



Machine Eligibility Guide

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Foreword

This year we have only made some minor revisions to the Machine Eligibility Guide. Please read this guide carefully to ensure that your machine complies to avoid disappointment

Frame Design

All new frames being produced must follow the original design more closely. New rigid frames will now be classed as CLOSE REPLICA. Rear subframes, whether welded or bolted, must again follow the original design. High tensile tube can be used, but exotic materials, ie titanium, are EXCLUDED. All frames including self builds must be given approval for use in the Trial.

Front Forks and Yokes

The maximum fork diameter for use is 35 mm or 1³/₈" diameter and a maximum length of 81.3 cm or 32 inches from wheel spindle centre to the top of the fork leg cap. Modern internals can be machined to accept original or replica fork bottoms, ie BSA, Triumph, AJS, Royal Enfield and Norton etc are all eligible. Dot, Cotton and Greeves can retain their original style of leading link forks or can be fitted with eligible telescopic forks. Only Greeves' Anglian Banana forks are excluded. Complete Classic telescopic forks and yokes are eligible, these include, Metal Profile, REH and Ceriani. Fork yokes must follow an original design whether they are new billet, cast alloy or steel, also **SINGLE** pinch bolts to be on the inside only, eg NO Marzocchi, Betor, Bultaco, Montesa, Yamaha or 4-stud BSA/Triumph etc unless fitted as original equipment.

Rear Dampers

Any rear damper may be used, with the exception of those fitted with separate reservoirs.



Wheels and Hubs

Hubs must follow the original design, components produced by BSA, Triumph, AJS, Ariel, Enfield, Norton, Rickman, British Hub Co, Grimeca full width aluminium hubs and Modern Billet Replica hubs are all eligible. No Bultaco, Montesa, Yamaha or Fantic etc, parts to be used unless fitted as original equipment. Any rims or spokes may be used. All tyres MUST have tubes fitted! No twin leading shoe or hydraulic brakes to be used.

Engine and Gearbox

Engine and gearbox must be of an original design and layout whether 2-stroke or 4-stroke, bore and stroke changes are permitted. New cylinders and heads with plated or ceramic bores are acceptable. Pistons of your choice can be used. Revised gear ratios are accepted, with a maximum of 4 gears, unless fitted with more as standard. Modern billet clutches can be used. Hydraulic clutch operation will not be permitted. New modern electronic ignitions, new magnetos and magneto conversions are all acceptable.

Carburettor

Amal Mk1, Mk1½ and the New Premier Concentric, the original Monobloc and also Villiers Carburettors are all eligible. No British Machines will be allowed the use of Non British Carburettors equivalent to the Amal Mk1 Concentric. No Mikuni or Dellorto carburettors to be used unless fitted as original equipment.

Fuel Tank and Seat

Any fuel tank and seat may be used.

Machine Specific

Bantam:- May use 175cc, 4 speed engine units.

Bultaco:- Only models where production commenced prior to 1st January 1965 are acceptable (Model 10s will not be accepted).

Montesa:- Only models where production commenced prior to 1st January 1965 are acceptable.

Ossa:- Only models where production commenced prior to 1st January 1965 are acceptable.

Summary

None of the above exclusions shall apply to any component of any machine which is, or proven to be, Pre '65 original factory fitment to that machine.

Onus of proof of eligibility shall be the responsibility of the rider.