



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 original 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.
- A dedicated paddock area for GP Originals riders.

Membership and machine registration

Membership is free of charge but you will need to register your contact details by completing the form on [Facebook](#). This will enable us to contact you directly with the latest information and prioritise your name on the entry list.

Entry to the Oulton Park round will be via [No Limits Racing](#), please visit their [website](#) for more information. A one-day No Limits Racing membership is included in the entry fee, you will be required to complete their membership form.

Eligible classes

- 250cc class up to 31/12/1984
- 350cc class up to 31/12/1981

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 all engines is free from restriction, but the actual capacity machines must be declared on the entry 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 from the start of qualifying.

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

RADIATORS: Aftermarket radiators which are wider than the original fitment are allowed. Curved radiators are not permitted (Note: only water with no additives is allowed as coolant under ACU rules).

ORIGINAL RACING SPECIFICATION TWO-STROKE GP BIKES FROM 1970S AND 1980S





FRAMES AND SWINGING ARMS: All machines must use frames and swinging arms as produced by the manufacturer or aftermarket frames 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.

FORKS Either the original forks to the original specification (especially diameter) or aftermarket forks that were used on the machine in question (e.g. period Ceriani) may be used. The use of upside-down forks is prohibited.

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.

TYRES All riders must use Avon 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 Brakes must either be as per the original fitment or period type alternative components such as Lockheed callipers. Twin discs may be fitted. Remote reservoir master cylinders are not permitted. Later than period integral type master cylinders are permitted.

BODYWORK Bodywork must be correct for the period for the machine. Period livery, colour schemes, advertising, stickers and so on are essential.

INSTRUMENTS AND CONTROLS Must be of a type and style used in the period. 'Electronic dashes' and the like are not permitted. However the use of digital temperature gauges is acceptable.

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.

INTERPRETATION Please contact [Gordon Russell](#) if clarification of any of the articles above is required.

Contact us with your questions:

race@gporiginals.co.uk

www.facebook.com/gporiginalsracing



ORIGINAL RACING SPECIFICATION TWO-STROKE GP BIKES FROM 1970S AND 1980S

