

- b) The leading edge of a sidecar machine crosses the line indicating the front of that machine's grid position before the starting signal is given.

15.21.7 Minimoto – False Starts

15.21.7.1 Upon recommendation of the Clerk of Course, a board showing "Stop & Go" as well as the riding number will be shown at the finish area to the rider who made the false start.

15.21.7.2 The rider making the false start must:

- a) Go to the designated "Stop & Go" penalty zone,
- b) Bring their machine to a stop (the engine must not be turned off),
- c) Remain stationary for a full 5 seconds.

15.21.7.3 The rider may then re-join the race.

15.21.7.4 This procedure is under the strict control of the designated Marshals.

- a) If a rider fails to stop after being shown the Stop & Go board 3 times, the rider will be black flagged,
- b) If more than 1 rider is to be penalised, the riders will be signaled on subsequent laps.
- c) Where the Marshals have been unable to carry out the "Stop & Go" procedure before the end of the race, the rider will incur a time penalty of 15 seconds.

15.21.8 Road Racing - Stopping and Re-running

15.21.8.1 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 1 or more of the other competitors in the event,

may declare the event void and order a re-run.

15.21.8.2 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.

15.21.8.3 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.

15.21.8.4 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, or
 - v) Had been lapped during the course of the stopped event,

may not participate.

15.21.8.5 Where the Steward or Clerk of Course has stopped a race due to danger, the following will apply:

- a) If no more than 2 laps of the stopped race were completed:
 - i) The stopped race will be declared null and void,
 - ii) The race may be re-run,
 - iii) The re-run race will be for the full race distance,
 - iv) The original grid positions will be used,
 - v) The place of any machine unable to take part in the re-run race will be left vacant,
 - vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer.
- b) If more than 2 laps, but less than 75% of the race distance, have been completed:
 - i) The race may be re-started, but only once,
 - ii) The restart must occur no more than 30 minutes after the race has been stopped,
 - iii) The re-started race distance will

- be equal to the balance of the stopped race distance,
- iv) Positions on the grid for the re-started race will be determined by the order of competitors at the finish line of the last full lap of the stopped race,
- v) Only competitors who have completed at least 75% of the laps completed by the leading competitor at the time of stopping will be permitted to participate in the re-started race,
- vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer,
- vii) The stopped race and any re-run will be deemed to be parts of the 1 race,
- viii) The winner will be the competitor having the highest number of laps at the finish,
- ix) Where 2 or more competitors complete the same number of laps, the winning order will be determined by the time taken by each to complete those laps,
- x) If at least 75% of the scheduled race distance is completed, full points will be awarded,
- xi) If less than 75% of the scheduled race distance is completed, half points will be awarded.

15.21.9 Road Racing - Refueling

- 15.21.9.1 During refueling, each machine must be stationary with the engine stopped.
- 15.21.9.2 Refueling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.
- 15.21.9.3 While refueling is being undertaken in pit lane, 1 pit crew member must:
 - a) Be designated to attend to any fire which may occur,
 - b) Stand near the machine and overhead tower (if used),
 - c) Have a minimum 9kg fire extinguisher suitable for extinguishing inflammable liquid fires ready to operate.

15.20.10 Road Racing - Refueling Devices

- 15.20.10.1 When the SR allow for refueling in pit lane during an event, the Scrutineer of the meeting, or their nominee, prior to that event must specifically approve the refueling equipment. The inspection procedure will be detailed in SR.
- 15.21.10.2 Refueling may only be carried out by the use of either:
 - a) An overhead tower, or
 - b) A refueling churn.
- 15.21.10.3 Overhead tower refueling systems must comply with the following:
 - a) Fuel to be stored in a single container no more than 2 metres above pit lane,
 - b) The container must not exceed 40 litres in capacity and must have a closed top,
 - c) A filler cap must be fitted,
 - d) A breather pipe not exceeding 70mm inside diameter must be fitted,
 - e) The container may have a conical bottom, with the overall height of the container and cone not exceeding 800mm,
 - f) A flexible hose not exceeding 40mm inside diameter and 2 metres in length must be fitted to the bottom of the container and equipped with a "dead man" shut-off valve,
 - g) The container may be fitted with tubing of not more than 120mm in length and inside diameter of 25mm beyond the shut off valve,
 - h) The container must be mounted on a self supporting tower and must not be held by or attached to any person,
 - i) Cistern type fuel cocks are not permitted.
- 15.21.10.4 The overhead tower, including reservoir and delivery hose must:
 - a) Remain behind the pit wall, or
 - b) Be contained entirely within the pit garage.
- 15.21.10.5 Delivery hoses may be moved into the pit lane from pit garages a maximum of 3 minutes prior to any pit stop and must be held by the relevant attendant at all times while in pit lane.
- 15.21.10.6 Refueling churns must comply with the following:

- a) A maximum capacity of 40 litres,
 - b) Be designed to prevent fuel spillage regardless of the angle at which the churn is oriented,
 - c) May have a conical bottom, with the overall height of the churn and cone not exceeding 800mm,
 - d) Be fitted with a single flexible delivery hose with minimum flexibility between the churn and the fuel cock.
- 15.21.10.7 All churns and associated equipment must;
- a) Remain behind the pit wall, or
 - b) Be contained entirely within the pit garage.
- 15.21.10.8 Churns may be moved into the pit lane from pit garages a maximum of 3 minutes prior to any pit stop and must be held by the relevant attendant at all times while in pit lane.
- 15.21.10.9 Any refueling in pit lane or paddock area not utilising the above procedures must:
- a) Be undertaken with the machine either totally within a pit garage, or
 - b) In an area of the paddock specifically designated for the purpose of refueling.

15.21.11 Scoring

15.21.11.1 The results for each competitor in each event will be determined by the allocation to that competitor of points in accordance with the following table:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	20	12	9
3	18	13	8
4	17	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

- 15.21.11.2 If a tie on points occurs for any position in an event which is conducted over more than 1 race, the tying competitor who has the higher finishing position in the final race of the event will be awarded the position.
- 15.21.11.3 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.

15.22 AUSTRALIAN SUPERBIKE CHAMPIONSHIP

15.22.1 Australian Superbike Championship - Allocation of Numbers

15.22.1.1 In each class, riding numbers from 1 to 10 will be allocated to riders in the order they finished the previous year's series.

15.22.2 Australian Superbike Championship -Starting

15.22.2.1 Each event:

- a) Must use a clutch start,
- b) Must be preceded by a sighting lap and a warm-up lap.

15.22.2.2 Any competitor who does not complete the warm-up lap must start the event from Pit Lane.

15.22.2.3 Pole position will be on the side of the track opposite to the direction taken by the track in the first corner after the start.

15.22.3 Australian Superbike Championship - Restriction on Tyres

15.22.3.1 In ASC Superbike events, where there is a restriction on the number of tyres used, hand cut slicks will be deemed to be slicks.

15.22.4 Australian Superbike Championship - Points and Ties

15.22.4.1 The competitor who obtains pole position will receive 1 additional point in the Championship.

15.22.4.2 In the event of a tie, the competitor with the greatest number of highest placings will be awarded 1 additional point.

15.22.4.3 Where a tie still exists, the competitor with the highest placing in the round, which is that competitor's lowest scoring event in the series, will be awarded 1 additional point.

15.22.5 Australian Superbike Championship - Race Distances

15.22.5.1 The race distances will be according to the Series SR.

15.22.6 Australian Superbike Championship -Scrutineering

15.22.6.1 Machines must be delivered to an area nominated by the series Scrutineer at the conclusion of each series race and qualifying session.

15.22.6.2 Machines may not be removed from that area without the permission of the series Scrutineer



16

HISTORIC ROAD RACING

AN OVERVIEW

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, which 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.

16.1 PROTECTIVE CLOTHING – HISTORIC ROAD RACING

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

16.1.1 Helmet

16.1.1.1 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].

16.1.2 Clothing

16.1.2.1 A 1-piece suit or jacket and trousers constructed of leather or other material of similar or greater durability.

- a) Where jackets or 1-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.

16.1.2.2 A commercially manufactured back protector.

16.1.3 Footwear

16.1.3.1 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.

16.1.3.2 Sidecar rider and passengers may wear ankle length boots.

16.1.4 Gloves

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

16.1.4.2 Gloves need not be worn by passengers on sidecars.

16.1.5 Goggles and Visors

16.1.5.1 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) 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.

16.1.6 Hair and Jewellery

- 16.1.6.1 Hair longer than shoulder length must be confined in the helmet or jacket.
- 16.1.6.2 Body jewellery is to be removed or securely covered with tape prior to competition.

16.1.7 Footwear in pits

- 16.1.7.1 No person may wear open footwear in the pit lane.

16.2 CATEGORIES & CLASSES- HISTORIC ROAD RACING

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

PERIOD	NAME	DATE RANGES
Period 1	Veteran	Up to 31 st December 1919.
Period 2	Vintage	1 st January 1920 to 31 st December 1945.
Period 3	Classic	1 st January 1946 to 31 st December 1962.
Period 4	Post Classic	1 st January 1963 to 31 st December 1972.
Period 5	Forgotten Era	1 st January 1973 to 31 st December 1980.

16.2.1 Classes

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

CLASS		CAPACITY
Ultra lightweight	Solo	Up to 125cc
Lightweight	Solo	132cc to 250cc
Junior	Solo	263cc to 350cc
Senior	Solo	368cc to 500cc
Unlimited	Solo	526cc to 1300cc
Sidecar	Sidecar	Up to 1300cc
Period 2 Junior	Solo	Up to 350cc
Period 2 Unlimited	Solo	368cc to 1300cc
Period 3 Formula 700	Solo	526cc to 700cc
Period 4 Formula 750	Solo	526cc to 750cc

16.2.2 Log Books

- 16.2.2.1 Log books are mandatory for Historic Road Racing competitions.
- 16.2.2.2 Log books must:
- Be produced by the entrant at Scrutineering,
 - Be available for presentation at any other time during the race meeting,
 - Contain provision for Scrutineers to record any alterations or changes to machine.

- 16.2.2.3 Bona-fide international competitors riding machines from countries other than Australia may compete without a log book providing prior approval is granted by MA, and the machine complies with a safety inspection.

- 16.2.2.4 With the exception of machines covered by GCR 16.2.2.3, machines that do not hold a log book cannot compete.

- 16.2.2.5 Log book application forms are available from MA, the MA website www.ma.org.au, or from SCBs.

- 16.2.2.6 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.

16.3 NOISE EMISSIONS-HISTORIC ROAD RACING

- 16.3.1 Noise emissions must not exceed 102dB(A) unless a lower limit is provided for in the SR or by the circuit hire agreement**

- 16.3.2 Measurement as shown at GCR 12.10.2**

- 16.3.3 The FIM guidelines for use of sound level meters must be followed**

16.4 ELIGIBILITY - HISTORIC ROAD RACING

- 16.4.0.1 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.

- 16.4.0.2 Entrants must enter their motorcycles at historic meetings quoting the year of manufacture.

- 16.4.0.3 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.

- 16.4.0.4 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.

- 16.4.0.5 For the purpose of these rules "Year of manufacture" is defined as the year in which:**

- For a road based bike 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.
- 16.4.0.6 The dating of replicated major components is defined as the year of manufacture of the original component being replicated.
- 16.4.0.7 Major components are:
 - a) All engine and gearbox external castings,
 - b) Frames,
 - c) Swingarms,
 - d) Brakes,
 - e) Forks and fork yokes,
 - f) Carburettors.
- 16.4.0.8 All other components shall be considered as minor components.
- 16.4.0.9 Major components that were manufactured outside a specific period, but which are visually indistinguishable from period components shall be eligible for that period.
- 16.4.3.0.10 Modifications to major components are allowed, providing such modifications are visually indistinguishable from modifications proven to have been used in the period.
- 16.4.0.11 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.
- 16.4.0.12 Minor components may be modified or updated, provided that they remain visually compatible with the period being depicted.
- 16.4.0.13 Components manufactured outside the period are eligible, if permitted under these Rules.
- 16.4.0.14 Fairings, streamlinings and cosmetic components must be based on patterns known and used in the period.
- 16.4.0.15 Worm drive hose clamps on oil lines are permitted.
- 16.4.0.16 All machines, whether standard or modified, must comply with the specifications of the period.
- 16.4.0.17 Everything that is not authorised and prescribed for use under these Rules is strictly forbidden.

16.4.1 Modification

- 16.4.1.1 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, and
 - h) Registration plate and label holder.
- 16.4.1.2 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.

16.4.2 Capacities

- 16.4.2.1 Engine capacity must not exceed 1300cc.

16.4.3 Noise Control

- 16.4.3.1 All exhaust systems must be fitted with a effective silencer.

16.4.4 Engine Cut Out Switch

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

- 16.4.4.2 **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. Worm drive hose clips may be used.**

- 16.4.4.3 **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

- 16.4.4.4 **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.**

- 16.4.4.5 **The only liquid coolant permitted is water. No additives allowed.**

- 16.4.4.6 **A self closing throttle must be fitted.**

16.5 REQUIREMENTS- HISTORIC ROAD RACING - SOLO

16.5.1 Periods 1 and 2

- 16.5.1.1 At least 1 efficient braking system and a primary drive guard if so driven;

- 16.5.1.2 **Round or Oval** number plates.
 16.5.1.3 Unless otherwise contained in the machine's original specifications wheel rim widths must not exceed WM3.

16.5.2 Period 3

- 16.5.2.1 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.
 16.5.2.2 Oval number plates.
 16.5.2.3 Front and Rear Brakes:
 a) Manufactured in the period, or
 b) Which replicate those manufactured in the period.

16.5.3 Period 4

- 16.5.3.1 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.
 16.5.3.2 Oval or rectangular number plates.
 16.5.3.3 Reed valves and crank case induction on 2-stroke engines, but only if the engine of original manufacture was so fitted

16.5.4 Period 5

- 16.5.4.1 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 4.5" (114 mm) rear.
 16.5.4.2 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.
 16.5.4.3 Rectangular number plates.
 16.5.4.4 Front and rear brakes:

- a) Manufactured in the period, or
 b) Which replicate those manufactured in the period.

16.6 PROHIBITED USES - HISTORIC ROAD RACING - SOLO

16.6.1 For all periods except period 5:

- 16.6.1.1 Slick or grooved slick tyres.
 16.6.1.2 Shock absorbers with remote or external reservoirs.

16.6.2 Periods 1 and 2

- 16.6.2.1 Reed valves on 2-strokes.
 16.6.2.2 Gear boxes with more than 4 speeds.
 16.6.2.3 Hydraulic & telescopic steering dampers.

16.6.3 Period 3

- 16.6.3.1 Direct crankcase induction other than rotary disc valve on 2-strokes.
 16.6.3.2 Reed valves on 2-strokes.
 16.6.3.3 Non-motorcycle engines and transmissions.
 16.6.3.4 Disc brakes.

16.6.4 Period 4

- 16.6.4.1 Accessory air assisted front forks.
 16.6.4.2 Electronic fuel injection.
 16.6.4.3 **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.**
 16.6.4.4 Mono-shock rear ends.
 16.6.4.5 The following machines or their major components:
 a) Kawasaki 900Z1,
 b) Yamaha TZ,
 c) Yamaha RD,
 16.6.4.6 Mag wheels (Cast metal wheels).
 16.6.4.7 Rear disc brakes, unless originally factory fitted.

16.6.5 Period 5

- 16.6.5.1 Floating front and rear discs unless:
 a) Manufactured in the period, or
 b) Which replicate those manufactured in the period.
 16.6.5.2 The following machines or their major and minor components:
 i) Suzuki Katana,
 ii) Suzuki RG500 MkVI,
 iii) Yamaha TZ250H.

- 16.6.5.3 Unless contained in the machine's original specifications, all anti-dive devices and external fork damping.
- 16.6.5.4 Replica fork sliders, calipers and anti-dive must be visually indistinguishable from factory original.
- 16.6.5.5 Electronic fuel injection.
- 16.6.5.6 The use of carbon fibre and Kevlar materials, and other materials presented as having the appearance of carbon fibre**

16.7 PERMITTED USES - HISTORIC ROAD RACING - SOLO

16.7.1 Periods 1 and 2

- 16.7.1.1 Methanol Fuel.
- 16.7.1.2 Amal GP, Monobloc and MK1 concentric to 35mm (1 3/8 inch).
- 16.7.1.3 All period carburettors.

16.7.2 Period 3

- 16.7.2.1 Methanol Fuel.
- 16.7.2.2 The following carburettors:
 - a) All non-period Amal carburettors up to 38mm, or
 - b) Dellorto SS1 and Dellorto concentric non-pumper carburettors up to 38mm,
 - c) Keihin CR & PW round bore series carburettors up to a nominal 30mm.
- 16.7.2.3 Diaphragm clutches, tooth belt drives and electronic ignition, provided they are concealed from view.
- 16.7.2.4 Triumph 8- and 9-stud cylinder heads.
- 16.7.2.5 Reinforced gearbox castings.

16.7.3 Period 4

- 16.7.3.1 Mechanical fuel injection.
- 16.7.3.2 Methanol Fuel.
- 16.7.3.3 Keihin CR Special round slide carburettors up to 33mm bore size.
- 16.7.3.4 Lockheed 4-fin brake calipers.

16.7.4 Period 5

- 16.7.4.1 The following machines or their major components:
 - a) Kawasaki 900Z1,
 - b) Yamaha TZ,
 - c) Yamaha RD and LC.
- 16.7.4.2 Spoked and mag-type (Cast metal) wheels.

- 16.7.4.3 Slick type racing tyres, cut slicks and racing wets.

16.8 REQUIREMENTS - HISTORIC ROAD RACING - SIDECARS & CYCLECARS

- 16.8.0.1 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,

16.8.0.2 Left Hand & Right Hand sidecars may compete against each other in Historic Road Racing.

16.8.1 Period 1&2

- 16.8.1.1 At least 1 efficient braking system and a primary drive guard if so driven.

16.8.1.2 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.

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

- 16.8.1.4 Oval number plates.

16.8.2 Period 3

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

16.8.2.2 Wheel rim diameters of at least:

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

16.8.2.3 Wheel rim widths of no more than:

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

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

- 16.8.2.5 Oval or rectangular number plates.

16.8.2.6 Front and rear Brakes:

- a) Manufactured in the period,
- b) Which replicate those manufactured in the period,
- c) Sidecar wheel brake prohibited,
- d) Linking of brakes is prohibited,
- e) Front brakes are to be hand controlled and rear brakes are to be

foot controlled.

16.8.3 Period 4

- 16.8.3.1 Wheel rim diameters of be at least 10" (254mm).
- 16.8.3.2 Wheel rim widths of no more than 6" (153mm).
- 16.8.3.3 Moulded tread type tyres.
- 16.8.3.4 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.
- 16.8.3.5 Front exit sidecar chassis configuration only.
- 16.8.3.6 Oval or rectangular number plates.

16.8.4 Period 5

- 16.8.4.1 Wheel rim diameters to be no greater 13" (330mm).
- 16.8.4.2 Wheel rim widths to be no greater than:
 - a) Front 7" (178mm),
 - b) Rear 9" (229mm),
 - c) Sidecar 8" (203mm).
- 16.8.4.3 Rectangular number plates.
- 16.8.4.4 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.
- 16.8.4.5 Front and/or rear sidecar exit configuration.
- 16.8.4.6 Steering / front forks:
 - a) Leading or trailing forks, with front wheel equally supported on both

sides,

- b) A cycle car with 2 forward wheels that was manufactured in the period or is an exact replica of those manufactured in the period.
- 16.8.4.7 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.

16.8.4.8 Methanol Fuel

16.9 PROHIBITED USES - HISTORIC ROAD RACING -SIDECARS & CYCLECARS

16.9.1 Period 3

- 16.9.1.1 Sidecar kneelers.
- 16.9.1.2 Non-motorcycle engines and transmissions, except where originally fitted.
- 16.9.1.3 Disc brakes.

16.9.2 Period 4

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

16.9.2.2 Electronic fuel injection.

16.9.2.3 Power jet carburettors.

16.9.3 Period 5

16.9.3.1 Methanol fuels.

- 16.9.3.2 Liquid cooled 4-stroke motorcycle engines.
- 16.9.3.3 Rear engine sidecars.
- 16.9.3.4 Steerable sidecar wheels.
- 16.9.3.5 Monocoque construction.
- 16.9.3.6 Banking sidecars.
- 16.9.3.7 Electronic fuel injection.
- 16.9.3.8 Floating front discs unless:
 - a) Manufactured during the period; or
 - b) Which replicate those manufactured during the period.
- 16.9.3.9 The following machines or their major and minor components:
 - a) Suzuki Katana,
 - b) Suzuki RG500 MKVI,
 - c) Yamaha TZ250H.
- 16.9.3.10 Unless contained in the machines original specifications, all anti dive devices and

external fork damping.

- 16.9.3.11 Replica fork sliders, calipers and anti dive must be visually indistinguishable from factory original.

16.10 PERMITTED USES - HISTORIC ROAD RACING - SIDECARS & CYCLECARS

16.10.1 Period 3

16.10.1.1 Methanol fuels.

16.10.1.2 The following carburettors:

- a) All Amal carburettors up to 38mm,
- b) Dellorto SSI and Dellorto concentric non-pumper carburettors up to 38mm,
- c) Keihin CR & PW round bore series carburettors up to a nominal 30mm,
- d) All period carburettors.

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

16.10.1.4 Triumph 8- and 9-stud cylinder heads.

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

16.10.1.6 Reinforced gearbox castings.

16.10.2 Period 4

16.10.2.1 Methanol fuels.

16.10.2.2 Mechanical fuel injection.

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

16.10.2.4 Hydraulic brake master cylinders of cylindrical appearance.

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

16.10.2.6 Lockheed 4-fin brake calipers.

16.10.3 Period 5

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

16.10.3.2 Motorcycle engines that were manufactured in the period.

16.10.3.3 Methanol Fuel

16.11 FUEL- HISTORIC ROAD RACING

16.11.0.1 Fuel for historic Road Racing must be:

- a) Methanol (with the exception of Period 5 **solo machines**), or,
- b) Unleaded that is no more than 98RON,
- 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".

16.11.0.2 Leaded fuel, providing that:

- a) The fuel is purchased from suppliers approved by Environment Australia,
- b) The fuel purchase is logged in a Leaded Fuel Passbook issued by Environment Australia through MA.

16.12 AUSTRALIAN HISTORIC ROAD RACING CHAMPIONSHIPS

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

- a) 10 or more bona-fide entries for all solo classes.
- b) 6 or more bona-fide entries for sidecar classes.

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

- a) A current MA National or National 1 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.

16.12.1 Format

16.12.1.1 The Australian Historic Road Race Championship will be conducted as a single meeting at a venue selected by the Historic Road Race Commission.

16.12.1.2 The Australian Championship shall consist of no more than 2 races per period per class.

16.12.1.3 Race distances will be determined by the Historic Road Race Commission, in consultation with the Promoter.

16.12.2 Log Books

16.12.2.1 Machines entered in the Australian Historic Road Race Championships must have a log book issued by MA, or be covered by GCR 16.2.2.3.

16.12.2.2 Log book application forms are available on www.ma.org.au or from SCBs.

16.12.2.3 Log book applications may not be processed if lodged within 6 weeks of the Championship.