



Classic Rule Book

AMCA RULES INDEX

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NOTES TO RIDERS

- A. The rules of competition are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules directed or related to safety are promulgated to make all persons concerned with safety, but the AMCA neither warrants safety if the rules are followed nor compliance with any enforcement of the rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of facilities and conditions, and must assume the risk of competition.
- B. Riders and Eligibility: Special Note: The AMCA does not test the skill of individual participants in AMCA - sanctioned events, nor does the Association licence competitors or judge riders competence. Participants are solely responsible for their safety.
- C. Licence Card: The Licence card is a competition Licence but does not imply that its bearer has been trained, tested or certified to have achieved any level of competence in the operation of his/her motorcycle.
- D. General Equipment Standards: Equipment used in sanctioned competition must meet the standards as specifically provided for in this rule book. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components and materials, and/or fabricate the same so that the motorcycle components will perform in competition with safety.
- E. Responsibility: Participants are solely responsible for the condition of their machines and personal riding equipment. Officials do have the authority to prevent the use of any machines or equipment which they do not think is satisfactory.
- F. Competition Clothing: It is the sole responsibility of the rider to select a helmet and apparel which will provide appropriate protection. The AMCA does not endorse or certify any manufacturers or products. The rider must rely on his/her own judgement in the selection of any helmet and apparel for durability and safety. Certain British Standards for helmets are laid down in the rules and must be complied with.
- G. Meetings: Special Note: Riders are solely responsible for their safety at AMCA sanctioned meetings and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of track Officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate in the event.

MACHINE SPOT CHECKS

At any time during a meeting, the AMCA Stewards may pick out two bikes at random and record the engine and frame numbers on the Stewards Reports, together with name and licence number of the owners/riders (name and address for non-licence holders). Three

bikes will also be noise tested, they will be chosen from practice at random and recorded on the Stewards Reports. This will be forwarded to the AMCA Office for further checking.

CODE OF CONDUCT AND GUIDE TO RIDERS

1. On arrival at a venue for an event, expect to pay for anyone with you who is not covered by the free pass sent to you. Don't abuse the Gate Officials, they are only helping the Organisers.
2. Parking - If directed to a specific place, please co-operate. Again don't abuse the Marshals who have been instructed to park the vehicles in a certain way.
3. Hang a litter bag on your vehicle to encourage people with you not to drop litter. Remember someone has to pick all the litter up afterwards, otherwise the venue could be lost.
4. Walk the course before practice, watch, as most courses deteriorate through the day. Do not stand between the ropes, behind a single rope or in a prohibited area, if you do you are liable to be disciplined.
5. Always ensure that you do not ride your bike anywhere except on the track and in authorised areas at walking pace to and from the track.
6. Ensure all numbers are clean, including Bib numbers, each time you go out on to the track.
7. If you should fall off, get your machine off the track or to the side of the track as quickly as possible.
8. Do not presume you can wash off your machine in the paddock, some Clubs will not allow this or only in certain areas.
9. After the meeting, check round your vehicle for litter and take it home with you.
10. If you have enjoyed the day out why not say so to one of the Organisers. Riders we have many, good Organisers we have few.
11. **ILLEGAL PRACTICE** - - Any rider who uses an AMCA track for practice without the consent of the Club responsible for that track shall, without exception, be disciplined as seen fit by the Club responsible for the upkeep of that venue. Permission from the Club does not mean that AMCA Insurance is in place, only events issued with AMCA Authorisations are covered.
12. **PRACTICE - PRIOR TO AN EVENT** practising at a track prior to an event is not allowed without the written consent of the organising Club.

Please remember at some venues there are local restrictions which sometimes prevent overnight camping. At some circuits dogs are not allowed, even on leads.

Fires or barbecues should not be lit without the consent of the organising Club.

If you wish to comment on an event, remember there are regular group meetings to discuss events and anyone is able to attend.

RIDERS CONDUCT

RIDERS CONDUCT RIDERS ARE RESPONSIBLE FOR THOSE WHO ATTEND EVENTS WITH THEM. If any person conducts themselves in a manner which is not acceptable to the AMCA, or any of its affiliated Clubs, and it is not possible to discipline the persons involved, then the rider will be held responsible and may be disciplined. If dealing with someone under the age of 18 years the parent/guardian must be in attendance, if the organising club/group has an appointed Child Protection Officer, they should also be invited to attend.

Any penalty imposed on under 16 year old riders, must be alternative to marshalling duties.

Penalties:

- a) Warnings - Should never be public but ensure 3 of 4 officials are present,
- b) Time/points penalties - Time/points penalty affecting the rider's results.
- c) Withdrawal of Championship points - Affecting the riders championship position.
- d) Disqualification - The maximum period a rider can be banned for at an event is 2 events. During this period the rider or the Officials involved may request a "hearing" (see below) which should be conducted by an Appeals Committee.
- e) Suspension of AMCA Licence - For specified periods of time. i.e. 2 weeks ban for 3 months.
- f) Exclusion - Withdrawal of AMCA Licence

Riders should be aware that instant suspension from an event can be made for the following offences, cases can be referred to groups, motocross or appeals committees to impose higher penalties:

1. Any act which is of a violent, threatening or abusive nature to any official, rider, passenger or any other person.
Note! Any hearing called as the result of any act of violence will be referred to a hearing committee which will be held at the AMCA Office.
2. Any rider involved in behaviour that is likely to bring the sport, the name of the Association and its Clubs into disrepute. i.e. bad language, dropping of litter, standing in prohibited areas
3. The carrying of extra passengers on machines in run off areas.
4. Competing or attempting to compete in any AMCA authorized event without the proper paperwork being completed.
5. The use of Power Washers in areas not allowed by the organising Club.
6. Riders and passengers not wearing helmets when machines are ridden.
7. Gaining admission without paying for non-ticket carrying spectators.
8. Parking of vehicles in areas not allowed and this includes camping overnight without prior permission.

9. The digging of holes for camping purposes and the use of equipment for leveling up of vehicles i.e. stakes for putting under wheels is not allowed.
10. All race personnel, officials, riders, mechanics, photographers or anyone associated with riders must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Besides affecting the safety of the event, any such use is inconsistent with the concept of good sportsmanship and is detrimental to the sport.
11. Failure to stop when flagged by a marshal or official. A competitor failing to stop when flagged by a marshal or officials renders himself/herself to suspension for the remainder of the meeting. This will also apply to practice. See SR-6

Note: Any decision to ban a rider on the day of the event to be taken by the Clerk of the Course and 2 Stewards.

NOTE! Any person found to be guilty of an act of violence –

- a) minimum period of suspension of AMCA licence recommended 6 months.
Maximum period of suspension will depend upon the severity of the offence
- b) any person who is not a licence holder and not connected to a licence holder would be excluded from attending AMCA events indefinitely
- c) an AMCA licence holder will be considered responsible to any person who attends events with them, and will be disciplined as well as action taken against the offender

CLUB HEARINGS

Clubs are able to arrange disciplinary hearings and any person required to attend must be given written notice of the hearing and informed that any witnesses they may wish to attend will be able to do so. A written statement will be acceptable. Anyone not attending may be dealt with in their absence providing every opportunity has been made for the person(s) to attend. At a hearing a selected panel will hear the evidence and witnesses to the incident will only be allowed into the hearing one at a time.

APPEALS TO THE MOTOCROSS OR APPEALS COMMITTEE

Any person or club who is disciplined by a club hearing and feels the hearing was not fair or that the penalty was too harsh, may appeal to the AMCA Motocross/Appeals Committee in writing including a deposit of £50. Hearings to this committee are not automatic, they will only be granted if the reasons for the appeal are considered valid. Any decisions by either the Appeals Committee or the Motocross Committee will be final and binding. At all disciplinary hearings, any persons having a connection, either financial or as a relation, to any person having a hearing should declare that interest. Appeals against 'automatic' bans may be heard by an AMCA appointed committee rather than a 'home' group committee. Appeals are not automatic and will only be granted if the reasons are valid.

SUSPENSION OF MEMBERSHIP

Disciplinary Action - For any rider who is stopped from riding for a limited period, he/she must marshal (or observe at Trials) at AMCA events and he/she must ensure that an Official of the organising Club witnesses this and that the Stewards include confirmation on their reports. An offender must carry out the duties themselves and should arrange with the organising Club(s) beforehand.

Marshalling at a riders own Club event will not count.

If the rider is under the age of 16 years alternative duties may be found.

SCRAMBLES AND MOTOCROSS REGULATIONS

1 CLASSIC RIDERS

This is the name given to riders of machines such as Pre 65, Pre 74 and Twinshocks. It applies to Trials and Scrambles riders and while it is mainly for riders of British machines, some Classic Clubs do cater for the early foreign bikes. Classic Clubs are separate from the modern Clubs and anyone wishing to ride in Classic scrambles has to register (licence) with the Association, but only needs to join one Classic Club. A rider who competes in both scrambles and trials will be covered by Personal Accident Insurance as long as they have paid the scrambles insurance premium (which is the higher premium).

2 COMPETITION LICENCE APPLICANTS

All applicants for registration will send two passport pictures, one must be included in the registration which the holder should take to all AMCA events and the other for AMCA records. Members who return the previous registration when renewing their registration need not send any photos providing the registration contains an up to date photo of the applicant and the AMCA has a similar photo in the records. All licences are renewable on May 1st.

3 ELIGIBILITY TO COMPETE IN EVENTS

Any person wishing to compete must first join an AMCA Club from whom a competition licence may then be obtained. Minimum age limit is 16 (14 for Sidecar Passengers) years, at some event riders under the age of 18 may not be allowed to compete. For guests etc, see Rule 6 on One Day Licences.

4 ENTRY FEES

Determined by individual Clubs.

5 ONE DAY LICENCES

One Day Licences will be available on the day of an event at a cost of **£10**. Applications may be made to the Secretary of the Meeting.

At all events, riders under the age of 18 years must have a parent/guardian, present throughout the meeting who will take responsibility for them. No rider under the age of 14 years old will be allowed to ride. NOTE: Some Clubs may impose a higher minimum age, if they wish.

6 RIDERS WHO COMPETE IN BOTH MODERN MOTOCROSS AND CLASSIC SCRAMBLES EVENTS

A rider who is registered with the AMCA for modern motocross can ride in Classic events. Classic riders who wish to ride in modern motocross events should join an AMCA modern Club and would have to pay the additional licence fee cost of a Motocross Licence.

7 SCRAMBLES

Scramble riders should register with the Association and will be issued with a racing number, which can be retained providing the licence is applied for by the end of June

8 ENTRIES

Entries for the Classic events are dealt with by the organising Club and include insurance. In the case of non AMCA riders, the fee will include insurance.

Clubs send the entry forms to the AMCA Office before each event and after each event signing on sheets along with completed declaration.

All Entry Forms will be available for download from the AMCA website. If riders wish to receive copies of the entry forms by post please indicate on the licence form and include payment.

9 LATE ENTRIES (ON THE DAY) LICENCE HOLDERS ONLY

At the discretion of the organising Clubs.

CLOTHING

COMPETITION APPAREL

It is the sole responsibility of the rider to select a helmet and apparel which will provide appropriate protection. The AMCA does not endorse or certify any manufacturers or products. The rider must rely on his own judgement in the selection of any helmet and apparel for durability and safety. Certain British Standards for helmets are laid down in the Rules and must be complied with.

10 HELMETS

Helmets must conform to the British Standard Institution BS6658-A, BS6658-B. or UN ECE Regulation 22 ECE22-05. Snell Memorial Foundation Snell M95 or M2000 (individual approval only). These are the only standards that are acceptable. Non fibre glass helmets must NOT have racing stickers on, and riders must not paint or deface non fibre glass helmets with stickers or adhesive labels or tape. No additional holes to be drilled other than those provided in the manufacture of the helmet i.e. for face masks etc. Helmets with detachable fins are allowed. BS6658 type A. Helmets must be worn at all times whilst the machine is being ridden, including in 'run off' areas.

11 SHIRTS

The use of open necked button up the front shirts is prohibited and the purpose made jerseys are recommended. Must be long sleeves.

12 GLOVES

All Solo and Sidecar riders must wear gloves. This does not apply to Sidecar passengers.

13 BREACHED, BARBOUR TROUSERS AND LEATHERS

Purpose made must be used.

14 BOOTS FOR RIDERS, SOLO AND SIDECAR

Purpose made boots are recommended which should be knee length, i.e. minimum of 14 inches (35.56cm) from heel to the top of the boot. The use of rubber boots is strictly forbidden.

15 OUTER CLOTHING

Outer clothing must be of period appearance.

EQUIPMENT OF MACHINES

16 PRE RACE INSPECTION (PRI)

Each machine and rider must pass (PRI) before going onto the track, machines must be fitted with a silencer. The size and position of the three racing number plates, which must be clearly visible when the rider is sitting on the machine. Twist grips have to have self-closing throttles, that shall return and be secure. Clutch and front brake levers must be of ball end lever type. Cut outs to be operative. Folding footrests and chain guard where fitted as standard must be in position.

Each machine to be marked with a clear identity mark, after it has been checked and the riders have "signed on", but only if the rider is happy to do so.

Riders Helmets, clothing and boots to be looked at as riders go to the start line for the first practice.

This is not a mechanical safety check. The mechanical safety of the machine is the riders own responsibility.

17 IDENTIFICATION

Each machine to be marked with a clear identity mark after PRI and after the rider has 'signed' on, but only if the rider is happy to do so.

18 EQUIPMENT OF MACHINES

Competition machines must be equipped with two efficient brakes, one to each wheel of the motorcycle. One brake must be foot operated and must lend itself to immediate application with the riders foot on the foot rest or foot board.

Machines must be equipped with a multi-speed gearbox, clutch and front brake levers must be of the ball end type. Primary chains must be fully enclosed.

Throttles must be shut off, so that the machine stops when the throttle is released. All machines must be fitted with an effective kill button.

19 STROKES OF MACHINES

The stroke of an engine is to be marked on the machine. This is the distance, which the piston travels when the machine is running. This information should be available from handbooks, which give the machine specification or from the dealer who sold the machine.

20 PREPARATION OF MACHINES

Any lights, registration plates and prop stands must be removed Standard rules now recognised by all AMCA Classic Clubs.

21 MACHINE ELIGIBILITY RULES

Incorporating the Pre-68 and Pre-74 Class and Sidecars.

22 GENERAL

22.1 The specifications are divided into four parts, general requirements, acceptable machines originating from the UK, acceptable machines originating from Europe and Specials. Machines eligible for the Pre-60 class have also been identified separately. Components or machines from Japan are not acceptable in the Pre-60, Pre-65 and Pre-68 solo classes.

22.2 Japanese four-stroke engines are permitted in the sidecar class.

22.3 A number of proprietary parts and components from later machines have become an acceptable part of the current Pre-65 scene. These are identified in table 6.

23 GENERAL REQUIREMENTS

23.1 Only machines conforming to the general requirements will be acceptable. The general requirements have precedence over the list tables in the event of conflicting standards.

24 DATE OF MANUFACTURE

24.1 Acceptable solo machines for the Pre 65 class are ones which can be proven to be 1965 models or older, or assembled from parts from that period. The exception to this rule is where the design is still current.

24.2 Acceptable solo machines for the Pre-68 class are ones which can be proved to be 1968 models or older, or assembled from parts from that period. The exception to this rule is where the design is still current.

24.3 Acceptable solo machines for the Pre 74 class are ones which can be proven to be 1973 models or older, or assembled from parts from that period. The exception to this rule is where the design is still current.

24.4 Acceptable sidecar machines are those which can be proved to be 1974 models or older, or in the case of 4 – stroke machines, 1984 models or older or assembled from parts available in those periods.

25 MODIFICATIONS

25.1 Modifications will be limited to those that do not significantly alter the external appearance of the major components of the machine. Internal modifications to increase durability or performance of machines are allowed. Modifications forced by the inability to obtain replacements for high usage rate consumable parts are allowed.

25.2 Amal Mk1 Concentric carburettors, (or earlier) may be fitted to Pre-65 and Pre-68 class machines. DelOrto PHBE carburettors are also permitted to Pre-65 and Pre-68 class machines.

25.3 Any carburettors may be used on Pre-74 class machines, supplementary regulations will be allowed to state the fact that Mikuni carburettors would not be allowed on any machine that entered their events.

25.4 No reed valves allowed, unless part of the original equipment of the machine.

25.5 Any motocross tyre may be fitted max 4.5" tread width.

25.6 Any ignition system may be fitted.

26 SUSPENSION

26.1 Suspension systems must conform to the following criteria for Pre-65, Pre-68 and Pre-74 class machines.

26.2 Front telescopic forks must have a maximum travel of 6.5ins measured on the Stanchion.

26.3 Pre 74 Class - Front telescopic forks must have a maximum travel of 7.5ins measured on the stanchion.

26.4 Only leading axle telescopic forks proven as Pre-65 and Pre-68 are allowed in the Pre-65 and Pre-68 class respectively, e.g: Royal Enfield, Velocette.

26.5 Only leading axle telescopic forks proved as Pre-74 are allowed in the Pre-74 class, e.g: AJS Stormer, or Maico.

26.6 Rear wheel suspension movement is limited to 4ins measured at the axle at the rearmost of its chain adjustment slot.

26.7 Any make of suspension damper may be fitted, but external reservoir or air-sprung shocks are not permitted.

26.8 Telescopic fork stanchions must not exceed 35mm diameter.

26.9 No moved up or laid over shocks

27 ENGINES

27.1 Engines may be of any cubic capacity.

27.2 Engine cut-outs must be fitted.

28 GEARBOXES

28.1 Only machines with a maximum of 4 gears are acceptable in the Pre-65 class.

28.2 5 speed gearboxes where originally fitted are acceptable in the Pre-68 and Pre-74 class.

29 EXHAUSTS

29.1 Exhausts must be effectively silenced.

30 FUEL

30.1 Nitro Methane not allowed.

31 FOOTRESTS

31.1 Footrests must be folding on solo class machines and all footrests must not have sharp edges.

32 REPLICAS FRAMES

32.1 Replica frames are acceptable provided they are to the original design. It is not acceptable for tube runs to be different to the original even if the frame geometry is the same.

33 PRE-60 CLASS

33.1 In addition to the general specifications, Pre-60 class machines should. Also conform to the following requirements.

33.2 No lightweight hubs unless original Pre-60 equipment.

33.3 Any fibre-glass fuel tanks fitted should retain a Pre-60 appearance.

33.4 Villiers engines should have Villiers barrel and head. Ajax and Vale Onslow conversions are permitted.

33.5 No Ceriani or Ceriani type forks are allowed

34 SPECIALS

34.1 Specials are permitted providing they still comply with the general specifications.

35 CONFLICT PROCEDURE

35.1 In the event of conflict with the Pre Race Inspectors, the AMCA rules will apply.

35.2 In the event of conflict with the Pre Race Inspectors, or with a member of the AMCA machine eligibility panel, the burden of proof lies with the individual rider concerned.

TABLE 1 ACCEPTABLE U.K. PRE-65 MACHINES

AJS - All four strokes

Ariel - All

BSA - All except B44, B50, B25SS and triples. NB-Narrow lug B25SS engines are permitted, but not the oil bearing frame

Cotton - All which were originally fitted with leading link forks

DOT - All

DMW - All

Francis Barnett - All

Greeves - All alloy beam frames, up to 250cc only

James - All

JAP - All 2 valve engines

Matchless - All

Norton - All except Commando

Royal Enfield - All (including Indian Enfields)

Sprite - All Villiers and Triumph engines

Sun - All

Tandon - All

Triumph - All except triples, T25SS and oil in frame twins. NB-Narrow lug TR25 engines are allowed

Velocette - All

Vincent - All

TABLE 2 ACCEPTABLE FOREIGN PRE-65 CLASS MACHINES

CZ - Twin port models only NB - No single port bottom ends or frames allowed
Bultaco - Central exhaust port 4-speed 250cc and 4-speed 200cc models only
DKW - All
Enfield India - All, but not 5 speed gearboxes
ESO - All 2 valve four stroke
FN - All
Gilera - Saturno Cross
Hedlund - Single cylinder only
Husqvarna - 2 strokes up to 250cc with bolt up frames, 4 strokes only Albin based engines
Jawa - All 2 strokes except ISDT. All 2 valve 4 strokes
Lito - All
Maico - MC175 and 250
Montesa - 125cc moden only
Monark - All Albin based 4 stroke
Moto Parilla - 250cc 4 strokes
NSU - All
Puch - Some early 2 strokes may be eligible
Sarolea - All 4 strokes

TABLE 3 ACCEPTABLE PRE-60 CLASS MACHINES

AJS/Matchless - All 4 strokes except G85CS and 600cc G85TCS
Ariel - All 4 strokes
BSA - All Pre-unit, only distributor C15's with original frame, forks and wheels, 125cc and 150cc
Bantams - NB - No Cheney frames allowed
Cotton - Single down tube, leading link only
DOT - Round tube frames only
DMW - Up to and incl. Mk 12
Francis Barnett - Up to Falcon 82
Greeves - Up and incl. Hawkstone 25SCS
James - Up to Cotswold with AMC engine
JAP - All 2 valve engines
Norman - All
Norton - All singles, twins up to 650cc
Royal Enfield - All 4 strokes
Sun - All
Tandon - All
Triumph - All pre-unit twins and cubs, only distributor model unit twins with original frame, forks and wheels.

Vincent - All
Velocette - All
ESO - 250cc 4 stroke
FN - All
Gilera - Saturno Cross
Husqvarna - 175cc 3 speed 2 strokes, some Albin based 4 strokes
Lito - All BSA/Lito engines, some Lito/Albin engines
Monark - Some Albin based engines
Maico - Some 250cc
Jawa - Some twin port models
Sarolea - all

TABLE 4 ACCEPTABLE PRE-65 SPECIALS

Cheney – Twin down tube frame
Cochise
Harris
Saffire
Metisse - Mk3, 4 speed Petite Metisse only
Puissant - 4 strokes only
Wasp - All solo frames

TABLE 5 ACCEPTABLE PRE-68 MACHINES

AMC

Norton /Matchless P11,
Norton N15-CS/Matchless G15CS

BSA

B25(narrow lug only and **no** B25SS frames), B44 Round and Square Barrel

Greeves

Challenger 250 & 360

Rickman

Mk4 250 5 speed Bultaco Metisse. All Mk4 frames with pre-68 major components

Sprite

Husqvarna/American eagle 405

Maico

Triumph

TR25 (Narrow lug only and **no** TR25SS frames)

TABLE 6 ACCEPTABLE FOREIGN PRE-68 MACHINES

Bultaco

Pursang 250

El Bandido 350 & 360

CZ

250 & 360 side pipe

Ducati

250 & 350 Scrambler

Husqvarna

250 & 360 Moto Cross, (Late Sportsman type bolt-up frames and 400cc engines are **not** allowed.)

Maico

250 moto Cross

Montesa

250 La Cross, 360 GP Capra

Ossa

250

Yankee

Boss 350 & 460

Japanese Manufactured machines

Kawasaki

250 F21M Scrambler

Suzuki

250 Scrambler (twin pipe)

Honda

Honda CL72/CL77 and derivatives

TABLE 7 ACCEPTABLE PRE-68 SPECIALS

Engines, wheels, forks of proven Pre-68 origin.

Rickman

Mk 4 frames (Not single down tube). Rickman forks with 40mm diameter stanchions.

Cheney

Twin and early single down tube frames.

Faber

Single down tube 1967 works type Victor frames.

TABLE 8 ACCEPTABLE PRE-74 CLASS MACHINES

AJS Stormer 250cc/370cc/410cc

BSA B50 and B25SS

Bultaco Pursang up to and incl. Mk7

Bombadier/Can-Am 175cc

CCM 500cc/580cc/605cc

CZ 125cc/250cc/400c/360cc Single Port

Dalesman 125 Lynx

DKW 125MX
DOT 360cc incl. Maico DOT
Ducati 250cc/350cc/450cc RT
Griffon 250cc/360cc/380cc not Mk2
Husqvarna 125cc/250cc/400cc/450cc
KTM/Penton 125cc/175cc Jackpiner MX
Maico M125MX, M250MX, M400MX, M501MX, M360MX
Mettise Mk 4
Monark 125MX
Montesa Cappra 125MX, 250VR, 360cc
Ossa 250cc Phantom
Puch 125MX, 175MX
Rickman Zundapp 125MX, Montesa 250MX
Sprite Husqvarna & Maico engines 250cc/360cc/400cc
Triumph T25SS, Adventurer/Trophy Trail
Yankee 500Z
Zundapp 125cc
Japanese motorcycles of the period at the discretion of the Club
Honda CR125, CR250, MT125, MT250, 1973/4
Kawasaki KX125 A1, KX250 A1, 1973/4
Suzuki TM125, TM250, TM400, 1972 to 1974
Yamaha YZ125, YZ250, YZ360, MX125, MX250, MX360, up to 1974

TABLE 9 ACCEPTABLE SIDECAR MACHINES

Wasp or other frames with twin shocks or airbag up to 31st December 1984
No suspension travel limit
Spoked wheels only
Brakes must be of pre-31/12/84 type
Any European or U.K. air cooled 2 stroke engine up to 31st December 1973
Any 4 stroke engines up to 31st December 1984
Single cylinder engines must have been actually manufactures prior to 31/12/84, (rider to produce documentary evidence).

MACHINE ELIGIBILITY COMPLAINT PROCEDURE

36 INTRODUCTION

36.1 This procedure is intended to be used when riders or officials believe a machine is being used that does not comply with the AMCA rules governing machine eligibility. It has been devised on the basis that complaints, and the process used to resolve them, are

open and fair to all parties and that decisions made are to be enforced at all subsequent events.

37 SCOPE

37.1 The procedure is to be used for complaints made against any machine entered for an AMCA classic event. This covers all classic classes

37.2 Complaints may be lodged by any rider entered at that event, the officials from the organising club and by any member of the Machine Eligibility Panel (MEP). It should be noted that if a complaint is made by a member of the MEP, the rules governing the voting procedures, i.e. the member can state the reason for the complaint and can take part in any discussion but cannot vote, will be enforced.

38 PROCEDURE

38.1 The complaint can be made to any of the club officials but must be done in writing and during the course of the meeting. To aid this process a form has been produced and will be made available by the secretary of the meeting.

A. There will be no charge for complaints concerning machine eligibility.

38.2 The Clerk of the Course must review the complaint with any other club official considered necessary. The review must be undertaken directly the complaint is received or as soon as practical after it. If a member or members of the MEP are present at the meeting, either as riders or officials, their advice can be sought. However, it is a tenet of the MEP that at least 8 members must be present to provide a binding decision.

38.3 If the organising club is able to deal with the problem at the meeting they should do so. The decision they make must however be recorded on the complaint form and sent to the AMCA by the Secretary of the meeting directly after the event has finished. The AMCA officials will examine the decision and if they agreed it will be passed to all AMCA classic clubs with priority being to the organisers of the next event. If the AMCA officials are not sure of the action taken by the club, they will refer the complaint to the MEP for resolution.

38.4 If the organising club cannot deal with the complaint on the day then this must be recorded on the complaint form and this returned to the AMCA directly after the meeting. Any evidence that can be gathered on the day, photographs, measurements etc, should also be sent with the form. The AMCA will refer the complaint and any evidence to the MEP.

The MEP will convene at the most appropriate location, preferably at the next event and consider the issue. Both the complainant and the owner/rider of the machine in question will be invited to attend the meeting. Contemporary information as well as practical evidence and photographs of the offending part will be used to consider the issue. Once all the evidence has been reviewed, a decision based on the majority view of the MEP will be made.

This decision will be reported to the AMCA who will ensure all parties, including the club organising the next event, are made aware of the findings and will take action to enforce any ruling.

Complaint Forms are available from Club Secretaries, or use the form duplicated on page 22 of this publication.

38.5 Quorum: Agreed that 4 members of the MEP would constitute a quorum for one of the periodic meetings.

39 RACING NUMBERS

Machines must be equipped with three (3) plates, one facing forward and one each side to the rear of the swinging arm pivot bolt and to be clearly visible when the rider is on the machine (sitting or standing). Figures must be a minimum height of 6" (152mm) and 1" (2.5mm) wide.

40 COLOURS OF RACING PLATES

***Colours of Racing Plates and Numbers – these are to be enforced in 2019**

Black Numbers on White Plates – Pre 60

White Numbers on Black Plates - Pre 65

White Numbers on Blue Plates - Pre 68

White Numbers on Red Plates - Pre 74 500cc

White Numbers on Green Plates – Pre 74 250cc

Black Numbers on Yellow Plates - Twin Shocks

41 APPEARANCE

Bikes in Pre 60/65/74 events should be of period appearance.

Machines should have the correct silhouette for the period. This should be taken to mean, ground clearance, position of rear shocks on the swinging arm, rake of front forks etc. are correct for the period.

42 FUEL

There will be no restriction on the type of fuel used, but the organisers may restrict the use of 'dope' at their discretion. Nitro Methane is not allowed.

43 PETROL CONTAINERS - LEGAL REQUIREMENT

Approved cans should be:-

- a) Clearly marked 'PETROL' or 'PETROLEUM SPIRITS' and 'HIGHLY FLAMMABLE'
- b) Leak proof and of suitable material (c) State and comply with S.I. 1982/630 if plastic

d) The use of petrol at an event is allowed from the authorised container into the machines petrol tank.

44 SILENCERS

Machines must be fitted with a silencer. A silencer is a separate device fitted to an exhaust system specifically designed to reduce the noise level emitted from the exhaust. An expansion box is not a silencer. Any rider whose exhaust falls off or becomes faulty during a race may continue that race at the discretion of the Clerk of the Course or be black flagged.

45 CLASSES AT CLASSIC EVENTS

It is up to each organising Club which classes are allowed at Classic events, details will be included on the entry forms and will also include any age limits which any individual Club may wish to impose.

RACE DAY PROCEDURE

46 SIGNING ON

It is the responsibility of each rider to sign on the Official 'signing-on' sheet before he/she goes out to practice. The purpose of signing on is to indicate that your machine has been examined and that you are accepting the conditions as listed below and which are included on the top of the 'signing on' sheets.

If you, the rider, or your parents or guardian (in the case of riders under 18 years old) have any doubts about the competence of the track or Officials (including First Aid) or are concerned about the safety of the course, or your own ability to negotiate the course, or are uncertain about the conditions of your machine or doubt the competence of fellow competitors, you should not participate and you should request the return of your entry fee before practice begins. Contact the Official (normally in race control) who is handling entries.

IF YOU DO NOT WISH TO RIDE DO NOT SIGN THE 'SIGNING-ON' SHEET.

PARTICIPANTS/RIDERS ARE SOLELY RESPONSIBLE FOR THEIR OWN SAFETY

47 PRACTICE

This will be allowed at the discretion of the organising club, but such practice shall be controlled, with marshals being in attendance and also a first aid party. No more than 54 solos are allowed on the track at any one time.

48 LISTED RIDERS IN THE PROGRAMME

Any rider whose name is not included in the official programme must pay a late entry, if allowed, and if he had entered should claim his late entry fee back. Claims to be made in writing within seven days of the event.

49 SIDECAR PASSENGERS

Names must be included in the official programme. (Substitutes are allowed providing they are registered licence holders). Passengers are not allowed to be changed during a race, any change of passengers must be notified in writing to the Race Control.

50 RIDING IN THE PADDOCK

No riding will be allowed off the track unless in specially roped off runs from the track. Engines will be stopped when pushing machines and there should be a roped off alley for riders to the highest point in the paddock. Riding in this alley should be at a walking pace only.

THE RIDING OF MOTORCYCLES BY CHILDREN IS NOT ALLOWED,
EITHER IN THE PADDOCK OR THE PUBLIC ENCLOSURE AREAS.

51 FIRE EXTINGUISHERS

Each rider is advised that their vehicle is to be fitted with a suitable fire extinguisher when parked in the paddock area which must not be carried loose but should be retained in positive quick release brackets, secured to the vehicle.

The minimum size of fire extinguisher to be used is 2 kg or Dry Powder Type (2 kg)

52 RIDERS ON THE START LINE

The number permitted for any event may be included in the Authorisation issued for the event by the AMCA Office.

53 ILLEGAL PRACTICE

Any rider who uses an AMCA Club track for practice without the consent of the Club responsible for that track shall, without exception, be disciplined as seen fit by the Club responsible for the upkeep of that venue.

54 INJURY

If a rider, in the opinion of the First Aid team in attendance, is not fit to ride that day due to sustaining injury and/or refusing treatment or hospital treatment, then he/she will not be allowed to ride again that day unless he/she is cleared by a doctor or the head of the First Aid unit present on site or at hospital.

55 LITTER

Please take all your litter home with you, it makes the organisers job so much easier. Remember if you leave it, someone else has to pick it up.

56 BIKE THEFTS

To help prevent 'Bike Thefts' the Stewards or Club Officials may inspect any machine to check engine and frame numbers – These checks should be recorded on the Stewards report Form.

FLAG SIGNALS FOR PRACTICE AND RACING

A system of flags or signals to control racing will be as follows:-
All flags need to be displayed clearly when used.

YELLOW FLAG WITH BLACK DIAGONAL STRIPES

Commencing last lap.

CHEQUERED FLAG (FINISH)

White with Black squares.

RED FLAG

To be used only for stopping races. All riders should then stop at the first red flag, if it is safe to do so.

YELLOW FLAG

Slow down. Proceed with caution. Do not overtake. Take extreme care, there may be someone injured on the circuit.

BLUE & WHITE FLAG

For Track Maintenance. When a section of track needs repair, the nearest marshal raises the blue and white flag aloft during the race to attract the attention of the track maintenance crew, or the commentator, to the section of the track which requires attention, i.e. ropes and stakes need replacing. Riders need not stop when this flag is shown.

BLACK FLAG

A rider signalled with a Black flag should stop at once. When a rider is black flagged a marker board showing his/her racing number will be shown at the same time.

BLUE FLAG

For directing riders off the course after the finish of a race and practice. Must be positioned at least 36.5 metres past the finish line.

TRACK CLEAR - At the end of a race, when a travelling marshal is not used, it is recommended that Yellow and Blue/White (track maintenance) flags are held overhead in a crossed position.

WHITE WITH A DIAGONAL RED CROSS - For attracting the First Aid to distant parts of the track.

A competitor failing to stop when flagged by a Marshal or Official renders himself liable to suspension from the remainder of the meeting. This is to include practice.

COMMENCING
LAST LAP



FINISH

ALL RIDERS
STOP



TRACK
CLEAR

STOP
AT ONCE



TO ATTRACT
FIRST AID

SLOW DOWN
CAUTION



TRACK
MAINTENANCE
REQUIRED

MACHINE ELIGIBILITY COMPLAINT FORM

Organising Club Event Date

Venue

Complaint Against (owner/rider)

Racing No: / Identification

Machine Type: Machine Class

Nature of Complaint (Continue on separate sheet if required)

Signature of Complainant

Date

COMMENTS OF MEP SCRUTINEER (if available on the day)

Signature of MEP Representative:

Name:

ACTION TAKEN BY CLUB (to be completed before returning to the AMCA *)

Signature of Official:

Name:

Position

AMCA ACTION:

*This form must be returned to the AMCA Office directly after the meeting to enable the decisions made to be sent to the club organising the next event.