



## Machine regulations and eligibility

### The Series' ideals

The idea behind this series is to present the sights, sounds and smells of the Post Classic period. The 1970s and early 80s was an exciting time for motorcycle Grand Prix – probably the last era when privateers had a genuine chance of mixing it with works bikes. GP Originals has been inspired by the machines featured in the Hailwood Trophy – a prestigious motorcycle race held at the Goodwood Members' Meeting for period specification bikes. The series is open to Grand Prix machines that raced during the specified period only.

- Timed qualifying/practice to decide grid positions.
- Proper prize giving after the racing.
- Good track time and sensible length races.

### Classes and awards

- 250cc class up to 31/12/1984
- 350cc class up to 31/12/1981
- Masters (over 55) special award

320cc machines will be permitted but will not score points or be eligible for cash prizes (guest class by prior arrangement only). All riders must have paid their [membership](#) to GP Originals to race. Decisions regarding interpretation of these eligibility regulations shall rest solely with the GP Originals organisers. All machines must conform to current ACU (and FIM) rules where applicable. For example 'sharks fin' rear chain guards must be fitted. See [ACU Road Race regulations](#).

### Technical specifications:

**ENGINES** The external appearance of all engine components must be maintained as per the original engine manufacturer's specification, unless it can be conclusively shown that any external modifications made are from within the relevant period. The internal specification of engines is free from restriction but should remain within the parameters of the original engine and casting. Exhaust stubs should be forged onto the cylinder, retaining the correct external appearance. Accurate capacity must be declared on the machine registration form. The maximum total swept volume of any machine competing in these races is 350cc.

**IGNITION SYSTEMS** Non original ignition systems are permitted but ignition curves must be fixed prior to arriving at the circuit. It is not permitted to use laptops or other modern electronic devices with your motorcycle at any time during a race weekend including the meeting's testing – anyone doing so will be disqualified from the results and prizes.

**CARBURETTORS** Carburettors must be as per original fitment for the machine or period alternatives such as Lectron. Mikuni 'reverse slide' carburettors are allowed.

**RADIATORS:** Aftermarket radiators which are wider than the original fitment are allowed. Curved radiators are not permitted (Note: Under ACU rules only water may be used as coolant – no additives are permitted).

**FRAMES AND SWINGING ARMS:** All machines must use frames and swinging arms as produced by the manufacturer or aftermarket frame kits available in the period, such as Harris, Spondon etc, provided such aftermarket frame and engine combinations were raced in the period. Alloy frames with proven period use only are allowed. Unrelated combinations of major components are not allowed.

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**FORKS** must closely reflect original style and design (35mm–36mm for 350cc, 40mm–41mm for 250cc). Period style aftermarket forks may be used (e.g. Standard Ceriani). Upside-down forks are not permitted. Cartidge kits are allowed but external adjusters should be minimal, discreet and as close to original as possible.

**WHEELS** The only wheel diameter allowed is 18 inch. However, exceptionally, Decorite machines originally fitted with 16 inch front wheels in period may use 16 inch front wheels. Any type of wheel which was available and used for racing in the period can be used. In the interests of safety and availability, modern wheels that closely resemble wheels used in the period may be used.

**PROTOTYPE PARTS** An eligible part must have been available to purchase for teams and customers within the specified period for your machine. In the case of prototypes that were seen on Grand Prix machines, only the genuine, original part may be permitted by special agreement. Suitable authentication must be supplied.

**TYRES** GP Originals recommend Avon Tyres. All riders must use treaded tyres manufactured in accordance with ACU Standing Regulations for Road Racing Club events. The use of wet weather, slick or 'hand cut' tyres is not permitted. Tyre warmers are not allowed.

**BRAKES** must either be as per the original fitment or period type alternative components such as Lockheed calipers – please note: there were no four-pot calipers prior to 1981 (350cc classification). Twin discs may be fitted. Later than period integral type, side push master cylinders are permitted. Remote reservoir or radial master cylinders are not permitted. Distinctive modern shaped calipers such as Pretech are not permitted.

**BODYWORK** must be of the correct style and shape for the period of machine. Period livery, colour schemes, advertising, stickers are encouraged. Fuel tanks must be of the design and function of the period.

**INSTRUMENTS AND CONTROLS** Must be of a type and style used in the period. Electronic dashboards are not permitted. However small, discreet digital temperature gauges are acceptable. Quick shifters are not permitted.

**FUEL** Must conform to ACU specifications as listed in the ACU handbook under Fuel Regulations – National ACU and in Road Racing Standing Regulations with the following exception – E85 pump fuel is not allowed. Methanol is not allowed.

**MEMBERSHIP** All riders, without exception, must be members of GP Originals. To join please [click here](#) to complete a simple online form, there is a nominal £15 membership fee which must be received for your membership to be valid.

**INTERPRETATION** Please contact [GP Originals](mailto:race@gporiginals.co.uk) if clarification of any of the articles above is required.

Contact us with your questions: [race@gporiginals.co.uk](mailto:race@gporiginals.co.uk) | [www.gporiginals.co.uk](http://www.gporiginals.co.uk)

Terms: We will endeavour to keep these conditions as simple and consistent as possible. However, in light of new information regarding period specifications they may require adaptation from time to time. It is the responsibility of the rider to read carefully and ask for clarification on any particular item, it is the rider's responsibility to prepare their machine within the rules. New eligibility queries must be researched by the rider and presented with photographs, historical results or technical articles. We do not accept memories from riders or manufacturers, past or present, without supporting documentary evidence.

