

So You want to know what
Class C is all about.

AMERICAN HAND SHIFT RACING ASSOCIATION

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Class C was introduced in the USA in 1937, with the purpose of the class, to have closer racing between the heavier, larger displacement 750cc side valve hand shift, 3 speed, foot clutch, Indians and Harleys, and the 4 speed OHV 500cc fast and agile English machines, that began penetrating the USA marketplace and race tracks.

Class C is for PRODUCTION BASED, "over the counter" motorcycles, available for sale from the respective manufacturers, up to and including the 1951 model year. It does not include 1952 model year machines that were built in 1951.

Class C was introduced into Australia, in the mid 1990s, with its main growth over the last few years, as the Indians joined the ranks.

The rules adopted by us here in Australia, replicate the AHRMA rules from the USA. This allows global competition when the opportunities present themselves.

Class C racing is the only vintage, prewar class that is capacity limited. Machines racing in the series are mostly stock which keeps the cost down, competition close and enjoyment to the maximum.

The intent behind the US rules highlights **"For sale - Production Based Machines"**.

For Australia, we have allowed a deviation to the AHRMA rules to include the more readily available 741 Military Scout. 741 Scout components can be reconfigured to achieve 750cc, with a bore of 2.750" up to a max of 0.080" oversize with a stroke of 3.8125". Other than this, the 741 must remain a 741 model Indian.

Fuels. Please note, as per the AHRMA rules, fuel is to be commercially available fuel up to 100 octane, alcohol is specifically excluded

New motorcycles are welcomed to the Class C handshift category, and the American Hand Shift Racing Association are keen and willing to have you join us on the track. If you intend to vary your machine from the original production components, we suggest you contact us for comment before you commence your modifications or construction.

The rules below are the AHRMA rules that we have adopted.

AHRMA EXTRACT

10.4.1 CLASS C: This class is intended for AMA "Class C" motorcycles and other for-sale, production-based machines of the period that existed up to and including 1951. Like-design models also are permitted. Class C Handshift is a championship class scored separately from, but run together with, Class C. 750cc sidevalve All major components must be OEM parts that existed prior to 1951, or accurate, detailed replicas of the same parts using the same type materials and technologies. The burden of authenticating is upon the rider. Press clippings and photos with identifiable date may be helpful. There are no restrictions on internal modifications, except the stroke may not be changed from the original specifications and the bore may not exceed the .080" overbore limit. Indian 741 Scout motors, exempted.

10.4.1A REQUIREMENTS AND MODIFICATIONS FOR CLASS C

- a) All 750cc machines must use 3 speed hand-shift gearboxes.
- b) Norton swing arm or "featherbed" frames are not permitted.
- c) All machines must use the OEM or period carb. If these carburetors are not available, machines are limited to the following:
 - 1) Single-cylinder/single carb Dell'Orto SS1, Amal GP or Amal Monobloc to 32mm (1-1/4"). Amal Mk1 Concentric (600, 900 or 1000 series) to 34mm (1-5/16").
 - 2) Twin-cylinder/single carb Dell'Orto SS1, Amal GP or Amal Monobloc to 30mm (1-3/16"). Amal Mk1 Concentric (600 or 900 series) to 32mm (1-1/4").
 - 3) Twin-cylinder/twin carb Dell'Orto SS1, Amal GP, Amal Monobloc or Amal Mk1 Concentric (600, 900 or 1000 series) to 28mm (1-1/8").
 - 4) 750cc sidevalve machines must use **one** OEM or exact replica butterfly-type carburetor, or abide by the above single-carb rules point 2 above.
- d) Wheels and brakes: Minimum wheel diameter is 16 inches. Maximum rim width is WM3 (steel or alloy). Wider steel rims are acceptable if they were provided as original equipment on that model. Wire-spoke wheels and drum brakes are required on both wheels. Brakes must be OEM equipment. Or, if changed, brakes must be single-leading/single-trailing shoe type. Maximum brake diameter is 8.75 inches, and maximum shoe width is 1.75 inches.
- E) Harley-Davidson and Indian gearboxes, must be 3 speed. Other motorcycle brands, must have the same number of ratios as the original machine and must not have more than 4 speeds, regardless of original specification
- f) Safety bars, stands, lights and mufflers must be removed.
- g) Fairings or streamlining are not permitted. The front number plate must be parallel with the front fork angle.
- h) Total-loss oiling is not permitted. Oil must not be deposited on the track.
- i) Triumph pre-unit 500cc twins may use 650cc crankshaft but must not exceed .020" overbore.
- J) The throttle must be self-closing, and a handlebar-mounted kill switch included.

Note: Fuel is to be commercially available fuel up to 100 octane, alcohol is specifically excluded

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