



Once tried – Never forgotten!

**FOR PRODUCTION BASED CLASSIC & POST CLASSIC MACHINES**

Cass Beardmore & Steve Bailey, Knockinaam Wood Cottage, Portpatrick, Stranraer. DG9 9AG.

[www.earlystocksracing.co.uk](http://www.earlystocksracing.co.uk) Telephone: 01776 820827, Mobile: 07710 998216.

Associated Committee members: - #150 John Adamson, #204 Ivan Childs, #216 Alec Gilfillan & #225 John Brush.

**Earlystocks is a Club run by racers for racers.**

**We pride ourselves on being one of the friendliest clubs around.**

**We aim to provide a competitive race series for pre 1987 Classic/Post Classic production machines & certain pre 1993 machines (sorry no CBR's, FZR's, ZXR's etc). The series being designed specifically to allow a wide variety of machines to be competitive in each particular class.**

**FOUR CHAMPIONSHIP CLASSES FOR 2024**

**(a):- 500cc Twin Shock Class:-**

**Pre 1987 Twin Shock Machines 225cc to 525cc**

E.g., Suzuki X7, Yamaha RD250/400, Honda CB500/4, CX500, etc.

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**(b):- Class 1:-**

**500cc Twin Shock Class machines to Modified Specification (see page 5)**

**Pre 1987 Twin Shock Machines 526cc to 775cc**

E.g., Kawasaki GPZ/Z750, Suzuki GSX750 etc, Honda CB750F, Yamaha XJ550 etc.

**Pre 1993 Steel Framed Air-Cooled Machines 225cc to 625cc**

E.g., Yamaha FZ600, Suzuki GSX550, Kawasaki Z550 Zephyr etc.

**Pre 1987 Water-Cooled Monoshock Machines 225cc to 375cc**

E.g., Suzuki RG250, Yamaha LC250/350 & YPVS 350 etc.

**Pre 1993 British & European machines 225cc to 675cc & any pre 1993 225cc to 675cc Four Stroke Twin or Single Cylinder machines.**

E.g., Yamaha SRX600, Kawasaki GPZ500S, Suzuki GS500, etc

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**(c):- Class 2:-**

**Class 1 Machines to Modified Specification (see page 5)**

**Pre 1987 Water Cooled & or Alloy Framed Monoshock Machines 376cc to 775cc.**

E.g., Honda VFR750, Suzuki GSXR750, RG500, Yamaha FZ750 etc.

**Pre 1987 Steel Framed Monoshock Air Cooled Machines 626cc to 1300cc**

E.g., Suzuki GSX750ESD, Kawasaki GPZ750 Unitrack, Yamaha FJ1100/FJ1200 etc.

**1987 to Pre 1993 Air Cooled Twin Shock 626cc to 1300cc - e.g., Kawasaki Z750/1100 Zephyr**

**Upto 625cc pre 1993 Steel Framed, Oil Cooled. E.g., Suzuki GSX600F.**

**Pre 1993 British & European Machines 675cc to 1025cc & any pre 1993 Four Stroke Twin or Single Cylinder machines 675cc to 1300cc, except Ducati, 851 & 888 Machines which are not permitted.**

E.g., Triumph 750/ 900, BMW K75/K100, Suzuki DR750, Yamaha TDM850 Honda CX650 etc.

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**(d):- Class 3:-**

**Pre 1987, 776cc to 1300cc Twin Shock Machines upto Modified Specification e.g., GS1000, GSX1100, CBX1000 etc.**

**Class 2 Machines to Modified Specification.**

**Class 1 Machines to Modified Specification &/or using different Carbs than permitted in Class 1 eligibility regs.**

## **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 and changes to wheel dimensions & front fork stanchion diameter etc. 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., a 1987 VFR 750 RC24 is eligible for class 2 as it is in effect the same as the 1986 model. The 1988 model changed to 41mm forks and 17-inch wheels and would therefore be eligible for class 3 as such modifications to the earlier model would be allowed in this class. The 1990 VFR750 RC 36 has a different frame and geometry etc and is therefore not eligible for any class.

### **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, crank phasing 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.

### **RIDER AIDS**

No such systems are allowed i.e. No slipper clutches, quick shifters, etc, unless a necessity & must be pre-approved by the committee.

### **Permitted Machine Modifications**

Machine modifications are primarily determined by the machine being either twin shock or mono shock & it being either pre-87 or pre-93. These are detailed fully in the Machine Eligibility regs.

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

**\*\*\*\* Please read 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.

\*\*\* 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 frame bracing, however any trail/enduro type machine e.g., HondaXL600 Yamaha XTZ660 etc may use alternative linkages to lower the machine. 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.

### **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 e.g., no machining of GSXR 750 - 29mm slide carburettors to 34 mm etc.

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.

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The committee's decision on such matters is final. \*\*\***

## **MODIFIED SPECIFICATION**

Modified Specification machines are machines which would be eligible for the 500cc Twin Shock Class, Class 1 or Class 2 classes but have further permitted modifications as detailed below.

This Modified Specification also incorporates all of the **Pre 1987, 776cc to 1300cc Twin Shock Machines**.

Listed below 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 of the 4 Classes continue to apply. The only exception is **Class 1 Machines** i.e., YPVS350 etc., using different Carbs than permitted in Class 1 eligibility regs will only be eligible for Class 3.

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## **GENERAL**

**Applicable to all classes**, there is no minimum modification requirement to enter a certain Class. e.g., if you have a machine that is fully eligible for Class 1 but wanted to run in Class 2 or Class 3 even though no further modifications have been carried out to the machine, this is perfectly acceptable.

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# APPLICATION FOR MEMBERSHIP 2024

NAME.....

PARTNERS NAME (OPTIONAL).....

ADDRESS.....

POSTCODE.....

TELEPHONE. DAY..... EVENING.....

MOBILE.....

E-MAIL.....

**PERSON TO BE CONTACTED IN CASE OF EMERGENCY**.....

NAME.....

TELEPHONE.....

NUMBER.....

**MACHINE (if known)**

Exact make & model of machine(s) to be entered including Class.

E.G. Suzuki GS1000S (Class 3), Suzuki GSXR750G (Class 2) etc.

MAKE.....MODEL.....

CAPACITY.....EARLYSTOCKS CLASS.....

I enclose the sum of **£20** which will entitle me to one year's membership of the Earlystocks Racing Club.

Cheques should be made payable to the **Earlystocks Racing Club** & sent with a medium S.A.E. to:-

**Earlystocks Racing Club**

Knockinaam Wood Cottage,

Portpatrick,

Stranraer,

Dumfries & Galloway,

DG9 9AG.

**Tel 01776 820827 or 07710998216. Or Email :- earlystocks@btinternet.com**

Alternatively, by Electronic/BACS Payment of **£20** to the **Earlystocks Racing Club:-**

**Sort Code 09-01-54, Bank A/C No 59642804**

**I have read and agree to abide** by the rules & accept the decision of the committee as final. The club reserves the right to decline membership. Please note that some of the information above may be held on computer.

Signed.....