

# **BELGIAN MOTORCYCLE FEDERATION**

**SPORTS COMMISSION Classic Bike Working Group**

## **2025 CLASSIC BIKE ROAD RACING TECHNICAL REGULATIONS**

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## 1. GENERAL

The external appearance of the machines and all parts must correspond to the original appearance, including dimensions and shapes, unless it can be proven that the modifications made correspond to the period.

Given that the machines were constantly evolving in order to improve their performance, the so-called '10-step test' is applied, in which it is sufficient that the machine strongly resembles the original version from a distance of a few steps. This allows replicas of frames, parts or complete machines, due to the use of particular manufacturing techniques that do not allow each part to be exactly identical twice, to be slightly different from the original.

If conformity is proven, the case will be added to the class, after approval by the Classic Bike Working Group for the following season.

### **Period of machine groups:**

The period is determined by the most recent part (chassis, engine) of the machine.

- Classic: up to 31/12/1972 (Exception 50cc, -> 31/12/1982, 200cc -> 31/12/1982)
- Post Classic: from 01/01/1973 to 31/12/1982
- **Evocation Promo : from 01/01/1973 to 31/12/1996**
- **SoS : from 01/01/1973 to 31/12/1996**
- Parade: up to 31/12/1982
- **Sidecar: up to 31/12/1987**

## 2. GENERAL SAFETY RULES

All machines must comply with the following rules, unless specifically exempted in the regulations (see "Specific Rules").

### **2.01 Protection of Freely Rotating Parts**

- All freely rotating parts must be covered with a guard to prevent the rider or passenger from being injured while riding.
- A plate covering and protecting the intersection point of the chain and rear sprocket must be installed.

### **2.02 Handlebars**

- The ends of the handlebars must be plugged with a suitable material.
- The steering column must have no play.

### **2.03 Steering Angle**

- The steering angle of the handlebars, seen from the front, must be at least 15° on each side of the machine's axis.

- This angle is limited by (adjustable) stops.
- With the fork at full lock, the rider's gloved hand must not be able to touch the tank or the fairing.

#### **2.04 Levers**

- The levers must be carefully rounded to avoid injury.
- The rounded ends of the clutch and brake levers must have a minimum diameter of 10 mm.
- Exception: "Vintage" with adjustment levers (ignition, carburetion).

#### **2.05 Throttle Grip**

- Only rotating grips are allowed.
- The carburetor throttle valves must close automatically when the rider releases the throttle grip, except for carburetors with desmodromic control.

#### **2.06 Cables**

- The cables must be in perfect condition, of the correct size and positioned so that they cannot get caught.
- Only welded end caps are allowed.
- If a cable clamp is used, it must be welded.

#### **2.07 Footrests**

- The footrests must either be covered with rubber or have an anti-slip profile.
- The ends must be rounded and have a minimum diameter of 16 mm.
- If the footrests have a tubular profile, their ends must be plugged.
- Folding footrests must return automatically.

#### **2.08 Wheels**

- The wheels must be in perfect condition, with no play or missing spokes.
- Lightweight alloy wheel axles are prohibited.
- The wheel nuts must be effectively locked with a locking wire or a pin.

#### **2.09 Tires**

- The tread depth of the tires must be at least 1.5 mm.
- The speed index of the tire must be adapted to the maximum speed of the motorcycle (at least  $V = 210$  km/h), except for Vintage.
- Tires in poor condition are prohibited.

#### **2.10 Distance Between Tire and Vehicle**

- The distance between the edges of the tires and fork, swingarm, etc. must be at least 4 mm.
- The distance between the top of the tire and the mudguard must be at least 10 mm.

### **2.11 Brakes**

- The brakes must operate effectively on both wheels by means of separate systems.
- The nuts securing the drum brakes and eccentric axle, as well as those of the disc brake calipers, must be effectively locked with a locking wire or a pin.

### **2.12 Mudguards**

- Mandatory on non-faired motorcycles.
- Not mandatory if the motorcycle is fitted with a complete closed fairing under the fork head to the cylinder head or radiator.
- If the fairing is open under the fork head between the fork legs, a mudguard is also mandatory.
- The ends and sides of metal mudguards must have either a protected edge or a rounded edge profile of 2.5 mm.

### **2.13 Number Plates**

- Number plates must be rounded or have an edge with a minimum radius of 3 mm.

### **2.14 Tilt Angle**

- Any vehicle, with the exception of sidecars, must be able, without a rider, to tilt at an angle of 45° to its vertical axis without any part of the motorcycle touching the ground.

### **2.15 Battery**

- Batteries must be covered with a protection to prevent acid splashes, short circuits and/or contact with the rider.

### **2.16 Oil Supply Pipes**

- The oil supply pipes must be properly secured, all bolts, banjos and nuts which are part of the oil lubrication circuit must be secured with locking wire. Torque Seal is allowed if it is not possible to place a locking wire.
- Oil supply pipes which are under pressure for a long time must be made of a flexible material or assembly.

### **2.17 Oil Filler Cap**

- All oil filler caps, engine/gearbox filler and drain plugs, must be secured with locking wire.

### **2.18 Oil and Fuel Tank Caps**

- They must not open on their own, nor be torn off in the event of an accident.
- If necessary, they must be secured (locking wire, pin, racing tape).

## **2.19 Coolants**

- The only coolant allowed is water without additives.

## **2.20 Oil Catchers**

- When a machine is fitted with a breather, the outlet of the breather must be connected to a recovery container.
- The minimum capacity of this container must be 250cc for the gearbox and 500cc for the engine.
- They must be securely fixed, as vertically as possible, and be vented.
- When a machine is fitted with primary chains running in the open air, a container and/or housing must be installed to collect the lubricant escaping from the lost or drip oil lubrication system.
- Any normal oil loss must be absorbed by a sponge or other type of system, so that it does not fall on the ground, tires or brakes.
- For 4-stroke engines, an oil catch pan under the engine is mandatory. It must be securely attached to the frame or can be integrated into the bottom of the existing fairing.
- It must have a capacity to collect half of the engine oil and have a minimum depth of 50mm around its entire circumference. (Exception: Vintage & Sidecar).
- It must have two 25mm holes (one front and one rear). These must be closed with rubber plugs. These holes must remain closed in "dry" conditions and only be opened when the Race Director declares the races "wet race".
- In all cases, the catch pan must be at least the same length and width as the engine crankcase. In the case of a separate gearbox, it must also protect it.
- Vintage: catch pan with a minimum depth of 20mm around its entire circumference, equipped on the bottom with an oil absorbent material of equal or superior quality to CEP Sorbents/ product number CEP-EP100. It must be attached so that it can be easily replaced, but does not easily come off on the track and its effectiveness is not reduced.
- If the material has absorbed oil, it must be replaced before the next session on the circuit.
- Side Car: catch pan with a minimum depth of 20mm and 50mm edges around its entire circumference, equipped on the bottom and side walls with an oil absorbent material of equal or superior quality to CEP Sorbents/ product number CEP-EP100. It must be attached so that it can be easily replaced, but does not easily come off on the track and its effectiveness is not reduced.
- If the material has absorbed oil, it must be replaced before the next session on the circuit.
- Parade: an oil catch pan is recommended in Parade, but not mandatory (road or exceptional motorcycle).

## **2.21 Must be removed**

- No road equipment is allowed. Exception: Parade category.

## **2.22 Must be added**

- The rear brake rod and chain tensioners must be protected by a plastic or rubber cap.
- ON/OFF type kill switch on the handlebars. Exception Vintage.

### **2.23 Noise level**

- Each exhaust pipe must be fitted with a silencer.
- Limit standard (static measurement method): 102dB
- Each organizer has the possibility to provide for a lower noise standard in the specific regulations of his event.

### **2.24 Additional rules for sidecars**

- Frame: if it is not an integral chassis, the sidecar must be securely attached to the motorcycle by at least four points.
- Fork: the nuts and bolts of the upper fork crown must be effectively locked with a pin or locking wire. The nuts and bolts of the lower fork crown must be welded or locked with a pin.
- The handlebars must be mounted on the fork higher than the lowest point of the rider's saddle.
- The steering angle of the handlebars: seen from the front, must be at least 20° on each side.
- The distance between the edges of the tires and fork, swingarm, etc. must be at least 8 mm.
- Tanks mounted in sidecars must be equipped with a special protection to prevent any contact with the track.
- It is recommended that the fuel tank filler cap be located below or at the same level as the fairing to prevent it from being torn off in the event of an accident.

<h2><b>3. GENERAL TECHNICAL RULES</b></h2>
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### **3.01 Prohibited Materials**

- The use of titanium is prohibited on chassis parts.
- The use of Kevlar or carbon fiber is prohibited, except for exhausts and fairings (Vintage: total prohibition).

### **3.02 Supercharging**

- Only vintage motorcycles equipped with a supercharger will be authorized until 31/12/1949.

### **3.03 Fuels**

- Commercial fuels and Avgaz 108 octane aviation gasoline are authorized.
- If methanol is used, it is mandatory to stick a "Methanol" sticker on the tank, as well as a red self-adhesive crosswise strip on the front mudguard.

### **3.04 Frame**

- Must be of a type (appearance and model) used during the period relevant to the category concerned, the original appearance and dimensions must be kept.
- Perimeter aluminum frames are prohibited. Exception: Evocation Promo & SoS Gr2
- Frame reinforcements are allowed.

### **3.05 Fork**

- The fork can be replaced by a model that complies with the production period of the machine.
- Diameter of the fork tubes:
- Classic category machines : maximum 38 mm
- Post Classic, Evocation Promo & SoS Gr1 category machines : maximum 41mm
- SoS Gr2 category machines: maximum 46 mm
- Upside Down telescopic forks are prohibited. Exception: Evocation Promo & SoS Gr2
- The mounting of a steering damper above the upper fork crown is prohibited.  
Exception: IPC & Evo

### **3.06 Rear Suspension**

- The rear suspension can be replaced by a model that complies with the production period of the machine.
- Monoshock or central rear suspension is prohibited in Classic categories. Exception 50cc & 200cc
- Separate reservoir shock absorbers are prohibited in Classic categories
- Rear suspension with linkage system is prohibited in Classic & Post Classic categories.

### **3.07 Wheels**

- In Classic categories, only traditional spoke wheels are accepted. Exception: 50cc & 200cc
- The wheel diameter of solo machines will be 18" minimum. Exception: 50cc, Vintage, Evocation Promo & SoS Gr2
- Sidecar wheel dimensions : see Sidecar Specific Rules
- Maximum rim width : 3.50 for Classic & Post Classic machines

### **3.08 Tires**

- The use of slicks, re-cut slicks, re-cut tires and rain tires is prohibited. Exception IPC & sidecar Post Classic.
- In the IPC & Classic Evo categories, rain tires are authorized when the Race Director declares the races "wet race".
- Sidecar tire dimensions: see Sidecar Specific Rules
- Tire warmers are prohibited.

### **3.09 Brakes**

- Must be of a make and type used in the period relevant to this motorcycle.
- Only drum brakes are allowed in Classic categories, Exception: 50cc, 200cc, 500cc GR2 & 750cc
- Solo machines: disc types and number of pistons per caliper: see Specific Rules by category
- Sidecar: braking systems see Specific Rules

### **3.10 Mudguards**

- Must be of the style and appearance used during the period relevant to the machine.

### **3.11 Fuel Tank, Saddle and Fairing**

- Must be of the style and appearance used during the period relevant to the machine.

### **3.12 Number Plates**

- One at the front and one on each side at the rear of the machine. They must be readable both from the front and from both sides of the machine.
- Size and spacing of numbers: see appendix 1
- If the machine is fitted with a fairing, a space on this fairing must be provided for the numbers.

### **3.13 Engine**

- The external appearance must be kept as original, The internal parts of the engine can be modified, while respecting the cylinder capacity class of the machine.
- It is mandatory to mark the bore/stroke values indelibly on the engine.

#### **3.13.01 Operating Principle**

- The historical operating principle of the motorcycle must be respected.

#### **3.13.02 Cylinder Capacity**

- The engine cylinder capacity must not exceed the maximum cylinder capacity authorized in its class. Tolerance : 5%

### **3.14 Gearbox**

- Must keep the original external appearance.
- The internal parts of the gearbox can be changed.
- The adaptation of a foot selector is authorized for motorcycles equipped with a manual control gearbox.
- "Quickshifter" system prohibited.

### **3.15 Transmission**

- Primary belt drives are permitted.
- The final ratio can be changed.

### **3.16 Carburetors**

There is no restriction on the diameter of the carburetors, but they must be of a type and model used during the period relevant to the motorcycle. Exception : Sidecar see Specific Rules.



- Mechanically-operated Power Jet carburetors authorized in Post Classic & Evocation Promo.
- Pump-return carburetors authorized except in Vintage categories.
- Guillotine-type carburetors forbidden, except Vintage Lectron & Gardner. Exception: Sidecar Post Classic
- Fuel injection prohibited. Exception: SoS Gr2 (see 6.3)
- 3.17 Air filter
- All machines may be fitted with an air filter housing, even if not originally equipped.
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- 3.18 Ignition
- There are no restrictions on the type or system used.
- Non-standard electronic parts may be used, as long as they comply with the motorcycle's period-appropriate external appearance.
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- 3.19 Control instruments

They must comply with the regulations and have the external appearance appropriate to the period of the motorcycle.

## 4. Classic SPECIFIC RULES

Motorcycles must always comply with the “General Safety Rules” and the “General Technical Rules”. The “Specific Rules” are the particular technical specifications adapted to the class.

If a motorcycle belongs to a class but does not meet the specific requirements for that class, it is up to the rider to prove that his motorcycle, in that configuration, was built or raced on the road during the relevant period and in that class.

### 4.1 Vintage Gr1

- Period : -> 31/12/1949
- Only rigid chassis and parallelogram fork. No hydraulic damping allowed.
- Oil steering dampers prohibited.
- Wheels must have a minimum diameter of 19 inches.
- Maximum rim width : 2.15” (= WM 3)
- Maximum tire width : 108 mm (= 4”)
- Speed index on tire lower than V accepted, if adapted to the performance of the machine.
- Ignition by classic or electronic magneto.
- Supercharged engines allowed.
- Primary transmission cases may be partially open.
- Primary belt drive allowed if hidden under cover or case.
- All parts must, as far as possible, be of a model and design dating from before 31/12/1949.
- The use of Kevlar or carbon fiber is prohibited, even for exhausts.

### 4.2 Vintage Gr2

- Period : -> 31/12/1949
- Sliding or oscillating rear suspension chassis allowed.

- Telescopic fork with external appearance corresponding to the authorized period.
- Hydraulic damping allowed.
- Oil steering dampers prohibited.
- Wheels must have a minimum diameter of 19 inches.
- Maximum rim width : 2.15" (= WM 3)
- Maximum tire width : 108 mm (= 4")
- Speed index on tire lower than V allowed if adapted to the performance of the machine.
- Ignition by classic or electronic magneto.
- Supercharged engines allowed.
- Primary transmission cases may be partially open.
- Primary belt drive allowed if hidden under cover or case.
- All parts must, as far as possible, be of a model and design dating from before 31/12/1949.
- The use of Kevlar or carbon fiber is prohibited, even for exhausts.

#### **4.3 50cc**

- Period : -> 31/12/1982
- Engine : max. 50cc
- 17" wheels allowed.
- Monocoque frame and light alloy wheels allowed.
- Floating disc brakes prohibited.
- If disc : single & 2 piston calipers.
- The expansion chamber must have an original appearance.
- All parts must, in terms of model and design, date from before 31/12/1982.

#### **4.4 200cc**

- Period : -> 31/12/1982
- Engine : max. 200cc, air-cooled only
- Frames must be made of round or square section tubing with the exception of monocoques [delta box frames prohibited]
- Light alloy wheels are allowed.
- Floating disc brakes prohibited.
- If disc : single & 2 piston calipers.
- All parts must be, in terms of model and design, from the relevant period.

#### **4.5 250cc GR1**

- Period : -> 31/12/1972
- Engine : 201cc to 250cc,
- Single cylinder 2-stroke or 4-stroke
- Twin cylinder 4-stroke overhead valve only
- All parts must, in terms of model and design, date from before 31/12/1972.

#### **4.6 250cc GR2**

- Period : -> 31/12/1972
- Engine : 201cc to 250cc

- Any type of engine other than art. 4.5
- Liquid cooling prohibited.
- All parts must, in terms of model and design, date from before 31/12/1972.

#### **4.7 350cc GR1**

- Period : -> 31/12/1972
- Engine : 251cc to 350cc,
- Single cylinder 2-stroke or 4-stroke
- Twin cylinder 4-stroke overhead valve only
- All parts must, in terms of model and design, date from before 31/12/1972.

#### **4.8 350cc GR2**

- Period : -> 31/12/1972
- Engine : 251cc to 350cc
- Any type of engine other than art. 4.7
- Liquid cooling prohibited.
- All parts must, in terms of model and design, date from before 31/12/1972.

#### **4.9 500cc GR1**

- Period : -> 31/12/1972
- Engine : 351cc to 500cc
- Single cylinder 2-stroke or 4-stroke
- Twin cylinder 4-stroke overhead valve only
- All parts must, in terms of model and design, date from before 31/12/1972.

#### **4.10 500cc GR2**

- Period : -> 31/12/1972
- Engine : 351cc to 500cc
- Any type of engine other than art. 4.09
- Single or double disc. 2 piston calipers,
- Floating discs prohibited
- Liquid cooling allowed
- All parts must, in terms of model and design, date from before 31/12/1972

#### **4.11 750cc**

- Period : -> 31/12/1972
- Engine : 501cc to 750cc
- Liquid cooling allowed
- Single or double disc. 2 piston calipers
- Floating discs prohibited.
- All parts must, in terms of model and design, date from before 31/12/1972

## **5. Post Classic SPECIFIC RULES**

### **5.1 Post Classic 250-350 2Str**

- Period : 01/01/1973 <-> 31/12/1982
- Racing road motorcycles prohibited
- Engine :
  - Only 2-stroke parallel twin cylinder from 250 cc to 350 cc.
  - Cassette gearbox prohibited. Exception: MBA & Harley Davidson motorcycles
- Frame :
  - Only competition machines (ex-factory or customer competition).
  - Frames must be made of round or square section tubing with the exception of monocoques (delta box frames prohibited)
  - The mounting of a steering damper above the upper fork crown is prohibited.
  - Light alloy wheels are authorized.
  - Floating disc brakes authorized.
  - If single disc, 4 piston calipers authorized
  - If double disc, 2 piston calipers only
- All parts must, in terms of model and design, date from before 31/12/1982.

### **5.2 Post Classic 4Str GR1**

- Period : 01/01/1973 <-> 31/12/1982
- Engine :
  - 2 & 3 cylinder 4-strokes from 500 cc to 1200 cc
- Frame :
  - Racing or original chassis
  - Frames must be made of round or square section tubing with the exception of monocoques (delta box frames prohibited)
  - The mounting of a steering damper above the upper fork crown is prohibited.
  - At least one wheel must be 18 inches in diameter.
  - Light alloy wheels are authorized.
  - Floating disc brakes authorized.
  - If single disc, 4 piston calipers authorized
  - If double disc, 2 piston calipers only
- All parts must, in terms of model and design, date from before 31/12/1982.

### **5.3 Post Classic 4Str GR2**

- Period : 01/01/1973 <-> 31/12/1982
- Engine :
  - 4 cylinders or more, 4-strokes, from 500 cc to 1200 cc
- Frame :
  - Racing or original chassis
  - Frames must be made of round or square section tubing with the exception of monocoques (delta box frames prohibited)
  - The mounting of a steering damper above the upper fork crown is prohibited.
  - At least one wheel must be 18 inches in diameter.
  - Light alloy wheels are authorized.
  - Floating disc brakes are authorized.

- If single disc, 4 piston calipers authorized
  - If double disc, 2 piston calipers only
- All parts must, in terms of model and design, date from before 31/12/1982

## 6. Sound of Singles SPECIFIC RULES

### 6.1. S.o.S. Gr1

- Period: 01/01/1973 <-> 31/12/1996
- Engine:
  - 4-stroke single-cylinder, 500 cc to 850 cc, air- or air/oil-cooled only
  - Part-cycle
- Frames must be made of round or square tubing, with the exception of monocoques (delta box frames forbidden).
- At least one wheel must be 18 inches in diameter.
- Light-alloy wheels authorized.
- Floating disc brakes authorized.
- Upside-down forks forbidden.
- Prototypes and vintage competition-customers are authorized (SoS class).
- Supermotard' motorcycles forbidden.
- Fairing and wristband handlebars compulsory,
- All model and design parts must date from before 12/31/1996.
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### 6.2. S.o.S. Gr2

- Period: 01/01/1973 <-> 12/31/1996
- Engine:
  - 4-stroke single-cylinder, from 500 cc to 850 cc, water-cooled only
  - Part-cycle
- Delta Box frames authorized.
- Wheels 16, 17 and 18 inches or larger authorized,
- Light-alloy wheels authorized.
- Floating disc brakes authorized.
- Upside-down forks authorized.
- Prototypes and vintage competition-customers are authorized (SoS class).
- Supermotard' motorcycles forbidden.
- Fairings and handlebars with wristbands are compulsory,
- All model and design parts must date from before 12/31/1996.
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- 6.3 Authorized components:
  - - Fuel injection
  - - Radial master cylinder
  - - Brake discs: 320 mm max.
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- 6.4 Prohibited elements:
  - - Calipers with more than 4 pistons
  - - Front brake with radial calipers.
  - - Petal” type discs
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- 6.5 Machine preparation.
- 6.5.1 Engine:
  - - No supercharged engine
  - - Internal parts are free within the limits of the engine's original cubic capacity,
  - - Clutch control may be modified by a type of racing kit,
  - - External parts respect the original appearance.
  - - Transmission free, gearbox and ratios free (number of ratios free).
  - - Free carburettors,
  - - Main crankcases must be from the period of the category in question.
- 6.5.2 Cycle parts:
  - - The swingarm must remain original.
  - - Rear shock absorber link may be substituted.
  - - The rear shock absorber may be modified or replaced.
  - - Special racing frames corresponding to the category definition are authorized.

## **7. Evocation Promo SPECIFIC RULES**

- Only motorcycles used in promotional and/or promosport cups. When a motorcycle is of a model manufactured during these periods and has continued to be manufactured without significant modifications, it may be admitted (on file). It will have to use the elements of the model of the class used.

### **7.1 Evocation Promo 125 2Str**

- - Period: 01/01/1973 <-> 31/12/1996
- - 125cc 2-stroke, 1-cylinder, air- or water-cooled engine
- - Strictly original chassis, rear shock absorber can be modified or replaced.
- - Original brakes
- - Adaptable exhaust allowed.
- - Supermotard' motorcycles forbidden
- - Factory and competition bikes forbidden.
- - All model and design parts must date from before 12/31/1996.
- - Examples: Aprilia RS125, Futura,..., Cagiva Freccia, Mito,..., Gilera SP01,..., Honda NSR125, Yamaha TZR125, Suzuki RG125F, ....

### **7.2 Evocation Promo 250-400 2Str water**

- - Period: 01/01/1973 <-> 31/12/1996
- - Engine 250 to 400cc 2-stroke, 1-2-3 cylinders, water-cooled
- - Strictly original chassis, rear shock absorber can be modified or replaced.
- - Original brakes
- - Adaptable exhaust allowed.
- - Supermotard' motorcycles forbidden
- - Factory and competition bikes forbidden.
- - All model and design parts must date from before 12/31/1996.
- - Examples: Aprilia RS250, Gilera NGR250, Honda NSR250, NSR400,... Yamaha RDL250 or 350, Yamaha TZR250, Suzuki RG(V)250, Kawasaki KR1(-S)250,...
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### 7.3 Evocation Promo 250-400 2Str air

- - Period: 01/01/1973 <-> 31/12/1996
- - 250 to 400cc 2-stroke engine, 1-2-3 cylinders, air-cooled
- - Strictly original chassis, rear shock absorber can be modified or replaced.
- - Original brakes
- - Adaptable exhaust allowed.
- - Supermotard' motorcycles forbidden
- - Factory and competition bikes forbidden.
- - All model and design parts must date from before 12/31/1996.
- - Examples: Kawasaki 400S3 or KH, Yamaha RD 250-350-400, ....
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### 7.4 Evocation Promo 400 4Str

- - Period: 01/01/1973 <-> 31/12/1996
- - 400cc 4-stroke 4-cylinder engine
- - Strictly original chassis, rear shock absorber may be modified or replaced.
- - Original brakes
- - Adaptable exhaust allowed.
- - Factory and competition bikes forbidden.
- - All model and design parts must date from before 12/31/1996.
- - Examples: Honda 400 VFR, Honda 400 RVF, Kawasaki 400 ZXR, Honda 400 CBR, Suzuki 400 GSXR, Honda NC30, ...

## 8. SPECIFIC PARADE RULES

### 8.1 Parade

- Period : -> 31/12/1982
- Any motorcycle of historical interest that the owner does not wish to enter in competition.
- The center and/or side stand must be locked folded or removed.
- Headlights and taillights, as well as turn signals, are removed or covered with insulating tape.
- Participants' equipment :
  - A leather suit (one-piece preferred, two-piece accepted if joined by a zipper)
  - A modern homologated helmet (full face monobloc preferred) mandatory according to FIM legislation (Annex 2).
  - Leather gloves and boots.
  - Back protection recommended
  - A rider participating in a competition cannot be entered for the Parade with the same machine during the same meeting. Another rider can use the machine in Parade.
  - Oil catch tank recommended, but not mandatory.
  - See Parade Annex.

## 9. SPECIFIC SIDECAR RULES

Sidecars must always comply with the "General Safety Rules" and the "General Technical Rules". The "Specific Rules" are the particular technical specifications adapted to the class.

If a sidecar theoretically belongs to a class, but does not meet the specific requirements of that class, it is up to the rider to prove that his machine, in this configuration, was actually built or raced on the road during the relevant period and in that class.

Tires cannot exceed 5.5" or 145mm. Exception: Post Classic sidecars, & ex-GP500 sidecar

### 9.1 Sidecar GR1

- Period : -> 31/12/1972
- Engine : max. 750cc 4-stroke, max. 2 valves, Exception: 1000cc Vincent and Harley Davidson 'cast iron' accepted
- Only tube frames are allowed.
- 'Sitter' type (i.e. seated rider) only.
- Passenger exit in front of the sidecar wheel.
- Motorcycle wheels  $\geq 16"$
- Maximum rear tire width: 4" or 100mm.
- Carburetors: maximum diameter 36mm.
- Drum brakes only.
- All parts must, in terms of model and design, date from before 31/12/1972

### 9.2 Sidecar GR2

- Period : -> 31/12/1972
- Engine : max. 750cc 4-stroke or 500cc 2-stroke,
- 'Kneeler' position only (kneeling rider)
- Disc brakes allowed, 2 pistons per caliper, floating discs prohibited
- Carburetors: maximum diameter 38 mm for 4-strokes and 34 mm for 2-strokes
- In addition to the handlebar brake system, a dual circuit braking system (tandem system) on the foot brake is mandatory. One circuit controls the brake of the rear wheel and the sidecar wheel, the second circuit controls one or two brake calipers on the front wheel. A master cylinder on the handlebar controls an independent brake caliper on the front wheel.
- Passenger exit in front of the sidecar wheel.
- All parts must, in terms of model and design, date from before 31/12/1972

### 9.3 Sidecar GR3

- Period : -> 31/12/1972
- Engine : max. 1300cc 4-stroke or 750cc 2-stroke.
- 'Kneeler' position only (kneeling rider)
- Disc brakes allowed, 2 pistons per caliper, floating discs prohibited
- In addition to the handlebar brake system, a dual circuit braking system (tandem system) on the foot brake is mandatory. One circuit controls the brake of the rear wheel and the sidecar wheel, the second circuit controls one or two brake calipers on



the front wheel. A master cylinder on the handlebar controls an independent brake caliper on the front wheel.

- Passenger exit in front of the sidecar wheel.
- BMW: original Krauser cylinder heads allowed
- All parts must, in terms of model and design, date from before 31/12/1972 (except Krauser cylinder heads)

#### **9.4 Sidecar Post Classic**

- Period: 01/01/1973 <-> 31/12/1987
- Engine:
  - max 1200cc 4-stroke air-cooled (in last re-boring dimension) if short chassis
  - max 750cc if long chassis
  - Prohibited engines: GSXR 1100 air/oil, GSXF 1100, FZR 1000, FJR 1300, CBR 1000
- Guillotine or flat-bottomed carburetors authorized
- Chassis :
  - Long or short tubular or monocoque chassis authorized.
  - Seymaz, Windle, JEP, LCR, Schmid, Bush chassis authorized.
- Wheels: max 10 inches wide and 13 inches in diameter
- Tires : Slick forbidden
  - Slick cut authorized
  - Rain tires authorized if race or practice declared 'Wet'.
- Brakes :
  - 4-piston calipers allowed, floating discs allowed
  - One circuit controls the rear wheel and basket wheel brakes, the second circuit controls one or two front-wheel calipers.
- Ground clearance: minimum 65 mm
- Rear suspension links or rockers forbidden.
- Front mudguard mandatory.
- Oil cooler mounted on silent-bloc and protected by a grille or bubble.
- Rear rain lamp mandatory
- Passenger exit front or rear of basket wheel