

# **CLASSIC MOTOCROSS & DIRT TRACK – ELEGIBILITY**

**AS DETAILED IN THE MOTORCYCLING AUSTRALIA 2006 MANUAL OF MOTORSPORT.**

## **15.1**

### **PROTECTIVE CLOTHING**

#### **15.1.1 Helmets, Clothing, Gloves and Footwear**

15.1.1.1 No competitor may practice, start or compete in any classic motocross competition unless wearing:

- a) An approved and correctly fitting helmet which must:
  - i) Carry the Standards Association of Australia "AS 1698" label; or
  - ii) Be approved under Rule 01.69 & 01.70 of the FIM Technical Rules
- b) Trousers of leather or synthetic material of similar durability. Trousers of other than leather must be non-combustible and be fitted with a non-removable lining
- c) A jersey which:
  - i) Must be of close knit fabric of natural or synthetic fibre
  - ii) Must be a snug fit and provide protection against abrasion to the body and arms
- d) Footwear which must:
  - i) Be of recognized motocross type **for motocross, and dirt track type for dirt track;**
  - ii) Be constructed of leather, plastic or similarly durable material
  - iii) Be of a length that must at least overlap the trousers with the rider in a racing position on the machine
- e) Gloves of leather or other material of similar or greater durability
- f) Goggles or visors as specified in rule 15.1.2
- g) 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

#### **15.1.2 Goggles and Visors**

15.1.2.1 Spectacles, protective goggles, helmet visors and tear-offs may be worn provided

- a) Eye protectors and spectacles are made of non-shattering material;
- b) Metal or Perspex face shields are not used
- c) Eye shades or peaks are of a flexible material

## **15.2**

### **ELIGIBILITY**

#### **15.2.1 Eligible Machines**

15.2.1.1 Only machines conforming to the following requirements will be acceptable.

15.2.1.2 Acceptable machines are those which can be proven to have been manufactured prior to 31 December 1959, 1964, 1969, 1974, 1977 or assembled from parts made before that date. The only exception to this rule is where the model remained unaltered after that date. It is inevitable that some machines first designed, developed, built and available to the public before the classes cut off dates were also available after that date. Allowance has been made to accommodate these machines as outlined in the tables for Machine Eligibility Guidelines.

15.2.1.3 The tables set out in this by-law lists the machines and components which the sub-committees and scrutineers may use as a guide in determining eligibility.

15.2.1.4 The onus of proof of eligibility rests with the owner and/or rider/entrant.

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## **15.2.2 Classes**

15.2.2.1 The following classes shall be recognized for Classic Motocross.

- a) Pre 1960: Solo All Powers
- b) Pre 1965: Solo 250
- c) Pre 1965: Solo 263 & over
- d) Pre 68 unit construction all powers 4 stroke (2 year trial 2006/2007)**
- e) Pre 68 pre unit construction all powers 4 stroke (2 year trial 2006/2007)**
- f) Pre 1970: Solo 250
- g) Pre 1970: Solo 263 & over
- h) Pre 1975: Solo 125
- i) Pre 1975: Solo 250
- j) Pre 1975: Solo 263 & over
- k) Pre 1975: Solo All Powers 4 stroke
- l) Pre 1975: Sidecar up to 650cc
- m) Pre 1975: Sidecar up to 1300cc
- n) Pre 1978: Solo 125
- o) Pre 1978: Solo 250
- p) Pre 1978: Solo 263 & over
- q) Slider class up to 250cc (Dirt track events only)
- r) Juniors Pre 75: Up to 125cc 2 stroke or up to 250cc 4 stroke.**

**Note that junior riders can only compete in the junior class, and not with senior riders.**

15.2.2.2 Pre 1960, Pre 1965, Pre 1970.

Should a class have insufficient entrants (10) then the entries will compete in the next later period and compete in that class.

e.g. Pre 1960 has less than 10 riders, the entrants will then combine with Pre 1965 and race as pre 65. Should that combined class still not have sufficient numbers then both the entrants in the pre 1960 and pre 1965 will combine with pre 1970 and race as that class. This rule applies equally to the pre 1965 250cc who will combine with pre 1970 250cc if there are insufficient numbers for a pre 1965 class.

## **15.2.3 Age Groups**

15.2.3.1 Age groups are:

- a) Under 30
- b) 30 – 39
- c) 40 – 49
- d) 50 plus
- e) 60 plus
- f) Juniors. (13 to under 16 yrs) – Note that Brisbane Motorcycle Club does not accept Juniors within our Club.

15.2.3.2 Age is determined as the date of the meeting or 1<sup>st</sup> round for series events.

15.2.3.3 Age group racing is relevant for all machines up to and including Pre 1975 class.

## **15.2.4 Machine Requirements**

15.2.4.1 General

- a) Number plates shall be either oval or rectangular and the following colours:
  - i. 125cc black background, white numbers
  - ii. 250cc green background, white numbers
  - iii. Over 263cc yellow background, black numbers
- b) Methanol is permitted
- c) Maximum engine capacity shall be 1300cc
- d) Number of gear ratios shall remain as per the original model specifications
- e) Exhaust may be modified but must generally follow original lines
- f) Self returning footrests must be fitted

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## **15.2.5 Class identification**

- 15.2.5.1 Letters will be used to identify the classes a machine is to compete in
- 15.2.5.2 The letter will be placed on the left side of all three race plates
- 15.2.5.3 The letter will be 50mm, and upper case
- 15.2.5.4 The letter will be the same colour as the race number
- 15.2.5.5 Identification letter per class will be:
- 15.2.5.6 Pre 1960 "A"
- 15.2.5.7 Pre 1965 "N"
- 15.2.5.8 Pre 1970 "H"
- 15.2.5.9 Pre 1975 "X"
- 15.2.5.10 Pre 1978 "Z"
- 15.2.5.11 Evolution "E"
- 15.2.5.12 **Pre 68 "F"**

## **15.2.6 Chassis**

- 15.2.6.1 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. 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.
- 15.2.6.2 No plastic or fiberglass is permitted for tanks, mudguards, seats and side panels within the pre 1960 class
- 15.2.6.3 Brakes:
  - a) As per the relevant period for the class in which the machine is to compete
  - b) Disc brakes as originally fitted by manufacturers (Rokon, Dalesman and Tyron/Wassel)
- 15.2.6.4 For the rear tyre, any modern motocross tyre may be used provided the width across the tread does not exceed:
  - a) 114mm (4.5") Pre 1960
  - b) 127mm (5") Pre 1965, Pre 1970, Pre 1975.
- 15.2.6.5 Lightweight alloy rims for the Pre 1960 class must be of the Borani pattern (mud catcher type)
- 15.2.6.6 Suspension
  - a) Front wheel travel shall be no more than 178mm (7").
  - b) Rear wheel travel must be no more than 102mm (4") measured at the axle.
  - c) 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").
  - d) Rear shock absorbers shall be in the original positions, using the original mounting points.
  - e) Remote reservoir rear shocks are not eligible, except where fitted as standard for that model.
  - f) Maximum travel by leading/trailing link 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
  - g) Maximum of 35mm front fork tubes only permitted except where originally fitted to that machine (exception Maico 36mm) only Maico and Honda CR125 (with 31mm tubes) AJS, Bultaco Matador and Hatta leading axle forks allowed.

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## **15.2.7 Modifications**

### 15.2.7.1 Engines

- a) Must remain externally unchanged.
- b) 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.
- c) 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.

### 15.2.7.2 Carburetors

- a) Any round slide carburetor of a type available pre-1975 may be used except the Pre-1960 class where Mk1 Amal Concentric or period carburetor may be used.
- b) Flat-slide carburetors are prohibited
- c) No reed-valves permitted on machines up to and including Pre 1970

### 15.2.7.3 Ignition

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

## **15.2.8 Tables of Machines and Components – Pre 1960**

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UK	
AJS/Matchless	All except G85CS and G851CS
Ariel	All four 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)
Frances Barnett	Up to Falcon 82
Greeves	Up to including Hawkstone SAS, 25SA, 24 and 20SAS and SCS
James	Up to Cotswold with AMC engine
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)
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
Vellocette	All

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PRE 1960 OTHER MACHINES	
ESO	4-stroke
FN	All
Gilera	Saturno Cross
Husqvarna	175cc 3-speed 2-stroke 500cc Albin-based 4-stroke
LITO	All BSA/LITO engines Some LITO/Albin engines
Sarolea	All
Japanese	All pre-1960

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## **15.2.9 1<sup>st</sup> January 1960 to 31<sup>st</sup> December 1964**

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UK	
AJS	All four strokes
Ariel	All
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)
DOT	All
DMW	All
Frances Barnett	All
Greeves	All 250cc alloy beam up to Mk3
James	All
Matchless	All
Norman	All
Norton	All except P11 and Commando
Royal Enfield	All
Sprite	All Villiers and Triumph engines
Sun	All
Tandon	All
Triumph	All except T 140, TSS, T150, T160 and BSA unit single derivatives
Velocette	All
Vincent	All

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PRE 1965 OTHER MACHINES	
Bultaco	Pre 1965 only
CZ	250cc Twin port models only
DKW	All pre-65
Enfield	All Enfield of India without modern attributes which contravene the general requirements
ESO	All 2-valve four strokes
FN	All
Gilera	Saturno Cross
Hedlund	All
Husqvarna	2-stroke: 250 bolt up frames only to 1967. Later American enduro frames are not acceptable. 4-stroke: All Alibi-based engines
Jawa	2-stroke: All except ISDT 4-stroke: All 2 valve
LITO	All
Maico	MC175
Maico 250	Pre 1965 only
Montesa	All pre-1965
Monark	All Albin-based engines Some early 2-strokes may be eligible
Moto Parilla	250cc 4-stroke engines
Puch	Some early 2-strokes may be eligible All 4-strokes
Sarolea	All pre 1965
Japanese	All pre 1965

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## **15.2.10 Specials – Table of Machines**

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Cheney	All Gold Star
Greeves	Triumph: all
Kyffin	DOT and Sapphire
MABSA	All
Metisse	Up to Mk3 only
Pulssant	4-strokes only
TRIBSA	All
Wasp	All
Cochise	All

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## **15.2.11 Table of Acceptable Components Pre 1965 Only**

The following parts, or replicas of, do not necessarily comply with the cut-off date, but offer no real technological advantage over components made before this date. Components must not exceed manufacturing date of 31/12/1969.

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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)

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## **15.2.12 Table of Machines – 1<sup>st</sup> January 1965 to 31<sup>st</sup> December 1969.**

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AJS	Stormer (all)
BSA	B44 up to & incl, B25, C15, Bantam
Bultaco	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 and 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 swinging arm DT1 & RT1 pre reed block
Zundapp	ISDT

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## **15.2.13 Table of Machines – 1<sup>st</sup> January 1970 to 31<sup>st</sup> December 1974**

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 CZ's
DKW	6 speed radial finned 125
Ducati	RT 450
Gemini	175 trail
Greeves	All models
Honda	CR125M, CR250M, XL250 KO, XL 350 KO, K1, all SL100, all SL125, all SL350, all XL100 KO, 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. 74GS & 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 counter shaft. 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 & 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
Zundapp	All 125 models

### **15.2.14 Pre 78 Classes and Eligibility**

- 15.2.14.1 The Pre 78 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
- 15.2.14.2 Pre 78 classes technical specifications. The following specifications apply to all motorcycles, regardless of the year of manufacture, that fall within the scope of the classes.

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- a) Regardless of original specification, no motorcycle may have more than 9 inches of suspension travel at the front and rear wheels
- b) No water-cooled motorcycles
- c) 35mm leading-axle Husqvarna and Betor forks are allowed, provided travel is limited to a maximum of 9 inches. Early 9-inch-travel Simons forks are allowed. Fox Factory Forks are prohibited

- d) 38mm is the maximum diameter of fork tube allowed  
Pre 78 125: Certain 125cc and smaller machines built up to and including the 1977 model year that made up the first generation long-travel, small bore motorcycles. Eligible machines include:

1975-77 Bultaco Pursang 125

1975-77 Can-Am TNT, Qualifier and MX 125, up to Mk3

1975-78 CZ 125

1975-77 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 Cappa 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

- Pre 78 250: Certain 126-250cc machines built up to & including the 1977 model year that made up the first generation long-travel motorcycles. Eligible machines include:

1975-77 Bultaco Pursang, Frontera, Alpina 250, to include the 1977 Mk10 Pursang

1975-77 Can-Am MX, TNT and Qualifier 175-250, up to MX3

1975-78 CZ250 Falta Replica

1975-77 Honda CR, MT, MR, XL 175-250

1975-76 Husqvarna CR, WR 250 and 1977 WR 250. 1977 Husqvarna CR/OR models are allowed, with fork travel limited to 9 inches.

1975-77 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 & Capra VR 250 V-75, VA & Enduro 250H (VB models see the Grand Prix classes)

1975-77 Ossa Phantom & Desert Phantom 250, up to GPIII model

1975-77 Penton-KTM 175-250. 1977 models must meet the Class suspension limits

1975-77 Suzuki RM, TM, PE 175 & 250

1975-77 Yamaha MX, YZ, DT, IT 175-250

- Pre 78 500: Certain 325-460cc two-stroke and up to 636cc four-stroke machines, built up to and including the 1977 model year, that make up the first generation long-travel motorcycles. Eligible motorcycles include:

1975-77 Bultaco Frontera, Alpina, Pursang 360-370

1975-78 CCM MX up to 636cc. No CCM four-valve heads are allowed. Wheel travel must comply with class requirements

1975-78 CZ 400 Falta Replica

1975-77 Honda XL 350, side- or centre-port engine

1975-76 Husqvarna CR, WR 360. 1977 WR 360 is allowed. 1977 Husqvarna CR & OR 390 models are allowed, with fork travel limited to 9 inches.

1975-77 Kawasaki KX 400-450

1974-77 Maico MC, AW 400-440. 1977 AW 400-440 must comply with the class suspension limits

1975-77 Montesa Cappa 360 VA

1975-77 Penton-KTM 400. 1977 models must meet the class suspension limits



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1975-77 Suzuki RM, TM, PE 370

1975-77 Yamaha YZ, MX, DT, IT 360 and 400

1975 78 Yamaha TT500, up to 500cc displacement, with allowable overbore

Motorcycles in all of the Pre 78 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, Halma-Aberg and many others. Regardless of the manufacturer, all motorcycles must meet the class technical specifications for wheel travel and suspension components.

## **15.2.15 Eligibility - Sidecars**

At this point in time Brisbane Motorcycle Club does not run sidecars classes

## **15.2.16 Evolution Class**

15.2.16.1 Evolution class shall be run as a national championship and can be independent of other classic motocross classes

## **15.2.17 Rules of the class**

15.2.17.1 Bike will be OEM. Modifications converting later equipment to comply will not be allowed. All components will be of the period the machine was manufactured.

a) No linkage suspension

b) No Disc brakes

c) Air cooled motors

15.2.17.2 Capacities

a) Solo 125cc

b) Solo 250cc

c) Solo 263cc and over

15.2.17.3 No age group classes will be run

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## **15.3.1 Eligibility**

- 15.3.1.1 The tables set out in rule 14.2 for classic motocross
- a) Apply to classic dirt track as if they were set out in this rule
  - b) List the machines and components which the sub-committees and scrutineers may use as a guide in determining eligibility under this rule
- 15.3.1.2 The capacity classes for classic machines are:

### **Solo**

125cc	Up to 125cc
250cc	Over 125 & up to 250cc
500cc	MX Frame over 250cc & up to 500cc
500cc Slider	Slider frame over 250cc & up to 500cc
Unlimited	Over 500cc – any frame

### **Sidecar**

650cc	Up to 600cc 4 cylinder and up to 650cc single or twin cylinder
Unlimited	Machines which are ineligible for the 650cc class

## **15.3.2 Classic Engine Types**

- 15.3.2.1 500cc Machines must have been manufactured before 31<sup>st</sup> December 1974 provided that any machine so manufactured is fitted with either ESO, JAWA, or JAP Speedway type 2-valve push-rod engines. Engines manufactured after that date, which are visually identical with engines manufactured before that date are also eligible
- 15.3.2.2 Slider type machines must be fitted with either
- a) A two stroke engine
  - b) A single cylinder, four stroke, two valve, push rod engine
  - c) A twin cylinder, four stroke, two valve, push rod engine
- 15.3.2.3 Solo
- a) Machines must be fitted with at least one working brake
  - b) Motocross type machines must have
    - i. Twin rear shock absorbers
    - ii. Conventional swing arms mounted in their original positions
- 15.3.2.4 Sidecar
- a) Sidecar outfits may be of any period of construction