

STANDING REGULATIONS FOR PRE 1973 CLASSIC RACING MACHINES

1. CATEGORIES.

A machine is categorized 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:

- (a) British and European four stroke machines up to and including 31st December 1972.
- (b) Japanese four stroke machines with no more than two cylinders up to and including 31st December 1968.
- (c) Japanese two stroke machines up to and including 31st December 1967.
- (d) British and European two stroke machines up to and including 31st December 1968. (Special ICC March 2009)

2. CLASSES

- (a) 250cc (up to 250cc)
- (b) 350cc (263-350cc)
- (c) 500cc (368-500cc)
- (d) 1000cc (526-1000cc)

To facilitate re-bores, 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%

3. 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. (Special ICC March 2009)

4. IGNITION. Any ignition system may be used. (Special ICC March 2009)

5. CARBURETTORS. The carburetor(s) may be changed. (Special ICC March 2009)

6. BELT DRIVES. The use of belt drives is permitted. (Special ICC March 2009)

7. FUEL. As per MCUI rules. (Special ICC March 2009)

8. 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 1st January 1993.

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

(a) Carburettors and inlet choke dimensions must not exceed a maximum of 30mm.

(b) The external appearance of the engine parts/castings must remain as per the manufacturer's specification.

9. NORTON COMMANDO ENGINE.

The 850cc Norton Commando engine will, as a special dispensation, be accepted as a continuation of the 750cc Commando model.

(Special ICC March 2009)

10. WHEELS. The wheels must be of wire spoke construction. (Special ICC March 2009)

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11. 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. (Special ICC March 2009)

12. TYRES. Slicks or hand-cut slicks are not permitted. (Special ICC March 2009)

13. 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. (Special ICC March 2009)

14. 'K' MODEL HONDAS

All 'K' model Honda machines manufactured after the 31st 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 31st December 1968. Any change of frame must be of a design and type manufactured in the period up to, and including, the 31st December 1968 cut-off date. (Special ICC March 2009)

15. NO RACING WITH OTHER MACHINES.

Pre 1973 Classic machines must not be run in the same race at the same time as other classes of machines.

(Special ICC March 2009)

16. 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. (Special ICC March 2009)

17. BELLY PAN

All four stroke Classic machines must be fitted with a belly pan. (ICC 6th December 2014)

18. Additional machines to be included within Classic Pre-73 "Unlimited" class.

(A) To include the following 4-cylinder Honda machines:

CB750/4 CB500/4 cylinder (and CB550/4 as continuation of model)

CB350/4 cylinder (and CB400/4 as continuation of model)

(B) All machines to be single overhead cam only

(C) No slipper clutch allowed

(D) Frame must be of a type and model used within appropriate period for the model
and must maintain the manufacturer's original dimensions and shape.

(E) Brakes -- Must be of a period design

(F) Wheels – As per section 11

(G) Tyres - -As per section 12

(H) Ignition - As per section 4

(I) carburetor's: Must be of a period Pre-73 design.

(J) Suspension: Front forks to be of period look telescopic design

Maximum stanchion diameter 35mm No External reservoir on rear shocks.

(K) Exhaust Systems: Exhaust can be 4 into 4 /4 into 2 or 4 into 1

Must not exceed 105dB when measured

(L) Oil containment as per Section 17

Machines must display Unlimited class number plates - -White Background Black Numbers

Machines Must be registered as per MCUI GCR's

In the event of class oversubscribed, grid to be filled using appropriate individual class qualifying
time

Other Machines to be included in classic unlimited class will include period replica and

original models of multi cylinder exotica Pre-1973 Grand Prix racing machines such as the

following: MV500/4, MV 500/3, Paton500 twin, Benelli 500/4, Benelli 350/4, Benelli 250/4, Gilera 500/4
(ICC Dec 2018)