Supplemental Regulations

General

Entry is at the sole discretion of CAMS. In the interests of safety, the club reserves the right to combine classes, refuse entry to slower machines or riders of unknown ability to keep a similar level of performance and speed between machines.

PRE 72 Senior, Junior and Lightweight as per MNZ Rules
PRE 82 Senior, Junior and Lightweight as per MNZ Rules
PRE 89 F1, F2 & F3 as per MNZ Rules
PRE 95 F1 Open, Superbike, F2 , F3 as per MNZ Rules
F4 Buckets as per MNZ Rules
Modern sidecars as per MNZ rules

1. CLASSIC ROAD RACE MACHINES PRE 1963

1.1: Classic road racing machines shall consist of road or race machines manufactured in any country prior to 31st of December 1962.
1.2: CAMS reserves the right to group classes by age, capacity, type or speed according to entries received or for safety reasons.
1.3: Major components will determine the age of the machine. Major components are frame, engine, gearbox and clutch. The age of the machine will be determined by the youngest major component.
1.4: Replica major components may be used provided they are faithful copies in design and specification of the original acceptable component and are not designed to gain unfair performance advantage
1.5:All wheels must be of wire spoked type and of original or close to original types and style. Maximum Rim width is 2.15 inch (WM3)
1.6:Tyres to be of treaded type, slicks or hand cut slicks are not permitted.
1.7: Brakes must be of a drum type up to a maximum of 9inch (230mm). Disc brakes are not allowed.
1.8: Specials may be built up for CAMS classic racing using components that may be interchanged between various makes and models provided they remain visually compatible with the period and meet all other rules.
1.9: Engine and gearbox, May be from any production or race motorcycle manufactured before Dec 31st 1962. Engine and gearbox may be modified internally and/or fitted with components of modern manufacture. All external covers and cases must appear as original with no external signs of modifications. A maximum of 5 speeds are allowed unless it was standard fitment prior to Dec 31st 1962.
1.10: Carburetor: Choice of make and model is open providing it is of period cylindrical slide type. No fuel injection. No supercharging unless fitted as original specification.
1.11: Ignition, May be of magneto or battery/Coil type. Electronic ignition systems if used must be concealed from view.

1.12: Frames, new frames are acceptable provided they are faithful replicas of types used prior to Dec 31st 1962 and do not use steel box section or aluminum alloy tubing. Swinging arms are not permitted in steel box section or aluminum alloys. Rear suspension must have twin upright suspension units, no remote reservoir units permitted. Cheney, lyster, (Rickman) Metisse, Seeley and Tickle frames are acceptable within this period. Front forks to be of original type, visually close to original type or faithful replicas or original type.
1.13: Primary drive: Chain or toothed belt drive permitted. Belt drives should be totally enclosed.
1.14: Silencing: The minimum requirement for silencing is as follows:

- Any megaphone exhaust system used must have a reverse cone with an outlet not greater than 150% than that of the parallel part of the exhaust pipe.
- Any straight pipe must have a slot 3mm wide and 150mm long cut parallel with the pipe and ending 25mm from the end of the exhaust pipe.
- Any expansion chamber exhaust system fitted to 2 stroke machines must have a canister type silencer fitted. The minimum dimensions to be 150mm long by 50mm OD.
- Pre war 2 strokes may use other means of silencing provided it is effective at reducing noise.
- All silencing must conform to specified MNZ decibel limits and local track requirements and conditions.

1.15: The onus is on the rider to present the machine in accordance with these rules and the relevant MNZ general competition rules.

2. PRE 63 OPEN MODIFIED CLASS:
There shall be a separate sub-class for modified machines complying with all the above requirements except:
2.1: Engine, gearbox castings and frames may be the same silhouette as components manufactured before 31 December 1962 but are of a later construction.
2.2: Wheels may be up to 3.5inch wide
2.3: Brakes may of later construction provided they are still drum type.
2.4: Suspension constructed after 1963 may be used provided it looks similar to original period equipment.

Pre 63 Race Classes/sub classes:
Pre 63 250cc
Pre 63 350cc
Pre 63 500cc
Pre 63 Open modified

VINTAGE CLASS INCL PRE WAR
Machines factory fitted with girder forks outside of the age periods below may be considered for inclusion by application to the CAMS committee for consideration. Entry will be at the sole discretion of the CAMS Committee.
The girder fork class shall be comprised of the two following sub classes 4 & 5:
3. VINTAGE CLASS. To cater for machines from the pioneering days of motorcycling:
3.1: Motorcycles that are eligible are those of a model built before 1931.
3.2: Machines must not have positive stop gear change.
3.3: Machines must have pre 1931 major components
3.4: Machines are to be in racing trim.
3.5: Fuel. Open (to MNZ rule) - Alcohol permitted.
3.6: Flat slide Brown & Barlow carburettors permitted.
3.7: Machines must not have hydraulic steering dampers.
3.8: Machines must not have hydraulic suspension dampers.
3.9: Machines must have ignition systems available within the period.
3.10: The gearbox must have no more than four speeds.

3.11: Machine must have a maximum of one carburettor per cylinder with a maximum choke size not greater than 1 ¼ inches (32mm) diameter unless fitted to the model as original equipment.
3.12: Number plates for Vintage Machines, all capacities - black background, white figures.

4. PRE WAR CLASS.
4.1: For machines of a type built before 1946.
4.2: Machines must have pre 1946 type major components
4.3: Machines are to be in racing trim.
4.4: Fuel. Open (to MNZ rules) - Alcohol permitted.
4.5: Brakes. No twin leading shoe front brakes, or double-sided front brakes may be used unless fitted as original equipment.
4.6: Capacity. Maximum capacity 500cc ohv, ohc or two strokes and 750 sv or inlet over, side exhaust.
4.7: No supercharging allowed.
4.8: Machines must not have hydraulic steering dampers.
4.9:Machines must not have hydraulic suspension dampers, (except Velocette Mk 8 KTT fitted with oleomatic type rear units).
4.10: Machines must have ignition systems available within the period except American machines which may fit early 'Joe Hunt' type magnetos.
4.11: The gearbox must have no more than four speeds.
4.12: Machine must have a maximum of one carburetor per cylinder with a maximum choke size not greater than 1 ¼ inches (32mm) diameter unless fitted to the model as original equipment.

CLASSIC & POST CLASSIC SIDECARS.

5. CLASSIC SIDECAR CLASS PRE 1963.
5.1: Engine and gearbox to be the same silhouette as pre 1963 machines.
5.2: Frame and suspension components built after 1963 may be used provided they are similar in type and style to pre 1963 components.
5.3: Brakes may be later model, provided that they are of drum type.
5.4: Carburetors. Amal Mk 1 and Mk ll concentric carburetors will be accepted
5.5: Fuel. Open (to MNZ rule) - Alcohol permitted.
5.6: Chassis. Separate motorcycle and sidecar type. Either bolted together or constructed in one piece. Tubular construction only, 'sitter' or 'kneeler' type. Engine must be mounted in the motorcycle frame and drive the rear wheel only. Steering head must be motorcycle type only, with telescopic, or twin shock leading or trailing link or a motorcycle system of older design. steering by handlebars only. Sidecar may be on either the left or the right. Wheelbase maximum 1600mm (63"). Wheel track 800 - 1200mm (31.4 - 47.2"). Rigid or twin-shock rear, (no remote reservoir shocks). No mono-shock unless original on motorcycle (Vincent). The sidecar platform must have an unobstructed floor and front exit (or both front and rear). The primary drive must be enclosed and all wheels, chains and belts etc, must be protected above deck level for passenger safety.
5.7: Wheels, front and rear, minimum rim diameter 16", maximum 3.5" wide. Side car, minimum rim diameter 10", maximum 4" wide.
5.8: Ignition. A handle bar mounted, pull chord operated (rider's wrist), engine "kill" switch which, when operated, disables the low tension ignition circuit and any other electrical equipment (fuel pump) is required.
5.9: Brakes. Front and rear must be operated by separate systems. No sidecar brakes.
5.10: Passenger grips. Rigid grips must be attached to the frame only (not the bodywork).
5.11: Chassis, fairing and general construction must be proven to be of the type raced pre1963.

6.SIDECAR CLASS POST CLASSIC PRE 1972
6.1: Chassis and engine must be of a type and design used prior to 1972
6.2: Wheels. minimum diameter 10". Maximum width 5".

6.3: Ignition. "Kill" switch required .
6.4: Brakes. Disc brakes are allowed with a maximum of two pistons per caliper. All brake components must be of a type manufactured pre 1972.
6.5: Brakes. Front and rear must be operated by separate systems. Sidecar brakes must operate off the rear brake pedal. Hydraulic systems must have a positive stop for the lever (as per MNZ rule).
6.6: Passenger grips. Rigid grips must be attached to the frame only (not the bodywork).
6.7: Chassis, fairing and general construction must be proven to be of the type raced pre 1972.
6.8: Ignition. Unrestricted.
6.9: Silencing as per MNZ rule.
6.10: Fuel. Open (to MNZ rule) - Alcohol permitted.

7. SIDECAR CLASS - POST CLASSIC PRE 1982
7.1: Chassis and engine must be of a type and design used prior to 1982
7.2: Wheels. minimum diameter 10". Maximum width 5".
7.3: Ignition. "Kill" switch required .
7.4: Brakes. Disc brakes are allowed with a maximum of two pistons per caliper. All brake components must be of a type manufactured pre 1982.
7.5: Brakes. Front and rear must be operated by separate systems. Sidecar brakes must operate off the rear brake pedal. Hydraulic systems must have a positive stop for the lever (as per MNZ rule).
7.6: Passenger grips. Rigid grips must be attached to the frame only (not the bodywork).
7.7: Chassis, fairing and general construction must be proven to be of the type raced pre 1982.
7.8: Ignition. Unrestricted.
7.9: Silencing as per MNZ rule.
7.10: Fuel. Open (to MNZ rule) - Alcohol permitted.

8. SIDECAR CLASS - POST CLASSIC PRE 1989
8.1: Chassis and engine must be of a type and design used prior to 1989
8.2: Wheels. minimum diameter 10".
8.3: Ignition. "Kill" switch required .
8.4: Brakes. Disc brakes with a maximum of four pistons per caliper. All brake components must be of a type manufactured pre 1989.
8.5: Brakes. Front and rear must be operated by separate systems. Sidecar brakes must operate off the rear brake pedal. Hydraulic systems must have a positive stop for the lever (as per MNZ rule).
8.6: Passenger grips. Rigid grips must be attached to the frame only (not the bodywork).
8.7: Chassis, fairing and general construction must be proven to be of the type raced pre 1989.
8.8: Ignition. Unrestricted.
8.9: Silencing as per MNZ rule.
8.10: Fuel. Open (to MNZ rule) - Alcohol permitted.

9.SIDECAR CLASS - POST CLASSIC PRE 1995
9.1: Chassis and engine must be of a type and design used prior to 1995
9.2: Wheels. minimum diameter 10".
9.3: Ignition. "Kill" switch required .
9.4: Brakes and calipers are open
9.5: Brakes. Front and rear must be operated by separate systems. Sidecar brakes must operate off the rear brake pedal. Hydraulic systems must have a positive stop for the lever (as per MNZ rule).
9.6: Passenger grips. Rigid grips must be attached to the frame only (not the bodywork).
9.7: Chassis, fairing and general construction must be proven to be of the type raced pre 1989.
9.8: Ignition. Unrestricted.
9.9: Silencing as per MNZ rule.

9.10: Fuel. Open (to MNZ rule) - Alcohol permitted.

10. CAMS DEVELOPMENT CLASS

The capacity groups listed below allow modifications to machines to be carried out while keeping similar level of performance between machines.

10.1: Capacity Groups : (Refer to rule 5 for specifications and restrictions within capacity group)

- Up to 250cc 4 stroke single and twin cylinder engines only
- Up to 150cc 2 stroke twin and single cylinder engines only
- A class based on competition engines, motocross, GP125
- B class based on commuter engines similar to F4

10.2: Number plate colours and placement : refer to the MNZ rule book(will be as per pre 82/89 up to 250cc)

10.3: Fuel: Pump gas or Av Gas

10.4: Machine specifications general:

- All machines must comply with relevant MNZ rules such as chapter 10.
- Machines rebored must remain within the appropriate capacity limits.
- Machines must be fitted with clip on style bars, no MX, enduro type high bars permitted.
- Tyre, wheel and chassis type and modifications are open.

10.5: Engine specifications:

- Any after market or race piston and ring sets may be fitted providing the engine remains within the class capacity limits.
- Carburettors are open and may be replaced with any brand or type.
- No turbo charging, supercharging or chemical supercharging such as nitrous oxide is permitted.

10.6: Modifications permitted: Provided all previous rules are met and the machine complies with relevant MNZ general competition rules, all other modifications are unrestricted