14 HISTORIC ROAD RACING

Chapter contents

Application of Chapter

The following Rules governing Historic Road Racing motorcycles are written to facilitate the organisation of uniform and fair competition.

The express purpose of these Rules is to ensure the motorcycles are in a condition that is visually compatible with the period of racing being portrayed. These Rules are to be interpreted so as to ensure that motorcycles are presented in the spirit of the period. All machines should be prepared to a high standard of cosmetic appearance.

SECTION 14A: AUSTRALIAN CHAMPIONSHIPS

14.1 CATEGORIES FOR AUSTRALIAN HISTORIC ROAD RACE CHAMPIONSHIPS

14.1.0.1 Categories for Senior Australian Championships

HISTORIC ROAD RACING
Solo up to 125cc
Solo 132cc to 250cc
Solo 263cc to 350cc
Solo 368cc to 500cc
Solo 526cc to 1300cc
Sidecar up to 1300cc
Period 2 up to 350cc
Period 2 368cc to 1300cc
Period 3 Formula 700 526cc to 700cc
Period 4 Formula 750 526cc to 750cc
Period 5 Formula 750 526cc to 750cc
Period 6 250 Production solo 250cc
Period 6 Formula 750 Solo 526cc to 750cc
Period 6 Formula 1300 Solo 788cc to 1300cc

14.2 CHAMPIONSHIP MEDALLIONS AND TROPHIES

14.2.1 Individual Competitions

14.2.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each championship solo class and 1st, 2nd and 3rd placed rider and passenger in the championship sidecar class at all Australian championship meetings.

14.2.2 All Competitions

14.2.2.1 At least the first three place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards.

14.2.2.2 Medallions and points will be awarded in all other Australian Championships where there are:

a) ten or more bona fide entries for all solo classes,

b) six or more bona fide entries for sidecar classes.

SECTION 14B: COMPETITION CLASSES

14.3 PERIODS

14.3.0.1 For the purposes of determining eligibility, machines are categorised as follows:

PERIOD	NAME	DATE RANGES
Period 1	Veteran	Up to 31 December 1919
Period 2	Vintage	1 January 1920 to 31 December 1945
Period 3	Classic	1 January 1946 to 31 December 1962
Period 4	Post Classic	1 January 1963 to 31 December 1972
Period 5	Forgotten Era	1 January 1973 to 31 December 1982
Period 6	New Era	1st January 1983 to 31 December 1990

14.4 CLASSES

14.4.0.1 For the purposes of determining eligibility there will be the following classes:

CLASS	TYPE	CAPACITY
Ultra lightweight	Solo	Up to 125cc
Lightweight	Solo	132cc to 250cc
Junior	Solo	263cc to 350cc (excludes Period 6)
Senior	Solo	368cc to 500cc
Unlimited	Solo	526cc to 1300cc (excludes Period 6)
Sidecar	Sidecar	Up to 1300cc (excludes Period 6)
Period 2 Junior	Solo	Up to 350cc
Period 2 Senior	**Solo**	**Up to 500cc**
Period 2 Unlimited	Solo	368cc to 1300cc
Period 3 Formula 700 **Note: This class is for push rod engines only and there is no capacity tolerance**	Solo	526cc to 700cc
Period 4 Formula 750	Solo	526cc to 750cc
Period 5 Formula 750	Solo	526cc to 750cc
Period 6 250 Production **Note: machine must have either a compliance plate fitted or supporting documentation of the year of manufacture**	Solo	250cc
Period 6 Formula 750	Solo	526cc to 750cc
Period 6 Formula 1300	Solo	788cc to 1300cc

SECTION 14C: COMPETITION RULES

14.5 GENERAL ELIGIBILITY

14.5.0.1 No person may participate in any competition, other than an Australian Championship, unless and until that person's clothing and machine have been examined and approved by the Scrutineer for that competition.

14.5.0.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.

14.5.0.3 The onus of proving that a competitor, and the competitor's machine and clothing, are eligible to compete, is on the person seeking to prove it.

14.5.0.4 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.

14.5.0.5 In the interpretation of any Rule relating to the design requirements for any machine or class of machines, reference may be made to relevant diagrams appearing in these Rules.

14.6 RIDER ELIGIBILITY

14.6.0.1 Competitors are eligible to enter:

a) The capacity and era class as shown in the machine's logbook and,

b) The next capacity class in that era.

c) Period 3 500 machines are not allowed to compete in the Formula 700 class.

In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible log-book.

14.6.1 Log Books

14.6.6.1 Log books are mandatory for Historic Road Racing competitions.

14.6.6.2 Log books must:

a) Be produced by the entrant at scrutineering,

b) Be available for presentation at any other time during the race meeting,

c) Contain provision for Scrutineers to record any alterations or changes to machine.

d) Changes to major components must be approved by the Historic Road Race Commission. Eligibility Scrutineers are only permitted to record minor component changes.

14.6.6.3 International Competitors

a) Bona fide international competitors riding machines from countries other than Australia may compete without a log book providing prior approval is granted by MA,

b) Overseas competitors' machines must comply with either their own competition rules or those of Australia, and not be a combination of both to gain a competitive advantage.

14.6.6.4 With the exception of machines covered by GCR 14.6.6.3, machines that do not hold a log book cannot compete.

14.6.6.5 Log book application forms are available from MA, the MA website www.ma.org.au.

14.6.6.6 To assist in the issuing of a logbook upon completion of the machine, before commencing the building of a machine that consists primarily of replicated parts, plans and specifications must be submitted to MA for interim approval. Application forms for this purpose are available from www.ma.org.au.

14.7 GENERAL RULES

14.7.1 Homologation

14.7.1.1 For any competition, MA may require that any machine, or any part of a machine, including tyres, be homologated. For homologation details, contact MA.

14.7.2 Helmet Cameras

14.7.2.1 Helmet cameras may be fitted providing the mounting to the helmet will allow the camera to detach if impacted upon and the attachment method must not impair the integrity or operation of the helmet.

14.7.3 Fees

ACTIVITY	FEE (INC GST)
Replacement licence	$25
Protest Lodgement	$70
Appeal to State Controlling Body lodgement	$500
Appeal to MA lodgement	$1000
Fuel Homologation fee First year	$2500
Fuel Homologation fee Subsequent years	$2000
All other fees	Apply at MA office

14.8 PROTECTIVE CLOTHING AND HELMETS

14.8.0.1 No competitor may practice, start or compete in any Historic Road Racing competition unless wearing the following protective equipment and clothing.

14.8.1 Helmet

14.8.1.1 An approved and correctly fitting full face helmet (see Appendix B: Helmet Fitting Guide) which must:

a) Carry the Standards Association of Australia 'AS 1698' label, or

b) Be approved under FIM Technical Rules.

14.8.2 Approval labels for helmets

14.8.2.1 Helmets must carry one of the following approval labels:

a) Europe	ECE 22 - 05 'P','NP' or 'J' [Label affixed inside the helmet]

b) USA	DOT Federal Standard No 218 / SNELL M2005, M2010 [Label affixed inside the helmet]
c) Japan	JIS T 8133: 2007 [Label affixed inside the helmet]
d) Australia	Standards Association of Australia AS1698

14.8.3 International Helmet Standards

Refer also www.fim.ch

14.8.3.1 ECE 22 - 05 'P', 'NP' or 'J' [EUROPE]

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval, as follows:

E1	Germany	E2	France	E3	Italy	E4	Netherlands	E5	Sweden
E6	Belgium	E7	Hungary	E8	Czech Republic	E9	Spain	E10	Yugoslavia
E11	United Kingdom	E12	Austria	E13	Luxembourg	E14	Switzerland	E15	not assigned
E16	Norway	E17	Finland	E18	Denmark	E19	Romania	E20	Poland
E21	Portugal	E22	Russian Federation	E23	Greece	E24	Ireland	E25	Croatia
E26	Slovenia	E27	Slovakia	E28	Bielo Russia	E29	Estonia	E30	not assigned
E31	Bosnia & Herzegovinia	E32	Latvia	E33	not assigned	E34	Bulgaria	E35	not assigned
E36	not assigned	E37	Turkey	E40	Macedonia	E43	Japan	E44	not assigned
E45	Australia	E46	Ukraine	E47	South Africa	E48	New Zealand	E49	not assigned

Below the letter E the approval number should always begin with 05. Below the approval number is the serial production number [Label is on retention system or comfort interior]

14.8.3.2 Samples of [AUSTRALIA] AS 1698 [Label affixed to the helmet]

BSI

SAI Global

Global-Mark

TUV RA

14.8.4 Clothing

14.8.4.1 A one-piece suit or jacket and trousers constructed of leather or other material of similar or greater durability.

a) Where jackets or one-piece suits are fitted with front opening slide fasteners, a safety strap must be fitted and secured at the neck,

b) In the case of a jacket and trousers, provision must be made to attach the rear of the jacket securely to the trousers,

c) The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:

i) Shoulders,

ii) Elbows,

iii) Both sides of torso and hip joint, and

iv) Knees.

14.8.4.2 A commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine if wearing leathers or a full Kevlar suit except where suits are fitted with integral back protection.

14.8.5 Footwear

14.8.5.1 Boots with ankle and calf protection which must:

a) Be constructed of leather or other material of similar or greater durability but not constructed of rubber,

b) At least overlap the suit or trousers when the rider is in the normal riding position,

c) Not have soft leather soles.

14.8.5.2 Sidecar rider and passengers may wear ankle length boots.

14.8.6 Gloves

14.8.6.1 Gloves of leather or other material of similar or greater durability.

14.8.6.2 Gloves need not be worn by passengers on sidecars.

14.8.7 Goggles and Visors

14.8.7.1 Eye protection, including spectacles, protective goggles, helmet visors and/or 'tear-offs' must be worn, provided:

a) Eye protectors and spectacles are made of non-shattering material,

b) Eye protectors that cause visual disturbance are not to be used,

c) Visors are an integral part of the helmet,

d) Metal or Perspex face shields are not used,

e) Eye shades or peaks are of a flexible material.

14.8.8 Hair and Jewellery

14.8.8.1 Hair longer than shoulder length must be confined in the helmet or jacket.

14.8.8.2 Body jewellery is to be removed or securely covered with tape prior to competition.

14.8.9 Footwear in pits

14.8.9.1 Closed footwear must be worn in the pit lane at all times.

14.9 MACHINE AND RIDER IDENTIFICATION

14.9.1 Number Plates

14.9.1.1 For all competitions three number plates must be fitted – one at the front and one on each side.

14.9.1.2 Number plates must:

a) Be produced to a matt finish,

b) Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,

c) In the case of rectangular plates, have the corners formed to a 38mm radius,

d) In the case of bolt-on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and

e) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

14.9.1.3 Front number plates must have figures that are clearly visible at a distance of 20 metres and a solid border 10mm wide.

14.9.1.4 Side number plates must:

a) Be fitted above a horizontal line drawn through the rear axle,

b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest.

14.9.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.

14.9.1.6 Advertising must be at least 25mm clear of the background of a number plate unless the advertising is an integral part of the back plate cover.

14.9.2 Number Plate Colours

14.9.2.1 Colours must be as follows:

CAPACITY or CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 125cc	Black	White
126cc to 250cc	Dark Green	White
251cc to 350cc	Mid Blue	White
351cc to 500cc	Canary Yellow	Black
501cc to 750cc	White	Black
751cc and over	Mail Box Red	White
Up to 500cc Sidecar	Canary Yellow	Black
Over 500cc Sidecar	White	Black

14.9.2.2 Additional colour combinations may be used, at the discretion of the relevant controlling body.

14.9.3 Number Plate Figures

14.9.3.1 Log booked Historic road race machines the font style is free; however, the onus for legibility rests with the entrant.

14.9.3.2 Figures must be clearly legible, the minimum dimensions being:

DIMENSION	MEASUREMENT (mm)
Height	140
Width of each figure	75
Space between figures	25
Space between figures and edge of plate	12

14.9.3.3 Advertising is permitted on all machines, but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip.

14.10 RACE MEETING PROTOCOLS: GENERAL

14.10.1 Flags and signals

14.10.1.1 The minimum dimensions of all flags must be 500mm x 500mm.

14.10.1.2 Track flags and signals have the following meanings:

FLAG SIGNAL	MEANING AND REQUIREMENT OF COMPETITOR
National flag dropped or raised	Start
Red flag displayed	Race or practice stopped prematurely. Competitors must slow down, must not overtake and must slowly proceed to the parc fermé, pits, or other area indicated to them by officials. The red flag will also be used to signal the end of a demonstration
Black flag held stationary and blackboard with rider's number	Competitor with number indicated on blackboard must stop at the pits on the next lap
Yellow flag held stationary	Danger, ride slowly, overtaking is forbidden

Yellow flag waved	Immediate danger, slow down, prepare to stop, overtaking forbidden
Yellow flag with red stripes, held stationary	Deterioration of adhesion of the track
White flag waved	Slow-moving intervention vehicle on track
Blue flag held stationary	Overtaking signal warning that competitor is soon to be overtaken
Blue flag waved	Overtaking signal warning that rider is about to be overtaken
Green flag held stationary	Course clear
Last lap board	The last lap of the race is about to commence
Black and white chequered flag waved	Finish of race, practice session or qualifying

14.10.1.3 Flag signals may be supplemented by light signals, as follows:

SIGNAL	SUPPLEMENT TO/ EQUIVALENT TO
One or two flashing yellow lights	Yellow flag
Green light	Green flag
Red light	Red flag

14.10.1.4 The National flag signifying the start of an event may be replaced by a light signal.

14.10.2 Measurement of Engines

14.10.3 Measurement at Meetings

14.10.3.1 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the Relevant Controlling Body.

14.10.3.2 If an engine is measured at the request of a rider or entrant, the rider or entrant is liable for the cost of the measurement.

14.10.3.3 If an engine is measured for the purposes of a protest, the protesting party must submit a $500 bond. This bond will be refunded in full if the measured engine is found to be illegal. If the measured engine is found to be legal any reasonable costs in reassembly up to a maximum of $500 will be deducted and the remaining bond returned to the protesting party.

14.10.4 Measurement: Australian and State Championship Events

14.10.4.1 For all Australian and State championship events:

a) All machines must have provision for the placement of sealing wire,

b) An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after receiving the request the measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the event,

c) The first, second, third and fourth placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional,

d) At the conclusion of that period, if no protest is received, the result will be final,

e) If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,

f) If no protest is received within that period, the seals may be removed,

g) Any machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the Relevant Controlling Body within 21 days after the event,

h) No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

14.10.5 Starts and Finishes

14.10.6 Starts

14.10.6.1 All competitors must, in relation to the start of any event, comply with directions issued by, and under the authority of, the Starter. For such purposes the Starter, on the instructions of a key official, may:

a) Delay a start,

b) Direct a restart,

c) Direct a competitor to start from:

i) The back of the starting grid,

ii) The pit lane,

iii) The rear of the field, or
iv) Such other position as shall be required for the safe, fair and orderly start of the event.

d) Exclude a competitor who is late for the start.

14.10.6.2 The method of starting will be as prescribed by supplementary regulations.

14.10.6.3 The start of an event occurs:

a) When the order to start is given, or

b) For flying starts, when the starting line is crossed.

14.10.7 Finishes

14.10.7.1 For events where speed is the determinant:

a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:

i) To the first to complete the event, who will, subject to the results of any protests, be the winner, and

ii) Thereafter to each competitor who:

- Has completed not less than 75% of the event distance,
- Is still competing in the event on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the event being the determinant of placings.

b) The finish of the event occurs when the flag is displayed to the last competitor under GCR 14.10.7.1 a),

c) The finish occurs for each machine when the foremost part of the machine crosses the line,

d) Where there are two competitors required to be on one machine together, both must finish the event on the machine. On a solo machine the competitor must finish the event on the machine,

e) In case of a dead heat between competitors for a place:

i) The places and the awards for those places will be combined,
ii) The participants in the dead heat will share the places and awards equally,
iii) The remaining places will be relegated by the number of participants in the dead heat.

14.10.8 Stopping Events

14.10.8.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least 75% of the event distance or time, whichever is the less, has been run.

14.10.8.2 The results so declared will be based on the placings at the finish line of the last full lap completed before the incident but will exclude those competitors who:

a) Caused the incident, or

b) Having been involved in the incident, could not continue in the event.

14.10.9 Stopping and Re-Running Events

14.10.9.1 The Steward or Clerk of Course who has excluded a competitor for unfair conduct and considers that such conduct has:

a) Given an advantage to the team of which the offender is a member, or

b) In the case of a non-team event, jeopardised the fair chances of one or more of the other competitors in the event, may declare the event void and order a re-run.

14.10.9.2 If the event continues, any competitor unable to cross the finish line as a result of such conduct on the part of the excluded competitor may be deemed to have finished the race in the place:

a) Held immediately before such conduct, or

b) Having regard to any advancement in placing following the exclusion, in some other place.

14.10.9.3 A Steward or Clerk of Course may stop an event and order it to be re-run if it would be dangerous for it to continue.

14.10.9.4 In any re-run:

a) Any competitor who:

i) Fell in the stopped event as a result of having been fouled,
ii) Intentionally laid down his or her machine in the interests of safety, or
iii) Left the course in the interests of safety,

may participate.

b) Any competitor who:

i) Caused or contributed to the event being stopped,
ii) Failed to start in,
iii) Retired from,
iv) Was excluded from,
v) Had been lapped during the course of the stopped event, may not participate.

14.10.9.5 If the race is interupted after the chequered flag, the following procedure will apply:

a) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.

b) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.

c) The complete classification will be established by combining both partial classifications as per the lap/time procedure

14.10.10 Change of Machine During a Competition

14.10.10.1 During any competition, other than an attempt at a record, no machine may be exchanged for another unless permitted under these Rules or any supplementary regulations.

14.10.11 Radio communication

14.10.11.1 Radio communications with riders is not allowed, and will be classed as outside assistance.

14.11 RACE MEETING PROTOCOLS: AUSTRALIAN HISTORIC ROAD RACE CHAMPIONSHIP

14.11.0.1 The minimum number of entries to constitute a class for an Australian Historic Road Race Championship is:

a) Ten or more bona fide entries for all solo classes.

b) Six or more bona fide entries for sidecar classes.

14.11.0.2 A bona fide entry is defined as a full entry received quoting:

a) A current MA National or National one-event licence for the rider,
b) An MA Historic Logbook number for the machine entered,
c) Current contact details for the entrant,
d) An entry fee paid, and
e) The entry not withdrawn prior to the commencement of the race meeting.

14.11.1 Australian Champions: All capacity classes

The current Australian Championship title holding rider in every Historic Road Race Championship class is entitled to the number one (1) number plate for use in the capacity class for which the title is held.
If the current champion in the respective Australian Championship class is not entered, or declines to use the number one (1) plate, the plate shall not be used by another competitor in that class.

14.11.2 Format

14.11.2.1 The Australian Historic Road Race Championship will be conducted as a single meeting at a venue selected by the Historic Road Race Commission.
14.11.2.2 The Australian Championship shall consist of no more than three races per period per class.
14.11.2.3 Race distances will be determined by the Historic Road Race Commission, in consultation with the Promoter.

14.11.3 Log Books

14.11.3.1 Machines entered in the Australian Historic Road Race Championships must have a log book issued by MA, or be covered by GCR 14.6.6.3.
14.11.3.2 Log book application forms are available on www.ma.org.au or from State Controlling Bodies.
14.11.3.3 Log book applications may not be processed if lodged within six weeks of the Championship.

SECTION 14D: TECHNICAL REGULATIONS: GENERAL

14.12 MACHINE ELIGIBILITY

14.12.0.1 The onus of proof of eligibility shall rest wholly upon the rider or entrant of the machine. Service and Parts Manual publication dates are not proof of eligibility.
14.12.0.2 Entrants must enter their motorcycles at historic meetings quoting the year of manufacture.
14.12.0.3 The eligibility and dating of Historic motorcycles shall be considered in terms of major and minor components and the period of the motorcycle shall be the period of the latest major component.
14.12.0.4 For all historic competition, the year of the manufacture of a motorcycle is defined as the year of manufacture of the machine or of its latest major component.
14.12.0.5 For the purpose of these rules 'year of manufacture' is defined as the year in which:

a) For a road-based machine, the machine or its latest major component was first generally available for sale and delivery to the purchaser,
b) For a race bike, the year in which the machine or the latest major component first appeared in open competition.

14.12.0.6 The dating of replicated major components is defined as the year of manufacture of the original component being replicated.
14.12.0.7 Major components are:

a) All engine and gearbox external castings,
b) Frames,
c) Swingarms,
d) Brakes,
e) Forks and fork yokes.

14.12.0.8 All other components shall be considered as minor components.
14.12.0.9 Major components that were manufactured outside a specific period, but which are visually indistinguishable when assembled from period components shall be eligible for that period.
14.12.0.10 Modifications to major components are allowed, providing such modifications are visually indistinguishable from modifications proven to have been used in the period.
14.12.0.11 Components, whether major or minor, prohibited from use in any period will be deemed to be prohibited from use in all earlier periods unless specifically permitted under these Rules.
14.12.0.12 Minor components may be modified or updated, provided that they remain visually compatible with the period being depicted.
14.12.0.13 Components manufactured outside the period are eligible, if permitted under these Rules.
14.12.0.14 Fairings, streamlinings and cosmetic components must be based on patterns known and used in the period.
14.12.0.15 Worm drive hose clamps on oil lines are permitted for Periods 1, 2 and 3 only.
14.12.0.16 All machines, whether standard or modified, must comply with the specifications of the period.
14.12.0.17 Everything that is not authorised and prescribed for use under these Rules is strictly forbidden.

14.13 SOUND EMISSIONS

Sound testing must be carried out at all permitted events; however, it is not mandatory to test all machines

14.13.1 Specifications

14.13.1.1 Sound emissions are set out in the table below:

30 metres (from side of track) ride by test	
DISCIPLINE	LIMIT dB(A)
Historic Road Racing	95
Record Attempts	No limit

14.13.2 Sound control during competition

14.13.2.1 The Sound Control Officer (SCO) must arrive in sufficient time for discussions with the Clerk of the Course and other Technical Officials in order that a suitable test site and testing policy can be agreed.

14.13.2.2 Machines can be tested before, or after competing in an event, chosen by ballot, or as required by a Steward, Clerk of Course or SCO.

14.13.2.3 Where government regulations or planning orders exist in relation to lower sound emissions or where a venue has lower sound emission requirements as part of the hire contract, the sound emission required will prevail over GCR 14.13.1.1.

14.13.3 Use of sound level meters

14.13.3.1 Sound testing apparatus must:

a) Comply with international standard IEC 651, Type 1 or Type 2.

b) Include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

14.13.4 Sound-testing apparatus must be set to:

a) 'Fast response'

b) 'A' weighted,

c) Select range High 80~130 dB,

d) Activate the function MAX MIN – set on MAX,

14.13.5 '30 Metre ride by' test

a) The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, 30 meters from the edge of the track at a high speed point.

14.13.5.1 Tests shall not take place in the rain

14.13.6 Machine testing

14.13.6.1 If a machine fails, it can be represented for re-testing.

14.13.6.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.

14.13.6.3 A machine which does not comply with the sound limits can be presented several times.

14.13.6.4 Provided noise emission levels are not exceeded, exhaust systems may operate without silencers.

14.14 FUEL

14.14.1 Fuel Warning

14.14.1.1 Fuels and lubricants are highly specialised substances, and participants must be aware they may contain substances that are extremely dangerous to human health if misused, inhaled or allowed to contact skin.

14.14.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.

14.14.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

14.14.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

14.14.2 Fuel Testing

14.14.2.1 For any event, meeting or series, the Relevant Controlling Body may direct that no fuels other than fuels of prescribed specifications and from a prescribed source may be used.

a) Tests to ensure that only prescribed fuels are used in an event, meeting or series may be administered at any time and place during the course of the same,

b) The Clerk of Course, Race Director or Chief Scrutineer may direct the administration of fuel tests.

14.14.2.2 Fuel tests must comply with the following procedures:

a) All containers for holding samples must be clean and constructed of robust non-reactive impermeable material, must be sealable, and must have provision for identification,

b) Equipment used for the extraction of fuel from machines must be clean and constructed of fuel non-reactive material,

c) All samples must be divided into two lots (Sample A and Sample B) of not less than 5ml each, which must be placed in separate containers,

d) Once samples are placed in containers, the containers must immediately be sealed and identified by reference to the machine from which the sample was taken. This information must be entered on a fuel sample certificate which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken and the identity of the rider,

e) Both samples must remain in the control of the official who administered the test.

f) The rider or the representative must sign the fuel sample certificate acknowledging samples have been taken and are sealed,

g) All samples held by the official must be delivered as soon as practicable after the competition to the Relevant Controlling Body which must deliver the Sample A as soon as practicable to a laboratory approved by MA where they must be tested for content and quality in accordance with standard scientific procedures,

h) The Relevant Controlling Body must as soon as practicable after receipt of the results notify the rider or rider's team representative and MA,

i) If the rider is dissatisfied with the test result of sample A, they may request sample B be tested at an MA approved laboratory in their presence.

14.14.3 Refuelling

14.14.3.1 During refuelling, each machine must be stationary with the engine stopped.

14.14.3.2 Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.

14.14.3.3 Smoking is strictly prohibited in areas where refuelling is permitted.

14.14.3.4 Riders are liable for exclusion from an event for failing to adhere to GCR 14.14.3.3, and are responsible for the actions of their mechanics and support team members.

14.14.4 Homologation of Fuel

14.14.4.1 Unleaded fuel produced by an oil company for sale in the Australian general transport fuel market through retail petrol pumps in at least five states does not have to be homologated. For the avoidance of doubt this means the fuel must be available for sale on demand from a roadside bowser outlet at each of at least five separate service stations in each of at least five Australian states or territories.

14.14.4.2 Organisations seeking homologation of fuel must provide MA with:

a) Two one-litre sealed containers of the fuel for analysis,
b) Details of the fuels characteristics,
c) The distribution network,
d) The price structure,
e) A homologation fee of $2500 in the first year and $2000 per year thereafter.

14.14.4.3 Fuels approved under this GCR will be published at www.ma.org.au.

14.14.5 Fuel: Historic Road Racing

14.14.5.1 Fuel for historic Road Racing must be:

a) Methanol (with the exception of Period 5 & Period 6 solo machines) or,
b) Unleaded that is no more than 100 RON,
c) Which contains no additives other than those added at the point of manufacture except for lubricating oil,
d) Be a brand of fuel homologated by MA that is compatible with the Fuel Quality Standards Act 2000.

14.14.5.2 Leaded fuel, providing that:

a) The fuel is purchased from suppliers approved by Environment Australia.

14.15 ENGINES

14.15.1 General

14.15.1.1 Engine capacity must not exceed 1300cc.

14.15.1.2 Period 6 only: overbore limit of 5% for engine reconditioning above the original manufacturer's capacity.

14.15.2 Reciprocating Engines

The formula for calculation of capacities and classes

$$\text{Cubic capacity} = \frac{(D^2 \times 3.1416 \times C \times N)}{4}$$

Where: D = Bore in centimetres,
C = stroke in centimetres,
N = Number of cylinders.

14.15.3 Rotary Engines:

$$\text{Cubic capacity} = \frac{(Z \times V)}{N}$$

Where: V = Capacity of each chamber comprising the engine in cubic centimetres,
N = Number of turns of the motor necessary to complete one cycle in a chamber, and
Z = Combustion cycles per revolution.

14.15.4 Wankel System Engines With a Triangular Piston

Cubic capacity = 2 x V x D

Where: V = capacity of a single chamber,
D = the number of rotors.

14.15.4.1 Wankel system engines are classified as 4 strokes.

14.15.5 Superchargers and Turbochargers

14.15.5.1 Superchargers and turbochargers may only be used as follows:

a) In drag racing or record attempts,
b) In Production Class or Improved Touring racing when fitted as factory equipment,
c) The nominal cubic capacity of an engine as calculated under 14.15.2, 14.15.3 or 14.15.4 that is fitted with a supercharger or a turbocharger shall be multiplied by two for the purposes of engine classification,
d) For Historic Road Race Period 2 machines, when fitted with a supercharger as factory equipment.

14.15.6 Engine Capacity Tolerances

14.15.6.1 The actual engine capacity of a machine competing in a capacity class in Historic Road Race may not exceed the prescribed capacity for that class by more than 5%.

14.16 FRAMES AND PARTS

14.16.1 Compulsory Modifications

14.16.1.1 The following parts must be removed from any machine before it may be entered in a competition:

a) Headlamp,
b) Tail lamp,
c) Traffic indicators,
d) Reflectors,
e) Horns,
f) Rear vision mirrors,
g) Centre, rear and side stands,
h) Registration plate and label holder.

14.16.1.2 Any sharp edges left by the removal of these components must be protected by a rolled edge or beading of a minimum diameter of 3mm.

14.16.2 General Frames and Parts

14.16.2.1 All machines must be fitted with a functioning engine cut out switch which must be either a lanyard type or handle bar mounted.

14.16.2.2 Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids must be lockwired or otherwise secured in the tightened position in a manner approved by the scrutineer. All high pressure oil lines to be secured by a pressure type fitting on Period 4, Period 5 and Period 6 machines. Worm drive hose clips may be used on Period 1, Period 2 and Period 3 machines.

14.16.2.3 All hoses must be securely fitted and guarded to prevent contact with:

a) The ground

b) Tyres or other moving parts over the full movement of the suspension

14.16.2.4 All machines must be fitted with an oil catch tank of a minimum capacity of 500cc, to be emptied at the end of each race.

14.16.2.5 The only liquid coolant permitted is water. No additives allowed.

14.16.2.6 A self-closing throttle must be fitted.

14.16.2.7 Four-valve heads are prohibited in all periods unless originally fitted by the manufacturer, or were a proven period modification.

14.16.2.8 Front and rear brake caliper mounting bolts to be lockwired in the tightened position.

14.16.2.9 Frame protection devices may be added providing they do not protrude more than 80mm from the bodywork and are no more than 80mm in diameter.

14.16.2.10 Where the exhaust system or swing arm does not shield the sprocket a chain guard made of suitable material must be fitted in such a way to prevent trapping between the lower drive chain and the final drive sprocket at the rear wheel.

SECTION 14E: TECHNICAL REGULATIONS: PERIOD

14.17 PERIOD 1 AND 2 SOLO

14.17.1 Requirements: Period 1 and 2

14.17.1.1 At least one efficient braking system and a primary drive guard if so driven;

14.17.1.2 Round or oval number plates.

14.17.1.3 Unless otherwise contained in the machine's original specifications, wheel rim widths must not exceed WM3.

14.17.1.4 Major components that were manufactured outside a specific period but which are visually compatible with period components shall be eligible at the discretion of the Historic Road Race Commission.

14.17.2 Permitted uses: Period 1 and 2

14.17.2.1 Pure methanol fuel with no additives other than lubricating oil.

14.17.2.2 Amal GP, Monobloc and MK1 concentric to 35mm (1 ⅜ inch).

14.17.2.3 All period carburettors.

14.17.3 Prohibited uses: Period 1 and 2

14.17.3.1 Slick or grooved slick tyres.

14.17.3.2 Shock absorbers with remote or external reservoirs.

14.18 PERIOD 3 SOLO

14.18.1 Requirements: Period 3

14.18.1.1 Unless otherwise contained in the machine's original specifications, wheel rim dimensions of a minimum of 18" (457mm) diameter, and maximum WM3 width on all wheels.

14.18.1.2 Oval number plates.

14.18.1.3 Front and Rear Brakes: Any drum brake with a maximum internal diameter of 230mm.

14.18.2 Permitted uses: Period 3

14.18.2.1 Pure methanol fuel with no additives other than lubricating oil.

14.18.2.2 The following carburettors:

a) All non-period Amal carburettors up to 40mm, or

b) Dellorto SS1 and Dellorto concentric non-pumper carburettors up to 40mm,

c) Keihin CR and PW round bore series carburettors up to a nominal 30mm,

d) Mikuni VM round slide carburettors up to 40mm,

e) Gardner Type C carburettors up to 40mm.

14.18.2.3 Diaphragm clutches, tooth belt drives and electronic ignition, provided they are concealed from view.

14.18.2.4 Triumph 8- and 9-stud cylinder heads.

14.18.2.5 Reinforced gearbox castings.

14.18.2.6 Cerani GP Forks or replicas thereof (e.g. Maxton).

14.18.3 Prohibited uses: Period 3

14.18.3.1 Direct crankcase induction other than rotary disc valve on 2 -strokes.

14.18.3.2 Reed valves on 2-strokes.

14.18.3.3 Non-motorcycle engines and transmissions.

14.18.3.4 Disc brakes.

14.18.3.5 Slick or grooved slick tyres.

14.18.3.6 Shock absorbers with remote or external reservoirs.

14.19 PERIOD 4 SOLO

14.19.1 Requirements: Period 4

14.19.1.1 Unless otherwise contained in the machine's original specifications, wheel rim dimensions of a minimum of 18" (457mm) diameter, and maximum WM4 width on all wheels.

14.19.1.2 Oval or rectangular number plates.

14.19.1.3 Reed valves and crank case induction on 2-stroke engines, but only if the engine of original manufacture was so fitted

14.19.1.4 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.

14.19.1.5 All high pressure oil lines to be secured by a pressure type fitting; worm drive clamps do not comply.

14.19.2 Permitted uses: Period 4

14.19.2.1 Mechanical fuel injection.

14.19.2.2 Pure methanol fuel with no additives other than lubricating oil.

14.19.2.3 Keihin CR Special round slide carburettors up to 33mm bore size.

14.19.2.4 Lockheed 4-fin brake calipers.

14.19.3 Prohibited uses: Period 4

14.19.3.1 Accessory air assisted front forks.

14.19.3.2 Electronic fuel injection.

14.19.3.3 All power jet carburettors and all other carburettors that are fitted with any form of auxiliary/primary jet mounted so as to feed into the air stream prior to the main carburettor body.

14.19.3.4 Mono-shock rear ends.

14.19.3.5 The following machines or their major components:

a) Kawasaki 900Z1,

b) Yamaha TZ,

c) Yamaha RD.

14.19.3.6 Mag wheels (cast metal wheels).

14.19.3.7 Rear disc brakes, unless originally factory fitted.

14.19.3.8 Slick or grooved slick tyres.

14.19.3.9 Shock absorbers with remote or external reservoirs.

14.20 PERIOD 5 SOLO

14.20.1 Requirements: Period 5

14.20.1.1 Unless otherwise contained in the machine's original specifications,

a) For 125cc to 500cc machines, the wheel rim must have:

i) A minimum diameter of 18" (457mm), and

ii) A maximum width of 2.5" (63.5mm) front and 4" (101.6mm) rear.

b) For Unlimited class, the wheel rim must have:

i) Minimum diameters of 16" (407mm) front and minimum of 17" (432mm) rear, and

ii) A maximum width of 3.5" (89 mm) front and 5" (127mm) rear ~~with maximum 180 section as moulded on the tyre~~ [Deletion effective 24 March 2014].

14.20.1.2 Period forks:

a) Forks of a type manufactured in the period up to a maximum diameter of 41mm,

b) Forks which replicate the type manufactured in the period up to a maximum diameter of 41mm.

14.20.1.3 Rectangular number plates.

14.20.1.4 Front and rear brakes:

a) Manufactured in the period, or

b) Which replicate those manufactured in the period.

14.20.1.5 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar , or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.

14.20.1.6 All high pressure oil lines to be secured by a pressure type fitting; worm drive clamps do not comply.

14.20.2 Permitted uses: Period 5

14.20.2.1 The following machines or their major components:

a) Kawasaki 900Z1,

b) Yamaha TZ,

c) Yamaha RD and LC.

14.20.2.2 Spoked and mag-type (cast metal) wheels.

14.20.2.3 Slick type racing tyres, cut slicks and racing wets.

14.20.2.4 The swingarm must be as manufactured or modified in accordance with modifications carried out in the period, or an aftermarket item available in the period, or a replica of an aftermarket item available in the period.

14.20.3 Prohibited uses: Period 5

14.20.3.1 Floating front and rear discs unless:

a) Manufactured in the period, or

b) Which replicate those manufactured in the period.

14.20.3.2 The following machines or their major and minor components:

a) Yamaha TZ250H,

b) Yamaha TZ250J,

c) 1981 Suzuki RG 500,

d) 1982 Suzuki RG 500.

14.20.3.3 Unless contained in the machine's original specifications, all anti-dive devices and external fork damping.

14.20.3.1 Replica fork sliders, calipers and anti-dive devices must be visually indistinguishable from factory original.
14.20.3.2 Electronic fuel injection.
14.20.3.3 The use of carbon fibre and Kevlar materials, and other materials presented as having the appearance of carbon fibre, with the exception of Period 5 two-stroke ~~machines~~ **exhaust systems only**.

14.21 PERIOD 6 SOLO

14.21.1 Requirements: Period 6

14.21.1.1 Period forks:
a) Conventional forks of a type manufactured in the period,
b) Conventional forks which replicate the type manufactured in the period. See GCR 14.21.3.5 for exception.

14.21.1.2 Rectangular number plates.
14.21.1.3 Front and rear brakes:
a) Manufactured in the period, or
b) Which replicate those manufactured in the period.

14.21.1.4 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.

14.21.1.5 Formula 750/1300 Based Machines
To be eligible for a Formula class, machines shall be of a make and model that was generally available to the Australian public during the period as supplied by the original factory of manufacture for normal road use. It is expected that machines will not be altered significantly from the original specification; accordingly all modifications will need to be proven to be of the period.

The following items must remain standard to the original specification to comply with Formula classification:
a) Frame (from steering head to rear of seat support) may be braced and brackets for road-going equipment may be removed. However the rear sub frame may be replaced with an aftermarket item or a rear sub frame or seat support may be manufactured,
b) Petrol tank (fillers and taps may be removed/replaced. Fuel capacity may be reduced or enlarged as long as general appearance and dimensions are not changed),
c) Engine castings,
d) Position of the cylinders and heads relative to the crank case,
e) Number of valves and ports in the engine on both the intake and exhaust side.
f) Bodywork and seat changes for catch tray and provision of suitable area for numbering are allowed, **internal fairing dam or catch tray must have a capacity of 2.5 litres for 2-strokes and 3 litres for 4-strokes**.

14.21.1.6 All high pressure oil lines to be secured by a pressure type fitting, worm drive clamps do not comply.

14.21.2 Permitted uses: Period 6

14.21.2.1 Ride height adjuster including dog bones and linkages.
14.21.2.2 Steering damper.
14.21.2.3 Tyre choice is open, but wheels must be from or visually indistinguishable from models available in the period. Maximum rim width front = 3.5 inch, Maximum rim width rear = 6 inch.
14.21.2.4 Fuel tanks maybe changed or modified provided they appear visually compatible with period components.

14.21.3 Prohibited uses: Period 6

14.21.3.1 Radial brakes are prohibited.
14.21.3.2 Carbon fibre discs are prohibited.
14.21.3.3 Carbon fibre wheels are prohibited.
14.21.3.4 Replica fork sliders, calipers and anti-dive devices must be visually indistinguishable from factory original.
14.21.3.5 Inverted forks are excluded unless originally fitted to the motorcycle represented. Only original inverted forks may be used.
14.21.3.6 Superchargers and Turbochargers are prohibited unless originally fitted equipment.
14.21.3.7 Fuel injection where fuel is injected directly into the combustion chambers is not permitted. Manifold injection is allowed provided it is the original system supplied on the machine.
14.21.3.8 The following machines or their major components:
a) Kawasaki ZXR 750 J
b) Yamaha FZR 1000 RU
c) Suzuki GSX-R1100 M
d) Yamaha TZ250B V-twin

Machines that were released for the 1991 model year are excluded unless all major components remain unchanged, therefore fully satisfying GCR14.12. ~~Generally, machines or their major components that were released for the 1991 model year are excluded.~~

14.21.3.9 **Period 6 250 Production only: Slick or grooved slick tyres prohibited**.
14.21.3.10 **Period 6 Production**
Open to all 2-stroke and 4-stroke production based road bikes. To be eligible for racing, the motorcycle must be a production model manufactured between 1983 – 1990. Period 6 Production machines must comply with Road Race GCR 13.16 and 13.17.

14.21.3.11 **Period 6 250 Production machines**.
The following items may be modified from the original equipment manufacturer (OEM):
a) Bodywork may be replaced, provided the replacement bodywork provides a similar profile to the original equipment,
b) External gearing and drive chain,
c) Tyres must be manufactured for road use in all weather conditions (use of slicks or grooved slicks prohibited),
d) Brake pads and brake hoses,
e) Exhaust system, provided it is similar to OEM,

f) Handlebars,
g) Hand and foot controls,
h) Front fork springs and internals,
i) Rear shock spring,
j) Instrument cluster may be removed or replaced,
k) Unnecessary brackets may be removed,

All other parts must remain as supplied by the manufacturer

14.22 SIDECARS AND CYCLECARS: GENERAL

14.22.0.1 Ground clearance of no less than 65mm for the whole of the underside of the machine (excluding wheels), measured with the machine handlebars in the straight ahead position, race ready with rider and passenger on board,

14.22.0.2 Left-hand and right-hand sidecars may compete against each other in Historic Road Racing.

14.23 PERIOD 1 AND 2 SIDECARS AND CYCLECARS

14.23.1 Requirements: Period 1 and 2

14.23.1.1 At least one efficient braking system and a primary drive guard if so driven.

14.23.1.2 Sidecars must:

a) Use a frame of a type which could be ridden solo, with an outrigger sidecar chassis of tubular steel construction,
b) Be bolted at a minimum of 4 points.

14.23.1.3 Wheel rim dimensions of a minimum of 18" (457mm) diameter, and maximum WM4 width on all wheels.

14.23.1.4 Oval number plates.

14.24 PERIOD 3 SIDECARS AND CYCLECARS

14.24.1 Requirements: Period 3

14.24.1.1 The height to the top bearing of the steering head must be at least 710mm (28") unladen.

14.24.1.2 Wheel rim diameters of at least:

a) Front 16" (406mm),
b) Rear 13" (330mm),
c) Sidecar 10" (254mm).

14.24.1.3 Wheel rim widths of no more than:

a) Front 3" (76mm),
b) Rear 4.5" (115mm),
c) Sidecar 4" (102mm).

14.24.1.4 Tyre outside diameters must be at least 22" (560mm) front and rear.

14.24.1.5 Oval or rectangular number plates.

14.24.1.6 Front and rear Brakes:

a) Any drum brake with a maximum internal diameter of 230mm or less,
b) Sidecar wheel brake prohibited,
c) Linking of brakes is prohibited,
d) Front brakes are to be hand controlled and rear brakes are to be foot controlled.

14.24.2 Permitted uses: Period 3

14.24.2.1 Pure methanol fuel with no additives other than lubricating oil.

14.24.2.2 The following carburettors are allowed:

a) All non-period Amal carburettors up to 40mm,
b) Dellorto SSI and Dellorto concentric non-pumper carburettors up to 40mm,
c) Keihin CR and PW round bore series carburettors up to a nominal 30mm,
d) Mikuni VM round slide carburettors up to 40mm,
e) Gardner Type C carburettors up to 40mm,
f) All period carburettors.

14.24.2.3 Diaphragm clutches, tooth belt drives and electronic ignition, provided they are concealed from view.

14.24.2.4 Triumph 8 and 9-stud cylinder heads.

14.24.2.5 Non-motorcycle wheels and brakes providing they meet existing dimensional criteria.

14.24.2.6 Reinforced gearbox castings.

14.24.3 Prohibited uses: Period 3

14.24.3.1 Sidecar kneelers.

14.24.3.2 Non-motorcycle engines and transmissions, except where originally fitted.

14.24.3.3 Disc brakes.

14.25 PERIOD 4 SIDECARS AND CYCLECARS

14.25.1 Requirements: Period 4

14.25.1.1 Wheel rim diameters of be at least 10" (254mm).

14.25.1.2 Wheel rim widths of no more than 6" (153mm).

14.25.1.3 Moulded tread type tyres.

14.25.1.4 Front and rear brakes:

a) Manufactured in the period,
b) Which replicate those manufactured in the period,
c) Sidecar brake permitted,

d) Only mechanical brake bias adjustment permitted,
e) Linking of front and rear brakes prohibited,
f) Linking of rear and sidecar brakes permitted.
g) Disc brakes manufactured in the period or are an exact replica of those manufactured in the period,
h) Front brakes must be hand controlled. Rear and linked sidecar brakes must be foot controlled.

14.25.1.5 Front exit sidecar chassis configuration only.
14.25.1.6 Oval or rectangular number plates.

14.25.2 Permitted uses: Period 4

14.25.2.1 Pure methanol fuel with no additives other than lubricating oil.
14.25.2.2 Mechanical fuel injection.
14.25.2.3 Non-motorcycle wheels and brakes provided they meet existing dimensional criteria.
14.25.2.4 Hydraulic brake master cylinders of cylindrical appearance.
14.25.2.5 Keihin CR Special round slide carburettors up to 33mm bore size.
14.25.2.6 Lockheed four-fin brake calipers.

14.25.3 Prohibited uses: Period 4

14.25.3.1 The following machines or their major components:
a) Kawasaki 900Z1,
b) Yamaha TZ,
c) Yamaha RD.

14.25.3.2 Electronic fuel injection.
14.25.3.3 Power jet carburettors.

14.26 PERIOD 5 SIDECARS AND CYCLECARS

14.26.1 Requirements: Period 5

14.26.1.1 Wheel rim diameters to be no greater 13" (330mm).
14.26.1.2 Wheel rim widths to be no greater than:
a) Front 7" (178mm),
b) Rear 9" (229mm),
c) Sidecar 8" (203mm).

14.26.1.3 Rectangular number plates.
14.26.1.4 Front, rear and sidecar brakes:
a) Manufactured in the period,
b) Which replicate those manufactured in the period,
c) Hydraulic bias adjusters permitted,
d) Linking of brakes permitted,
e) Must be fitted with an emergency system operated by a handlebar lever with a simple circuit operating on either front or rear of the motorcycle.

14.26.1.5 Front and/or rear sidecar exit configuration.
14.26.1.6 Steering / front forks:
a) Leading or trailing forks, with front wheel equally supported on both sides,
b) A cycle car with two forward wheels that was manufactured in the period or is an exact replica of those manufactured in the period.

14.26.1.7 Sidecars must use a frame of circular or non-circular tubular steel construction with a maximum diameter of 102mm (4") at the broadest point, which was manufactured in the period or is a replica of a frame manufactured in the period.
14.26.1.8 Methanol Fuel

14.26.2 Permitted uses: Period 5

14.26.2.1 Slick type racing tyres, cut slicks and racing wets.
14.26.2.2 Motorcycle engines that were manufactured in the period.
14.26.2.3 Methanol fuel.

14.26.3 Prohibited uses: Period 5

14.26.3.1 Liquid cooled 4-stroke motorcycle engines.
14.26.3.2 Rear engine sidecars.
14.26.3.3 Steerable sidecar wheels.
14.26.3.4 Monocoque construction.
14.26.3.5 Banking sidecars.
14.26.3.6 Electronic fuel injection.
14.26.3.7 Floating front discs unless:
a) Manufactured during the period; or
b) Which replicate those manufactured during the period.

14.26.3.8 The following machines or their major and minor components:
a) Suzuki RG500 MKVI,
b) Yamaha TZ250H.

14.26.3.9 Unless contained in the machines original specifications, all anti dive devices and external fork damping.
14.26.3.10 Replica fork sliders, calipers and anti-dive devices must be visually indistinguishable from factory original.