Once tried – Never forgotten!

FOR PRODUCTION BASED CLASSIC & POST CLASSIC MACHINES

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Welcome to Earlystocks a Club run by racers for racers.

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

2027 Machine Regulations

A Total of 4 CHAMPIONSHIP CLASSES FOR 2027

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

Pre 1987 Twin Shock Machines 225cc to 525cc
E.g., Suzuki X7, GT/T500, Yamaha RD250/400, Honda CB500/4, CX500, VT500 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, XJ600, Suzuki GSX550, Kawasaki Z550 Zephyr, Honda CBX550 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 or any pre 1993 Water or Air Cooled 225cc to 675cc Four Stroke Twin or Single Cylinder machines.
E.g., Kawasaki GPZ500S (87- 04yr), Suzuki GS500, Honda XBR500, XR600, Yamaha SRX600 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, NS400R, Suzuki GSXR750, RG500, Yamaha FZ750, Kawasaki GPZ600/750R etc.

Pre 1987 Steel Framed Monoshock Air Cooled Machines 626cc to 1300cc
E.g., Suzuki GSX750ESD, Kawasaki GPZ750/1100 Unitrack, Yamaha FJ1100/FJ1200 etc.

Pre 1987 Twin Shock Machines 776cc to 1300cc - E.g. Suzuki GSX1100 Kawasaki Z1000 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 1125cc & **any pre 1993 Water or Air Cooled Four Stroke Twin or Single Cylinder machines 675cc to 1300cc**, E.g., Triumph 750/900, BMW K75/K100/K1100, Suzuki DR750, Yamaha TDM850, Honda CX650 etc. (except Ducati, 851 & 888 Machines which are not permitted).

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(d):- Class 3:-

Class 2 Machines as above but built to Modified Specification (see page 5).

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GENERAL ELIGIBITY 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/geometry of the main frame loop remained unaltered & changes to wheel dimensions & front fork stanchion diameter etc., are 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.
As an example all GPZ500's up to 2004 incl are eligible for Class 1 as the changes to specification on post 92 models are within the allowed Class modifications. A different situation exists for the Honda VFR750 as although a 1987 model is eligible for Class 2 it is in effect the same as the 1986 model. The 1988 model changed to 41mm forks amongst other changes to specification and therefore causes it to fall into Class 3.

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 & in this case 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. ******

The onus is on the rider to demonstrate the eligibility of their machine if requested.
The committee's decision on such matters is final.

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, i.e. no moving the original mounting points.

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. No replacement Forged Alloy or Magnesium/Magnesium Alloy wheels.

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 except:-

Machines above 625cc must retain the original type of carburettors i.e. CV, Slide etc. and of no greater venturi size than any original carbs fitted to any eligible model of the same type of machine. No accelerator pumps, power jets etc., unless fitted as standard on original carbs. No modification of any carbs to increase it's bore size is permitted.

Fuel injection systems must remain as standard but may be replaced by carbs of the same type & size as fitted to an eligible machine using a carburettor version of the same engine type.

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 coilers is permitted.

MONOSHOCK MACHINES & POST 1986 TWIN SHOCK MACHINES

FRAMES
Main frame loop and swing arm remain as standard, i.e., standard geometry & no additional frame bracing. Linkages may be altered to change ride height. Brackets to fit non-standard seat units etc are not considered to be bracing.

FORKS & YOKES
Forks & yokes to remain same manufacturer as frame. Maximum stanchion 38mm unless original fitment forks are retained.
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 diameter Any machine with a 16" wheel or wheels may change such wheels to a 17" or 18" size. No replacement Forged Alloy or Magnesium/Magnesium Alloy wheels are permitted.

BRAKES
Any size front discs may be used. Machines running twin front discs are limited to twin piston front calipers unless originally fitted with four piston calipers. Any machines running a single disc may use a four piston caliper. 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, caliper & wheel regs. NB there are no restrictions on choice of rear brake.

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 dive 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.
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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 up to 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 GSXR750 - 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.

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.

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. No replacement Forged Alloy or Magnesium/Magnesium Alloy wheels.

BRAKES
Any combination of discs, drums, calipers & master cylinders may be used.

FUEL SYSTEMS

Class 1 type machines subject to carburettor restrictions e.g. Suzuki GSX750, Kawasaki GPZ500, Yamaha YPVS 350 etc are allowed any type of carburettors.

Pre 1987 Twin Shock Machines 776cc to 1300cc are also allowed any type of carburettors.

All other fueling restrictions continue to apply to all machines.

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.

*** The onus is on the rider to demonstrate the eligibility of their machine if requested.
The committee's decision on such matters is final. ***