley-Davidson 350
- BMW R50
- Bridgestone 350cc twin\*
- BSAA50, B50
- Bultaco 250 Metralla
- Ducati 450
- Honda 350 two- and four-cylinder
- Honda 360 two-cylinder
- Honda 400 four-cylinder
- Honda 450 two-cylinder
- Kawasaki A1 250cc, A7 338cc twin\*
- Moto Guzzi 500
- Suzuki T250, X-6 and T305 twin\*
- Triumph 500
- Yamaha 250 (up to RD250)

**10.6.3 Eligible Historic Production Heavyweight motorcycles** include:

- BMW R75/5, BSA all 650/750, two- or three-cylinder
- Ducati 750 round-case Sport or GT (no Desmos)
- Honda 750 four-cylinder
- Honda 500T two-cylinder
- Kawasaki 500 two-stroke
- Laverda SF750 (SFC must compete in Formula 750)
- Moto Guzzi 750 (V7 Sport must compete in Formula 750 or Sportsman 750)
- Norton, all 650/750 (except short stroke)
- Suzuki 500 two-stroke
- Triumph, all 650/750 with two-valve head; two- or three-cylinder
- Yamaha R5 and RD350/400 air-cooled two-stroke

**10.6.4 Modifications for Historic Production** Any modifications not explicitly mentioned are not permitted. Petitions for specific changes not listed can be made on a

machine-by-machine basis, when suitable stock replacement items cannot be found. Except as noted, rules 9.3, 9.4, 9.5 and 9.7 apply.

**a) Frame:**

1. Original, unmodified frame, swingarm must be used.
2. Unnecessary tabs and brackets may be removed. Additional mounting tabs may be added.
3. No gusseting (no strengthening) can be added; no geometry may be altered.

**b) Engine:**

1. Production street engine must be used.
2. Stock cylinders and pistons (or OE spec replacements) must be used. Allowable overbore .50mm.
3. Stock cam, head, valves, etc. (or OE spec replacements) must be used. No changes to the head are permitted.
4. Stock carburetors must be used. Airbox/choke removal permitted. Pod filters may be added. No performance-increasing devices may be added (velocity stack, scoops, etc.)
5. Engine internals (crank, rods, gearbox, etc.) must remain stock.
6. Modifications to prevent known motor issues that do not enhance performance (e.g. cam chain tensioning or oil passageways) are permitted.
7. Upgrades to the ignition and electrical are permitted.

**c) Exhaust:**

1. Stock exhaust may be modified or replaced.
2. Four-stroke engines must have the same number of pipes as originally provided on that motorcycle, (i.e., two-into-two, four-into-four, four-into-one, etc.).
3. Two-stroke engines must use production street exhausts from the time period, any manufacturer.
4. No expansion chambers.

**d) Suspension**

1. Front end must be period OEM of the same dimensions as stock.
2. Springs and internals may be replaced.
3. Shocks must be straight body, no reservoirs, mounted in the stock location(s).

**e) Brakes and Wheels**

1. All machines must use OEM front and rear brakes as fitted on that make and model year.
2. Upgrades to pads cables etc. are permitted.
3. Replacement rims must be the same diameter and material as OEM. (Maximum rim widths described in 9.7.6 h.)

**f) Controls and Footrests**

1. Handlebars must bolt to the stock locations. Clubman bars are permitted.

2. Footrests may be trimmed down or raised for ground clearance; rearsets may be used.
3. Stock hand controls may be replaced.
4. Steering damper may be added.

**g) Miscellaneous**

1. Fairings or body work of any type are not allowed.
2. Gas tank, seat pan, and fenders must be OEM, equivalent, or replica replacements.
3. Front and rear fenders must be present and untrimmed.
4. Changes to drive chain and sprockets permitted.

**10.6.5 Class Bumping** Historic Production Lightweight bikes are allowed to bump up to the Historic Production Heavyweight class. No other bumping of Historic Production bikes to any other class is allowed. This does not exclude Historic Production riders from racing another bike eligible for any other class. See section 3.4

## 10.X Clubman 350

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Clubman 350 is intended for slightly modified production machines that fall between the Historic Production and Sportsman classes.

**10.X.1 Eligible motorcycles for Clubman 350** are listed under rule 10.5.1 (Eligible motorcycles for Sportsman 350)

**10.X.2 Modifications for Clubman 350** Except as listed below, all Historic Production rules apply. See Section 10.6.5. Any modifications not specifically listed are not permitted.

### **a) Engine**

1. Cylinders may be bored up to "Allowable Overbore", as described in rule 9.7.2.c, and aftermarket pistons may be used. Stock stroke must be maintained.
2. Stock head must be used but may be modified.
3. Stock cam, valves, etc. may be modified or replaced.
4. Stock carburetors or aftermarket carbs of equal or lesser size (e.g. VM28 for CB350) may be used.
5. Gearbox may have up to 5 ratios (unless more came stock.) Ratios may be changed.
6. Changes to lubrication system (replacement oil filters, pumps, oil coolers) permitted.

### **b) Brakes and Wheels**

1. Period drum brakes (from any make or model) must be used.
2. Wheels must be at least 18 inches in diameter and can be steel or alloy. (Maximum rim widths described in 9.7.6 j.)

**10.X.3 Class Bumping** Clubman 350 machines are permitted to bump up and compete in the Sportsman 350 class. No other bumping is permitted.

# Other Changes

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## **SECTION 8 CLASSES FOR AHRMA RACE MEETS VINTAGE ROAD RACE**

**15. HISTORIC PRODUCTION:** 1978 and earlier production street machines with the standard OEM frame, swingarm, fork and handlebar mounts. Engines use the original OEM bore and stroke. Classes are Lightweight (four-strokes up to 500cc, 250cc two-strokes and certain 350cc two-strokes) and Heavyweight (four-strokes up to 750cc and 350-500cc two-strokes). This class is intended for less competitive racers. See Section 10.6

**18. CLUBMAN 350** 1972 and earlier four-stroke, slightly modified, streetbike-based machines See Section 10.X.

**9.5.2** add Clubman 350 1X

**9.5.3** All vintage roadrace numbers must be black on a white background, except: Sportsman, black numbers on "school bus yellow" background, Historic Production, red numbers on white background, and Clubman, white numbers on black background. Sportsman, Historic Production, and Clubman machines use 10x12-inch rectangular number plates; all others use rectangular plates 10x12-inches or oval plates no smaller than 9x11-inches.

### **9.7.6**

h) Historic Production: Maximum rim width WM3 (2.15 inches) front and WM4 (2.5 inches) rear

j) Clubman 350: Rim diameter must be at least 18 inches and not exceed WM3 (2.15 inches).