

## CHAPTER 25

### 25 ROAD RACING - POST CLASSIC

#### 25-1 Introduction:

There shall be three groups of Post Class road racing machines:

- (A) Pre 72 which shall consist of machines manufactured after January 1<sup>st</sup> 1963 and before October 30<sup>th</sup> 1972.
- (B) Pre 82 which will consist of racing machines manufactured after the closing date of the Period 1972 class and before December 31<sup>st</sup> 1982.
- (C) Pre 89 which will consist of racing machines manufactured after the closing date of the period 1982 class and before December 31<sup>st</sup> 1989.
  - (a) These rules are intended to ensure a high standard of authenticity and presentation of the representative periods.
  - (b) All machines must comply with the safety and technical requirements as detailed under chapters 8 & 10 of the MNZ manual.
  - (c) Later versions of the same models released (but not updated) eg Honda 750 K1-K6 may be acceptable as eligible for Pre 72 when competing in a racing class.
  - (d) Pre 72 cut off date is to exclude the following motorcycles; Kawasaki Z1 900, Yamaha TZ and RD from this class.
  - (e) Pre 82 specifically excludes the following: Honda VF750F interceptor, Yamaha RZ (all models) Suzuki GSX 1135, GSXR all models GPZ 900 all models Yamaha FJ 1100, Ducati F1 all models Suzuki RG 250, 400, 500 Gamma road bikes.

#### 25-2 Eligibility and general requirements

##### 25-2-1 Eligibility

The eligibility and dating of post classic motorcycles shall be considered in terms of the major components. The group into which a post classic machine is classed will be determined by the age of the newest component.

##### 25-2-2 Major Components

Major components are: Frame (including Swingarm), Engine and Gearbox castings, carburetors, Brakes (excluding front and rear master cylinders which are open) and forks. These are to be manufactured between Jan 1<sup>st</sup> 1963 and December 31<sup>st</sup> 1989. Major components manufactured in any country shall be acceptable. The onus of proof of eligibility shall rest wholly upon the rider or entrant of the machine.

Modifications to major components are allowed, providing that such modifications are visually indistinguishable from modifications proven to have been used during this period. The onus of proof rests with the entrant or rider of the machine.

##### 25-2-3 Replica Parts and Materials

Replica parts, major or otherwise, may be used in any proportion, provided that they are true and faithful copies of the original components made to original dimensions from the materials originally specified. In the event of originally specified materials being unobtainable, then materials used must be near to those originally specified.

Carbon Fibre and Kevlar components, major or not, are prohibited in pre 72 and pre 82. APE and MTC and similar *big block* after-market engine blocks are prohibited. Carbon Fibre, Kevlar and composite materials shall be permitted in Pre 89. Accurate replicas of period equipment that is still manufactured are permitted. Remember that the onus of proof for a period part is on the rider. Any doubt may result in a protest regarding eligibility.

- 25-2-4 Fuel Induction  
Please see individual classes for fuel induction details.
- 25-2-5 Ignition Systems  
Electronic ignition systems shall be permitted.
- 25-2-6 Fairing  
Fairing and streamlining is permitted if they are of the type and style in keeping with the period of competition.
- 25-2-7 Modifications  
Any modifications made to racing machines must be of the type and style in keeping with the period portrayed in these rules.
- 25-3 Pre 72 Class Specifications
  - 25-3-1 Suspension & Brakes  
Air assisted front forks, mono shock rear suspension, and rear disk brakes, unless fitted as original equipment are prohibited. Front disks must be period, and are limited to 300mm maximum diameter with a maximum of 2-pistons per calliper unless fitted as original equipment to the bike in question.
  - 25-3-2 Wheel Design  
Wheel design must be of the wire spoke type. Wheel rims, unless fitted as original equipment, shall be 18" minimum diameter, maximum width of 2.5".
  - 25-3-3 Tyres  
Slick, or grooved slick tyres are prohibited.
  - 25-3-4 Shocks  
Shock absorbers with remote or external reservoirs are prohibited.
  - 25-3-5 Fuel  
Fuel: Open, refer to Rule 10-17-3
  - 25-3-6 Fuel Induction  
Fuel induction must be by way of period style carburetor of slide or diaphragm type.

All carburetors are to be of square or round slide type, except for Gardner flat slide carburetors. All flat side carburetors are otherwise banned. (Onus of proof is on competitor rider or entrant of the machine).  
Turbo and supercharging shall not be allowed.

25-4 Pre 82 Class Specifications

25-4-1 Exceptions

Water cooled engines and mono shock rear suspensions, unless fitted as original equipment, are prohibited.

25-4-2 Wheels

Wheel designs shall be of the wire spoke or alloy construction. Wheel rims, unless fitted as original equipment, shall be 17" minimum diameter. Maximum width shall be 3.5" front and 5.00" rear.

25-4-3 Tyres

Tyres, open

25-4-4 Forks

Upside down forks are prohibited. Forks must be period items. Internal spring and valving modifications are permitted.

25-4-5 Fuel

4 Strokes ~ open refer to rule 10-17-3

2 Strokes ~ petrol only refer to rule 10-17-1

25-4-6 Brakes

Front and rear brakes must be manufactured in the period, or faithful replicas. Floating disk carriers are banned unless fitted as original equipment to the bike concerned. Maximum disk diameter is 300mm and maximum number of pistons per caliper is 2, unless fitted as original equipment to the bike concerned (Onus of proof is on rider or entrant of the machine).

Exceptions: Rear disc is open, but must not exceed 300mm diameter. Wave discs are banned. Master cylinders (front and rear) are open, but no direct pull or "radial" front master cylinders.

25-4-7 Fuel Induction

Fuel induction must be by way of period style carburetor of slide or diaphragm except where fuel injection was fitted as standard (eg GPz 1100 Kawasaki). Except for period style EI, Lectron and Gardner Flat Slide carburetors, all carburetors are to be of square or round slide type only. All other flat side carburetors are specifically banned, unless fitted to the specific bike during the period. (Onus of proof is on competitor rider or entrant of the machine).

Turbo and supercharging shall not be allowed unless where fitted equipment (eg Honda CX500, Yamaha XI650 Turbo or Kawasaki ZIR Turbocharged). Where fitted as original

equipment to the motorcycle in question, turbocharger or supercharger unit, waste gate and intake manifold only as per manufacturers original specifications.

25-5 Pre 89 Class Specifications

25-5-1 Exceptions

Carbon Fibre and composite wheels are specifically prohibited, unless used on the specific bike in the period. (Onus of proof is on competitor rider or entrant of the machine).

Carbon Fibre frames and swing-arms are specifically prohibited unless used on the specific bike in the period (eg: Plastic Fantastic). Onus of proof is on competitor rider or entrant of the machine.

25-5-2 Wheels

Front wheel shall have a maximum width of 3.5" and minimum diameter of 16".

Rear wheel shall have a maximum width of 5.5" and minimum diameter of 16".

Wheels can be cast or spoke type.

Magnesium wheels are permitted. Carbon fibre wheels are banned.

25-5-3 Tyres

Open

25-5-4 Forks

Upside down forks are prohibited unless originally fitted to the bike model in the period. Forks must be period items. Internal spring and valving modifications are permitted.

White Power and Ohlins had very limited supplies of USD forks available to special teams on their works or works issue motorcycles. These specific forks may be used if originally fitted to the bike in question (eg 888 Corsa Superbike). The onus of proof is on the rider.

25-5-5 Fuel

4 Strokes ~ Open refer to rule 10-17-3

2 Strokes ~ Open refer to rule 10-17-1

25-5-6 Brakes

Front and rear brakes must be manufactured in the period, or faithful replicas.

Maximum disk diameter is 320mm and maximum number of pistons per caliper is 4, unless fitted as original equipment to the bike concerned (Onus of proof is on rider or entrant of the machine).

6 pot calipers are banned unless fitted to machine as original equipment.

Rear disc is open, but must not exceed 300mm diameter.

Wave discs are banned. Carbon discs are banned.

Front and rear master cylinders are open, but no direct pull or "radial" front master cylinders.

25-5-7 Fuel Induction

Fuel induction must be by way of period style carburetor of slide diaphragm, except where fuel injection was fitted as standard (eg GPz1100 Kawasaki).

Flat side carburetors are permitted, but must be period or replica period items. (Onus of proof is on competitor rider or entrant of the machine).

Turbo and supercharging shall not be allowed unless where original fitted equipment (eg Honda CX500, Yamaha XI650 Turbo or Kawasaki ZIR Turbocharged). Where fitted as original equipment to the motorcycle in question, turbocharger or supercharger unit, waste gate and intake manifold only as per manufacturers original specifications.

25-6 Junior Road Racing – Post Classics (pre 72, Pre 82 and Pre 89)

Post Class Classes acceptable for Junior road racing are:

Up to 250cc 4 Stroke

Up to 125cc 2 Stroke

All junior competitors in Road Race events are to wear a high visibility vels over their leathers for the first 10 events at which they compete. Proof of these events will be from entries in their log book.

25-7 Post Classic Classes

Post Classic Racing Classes			
Class	Pre 89	Pre 82	Pre 72
Ultra lightweight	0-125cc 2 & 4 Stroke	0-125cc 2 & 4 Stroke	0-125cc 2 & 4 Stroke
Lightweight	126-250cc 2 & 4 Stroke	126-250cc 2 & 4 Stroke	126-250cc 2 & 4 Stroke
Junior	251-430cc 2,3,4 cyl 2 Stroke Up to 600cc 4 Stroke	251 – 430cc 2,3,4 cyl 2 Stroke Up to 600cc 4 Stroke	251-500cc 2 & 4 Stroke
Senior	431 – 1300cc 2+ cyl 2 Stroke 601-1300cc single cylinder 2 stroke 601-1300cc 4 Stroke	431-1300cc 2+ cyl 2 Stroke. 601-1300cc single cylinder 2 Stroke 601-1300cc 4 Stroke	501 -1300cc 2 & 4 Stroke