



18 CLASSIC MOTOCROSS & DIRT TRACK

18.1 PROTECTIVE CLOTHING- CLASSIC MX & DIRT TRACK

18.1.0.1 No competitor may practice, start or compete under this Chapter unless wearing the following protective equipment and clothing:

18.1.1 Helmet

18.1.1.1 An approved and correctly fitting helmet which must:

- a) Carry the Standards Association of Australia "AS 1698" label, or
- b) Be approved under Rule 01.69 & 01.70 of the Road Racing FIM Technical Rules [see Appendix 1]

18.1.2 Clothing

18.1.2.1 Trousers of leather or synthetic material of similar durability.

18.1.2.2 Trousers of other than leather must be non-combustible and be fitted with a lining,

18.1.2.3 A jersey which must be:

- a) Made of close knit fabric of natural or synthetic fibre, and
- b) Must be a snug fit and provide protection against abrasion to the body and arms.

18.1.2.4 Dirt track riders must wear a commercially manufactured back protector, which continuously covers the back area between the collar line and the base of the spine.

18.1.3 Footwear

18.1.3.1 Boots which must be:

- a) Of recognised Motocross type for Motocross and of Dirt Track type for Dirt Track,
- b) Constructed of leather, plastic or other similarly durable material, and
- c) Of a length that must at least cover $\frac{3}{4}$ of the length of the lower leg, with the rider in a racing position on the machine.

18.1.4 Gloves

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

18.1.5 Goggles and Visors

18.1.5.1 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 which cause visual disturbance are not to be used,
- c) Metal or perspex face shields are not used,
- d) Eye shades or peaks are of a flexible material.

18.1.6 Hair and Jewellery

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

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

18.1.7 Footwear in pits

18.1.7.1 Closed footwear must be worn in the pit area at all times.

18.2 ELIGIBILITY- CLASSIC MX & DIRT TRACK

18.2.1 Eligible Machines

18.2.1.1 Only machines conforming to the following requirements will be accepted.

18.2.1.2 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.

18.2.2 Classes

18.2.2.1 The following classes shall be recognised for Classic Motocross and Classic Dirt Track.

- a) Pre-1960: Solo All Powers,
- b) Pre-1965: Solo 250,

- c) Pre-1965: Solo 263 & over,
- d) Pre-1968: Sidecar up to 1300cc,
- e) Pre-1970: Solo 250,
- f) Pre-1970: Solo 263 & over,
- g) Pre-1975: Solo 125,
- h) Pre-1975: Solo 250,
- i) Pre-1975: Solo 263 & over,
- j) Pre-1975: Solo All Powers 4-stroke,
- k) Pre-1975: Sidecar up to 1300cc,
- l) Pre-1978: Solo 125,
- m) Pre-1978: Solo 250,
- n) Pre-1978: Solo 263 & over,
- o) Pre-1985: Solo 125,
- p) Pre-1985: Solo 250,
- q) Pre-1985: Solo 263 & over,
- r) Pre-1985: Sidecars up to 1300cc,
- s) Slider class up to 250cc (Dirt Track events only),
- t) Slider class over 263cc (Dirt Track events only),
- u) Juniors Pre-1975: Up to 125cc 2-stroke or up to 250cc 4-stroke,
- v) **EVO Evolution 125cc Solo**
- w) **EVO Evolution 250cc Solo**
- x) **EVO Evolution 263cc & over Solo**

18.2.3 Age Groups

18.2.3.1 Age is determined as at the date of the meeting or 1st round for series events.

18.2.3.2 Age grouping applies to competition Pre-1975 only

18.2.3.3 Age groups are:

- a) Under 30,
- b) 30 – 39,
- c) 40 – 49,
- d) 50 – 59,
- e) 60 plus, – 69,
- f) **70 plus (ref 18.2.3.5)**
- g) Juniors, aged 13 to under 16 years.

~~18.2.3.4 Junior riders can only compete in the Junior class, and not with Senior riders.~~

18.2.3.5 Super Senior class Pre-1975.

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

18.3 MACHINE REQUIREMENTS-CLASSIC MX & DIRT TRACK

18.3.0.1 Maximum engine capacity shall be 1300cc.

18.3.0.2 Number of gears ratios shall remain as per original model specifications.

18.3.0.3 Exhaust:

- a) May be modified but must generally follow original lines.
- b) Must be fitted with a silencer

18.3.0.4 Self returning folding footrests must be fitted.

18.4 FUEL - CLASSIC MX & DIRT TRACK

18.4.1 Fuel for CMX & CDT racing must be:

- a) Methanol, or,
- b) Unleaded fuel that is no more than 100 RON and meets rule 12.9.5.1,
- c) Which contains no additives other than those added at the point of manufacture except for lubricating oil, or,
- d) Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000", or,
- e) Leaded fuel provided that the fuel is purchased from suppliers approved by Environmental Australia.

18.4 MACHINE AND CLASS IDENTIFICATION-CLASSIC MX & DIRT TRACK

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

CAPACITY	BACKGROUND COLOUR	FIGURE COLOUR
Up to 125cc	Black	White
126cc to 250cc	Dark Green	White
251cc and over	Canary Yellow	Black

18.4.1 Class Identification

18.4.1.1 A letter will be:

- a) Used to identify the class of the machine,
- b) Placed on the left side of all 3 race plates,
- c) 50mm high, and in upper case,
- d) The same colour as the race number.

18.4.1.2 Identification letters for each class are:

a)	Pre-1960	"A".
b)	Pre-1965	"N".
c)	Pre-1970	"H".
d)	Pre-1975	"X".
e)	Pre-1978	"Z".
f)	Evolution	"E".
g)	Pre-1985	"Y".

18.5 FRAMES & PARTS - SOLO- CLASSIC MX & DIRT TRACK

18.5.0.1 Replica frames are acceptable provided:

- They conform with the original, and
- They meet the year cut-off dates for the class in which the machine is to compete.

18.5.0.2 It is not acceptable for frame tube runs to be different to the original, even if the frame geometry is apparently the same. The machine must look like the original.

18.5.0.3 For the Pre-1960 class, plastic or fibreglass is not permitted for tanks, mudguards, seats and side panels.

18.5.0.4 Brakes:

- As per relevant period for the class in which the machine is to compete,
- Disc brakes as originally fitted by manufacturers (Rokon, Dalesman and Tyron/Wassel).

18.5.0.5 Rear tyre:

18.5.0.6 Any modern Motocross tyre may be used provided:

- The width across the tread does not exceed:
 - Pre-1960- 4.5" (114mm),
 - Pre-1965, Pre-1970, Pre-1975 - 5" (127mm).

18.5.0.7 For the Pre-1960 class, Lightweight alloy rims must be of the Borrani pattern (mud catcher type).

18.5.0.8 Suspension:

- Front wheel travel shall be no more than 178mm (7"),
- Front fork tubes up to a maximum of 35mm diameter only permitted except when larger was originally fitted to that machine (exception Maico 36mm) AJS, Bultaco Matador and Hatta leading axle forks allowed,
- Maximum travel by leading/trailing link front suspension is limited to 150mm (6") vertical movement at the axle,

- Pre-1960 class: No Ceriani-type forks are permitted. This includes M.P., REH, Husqvarna, CZ, Betor, Bultaco, Montesa or late BSA/Triumph,
- Rear wheel travel must be no more than 102mm (4") measured at the axle,
- Machines fitted with suspension of more than 102mm (4") of rear travel standard, shall have spacers fitted to the shock absorber shaft to reduce wheel travel to 102mm (4"),
- Rear shock absorbers shall be in the original position, using the original mounting points,
- Remote reservoir rear shocks are not eligible, except where fitted as standard for that model.

18.6 ENGINES - CLASSIC MX & DIRT TRACK

18.6.0.1 Engines must remain externally unchanged.

18.6.0.2 All major components must have been manufactured within the period, or be replicas of components manufactured within the period, specified for the class in which the machine competes, other than those listed in the Components Tables.

18.6.0.3 Specials must comprise of components manufactured within the period, or be replicas of components manufactured within the period, specified for the class in which the machine competes and be a true reflection of the period depicted.

18.6.0.4 Carburettors:

- Any round-slide carburettor of a type available pre-1975 may be used except the Pre-1960 class where a Mk1 Amal Concentric or period carburettor may be used.
- Flat-slide carburettors are prohibited on all machines except EVO and Pre 85,
- No reed-valves permitted on machines up to and including Pre-1970 class.

18.6.0.5 Ignition:

- Any ignition system can be used as long as the external appearance of the engine remains unchanged.

18.6.0.6 Yamaha XS1 and XS650 engines are eligible in both the Pre-1970 and Pre-1975 classes.

18.7 TABLES OF ACCEPTED MACHINES- CLASSIC MX & DIRT TRACK

18.7.0.1 The tables set out in this Chapter lists the machines and components which the Commission and Scrutineers may use as a guide in determining eligibility.

18.7.1 Tables of Machines and Components – Pre-1960

18.7.1.1 Acceptable for the Pre-1960 class are machines built up to and including the 1959 model. The only exception to this GCR is where the model remains unaltered after this date.

MAKE	MODEL(S)
AJS/ Matchless	All except G85CS and G85ICS
Ariel	All 4-strokes
BSA	All pre-unit, C15 distributor models and Bantams (No Cheney frames allowed).
Cotton	Single down tube, leading link only (250cc conversion allowed)
DOT	Round tube frames only (250cc conversion allowed)
DMW	Up to and including Mk12 (250cc conversion allowed)
ESO	4-stroke
FN	All
Francis Barnett	Up to Falcon 82.
Gilera	Saturno Cross
Greeves	Up to and including Hawkstone SAS, 25SA, 24 and 20SAS and SCS.
Husqvarna	175cc 3-speed 2-stroke, 500cc Albin-based 4-stroke
James	Up to Cotswold with AMC engine.
LITO	All BSA/LITO engines Some LITO/Albin engines
Norman	All
Norton	All singles, 500 and 650 twins
Metisse	Mk1 Triumph engine BSA duplex frame and Mk2 Triumph engine (The Mk2 has fibreglass bodywork which is acceptable).
Sarolea	All
Sun	All
Tandon	All
Triumph	All pre-unit and distributor unit models only.
Villiers	Only Ajax and Vale Onslow conversions for Villiers engines are acceptable. No Starmaker engines.
Vincent	All
Velocette	All
Japanese	All pre-1960

18.7.2 Tables of Machines and Components – Pre 1965

18.7.2.1 Acceptable for the Pre-1965 class are machines built up to and including the 1964 model. The only exception to this GCR is where the model remains unaltered after this date.

MAKE	MODEL(S)
AJS	All 4-strokes
Ariel	All
Bultaco	Pre 1965 only
BSA	All except B44 and B50.
Cotton	All originally fitted with leading link forks. (Also permissible are machines fitted with telescopic forks at a later date. Villiers and Triumph engines only).
CZ	250cc Twin port models only
Enfield	All Enfield of India without modern attributes which contravene the general requirements.
ESO	All 2-valve 4-strokes
DOT	All
DKW	All pre-1965
DMW	All
FN	All
Francis Barnett	All
Gilera	Saturno Cross
Greeves	All 250cc alloy beam up to Mk3.
Hedlund	All
Husqvarna	2-stroke: 250 bolt up frames only to 1967. Later American Enduro frames are not acceptable. 4-stroke: All Albin-based engines.
James	All
Jawa	2-stroke: All except ISDT 4-stroke: All 2-valve
LITO	All
Maico 250	Pre 1965 only
Maico	MC175
Matchless	All
Monark	All Albin-based engines. Some early 2-strokes may be eligible.
Montesa	All pre 1965
Moto Parilla	250cc 4-stroke engines.
Norman	All
Norton	All except P11 and Commando
Puch	Some early 2-strokes may be eligible
Royal Enfield	All
Sarolea	All 4-strokes All pre 1965
Sprite	All Villiers and Triumph engines
Sun	All
Tandon	All
Triumph	All except T140, TSS, T150, T160 and BSA unit single derivatives

Velocette	All
Vincent	All
Japanese	All pre 1965
SPECIALS	
Cheney	All Gold Star
Greeves	Triumph: all
Kyffin	DOT and Sapphire
MABSA	All
Metisse	Up to Mk3 only
Puissant	4-strokes only
TRIBSA	All
Wasp	All
Cochise	All

18.7.3 Table of Acceptable Components Pre-1965

Forks	Ceriani, MP, REH, Husqvarna, CZ, Betor, Bultaco, Montesa BSA/Triumph. (Note: Late-type Ceriani and Betor [Can-Am] with long sliders are not permitted).
Wheels	Rickman alloy and magnesium, REH, BSA/Triumph conical alloy, AJS Stormer, Greeves conical, small Husqvarna, CZ Motocross and pattern parts to these designs. Early Bultaco full width hubs and Montesa full width hubs are allowed.
Controls	All side pull throttles and late clutch and front brake levers.
Handlebars	All, including alloy.
Brakes	Single leading shoe brakes only unless manufactured prior to 31/12/1964.
Frames	This includes replica frames. BSA B50 and B25SS frames are not permitted.
Engines	All JAP (J A Prestwitch).

18.7.4 Tables of Machines and Components – Pre 1970

18.7.4.1 Acceptable for the Pre-1970 class are machines built up to and including the 1969 model. The only exception to this GCR is where the model remains unaltered after this date.

MAKE	MODEL(S)
AJS	Stormer (all)
BSA	B44 up to & incl. B25, C15, Bantam Up to & incl. MK4 boat tail Pursang & El Bandido, Sherpas & their Enduro versions (Lobito, Matador, Campera).
CZ	Twin port, 360(969-0), 250(980-02)
DKW	5 speed

DOT	Any
Greeves	Any alloy beam model. All steel tubing frame models numbers 56, 58, & 59
Honda	CL175, CL350
Hodaka	Ace 100, Ace 90
Husqvarna	Any oval case engine in original frame 250, 360 & 400
Jawa	Scrambler & banana frame 6 day bike, Jawa early CZ 250 trail bike
Kawasaki	F2IM(250), F4(250), F5(350)
Maico	Oval case engine square barrel 250 & 360
Montesa	Lacrosse 250, Orange Capra GP250, GP360 & early King Scorpion
MZ	ISDT
Ossa	Stiletto 4 speed, 230 Pioneer 4 speed
Suzuki	TS250 1969 model, points ignition & appropriate engine cases
Triumph	T100 and all pre 1970 models
Yamaha	AT1, DT1, CT1, rectangular swing arm DT1 & RT1 pre-reed block
Zundapp	ISDT

18.7.5 Tables of Machines and Components – Pre 1975

18.7.5.1 Acceptable for the Pre-1975 class are machines built up to and including the 1974 model. The only exception to this GCR is where the model remains unaltered after this date.

MAKE	MODEL(S)
AJS	410 (all inclusive)
Benelli	175 trail
BSA	B50
Bultaco	Up to & incl. MK7 125, 250 & 360
Carabela	200
Can-Am	175, 250 TNT only
CCM	BSA based
Cooper	All
CZ	Up to & incl. 1974 models incl CMS framed CZs
DKW	6 speed radial finned 125
Ducati	RT 450
Gemini	175 trail
Greeves	All models
Honda	CR125M & M1, CR250M, XL250 K0, XL250 K1 , XL350 K0,K1, all SL100, all SL125, all SL350, all XL100 K0, MT250.
Hodaka	All 100 & 125 models
Husqvarna	Up to & incl. Magnesium engine reed valve 250 & others. Pre Mikkola replica - no radial finned engines.
Harley Davidson	All SX125, SX250, SX175 trail
Indian	All

Jawa	ISDE 250, 402
Kawasaki	KX125 74, KX250 74, KX450 74, F11M, F12M, F81M
KTM	Up to & incl. 1974 GS & MC125, 175, 250. Check date stamp on engine below counter shaft right case
Maico	Up to & incl. 1974; 250, 400, 440LTR, 501. Check date stamp on top of barrel & nut holding sprocket to countershaft. 4 speed gearbox only.
Montesa	Cappra 250 VR,
Monark	All
MZ	400 ISDT
Ossa	Phantom 250, 125, SDR 250, Stiletto 250
Puch	MC 125, MC 175 only.
Rickman	Montesa 250 & Zundapp 125
Rokon	RT 340
Suzuki	TM125, 250, 400 K, L, R. TS185, TS250, TS125, TS100 J,K,L and R models.
SWM	Sachs engine model only 125cc
Triumph	Pre 1975
Wassel	125
Yamaha	MX100, 125, 175, 250, 360 A models, YZ125, 250, 360A & B models, DT250 and 360A. MX B not eligible for this class
Zundapp	All 125 models

18.7.6 Pre-78 Classes: Eligibility

The Pre-1978 classes are intended to represent the "first generation" of long-travel bikes that were commercially available in the 1975-77 periods. The time frame is provided only as a guideline, as some 1977 models are of the second generation long-travel bikes that would clearly outclass the earlier models if allowed to run together. For this reason, we do not classify motorcycles strictly by the year they were produced, but by some similar characteristics that were possessed by the majority of these first-generation long-travel motorcycles, such as suspension travel.

18.7.6.1 Acceptable for the Pre-1978 class are machines built up to and including the 1975, 1976 and 1977 model. The only exception to this GCR is where the model remains unaltered after this date.

18.7.6.2 Motorcycles in all of the Pre-1978 classes may use an aftermarket frame. Many were available during the intended time frame of the class, including, C&J, Champion, Dick Mann, Cheney, Cycle Factory, Hallman-Aberg and many others. Regardless of the manufacturer, all motorcycles must meet the class

technical specifications for wheel travel and suspension components.

18.7.7 Pre-1978 Classes: Technical Specifications

18.7.7.1 The following specifications apply to all motorcycles, regardless of the year of manufacture, that fall within the scope of the classes.

- a) Regardless of original specification, no motorcycle may have more than 229mm (9") of suspension travel at the front and rear wheels,
- b) No water-cooled motorcycles,
- c) Front Suspension:
 - i) 35mm leading-axle Husqvarna and Betor forks are allowed, provided travel is limited to a maximum of 229mm (9"),
 - ii) Early 9-inch-travel Simons forks are allowed. Fox Factory Forks are prohibited,
 - iii) Maximum diameter of fork tube 38mm.

18.7.8 Tables of Machines and Components – Pre- 1978 up to 125cc

18.7.8.1 Certain 125cc and smaller machines built up to and including the 1975, 1976 and 1977 model year that made up the first generation long-travel, small bore motorcycles. Eligible machines include:

MAKE	MODEL(S)	YEAR(S)
Bultaco	Pursang 125	1975-77
Can-Am	TNT, Qualifier and MX 125, up to MX3	1975-77
CZ	125	1975-78
Honda	CR, MR, MT 125	1975-77
Husqvarna	CR, WR 125.	1975-77
Kawasaki	KX, KE, KD 125	1975-77
Maico	125 GP	1975-77
Montesa	Cappra 125 VA & Enduro 125	1975-77
Penton/ KTM	125 with Sachs or KTM engine	1975-77
Suzuki	RM, TM, 125	1975-77
Yamaha	MX, YZ, DT, 125	1975-77

18.7.9 Tables of Machines and Components – Pre- 1978 125- 250cc

18.7.9.1 Certain 126-250cc machines built up to and including the 1975, 1976 and 1977 model year that made up the first generation long-travel motorcycles. Eligible machines include:

MAKE	MODEL(S)	YEAR(S)
Bultaco	Pursang, Frontera, Alpina 250, to include the 1977 MK10 Pursang	1975-77
Can-Am	MX, TNT and Qualifier 175-250, up to MX3.	1975-77
CZ	250 Falta Replica	1975-78
Honda	CR, MT, MR, XL 175-250	1975-77
Husqvarna	CR, WR 250 and 1977 WR 250	1975-76
Husqvarna	1977 Husqvarna CR/OR models are allowed, with fork travel limited to 229mm	1975-76
Kawasaki	KX, KLX, KD, 175-250	1975-77
Maico	MC, AW 250. 1977 model AW 250 must comply with the class suspension limits	1975-77
Montesa	King Scorpion & Cappa VR 250 V-75, VA & Enduro 250H (VB models - see the Grand Prix classes) VA and VB (must comply with class suspension limits)	1975-77
Ossa	Phantom & Desert Phantom 250, up to GPIII model	1975-77
Penton-KTM	175-250. 1977 models must comply with the class suspension limits	1975-77
Suzuki	RM, TM, PE 175 & 250	1975-77
Yamaha	MX, YZ, DT, IT 175-250	1975-77

18.7.10 Tables of Machines and Components – Pre- 1978 125- 500cc

- 18.7.10.1 Certain 325-460cc 2-stroke and up to 636cc 4-stroke machines, built up to and including the 1975, 1976 and 1977 model year, that make up the first generation long-travel motorcycles. Eligible motorcycles include:

MAKE	MODEL(S)	YEAR(S)
Bultaco	Frontera, Alpina, Pursang 360-370	1975-77
CCM	MX up to 636cc. No CCM 4-valve heads are allowed. Must comply with the class suspension limits	1975-78
CZ	400 Falta Replica	1975-78
Honda	XL 350, side- or centre-port engine	1975-77

Husqvarna	CR, WR 360. 1977 WR 360 is allowed. 1977 Husqvarna CR & OR 390 models are allowed Must comply with the class suspension limits	1975-76
Kawasaki	KX 400-450	1975-77
Maico	MC, AW 400-440. 1977 AW 400-440 Must comply with the class suspension limits	1974-77
Montesa	Cappa 360 VA and VB360 (must comply to the class suspension limits)	1975-77
Penton-KTM	400. 1977 models must comply with the class suspension limits	1975-77
Suzuki	RM, TM, PE 370	1975-77
Yamaha	YZ, MX, DT, IT 360 & 400 TT500, up to 500cc displacement, with allowable overbore	1975-78

18.7.11 Evolution Class- General

- 18.7.11.1 Evolution class shall be run as a national championship and can be independent of other classic Motocross classes.

18.7.12 Evolution Class- Eligibility

- 18.7.12.1 Bikes will be OEM.
- 18.7.12.2 Modifications converting later equipment to comply will not be allowed
- 18.7.12.3 All components will be of the period the machine was manufactured.
- No linkage suspension,
 - No Disc brakes,
 - Air cooled motors.

18.7.13 Evolution Class- Classes

- Solo 125cc,
 - Solo 250cc,
 - Solo 263cc and over.
- 18.7.13.1 No age-group classes will be run.
- ### 18.7.14 Pre 1985 class
- 18.7.14.1 Pre 1985 eligibility. Acceptable machines for pre 1985 are machines built up to and including the 1984 models. The only exception to this GCR is where the model remains unaltered after this date. The onus of proof of eligibility shall rest wholly on the rider or entrant of this machine
- 18.7.14.2 Modifications using later equipment are not allowed.

18.7.14.3 All components will be of the period the machine was manufactured

18.7.14.4 Classes

- (a) Solo 125cc
- (b) Solo 250cc
- (c) Solo 263cc and over

18.7.14.5 No age group classes will be run.

18.8 FRAMES & PARTS - SIDECARS - CLASSIC MX & DIRT TRACK

18.8.0.1 For the Pre-1975 class, all performance parts except frames must be manufactured before 31st December 1974 and 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 plan 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) 152mm (6") 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.

18.8.0.2 Pre-1985 is for sidecars constructed from frames and motors manufactured before 31st December 1984

18.9 ENGINES - SIDECARS - CLASSIC MX & DIRT TRACK

18.9.0.1 For the Pre-1975 class, all performance parts must be manufactured before 31st December 1974 and comply with the following:

- a) Only round-slide carburettors manufactured within the relevant period may be used.
- b) Engine capacity must be:
 - i) Up to 1300cc,
 - ii) Within the tolerances in GCR 12.4

- 18.9.0.2 Pre-1968 will be for sidecars constructed from road going frames and all major components are those commercially available within the period.
- 18.9.0.3 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 31 st December 1974
Yamaha	XS 650 all models
Honda	Any K series
Norton	All 750, 850 to MK2 only
Weslake	All up to 850cc and 31 st December 1974
Triumph	All up to T150
CCM	All BSA B50 based models

18.10 ELIGIBILITY - CLASSIC LONG-TRACK SLIDER CLASS

- 18.10.0.1 Engines must have been manufactured before 31st December 1976.
- 18.10.0.2 Competitors must be aged at least 30 years at the date of the competition.

18.11 FRAMES & PARTS - CLASSIC LONG-TRACK

- 18.11.0.1 The frame must:
- Have a conventional swingarm rear suspension with twin shock absorbers,
 - Have a front wheel diameter of 23" (594mm),
 - Have a rear wheel diameter of 19" (482mm) or 22" (560mm), as specified in the SR.
 - Have rear tyres with a maximum tread pattern depth of 8mm.
 - Not be fitted **with** leading-link front forks.

18.11.1 Engine Specifications - Solo

- 18.11.1.1 The engine must:
- Be a single cylinder,
 - Be **When four stroke be** 2- valve **with** push rod operation,

- Have a single spark plug,
- ~~Have a maximum capacity of 500cc ± 2% tolerance,~~
- Be vertical in the chassis,
- Be fitted with a round slide carburettor of 38mm maximum bore,
- ~~Not be fitted with a centre port cross flow cylinder head.~~
- Be a period two stroke compatible with class entered.**

18.11.2 Gearbox - Classic Long Track

- 18.11.2.1 The gearbox must have at least 2 gears.

18.11.3 Frames - Sidecars

- 18.11.3.1 Conventional type frames as used prior to 31st December 1976 must be used.

18.11.4 Engine Specifications - Sidecars

- 18.11.4.1 Engines must have been manufactured before 31st December 1976.

18.12 AUSTRALIAN CLASSIC MOTOCROSS AND DIRT TRACK CHAMPIONSHIPS

- 18.12.1.1 The Championships will be conducted as single meetings at a venue selected by the Classic Motocross and Dirt Track Commission.
- 18.12.1.2 Evolution class and Pre 85 may be run as part of the Australian Classic Motocross Championship or independently.

Thinking about Rule changes?

If you believe a rule should be changed or a new rule added, you can have your say by working through your Club to propose amendments and/or additions.

Proposals for changes can be sent to your SCB or direct to MA. Their addresses are at the front of this book.

The most successful applications are when the proposer includes the new wording for an existing rule, or where a new rule should sit in the structure of this book, and includes a rationale on why the rule should be changed or added.

There's a form to register your interest in rule changes on page 41.

**It's YOUR SPORT-
we welcome your input**