

# MOTOR CYCLE UNION OF IRELAND

## Standing Regulations for Pre 1973 Classic Racing Machines (Revised to 18<sup>th</sup> March 2009)

- CATEGORIES.** A machine is categorised by the first year of manufacture, i.e. the chassis is the machine. Should the engine and/or proprietary parts post date the chassis, the age of the machine shall be determined by the engine and/or proprietary parts. Proprietary parts shall mean the brakes, engine, frame, gearbox, front and rear suspension units and wheels. The parts must be of a design that was manufactured and available within the relevant classic period.

The categories shall be as follows:

- British and European four stroke machines up to and including 31<sup>st</sup> December 1972.
- Japanese four stroke machines with no more than two cylinders up to and including 31<sup>st</sup> December 1968.
- Japanese two stroke machines up to and including 31<sup>st</sup> December 1967.
- British and European two stroke machines up to and including 31<sup>st</sup> December 1968.

- CLASSES**

- 250cc (up to 250cc)
- 350cc (263-350cc)
- 500cc (368-500cc)
- 1000cc (526-1000cc)

To facilitate rebore, capacity may be enlarged within the following limitations:

- 250cc - by a maximum of 5%
- 350cc - by a maximum of 5%
- 500cc - by a maximum of 5%
- 1000cc - by a maximum of 5%

- ENGINE.** Internal modifications will be permitted at the discretion of the owner. However, the external design of the engine may not be changed unless a similar modification was carried in the period for which the machine is eligible under Rule 1.
- IGNITION.** Any ignition system may be used.
- CARBURETTORS.** The carburettor(s) may be changed.
- BELT DRIVES.** The use of belt drives is permitted.
- FUEL.** As per MCUI rules.
- TWIN OR MULTI CYLINDER TWO STROKE MACHINES.** All twin or multi cylinder two stroke powered machines above the swept volume of 250cc will be deemed ineligible for classic racing after 1<sup>st</sup> January 1993.

For all twin or multi cylinder two stroke powered machines up to, and including the swept volume of 250cc:

- Carburettors and inlet choke dimensions must not exceed a maximum of 30mm.
- The external appearance of the engine parts/castings must remain as per the manufacturer's specification.

- NORTON COMMANDO ENGINE.** The 850cc Norton engine will, as a special dispensation, be accepted as a continuation of the 750cc Commando model.
- WHEELS.** The wheels must be of wire spoke construction.
- WHEEL RIM SIZES.** The maximum rim sizes allowed on Classic race machines up to, and including, 500cc shall be WM3; over 501cc and up to 1000cc shall be WM4.
- TYRES.** Slicks or hand-cut slicks are not permitted.
- TANKS/SEATS/FAIRINGS.** These shall be of a style and pattern in use within the period specified for the category of machine as mentioned in Rule 1.
- 'K' MODEL HONDAS.** All 'K' model Honda machines manufactured after the 31<sup>st</sup> December 1968 will be accepted as a continuation run of the 'K' model.  
  
Front forks and/or front wheel can be changed but the exchange units must be of a type available in the period pre-dating 31<sup>st</sup> December 1968. Any change of frame must be of a design and type manufactured in the period up to, and including, the 31<sup>st</sup> December 1968 cut off date.
- NO RACING WITH OTHER CLASSES.** Pre 1973 Classic machines must not be run in the same race at the same time as other classes of machines.
- REGISTRATION OF MACHINES.** All machines must be registered with, and approved by, the M.C.U.I. which shall issue a Certificate of Registration in respect of each machine registered

Riders of Classic machines taking part in a Classic race will have to produce their machine registration card in conjunction with their competition licence and medical certificate when signing on.