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**TECHNICAL REGULATIONS**  
**GOLDEN ERA SUPERSPORT**  
**& GOLDEN ERA STEELSPORT**

2019 Spec.

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## **Golden Era Supersport – Steelsport (2019)**

### **1. ELIGIBLE MACHINES**

The following 4-stroke machines up to and including the listed models are eligible:-

KAWASAKI ZX6R (and RR) from 1995 – 2002 (“J” models)  
YAMAHA FZR600, FZR600R, YZF600 and YZF-R6 from 1992 – 2002 (all non-injected models)  
HONDA CBR600FM to FX and CBR600 F3 & F4 from 1992 – 2000 (all non-injected models)  
SUZUKI GSXR600 from 1993 – 2000 (all SRAD models)  
DUCATI 748 from 1994 – 2002 (all models prior to 749 version)  
TRIUMPH TT600 from 1999 – 2003  
BIMOTA up until 2002 (all models using Suzuki 600cc SRAD engine or Ducati 748 engine)

**Steel-framed models** will automatically be categorised as “**Golden Era Steelsport**” for championship purposes. The Honda Hornet is eligible as a Steelsport and may have period Honda CBR bodywork added if desired.

All motorcycles must comply in every respect with all requirements for Road Racing as specified in the ACU regulations.

### **2. DISPLACEMENT CAPACITY**

The displacement must remain within 15cc of the original design for the engine concerned allowing for rebore repairs. Four cylinder machines built prior to January 1995 may be rebored to a maximum of 640cc, machines manufactured after that date are restricted to utilising a maximum of the manufacturers FIRST oversize for repair purposes only.

### **3. MINIMUM WEIGHTS**

The minimum machine weight at post race control must not be less than:-

Up to 600cc – 160kg (4 cylinder)

Up to 750cc – 158kg (2 cylinder)

### **4. NUMBER PLATE COLOURS**

Front number colours are:-

White Background with Blue Numbers.

Side number colours are free.

### **5. CARBURATION INSTRUMENTS**

Carburation instruments must be as originally fitted to the homologated model, jetting and needles are free.

### **6. FUEL**

All machines must function on fuel in conformity with current ACU Regulations. E85 Bio Fuel is also permitted. 100LL (avgas) is permitted in accordance with the current regulations.

### **7. FRAME BODY AND REAR SUBFRAME**

For all machines, the engine and frame must be from the same model unless an older engine of the same model run is married to a frame made within the period restraints listed above.

### **8. FRONT FORKS**

Front fork fitment must be of the same design as originally used, but may be altered to accommodate new springs, damper rods etc – cartridge kits are permitted. The original diameter of stanchions and design (correct way up / upside down) must be retained.

A steering damper may be added but may not act as a steering lock device.

#### **9. REAR FORK (Swing Arm)**

The rear fork unit must be as per the original model, but may be braced or machined to accept different spacers to allow the use of a different wheel or disc.

#### **10. REAR SUSPENSION UNITS**

Rear suspension units, including all linkages and mounting points, are free.

#### **11. WHEELS**

Wheels are free, provided they remain within the minimum size range for the machine capacity as listed in the current ACU Handbook.

#### **12. BRAKES**

Brakes are free, but no carbon or ceramic units are permitted.

#### **13. TYRES**

Only road legal (Supersport type) treaded tyres or full wet tyres (in the case of a race that has been officially declared as wet) may be used by all machines.

The use of tyre warmers is allowed.

#### **14. WIRING HARNESS**

The wiring harness is free.

#### **15. IGNITION / ENGINE CONTROL SYSTEM (Cdi)**

In principal the ignition control system is free, but may not contain any traction control or launch control functions not associated with the machine periods as listed above.

#### **16. OTHER NON-PERIOD MODIFICATIONS**

There are numerous non-period modifications made to certain types of racing machinery, some of which are safety related and others which are performance related. In principal any safety related modification will be permitted, whereas performance related modifications not listed above will not be permitted. This does not include tuning of barrels, porting, polishing or changing any component in line with what was considered acceptable 'in period'.

**Yamaha 5EB models may utilise the later 5SL crankcases due to liner issues with the originals.**

Slipper clutches are permitted.

Data acquisition sensors other than for road speed are not permitted.

Any disputes in this area will be adjudicated upon by the series eligibility officers.

#### **THE FOLLOWING ITEMS MUST BE REMOVED FROM ALL MACHINES**

Headlamp, rear lamp and turn signal indicators.

Rear view mirrors.

Horn.

License plate bracket.

Tool box.

Helmet hooks and luggage carrier hooks.

Passenger foot rests.

Passenger grab rails.

Safety bars, centre and side stands (fixed frame brackets may remain).