



13 CLASSIC MOTOCROSS & CLASSIC DIRT TRACK

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OVERVIEW

Classic Motocross and Classic Dirt Track applies to events from the Pre 60 Class up to and including the Pre 78 Class.

Post Classic Motocross and Dirt Track applies to Evolution, Pre 85 and the Pre 90 classes. The Classic and Post Classic divisions will be run separately at the Australian Championships however consideration will be given to submissions to run both events under special circumstance.

These events will be described at National Championships as The Australian Classic Motocross Championships and The Australian Post Classic Motocross Championships.

APPLICATION OF CHAPTER

The Rules set out in this chapter are for the disciplines of Classic Motocross and Classic Dirt Track.

SECTION 13A: AUSTRALIAN CHAMPIONSHIPS

13.1 CATEGORIES FOR SENIOR AUSTRALIAN CHAMPIONSHIPS

CLASSIC MOTOCROSS & DIRT TRACK

Pre 60 Solo All Powers

Pre 65 Solo 250cc

Pre 65 Solo 263cc and over

Pre 70 Solo 250cc

Pre 70 Solo 263cc and over

Pre 75 Solo up to 125cc

Pre 75 Solo 250cc

Pre 75 Solo 263cc and over

Pre 75 Solo 4-stroke – All Powers

Pre 78 Solo up to 125cc

Pre 78 Solo 250cc

Pre 78 Solo 263cc and over

Pre 78 Women – All Powers

Pre 78 Super Senior – All Powers

Pre 68 Sidecar up to 1300cc

Pre 75 Sidecar up to 1300cc

Pre 75 Slider Class up to 250cc [DT only]

Pre 75 Slider Class 263cc and over [DT only]

Pre 75 Age Group Racing 125/250/263cc plus:
under 30
30 - 39
40 - 49
50 - 59
60 - plus

POST CLASSIC MOTOCROSS & DIRT TRACK

Pre 85 Solo 125cc

Pre 85 Solo 250cc

Pre 85 Solo 263cc and over

Pre 90 Solo 125cc

Pre 90 Solo 250cc

Pre 90 Solo 263cc and over

Pre 90 4-stroke – All Powers

Note: class introduced on a trial basis and will be subject to review in 2017

Pre 90 Women's – All Powers

Evolution Solo 125cc

Evolution Solo 250cc

Evolution Solo 263cc and over

Pre 85 Sidecar up to 1300cc

Pre 90 Sidecar up to 1300cc

Note: class introduced on a trial basis and will be subject to review in 2017

Pre 90 Slider Class up to 250cc [DT only]

Pre 90 Slider Class 263cc and over [DT only]

Evolution Age Group Racing 125/250/263cc plus:
under 30
30 - 39
40 - 49
50 - 59
60 - plus
70 - plus Super Senior class

13.2 CHAMPIONSHIP MEDALLIONS AND TROPHIES

13.2.1 Individual Competitions

13.2.1.1 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.

13.2.2 All Competitions

13.2.2.1 At least the first three (3) 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.

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

- a) 10 or more starters for solo classes which actually participate in practice, qualifying or races,
- b) Six (6) or more starters for sidecar classes which actually participate in practice, qualifying or races,
- c) Six (6) or more starters for Pre 60 and Pre 65 Classic Motocross and Dirt Track.
- d) Six (6) or more starters for all female classes which actually participate in practice, qualifying or races.

SECTION 13B: COMPETITION CLASSES

13.3 CLASSIC MOTOCROSS AND CLASSIC DIRT TRACK COMPETITION CLASSES

CLASSIC CLASSES

Pre 60 Solo All Powers

Pre 65 Solo 250cc

Pre 65 Solo 263cc and over

Pre 70 Solo 250cc

Pre 70 Solo 263cc and over

Pre 75 Solo up to 125cc

Pre 75 Solo 250cc

Pre 75 Solo 263cc and over

Pre 75 Solo 4-stroke – All Powers

Pre 78 Solo up to 125cc

Pre 78 Solo 250cc

Pre 78 Solo 263cc and over

Pre 78 Women – All Powers

Pre 78 Super Senior – All Powers

Pre 68 Sidecar up to 1300cc

Pre 75 Sidecar up to 1300cc

Pre 75 Slider Class up to 250cc [DT only]

Pre 75 Slider Class 263cc and over [DT only]

Pre 75 Age Group Racing 125/250/263cc plus:
 under 30
 30 - 39
 40 - 49
 50 - 59
 60 - plus

13.4 POST CLASSIC MOTOCROSS AND POST CLASSIC DIRT TRACK COMPETITION CLASSES

POST CLASSIC CLASSES

Pre 85 Solo 125cc

Pre 85 Solo 250cc

Pre 85 Solo 263cc and over

Pre 90 Solo 125c

Pre 90 Solo 250cc

Pre 90 Solo 263cc and over

Pre 90 4-stroke – All Powers

Note: class introduced on a trial basis and will be subject to review in 2017

Pre 90 Women's - All Powers

Evolution Solo 125cc

Evolution Solo 250cc

Evolution Solo 263cc and over

Pre 85 Sidecar up to 1300cc

Pre 90 Sidecar up to 1300cc

Note: class introduced on a trial basis and will be subject to review in 2017

Pre 90 Slider Class up to 250cc

Pre 90 Slider Class 263cc and over

Evolution Age Group Racing 125/250/263cc plus:
 under 30
 30 - 39
 40 - 49
 50 - 59
 60 - plus

13.5 AGE GROUPS

13.5.0.1 Age is determined as at the date of the meeting or first round for series events.

13.5.0.2 Age grouping applies to competition Pre-75 in the Classic Class and Evolution in the Post Classic Class.

13.5.0.3 Age groups may be run as either an All-Powers or a Capacity Class. Format must be listed in the approved

supplementary regulations prior to the event.

13.5.0.4 Age groups are:

- a) Under 30,
- b) 30 – 39,
- c) 40 – 49,
- d) 50 – 59,
- e) 60 – plus

13.5.0.5 Super Senior class

- a) All powers,
- b) Riders aged 70 plus,
- c) Australian Championship will be awarded regardless of number of entrants.

SECTION 13C: COMPETITION RULES

13.6 GENERAL RULES

13.6.1 Helmet cameras

- 13.6.1.1 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.

13.7 PROTECTIVE CLOTHING AND HELMETS

- 13.7.0.1 Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability. Protective equipment and clothing is outlined in Appendix A: Protective Clothing and Equipment.

13.8 MACHINE AND RIDER IDENTIFICATION

13.8.1 Number plates

- 13.8.1.1 Number plates shall be either oval or rectangular and in the following colours:

CAPACITY	BACKGROUND COLOUR	FIGURE COLOUR
Up to 125cc	Black	White
250cc	Dark Green	White
263cc and over	Canary Yellow	Black

- 13.8.1.2 For all competitions three number plates must be fitted: one at the front and one on each side.

13.8.1.3 Number plates must:

- a) Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,
- b) In the case of rectangular plates, have the corners formed to a 38mm radius,
- c) In the case of bolt on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and
- d) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

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

13.8.1.5 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,

13.8.2 Back Numbers

- 13.8.2.1 No competitor may compete in any competition unless wearing the machine identification number on their back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke.

13.8.3 Class Identification

13.8.3.1 A letter will be:

- a) Used to identify the class of the machine,
- b) Placed on the left side of all three race plates,
- c) 50mm high, and in upper case,
- d) The same colour as the race number.

13.8.3.2 Identification letters for each class are:

Pre-1960	"A"
Pre-1965	"N"
Pre-1970	"H"
Pre-1975	"X"
Pre-1978	"Z"
Evolution	"E"
Pre-1985	"Y"
Pre-1990	"W"
Pre-1978 Women	"T"

13.9 RACE MEETING PROTOCOLS

13.9.1 Flags and Signals

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

13.9.1.2 Track flags and signals as per Appendix B: Track Flags & Signals.

13.9.1.4 The National flag signifying the start of an event may be replaced by:

- A light signal,
- A starting tape,
- A rubber band, or
- A dropping gate

13.9.2 Measurement at Meetings

13.9.2.1 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.

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

13.9.3 Measurement: Australian and State Championship events

13.9.3.1 For all Australian and State Championship events:

- The 1st, 2nd, 3rd and 4th 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,
- At the conclusion of that period, if no protest is received, the result will be final.

13.9.4 Scoring

13.9.4.1 All races will be scored using the scoring system below:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

13.9.4.2 An alternative points scoring system may be approved for an MA series event.

13.9.4.3 If a tie on points occurs for any position in an event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the event will be awarded the position.

13.9.4.4 If a tie on points occurs for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position.

13.9.5 Starts

13.9.5.1 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:

- Delay a start,
- Direct a re-start,
- Exclude a competitor who is late for the start.

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

13.9.6 Finishes

13.9.6.1 For events where speed is the determinant:

- 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 13.9.6.1 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~~ in contact with the machine. On a solo machine the competitor must finish the event ~~on~~ in contact with 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.

13.9.7 Stopping Events

13.9.7.1 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.

13.9.7.2 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 and could not continue in the event.

13.9.8 Stopping and Re-running Events

13.9.8.1 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.

13.9.8.2 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.

13.9.8.3 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.

13.9.8.4 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.

13.9.8.4 If the race is interrupted 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.

13.9.9 Change of Machine during a Competition

13.9.9.1 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.

13.9.10 Radio Communication

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

SECTION 13D: TECHNICAL REGULATIONS

13.10 SOUND EMISSIONS

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

13.10.1 Specifications

13.10.1.1 Sound emissions are set out in the table below:

30 Metres (from side of track) Ride-by Test	
DISCIPLINE	LIMIT dB(A)
Classic/Post Classic Motocross and Classic/Post Classic Dirt Track	95
Record Attempts	No limit

13.10.2 Sound Control during Competition

13.10.2.1 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.

13.10.2.2 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.

13.10.2.3 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 13.10.1.1.

13.10.3 Use of Sound Level Meters

13.10.3.1 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.

13.10.3.2 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,

13.10.3.3 '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 metres from the edge of the track at a high speed point.

13.10.3.4 Tests shall not take place in the rain

13.10.4 Machine Testing

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

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

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

13.11 FUEL

13.11.1 Fuel Warning

13.11.1.1 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.

- 13.11.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.
- 13.11.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.
- 13.11.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

13.11.2 Fuel Testing

13.11.2.1 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.

13.11.2.2 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.

13.11.3 Refuelling

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

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

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

13.11.3.4 Riders are liable for exclusion from an event for failing to adhere to GCR 13.11.3.3, and are responsible for the actions of their mechanics and support team members.

13.11.4 Homologation of Fuel

13.11.4.1 Unleaded fuel produced by an oil company for sale in the Australian general transport fuel market through retail petrol pumps in at least five (5) 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 (5) separate

service stations in each of at least five (5) Australian States or Territories.

13.11.4.2 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 \$2,500 in the first year and \$2,000 per year thereafter.

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

13.11.5 Fuel: Classic Motocross and Classic Dirt Track

13.11.5.1 Fuel for all machines must:

- a) Be pure Methanol, or,
- b) Be Unleaded fuel that is no more than 100 RON, and
- c) Which contains no additives other than those added at the point of manufacture except for lubricating oil, and
- d) Be readily available in Australia as per GCR 13.11.4.1; or
- d) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000"; or
- e) Be Leaded fuel. ~~provided that the fuel is purchased from suppliers approved by Environmental Australia.~~

13.12 ENGINES

13.12.1 Reciprocating Engines

13.12.1.1 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

13.12.2 Engine Capacity Tolerances

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

13.13 MACHINES AND COMPONENTS

13.13.1 Eligible Machines

13.13.1.1 Only machines conforming to the requirements set out in this chapter will be accepted for competition.

13.13.1.2 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.

13.13.2 Exhaust Systems

13.13.2.1 **All machines will be fitted with an effective muffler and comply with sound control regulations in GCR 13.10.**

13.13.3 Centre and Side Stands

13.13.3.1 Centre and side stands must be removed for all types of competition

13.13.4 Handlebars

13.13.4.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

13.13.4.2 Handlebar levers must:

- a) Have ball ends with a minimum diameter of:
 - i) 15mm, for levers longer than 76mm,
 - ii) 10mm, for levers shorter than 76mm.
- b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

13.13.4.3 Throttle controls must be self-closing.

13.13.5 Kick Start Levers

13.13.5.1 Kick start levers, other than transverse, must be folding.

13.13.6 Drive Chain Protection

13.13.6.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.

13.13.6.2 The guard must be constructed of:

- a) Metal having a minimum thickness of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or
- b) Fibreglass having a minimum thickness of 3mm.

13.13.6.3 If a plastic, fibreglass or part open chain

guard is used, a steel bolt of not less than 10mm diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.

~~13.13.6.6 A chain guard made of suitable material must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.~~

13.13.7 Tyres

13.13.7.1 Tyres must comply with the following:

- a) Metal studs, spikes, chain, rope or other non-skid attachments and paddle or scoop treaded tyres may not be used unless permitted by the relevant supplementary regulations.

~~13.13.7.2 Valve caps must be used for all competitions.~~

13.13.8 Mudguards

13.13.8.1 Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

13.13.8.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

13.14 SOLO CLASSES

13.14.1 Acceptable Machines and Components: Pre 60 Solo

13.14.1.1 Acceptable for the Pre 60 class are machines and components built up to and including the 1959 model. The only exception to this Rule is where the model remains unaltered after this date.

13.14.1.2 Frames of any manufacture are acceptable within the suspension criteria and considerate of the era.

13.14.1.3 Front wheel travel will not exceed 178mm (7 inches) rear wheel travel will be limited to 102mm (4 inches) measured at the axle. Rear shock absorbers will be in the original position using the original mounting points.

13.14.1.4 Plastic and fibreglass is not permitted.

~~13.14.1.5 Engines and gearboxes must remain externally unchanged.~~

13.14.1.5 Period carburettors or Amal Mk1 Concentric.

13.14.1.6 Folding footrests must be fitted.

13.14.1.7 Countershaft sprocket covers will be fitted.

13.14.2 Acceptable Machines and Components: Pre 65 Solo

13.14.2.1 Acceptable for the Pre 65 class are machines and components built up to and including the 1964 model. The only exception to this Rule is where the model remains unaltered after this date.

13.14.2.2 Frames of any manufacture are acceptable within the suspension criteria and considerate of the era.

13.14.2.3 Front wheel travel will not exceed 178mm (7 inches) rear wheel travel will be limited to 102mm (4 inches) measured at the axle.

13.14.2.4 Rear shock absorbers will be in the original position using the original mounting points.

~~13.14.2.5 Engines and gearboxes must remain externally unchanged.~~

13.14.2.5 Carburettors of any type Pre 75 round slide may be used.

13.14.2.6 Folding footrests must be fitted.

13.14.2.7 Countershaft sprocket covers will be fitted.

13.14.3 Acceptable Machines and Components: Pre 70 Solo

13.14.3.1 Acceptable for the Pre 70 class are machines and components built up to and including the 1969 model. The only exception to this Rule is where the model remains unaltered after this date.

13.14.3.2 Front wheel travel will not exceed 178mm (7 inches) rear wheel travel will be limited to 102mm (4 inches) measured at the axle. Rear shock absorbers will be in the original position using the original mounting points.

~~13.14.3.3 Engines and gearboxes must remain externally unchanged.~~

13.14.3.3 Carburettors; any type of pre 1975 round slide may be used.

13.14.3.4 No reed valves permitted.

13.14.3.5 Folding footrests must be fitted.

13.14.3.6 Countershaft sprocket covers will be fitted.

13.14.3.7 Yamaha XS1 and XS650 engines are eligible.

- 13.14.3.8 Acceptable follow on models for Pre 70
- AJS Stormer 250,
 - Greeves griffon models,
 - Yamaha AT1, DT1, CT1, RT1 pre reed block.
- 13.14.4 Acceptable Machines and Components: Pre 75 Solo
- 13.14.4.1 Acceptable for the Pre 75 class are machines and components built up to and including the 1974 model. The only exception to this Rule is where the model remains unaltered after this date.
- 13.14.4.2 Front wheel travel will not exceed 178mm (7 inches) rear wheel travel will be limited to 102mm (4 inches) measured at the axle. Rear shock absorbers will be in the original position using the original mounting points.
- ~~13.14.4.3 Engines and gearboxes must remain externally unchanged.~~
- 13.14.4.3 Carburettors; any type of pre 1975 round slide may be used.
- 13.14.4.4 No Mossbarger type (or replicas) reed valves permitted.
- 13.14.4.5 XS1 and XS650 engines are eligible.
- 13.14.4.6 Folding footrests must be fitted.
- 13.14.4.7 Countershaft sprocket covers will be fitted.
- 13.14.4.8 Thor and KLP swingarms are not acceptable.
- 13.14.4.9 Acceptable follow on models for Pre 75
- Honda CR125M1, XL250K1, XL350K1, MT250 and MT125,
 - Yamaha YZ360B, DT250B,
 - Suzuki TS400 (all).
- 13.14.5 Acceptable Machines and Components: Pre 78 Solo
- 13.14.5.1 Acceptable for the Pre 78 classes:
- Machines and components that are limited to the 1975, 1976, 1977 models alone. The only exception to this Rule is where the model remains unaltered after this date.
 - Pre 78 Women's class: acceptable machines and components are up to and including the 1977 model year. The only exception to this Rule is where the model remains unaltered after this date.
- 13.14.5.2 Front wheel travel will not exceed 229mm (9 inches) rear wheel travel will be limited to 229mm (9 inches) measured at the axle. Rear shock absorbers will be in the original position using the original mounting points.
- ~~13.14.5.3 Engines and gearboxes must remain externally unchanged.~~
- 13.14.5.3 Carburettors; any type of pre 1978 round slide may be used.
- 13.14.5.4 Folding footrests must be fitted.
- 13.14.5.5 Countershaft sprocket covers will be fitted.
- 13.14.5.6 Acceptable follow on models for Pre 78
- CZ 125 1978, CZ400 1978,
 - Montesa VB (must comply to suspension limits),
 - Yamaha TT500 1978.
- 13.14.6 Acceptable Machines and Components: Evolution Class Solo
- 13.14.6.1 Acceptable for the Evolution class are machines and components that fall within the Post Classic and Classic era. **The only exception to this Rule is where the model remains unaltered after the period.** The use of replica replacement components for safety reasons is permitted. ~~Bikes will be OEM (original equipment manufacturer).~~
- 13.14.6.2 Modifications converting later equipment to comply will not be allowed.
- ~~13.14.6.3 All components will be of the period the machine was manufactured. All machines must comply with the three following conditions:~~
- No linkage suspension,
 - No disk brakes,
 - Air cooled motors.
- 13.14.6.4 Carburettors; period flat slide carburettors and any round slide carburettor may be used.
- ~~13.14.6.5 Engines and gearboxes must remain externally unchanged.~~
- 13.14.6.5 Folding footrests must be fitted.
- 13.14.6.6 Countershaft sprocket covers will be fitted.
- 13.14.6.7 The handlebars must be equipped with a protection pad on the cross bar. Handlebars not fitted with a cross bar

must be equipped with a protection pad located in the middle of the handlebars covering the handlebar clamps.

13.14.7 Acceptable Machines and Components: Pre 85 Solo

13.14.7.1 Acceptable for the Pre 85 class are machines and components built up to and including the 1984 model. The only exception to this Rule is where the model remains unaltered after this date.

13.14.7.2 Carburettors; period flat slide carburettors and any round slide carburettor may be used.

~~13.14.7.3 Engines and gearboxes must remain externally unchanged.~~

13.14.7.3 Folding footrests must be fitted.

13.14.7.4 Countershaft sprocket covers will be fitted.

13.14.7.5 The handlebars must be equipped with a protection pad on the cross bar. Handlebars not fitted with a cross bar must be equipped with a protection pad located in the middle of the handlebars covering the handlebar clamps.

13.14.8 Acceptable Machines and Components: Pre 90 Solo

13.14.8.1 Acceptable for the Pre 90 class are machines and components built up to and including the 1989 model. The only exception to this Rule is where the model remains unaltered after this date.

13.14.8.2 Carburettors; period flat slide carburettors and any round slide carburettor may be used.

~~13.14.8.3 Engines and gearboxes must remain externally unchanged.~~

13.14.8.3 Folding footrests must be fitted.

13.14.8.4 Countershaft sprocket covers will be fitted.

13.14.8.5 The handlebars must be equipped with a protection pad on the cross bar. Handlebars not fitted with a cross bar must be equipped with a protection pad located in the middle of the handlebars covering the handlebar clamps.

13.15 SLIDERS

13.15.1 Frames

13.15.1.1 The frame must:

- Have a conventional swing arm rear suspension with twin shock absorbers,
- Have a front wheel diameter of 23",
- Have a rear wheel diameter of 19",
- Have rear tyres with a maximum tread pattern depth of 8mm.

13.15.1.2 Leading-link front forks are prohibited in Classic classes,

13.15.1.3 Period leading-link forks are permitted in Post Classic classes.

13.15.2 Engine

13.15.2.1 The engines for the Classic Slider classes must be a period 4-stroke and:

- Single cylinder with two valve push rod operation,
- Have a single spark plug,
- Be vertical in the chassis,
- Be fitted with a round slide carburettor, or
- Be a period 2-stroke compatible with class entered.

13.15.2.2 The engines for the Post Classic Slider classes must be a period 4-stroke and:

- Single cylinder,
- Have a single spark plug,
- Be vertical in the chassis,
- Be fitted with a carburetor available during the Pre 1990 period, or
- Be a period 2-stroke compatible with class entered.

~~13.15.3 Slider Gearbox: Classic Long Track~~

~~13.15.3.1 The gearbox must have at least two gears.~~

~~13.15.4 Slider Frames~~

~~13.15.4.1 Conventional type frames as used prior to 31st December 1976 must be used.~~

~~13.15.5 Slider Engines~~

~~13.15.5.1 Engines must have been manufactured before 31st December 1976.~~

13.16 SIDECARS

13.16.1 All Classes

13.16.1.1 Left-hand and right-hand sidecars may compete against each other in Classic Motocross.

13.16.2 Frames and Parts

13.16.2.1 For the Pre 75 classes, all performance parts except frames must be manufactured before 31st December 1974 and must comply with the following:

- a) Wheel track measurement, taken between the longitudinal centres of the rear and sidecar wheels must be between 810mm and 1100mm,
- b) The minimum ground clearance must be 175mm unladen,
- c) The maximum lean of the motorcycle at saddle height must be 50mm,
- d) The dimensions of the sidecar baseboard in plain view, taken from a line drawn no further rearwards than the lowest point of the front down-tube to the forward most point of the sidecar wheel tyre and terminating no further rearwards than a line drawn at right angles to the machine from the rearmost point of the rear tyre, must be:
 - i) At least 760mm long adjacent to the sidecar wheel,
 - ii) At least 300mm wide with at least 25mm radius to all corners.
- e) There must be no more than 50mm between baseboard and motorcycle and between baseboard and sidecar wheel. The baseboard must be arranged so as not to allow the passenger's feet to be trapped,
- f) There must be no less than 4 sidecar attachment points,
- g) Stirrup fitting for the passenger's feet are not permitted,
- h) Handholds:
 - i) Must be finished with a loop of at least 100mm,
 - ii) Must not project beyond a line taken with the outer edge of the sidecar mudguard or bodywork,
 - iii) Adjacent to the nose section of the sidecar and less than

200mm from the track surface must be at an angle of at least 45° from the horizontal.

- i) The rear end of the rear wheel mudguard must terminate not more than 65° above a horizontal line drawn through the rear wheel axle and be valenced to baseboard level on the inside,
 - j) The sidecar mudguard must cover at least 135° of the periphery of the wheel and be valenced to baseboard level on the inside,
 - k) No machine may be fitted with scoop or paddle tyres,
 - l) Suspension travel must not exceed:
 - i) 178mm (7") measured at the front axle,
 - ii) 102mm (4") at the rear axle.
 - m) Rear tyre width must not exceed 135mm (5.3"),
 - n) Brakes:
 - i) Front - single caliper, single disc may be fitted provided they were manufactured before 31st December 1974,
 - ii) Rear - rear disc brakes may be used provided they were fitted as standard equipment for that particular combination.
 - o) Only round-slide carburettors manufactured within the relevant period may be used,
 - p) Engine capacity must be up to 1300cc.
- 13.16.2.2 Pre 85 is for sidecars constructed with motors manufactured before 31st December 1984.
- 13.16.2.3 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to both all sidecars with a maximum length of one metre.
- 13.16.2.4 Pre 68 will be for sidecars constructed from road going frames and all major components are those commercially available within the period.
- 13.16.2.5 The following table sets out the machines and components which eligibility scrutineers may use as a guide in determining eligibility. Entrants must

prove eligibility of machines not listed below.

MAKE	MODEL(S)
Wasp	All up to and including RT2, RT8 and RT14
Hagon	All up to 31st December 1974
Yamaha	XS 650 all models
Honda	Any K series
Norton	All 750, 850 to Mk2 only
Westlake	All up to 850cc and 31st December 1974
Triumph	All up to T150
CCM	All BSA B50 based models

