

The Bucket Racing Association of NSW is celebrating its Thirtieth Anniversary in 2018.



It seems like only a short while ago we were celebrating the 25th Anniversary, how time flies.

How many motorcycle racing series have come and gone in the past thirty Years? Bucket Racing lives on, showing its popularity and resilience and continues to be well supported.

Bucket races are run in conjunction with the Post Classic Racing Association (PCRA) and accounts for about one third of the entry at most PCRA race events. Bucket racing makes an excellent feeder class for Historic and Modern race classes with some riders moving on and others racing Buckets for the long term. A Bucket racer has the added advantage of cross entering a log booked bike in a suitable Historic class usually P5125 or P5 250 getting more value for money with one bike.

**The Bucket classes are Superlites, Motolites and Commuterlites.**

Superlites which are a homologated class are commonly based on the venerable Honda CB125s or the Suzuki GS125s. Superlite rules have a maximum capacity of 185cc which can allow them to run in the P5 250cc class (1973 to 1982). Motolites which are a more open class with bikes based on various GP and Production chassis can also be eligible to be log booked and raced in Historic classes. Quite a few riders also have two or more machines and enter several classes in the day maximising their track time for a little extra cost. Commuterlites is a Production class and the easiest class to enter. Only simple preparation is required, the Honda CBR125 is the most popular weapon of choice 20 plus of these bikes makes for some close racing.

# 30 Years On What is Bucket Racing?

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This Year the World Championship Superbikes (WSBK) are also celebrating their Thirtieth Year using racing motorcycles built regardless of cost. At the other end of the spectrum you have small capacity home brewed motorcycles lovingly built and prepared by their amateur owners/riders.

The Bucket racing Committee many years ago created sensible rules to maintain an even playing field with regards to competition, cost and keeping fun and comradery in racing. Nowadays the level of preparation and build goes way beyond the original buckets that appeared back in 1988. Bikes were built up from a bucket of bits and then were known as a bucket of S#%t. Sure these bikes were maybe a little rough around the edges, but it didn't take too long for the engineering spirit inherent in motorcycle people to start honing them into finely tuned machines. Some of the current buckets are works of art that will stand beside any race bike for finish and engineering.

There are five rider classes using three Bucket classes.

## The Bucket Race Bike classes are:

### **Commuterlites:**

Consists of four stroke 125cc commuter bikes such as the Honda CBR125, Aprilia RS4-125, Yamaha YFZR125 and a newcomer for 2018 will be the new Suzuki GSXS-125 (should someone take up the Suzuki?) This class is very popular with newcomers of all ages as the rules only allow the minimum of modifications for track use to comply with the MOMS.

There are two sub-classes in Commuterlites:

- AM: for newcomers young and old.
- PRO: First three from previous AM championships and riders cutting competitive lap times.

### **Superlites:**

The original Bucket Racing class and continues to survive. The majority are built using Honda CB125, XL185 singles or Suzuki GS125s. Honda CB125T twins dominated a few years back but by and large the Honda singles now boosted from 159cc out to 185cc have been the bike of choice. Air cooled two strokes of 125cc (up from 110cc) are now allowed.

Rider engineering types are attracted to this class as not only does rider ability count but engineering skills matter as well. However to keep costs in hand parts from genuine race bikes are not allowed and what can be used is a long list of homologated parts.

This class produces very close racing with the championship usually decided in the last race.

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There are two classes for Superlites:

- AM: for newcomers young and old.
- PRO: First three from previous Superlite AM championships and riders cutting competitive lap times with the front runners.

## **Motolites:**

Are the quickest of all Buckets and another class that attracts the engineers and tinkerers. Currently the class act in this field is a Honda RS85cr two stroke which is a Honda RS125 ex GP bike with a CR85 engine. There are a number of these running currently. The RS125 chassis has had some different engines fitted with great success such as the CBR150 four valve, the CRF150R four valve and the Jianshe 185 two Valve.

Bikes such as the Honda RS85cr, Supermono 197cc, Aprilia 150cc and the Yamaha TZ85, and many more can lap only a few seconds slower than the Historic 125 GP bikes.

There is only one class in Motolites:

- FAST! as with all the Bucket classes it's all about corner speed and finesse.

The riders ages vary from 16 to they won't say (OLD).

Bucket racers who compete on bigger and faster bikes in the big Historic and National events usually acquit themselves very well winning class Championships and generally appearing well up in the result sheets. It all comes from learning the basics and race craft whilst being tidy and maintaining high corner speed, skills which are carried forever.

If you ever wanted to try your hand at road racing or have it on your bucket list of things to do, tick that box as this could be the Year.

This was a brief outline of Bucket Racing and goes some way to describe why it has remained popular over the past thirty Years.

Here's to the next thirty years.