

7 POST VINTAGE INVITATIONAL

All rules in Part A are applicable to all classes. In case of conflict, the Part A rules take precedence over these rules.

This class is for machines built up to and including model year 2000 with exceptions where production continued with no changes. Classes are based on the supersport and superbike rules of the era. Any component that is visibly different and/or uses technology not available within the period must be submitted to the Technical Coordinator for approval.

TWO CLASSES OF POST VINTAGE INVITATIONAL

- 600 600cc multi cylinder four strokes, and 750cc four stroke twins
 - Honda CBR600F4 to 2006
 - Yamaha R6 to 2002
 - Kawasaki ZX6R to 2002
 - Suzuki GSXR600 to 2003
 - Triumph TT600 to 2003
 - Ducati 749
 - Suzuki SV650 all years

- 750 750cc multi cylinder four strokes, and 1000cc four stroke twins
 - Suzuki GSXR 750 until 2005
 - Suzuki TL and TLR 1000 all years
 - Kawasaki ZX7 all years
 - Honda RC 51, RC 45, VTR 1000 all years
 - Ducati 998 and 999 all models all years
 - BMW R1100S

Eligible bikes may also run in Open Senior and Endurance including Tag Team.

- 7a **ENGINES** Naturally aspirated. Castings and engine casings must be of period external appearance. Cylinders may be overbored to give a maximum engine displacement of 5% over each engine limit. All four stroke machines must be fitted with race type crankcase end covers, welded or braced factory covers or other acceptable crash protection. Engine management systems shall not be updated past the cut-off date for each machine allowed in the period (not including ignition systems)
- 7b **PRIMARY DRIVES** not applicable
- 7c **GEARBOXES AND FINAL DRIVES** sprocket conversions are permitted. Quickshifter with upshift function only are allowed.
- 7d **CARBURETORS** must be of style and type used within period including flatslides. Fuel injection is allowed only where originally fitted by the manufacturer.
- 7e **IGNITION SYSTEMS** are without restriction.
- 7f **EXHAUSTS** must be of a racing style in use during the period. Stainless steel systems allowed. Titanium, carbon fibre and aluminum allowed for "cans" and silencers only. No under seat exiting exhausts on four strokes unless originally fitted by the manufacturer.
- 7g **FRAMES** must be of an original style and type from the period. Factory frames, or replicas can be used. Engine mounts are open.

- 7h **SWING ARMS** must be of an original style and type from the period. Period sub-frame braced swing arms, steel or aluminum are allowed.
- 7i **FORKS** must be original style, size and type in use during the period. Maximum stanchion diameter is 43mm, unless the motorcycle was originally equipped with stanchions of a larger diameter. Aftermarket fork braces of any type and style, similar to those available in the period, are acceptable.
- 7j **SHOCK(S)** must be of style and type used during the period.
- 7k **WHEELS** must be of a size, style and type available during the period. No carbon fiber wheels.
- 7l **BRAKES** must be of a style and type available during the period. No carbon fibre discs. No wave rotors. Maximum rotor diameter is 320 mm. Calipers shall have no more than four hydraulic pistons. No radial mount calipers. Radial master cylinders for brakes or clutch are allowed.
- 7m **TIRES** must be correct fit and size for rim. Slicks and radials are permitted
- 7n **BODYWORK** to be of the style in use during the period
- 7o **HANDLEBARS** GP bikes must have clip-on handlebars below the top yoke.
- 7p **FOOT CONTROLS** not applicable
- 7q **NUMBER PLATES** See Part A – 2e. All classes are black or red numbers on white background.