

1. ELIGIBLE MACHINES 4-6 cylinder 4-stroke machines 600cc-1010cc built before 1st January 1994 or until equivalent production ceased.

2 cylinder 4-stroke machines 600cc-1200cc built before 1st January 1994 or until equivalent production ceased.

2 stroke unlimited cc built before 1st January 1994 or until equivalent production ceased.

Plus the following models that were basically unchanged from that period until they ceased production.

Ducati 888

Honda RC30

Honda RS250 until end 1993

Honda CBR900 until end of 1995

Kawasaki ZXR750 up to end 1995

Suzuki GSXR up to end 1995

Yamaha OWO1

Yamaha YZF750R and SP until end of production

Yamaha TZ up to end 1993

GP machines(e.g. YZR500, RG500, TZ750) up to end 1993

'Specials' from in period accepted on a case by case specific basis, to be approved by technical committee.

Year eligibility to be assessed annually, by appointed committee.

All motorcycles must comply in every respect with all requirements for Road Racing as specified in the MCUI regulations.

2. ENGINE Engine modification, including increase in capacity, is free within the general regulations but excludes the use of later engines and crank cases than the dates for the allowable machines.

3. MINIMUM WEIGHTS Minimum weights are free

4. NUMBER PLATE COLOURS Front and side number colours are: - White Backgrounds with Black Numbers. As per M.C.U.I Regulations

5. CARBURATION INSTRUMENTS Carburation instruments are free within the constraints of equipment freely available within the up to 1994 period.

6. FUEL Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

7. FRAME BODY AND REAR SUBFRAME For all machines, the engine and frame must be from period and regulation eligible machines. Fairings and seat units should be visually appropriate for the period, the engine and frame must be from period and regulation eligible machines.

8. FRONT FORKS Front fork as available to end of 1999. A steering damper may be added but may not act as a steering lock device.

9. REAR FORK (Swing Arm) The rear fork unit may be modified within the limits of period availability for the model.

10. REAR SUSPENSION UNITS Rear suspension units, including all linkages and mounting points, are free.

11. WHEELS Wheels are free, provided they remain within the minimum size range for the machine capacity as listed in the current M.C.U.I Regulations

12. BRAKES Brakes as available up to 1st January 2001, but no carbon or ceramic units or radial callipers are permitted. **13. TYRES** Tyres may be treaded or slick. The use of tyre warmers is allowed.

14. WIRING HARNESS The wiring harness is free.

15. IGNITION / ENGINE CONTROL SYSTEM (CDI/IGNITOR) In principal the ignition control system is free, but may not contain any traction control or launch control functions not associated with the machine periods as listed above. Power Commanders and the like are permitted for altering fuelling etc.

16. OTHER NON-PERIOD MODIFICATIONS There are numerous non-period modifications made to certain types of racing machinery, some of which are safety related and others which are performance related. In principal any safety related modification will be permitted, whereas performance related modifications not listed above will not be permitted. This does not include tuning of barrels, porting, polishing or changing any component in line with what was considered acceptable 'in period'. Data acquisition sensors other than for road speed are not permitted. Any disputes in this area will be adjudicated upon by the M.C.U.I Technical Stewards.

17. REAR SAFETY LIGHT All motorcycles must have a functioning red light mounted at the rear of the seat to be used during wet practice/races or in low visibility conditions as declared by the Clerk of the Course. 1. the lighting direction must be parallel to the centre line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the centre line of the motorcycle. 2. it must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle. 3. the power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 3-5W (led). 4. the light must be able to be switched on and off.

18. HANDLEBAR LEVER PROTECTION All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle

19. ENGINE PROTECTION. All lateral covers/engine cases containing oil on, 4 stroke machines, and which could come in contact with the ground during a crash, must be protected by a second cover made from composite materials, aluminum or steel plates and/or bars are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Where secondary covers are not commercially available, Engine case guards in the form of strengthened engine side covers may be installed. The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed.

THE FOLLOWING ITEMS MUST BE REMOVED FROM ALL MACHINES: Headlamp, rear lamp and turn signal indicators. Rear view mirrors. Horn. License plate bracket. Tool box. Helmet hooks and luggage carrier hooks. Passenger foot rests. Passenger grab rails. Safety bars, centre and side stands (fixed frame brackets may remain)