



CSRA SUPERBIKE CLASS RULES ADDENDUM



1.0 This rule addendum has been designed with the following intent:

- a) Create a CSRA Superbike Classes
- b) Establish license requirements for participants in the CSRA Superbike Classes.
- c) Define the two classes that will be participating in the CSRA Superbike Classes.
- d) Refer all other rulebook questions (basic requirements, protests, etc.) to the AHRMA Vintage Rulebook.

2.0 CSRA Superbike Classes

In order to maintain our momentum within the Vintage Superbike Racing Scene and continually strive for the best possible racing experience, Classic Superbike Racing Association has proposed an additional Superbike only race to be run on Saturday be held at select AFM rounds.

3.0 CSRA Superbike Classes Classes

Because we have bikes of varying capacities, CSRA Superbike Shootout will be broken out into two classes. A Heavyweight (1025cc) and a Middleweight (750cc) class. The rules for the HW/1025 class remain unchanged. The MW/750 class has slight modifications as outlined below. The main difference in the 750 class will be displacement. To eliminate the need for custom pistons or other custom parts, the maximum allowed overbore is set at 3mm.

4.0 CSRA Superbike 1025/HW Class Rules

- 1) These rules remain the same. Please refer to AHRMA Vintage Class Rules.

6.0 CSRA Superbike Classes 750cc/Middleweight Class (Name TBD) Rules

- 1) Bikes must be prepared to AHRMA Vintage Superbike heavy weight rules with the following exceptions and modifications.
- 2) 750cc bikes will be allowed a 3mm overbore. This is a standard off the shelf part to control costs. The maximum cc's for Kawasaki and Suzuki's will be 810cc. The maximum cc's for Honda will be 823cc.**
- 3) Bikes must be presented in period style livery, no modern paint or advertising allowed.
- 4) Number plates, white back ground with Black numbers. To signify yourself as a member of the 750cc class a 2" wide red band/border shall be placed along the top of the front plate only. This should not interfere with scoring's ability to read the number. Any color red as long as it is visible is allowed. This could be pre-printed into the background or could be placed on after with Red Tape.**
- 5) Must have all stock appearing bodywork, tank must be metal OEM (no plastic gas tanks), OEM seat pan must be used.
- 6) Exhaust systems must be period in style, no modern style exhaust systems including Ti systems.
- 7) Bike must meet a minimum weight of 418lbs after the race without rider.
- 8) 41mm max. forks, conventional style (no USD), no modern or nitrated finishes.
- 9) No restrictions on carburetor sizes. However, no flat slides or modern carburetors of any type.
- 10) All bikes must meet Track safety requirements & pass a technical inspection to be allowed on the race track without exception.