

1. **Introduction:**

There shall be four groups of Post Classic Racing machines:

- a) Period 72 (P72) which shall consist of machines manufactured after January 1st 1963 and before October 30th 1972.
- b) Period 82 (P82) which will consist of machines manufactured after the closing date of the Period 1972 class and before December 31st 1982.
- c) Period 89 (P89) which will consist of machines manufactured after the closing date of the period 1982 class and before December 31st 1989.
- d) Period 95 (P95) which will consist of machines manufactured after the closing date of the period 1989 class and before December 31st 1995.
 - i. These rules are intended to ensure a high standard of authenticity and presentation of the representative periods.
 - ii. All machines must comply with the safety and technical requirements as detailed under chapters 8 & the Technical Appendix of the MNZ manual.
 - iii. Later versions of the same models released (but not updated) e.g. Honda 750 K1-K6 may be acceptable as eligible for Period 72 (P72) when competing in a racing class.
 - iv. Period 72 (P72) cut-off date is to exclude the following motorcycles; Kawasaki Z1 900, Yamaha TZ and RD from this class.
 - v. Period 82 (P82) 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.

2. **Eligibility and general requirements:**

2a **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.

2b **Major Components:**

Major components are: Frame (including Swingarm), Engine and Gearbox castings, carburettors, Brakes (excluding front and rear master cylinders which are open) and forks. These are to be manufactured between Jan 1st 1963 and December 31st 1995. 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.

2c **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 Period 72 (P72) and Period 82 (P82). APE and MTC and similar big block after-market engine blocks are prohibited.

Carbon Fibre, Kevlar and composite materials shall be permitted in Period 95 (P95). 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.

2d **Fuel Induction:**

Please see individual classes for fuel induction details.

2e **Ignition Systems:**

Electronic ignition systems shall be permitted.

2f **Fairing:**

Fairing and streamlining is permitted if they are of the type and style in keeping with the period of competition.

2g Modifications:

Any modifications made to racing machines must be of the type and style in keeping with the period portrayed in these rules.

Period 72 (P72) Class Specifications:

3a 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.

3b 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".

3c Tyres:

Slick, or grooved slick tyres are prohibited.

3d Shocks:

Shock absorbers with remote or external reservoirs are prohibited.

3e Fuel:

Fuel: refer to Technical Appendix.

3f Fuel Induction:

Fuel induction must be by way of period style carburettor of slide or diaphragm type.

All carburettors are to be of square or round slide type, except for Gardner flat slide carburettors. All flat side carburettors are otherwise banned. (Onus of proof is on competitor rider or entrant of the machine).

Turbo and supercharging shall not be allowed.

3g Slipper or back torque limiting clutches are banned unless fitted as original equipment on the actual motorcycle being raced. Onus of proof is on the competitor.

Period 82 (P82) Class Specifications:

Exceptions:

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

4a 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.

4b Tyres:

Open.

4c Forks:

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

4d Fuel:

Refer to Technical Appendix and Appendix D.

4e Brakes:

Front and rear brakes must be manufactured in the period or be faithful replicas of the style and materials of those manufactured in the period.

Maximum disk diameter is 320mm, the maximum number of pistons per calliper is two, unless fitted as original equipment to the specific model of bike concerned. (Note: onus of proof is on rider or entrant of the machine).

Floating disks are permitted; however the disk carrier or "centre" must be of a style faithful to those manufactured in the period. (e.g. RG 500 "Star" pattern) Rear disk is open, but not exceed 300mm diameter.

Master cylinders (front and rear) are open.

Wave disks, their carriers and "direct pull" or "radial" master cylinders are specifically banned.

4g Fuel Induction:

Fuel induction must be by way of period style carburettor of slide or diaphragm except where fuel injection was

fitted as standard (e.g. GPz 1100 Kawasaki). Except for period style El, 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 (e.g. 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.

4h Slipper or back torque limiting clutches are banned unless fitted as original equipment on the actual motorcycle being raced. Onus of proof is on the competitor.

5.0 **Period 89 (P89) Class Specifications:**

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 (e.g.: Plastic Fantastic). Onus of proof is on competitor rider or entrant of the machine.

5a 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.

5b Tyres:

Open.

5c 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 (e.g. 888 Corsa Superbike). The onus of proof is on the rider.

5d Fuel:

Refer to Technical Appendix.

5e 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 calliper is 4, unless fitted as original equipment to the bike concerned (Onus of proof is on rider or entrant of the machine).

6 pot callipers 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.

5g Fuel Induction:

Fuel induction must be by way of period style carburettor of slide diaphragm, except where fuel injection was fitted as standard (e.g. 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 (e.g. 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.

6. Pre 95 Class Specifications:

Pre 95 is intended to replicate the classes that prevailed during the "Superbike Era" with the addition of open capacity production based machines with limited performance improvements. Superbike, Formula 2 & Formula 3 remain as per the rules of the period.

The Open class is to encourage the introduction of larger capacity production based stock machines with minor enhancements limited to Fairings, 'Suspension, Exhaust Pipe, Ignition, Cylinder Head Porting, Wheels &

Carburation, all other components must remain as OEM standard.

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 (e.g.: Plastic Fantastic). Onus of proof is on competitor rider or entrant of the machine.

6b Wheels:

Front wheel shall have a maximum width of 3.5" and minimum diameter of 16". Rear wheel shall have a maximum width of 6.0" and minimum diameter of 16". Wheels can be cast or spoke type.

Magnesium wheels are permitted. Carbon fibre wheels are banned.

6c Tyres

Open.

6d Forks:

Forks including, OEM, and 3rd Party USD style Ohlin's, White Power, Showa, Kayaba etc. must be period items. Internal spring and valving modifications are permitted. The onus of proof is on the rider.

6e Fuel:

Refer to Technical Appendix and Appendix D.

6f Brakes:

Front and rear brakes must be manufactured in the period, or faithful replicas. Maximum disc diameter is 320mm and maximum number of pistons per calliper is 4, unless fitted as original equipment to the bike concerned (onus of proof is on rider or entrant of the machine).

6 pot callipers are banned unless fitted to machine as original equipment. Rear disc is open, but must not exceed 300mm diameter.

Wave & Carbon discs are banned. Braided Brake lines are permitted.

Front and rear master cylinders are open. Radial master cylinders are permitted.

6.g Fuel Induction:

Fuel induction must be by way of period style carburettor or slide diaphragm, except where fuel injection was fitted as standard (e.g. Ducati 888, 916).

Flat side carburettors 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 is not permitted.

6h Junior Road Racing: Post Classics (Period 72 (P72), Period 82 (P82) and Period 89 (P89))

Post Classic 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 vest over their leathers for the first 10 events at which they compete.

Proof of these events will be from entries in their log book.

6j Post Classic Classes:

Class	Period 82 (P82)	Period 72 (P72)
Ultra Lightweight	0-125cc 2 & 4 Stroke	0-125cc 2 & 4 Stroke
Lightweight	126cc-250cc 2 & 4 Stroke	126cc-250cc 2 & 4 Stroke
Junior	251cc - 430cc 2, 3, 4 cyl 2 Stroke Up to 600cc 4 Stroke	251cc-500cc 2 & 4 Stroke
	431cc-1300cc 2+ cyl 2 Stroke	
Senior	601cc-1300cc single cylinder 2 Stroke 601cc-1300cc 4 Stroke	501cc -1300cc 2 & 4 Stroke

Class	Period 89 (P89)
Formula One	431cc-1300cc multi cylinder 2 Stroke 601cc-1300cc single cylinder 2 stroke 601cc-1300cc multi cylinder 4 stroke
Formula Two Grand Prix 250 2 Stroke	231cc-430cc multi cylinder 2 stroke 401cc-600cc 4 cylinder 4 stroke Up to 750cc, 2 valve per cylinder air cooled twins
Formula Three	125cc-400cc multi cylinder 4 stroke Unlimited single cylinder 4 stroke Up to 600cc single cylinder 2 stroke Up to 250cc production based 2 stroke Up to 500cc twin cylinder 4 stroke
Class	Pre 95
Formula One	751cc – unlimited 4 stroke multi cylinder machines 1001cc – unlimited 2 cylinder machines 501cc – unlimited 2 stroke machines 251cc – unlimited GP race machines
Superbike	601cc – 751cc multi cylinder 4 stroke machines 751cc – 1000cc 2 cylinder 4 stroke machines 401cc – 500cc 2 stroke machines (non GP)
Formula Two	451cc – 600cc multi cylinder 4 stroke machines 501cc – 750cc 2 cylinder 4 stroke machines 251cc – 400cc two stroke machines (non GP) 126cc – 250cc GP race machinery
Formula Three	0 – 450cc multi cylinder 4 stroke machines 0 – 500cc 2 cylinder 4 stroke machines Unlimited single cylinder 4 stroke machines 0 – 250cc 2 stroke machines (non GP) 0 – 251cc GP race machines