

# POST CLASSIC RACING ASSOCIATION OF NSW

## RULE REVISION FOR NEW ERA (ex New Era 1)

SEASON COMMENCING JANUARY 2009

PREFIX

New Era Period 1.1.1981 – 31.12.1989

**ALL COMPETITORS PLEASE NOTE:** If you are attempting to enter a machine or component that is not obviously known to be eligible then you must have documented evidence that the machine or component was available in the period or is a visually indistinguishable replica of a machine or component available in the period.

**YOU MUST HAVE YOUR OWN DOCUMENTED EVIDENCE IF REQUESTED BY AN ELIGIBILITY SCRUTINEER.** DO NOT rely solely on another persons opinion.

### PROOF OF ELIGIBILITY

The onus of proof of eligibility shall rest wholly upon the rider or entrant of the machine.

The eligibility and dating of motorcycles for these classes shall be considered in terms of major and minor components and the period of the motorcycle shall be the period of the latest major component.

For the purpose of these rules the "Year of manufacture" is defined as the year in which:

- A) For a road based bike, the machine or it's latest major component was **FIRST** generally available for sale & delivery to the **general public**.
- B) For a race bike, the year in which the machine or the latest major component first appeared in open competition.

THE DATING OF REPLICATED MAJOR COMPONENTS IS DEFINED AS THE YEAR OF MANUFACTURE OF THE ORIGINAL COMPONENT BEING REPLICATED.

Major components are:

- A) All engine and gearbox external castings.
- B) Frames
- C) Swingarms
- D) Brakes
- E) Forks and fork yokes
- F) Carburettors

FAIRINGS, STREAMLININGS AND COSMETIC COMPONENTS MUST BE BASED ON PATTERNS KNOWN AND USED IN THE PERIOD.

Components manufactured outside the period are eligible if they are **visually indistinguishable** from components available within the Era being depicted.

Modifications to major components are allowed, providing such modifications are **visually indistinguishable** from modifications PROVEN to have been used in the period.

New Era is a formula based race series according to the following definitions:

- 'Production machines' are motorcycles designed by the manufacturer for road use.
- 'GP' machines are pure racing machines prohibited from normal road use and registration, as supplied by the manufacturer.

2008 MoMS section 12 "All Disciplines" or later references apply

#### Production Based Machines

Tyre choice is open but wheels must be from or visually indistinguishable from models available in the period.

All major components, listed above, must remain visually indistinguishable from parts available in the Era, including ALL BODYWORK.

The following may be added:

- Ride Height Adjuster including dog bones & linkages
- Steering Damper

Parts that must remain standard to comply with production classification:

- Frame (brackets for road-going equipment may be removed).
- Swinging arm (lower run chain/sprocket guard must be added) Use of after market swinging arms designed and used within the period are permitted.
- Petrol tank ( filters & taps may be removed/replaced).
- All engine & gearbox external castings.
- Clutch & operating mechanism. However, friction linings and springs may be upgraded.

Standard parts that may be modified:

- Crankshaft
- Ignition rotor may be lightened.
- Connecting rods
- Cylinder barrels and heads
- Forks internals
- Fuel cap
- Triple clamps

#### CLASSES WITHIN NEW ERA :

Formula 1, Hitherto Referred To As F1

- 601cc – Unlimited Production 4 Stroke Machines
- 401cc – Unlimited Production 2 Stroke Machines
- > 250cc GP 2 Stroke Race Machines

Formula 2, Hitherto Referred To As F2

- 251cc – 400cc Production 2 Stroke Machines
- 401cc – 600cc Production 4 Stroke Machines
- 250cc GP 2 Stroke Race Machines

Formula 3, Hitherto Referred To As F3

- 0 - 250cc Production 2 Stroke Machines
- 0 - 400cc Production 4 Stroke Machines
- 0 - 125cc GP 2 Stroke Race Machines

Capacity limits for overbore purposes are as described in 2008 MoMS Para 12.4.5 "Engine Capacity tolerances" or later equivalent reference.

A minimum of six machines are required to constitute a class. PCRA reserves the right to combine classes.

New Era exclusions:

- Inverted forks are excluded from New Era .
- Radial brakes are excluded.
- Carbon fibre discs are excluded.
- Carbon fibre wheels are excluded.
- Pressurised air boxes are excluded from all GP bikes, unless proven to be commercially available in the period and for that specific model.

## GP bike eligibility For New Era Classes

Fewer GP bikes are manufactured and information about them is harder to obtain. Although most GP machines have chassis numbers which can determine production dates. This appendix serves to determine whether a GP bike is eligible for New Era racing.

Production machines that fail to comply with the production bike specifications due to modifications will be permitted to compete as GP bikes in the appropriate class.

**Contact the PCRA subcommittee for information on specific bikes not appearing in this schedule.**

New Era F3

- All Honda RS125 with cantilever rear end (prior to USD fork model.)
  - Current 125 GP slicks are permitted.

New Era F2

- Honda RS250 with non-detachable sub-frame.
- Yamaha TZ250 parallel twin with YPVS thru to 'A' reverse cylinder.
- Aprilia 250 Rotax tandem twin
  - Current 250 GP slicks on wider wheels permitted.
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New Era F1 to be determined; ie RG500, TZ500, YZR500, NSV500, NSR500 or similar etc.

These revised rules were ratified and accepted at the general meeting held 19<sup>th</sup> November 2009 and are effective from January 1<sup>st</sup> 2009.