

MA Rule Change Request

Rule Number: 16.15.12	Rule pertains to: Evolution class machine eligibility
Affected Discipline: Classic MX	Raised by: Heaven VMX Inc - NSW

Existing Rule

16.15.12 Acceptable machines and components: Evolution Class Solo

16.15.12.1 Bikes will be OEM (original equipment manufacturer).

16.15.12.2 Modifications converting later equipment to comply will not be allowed.

16.15.12.3 All components will be of the period the machine was manufactured:

- a) No linkage suspension,
- b) No disk brakes,
- c) Air cooled motors.

16.15.12.4 Carburettors; period flat slide carburetors and any round slide carburettor may be used.

16.15.12.5 Engines and gearboxes must remain externally unchanged.

16.15.12.6 Exhaust may be modified but must follow the original lines and be fitted with an effective muffler. All machines will be fitted with an effective muffler and comply with sound control regulations in GCR 16.12.

16.15.12.7 Folding footrests must be fitted.

16.15.12.8 Countershaft sprocket covers will be fitted.

16.15.12.9 The handlebars must be equipped with a protection pad on the cross bar. Handlebars not fitted with a cross bar must be equipped with a protection pad located in the middle of the handlebars covering the handlebar clamps.

Proposed Rule

16.15.12 Acceptable machines and components :Evolution Class.

16.15.12.1 Machines will be 1984 and older models originally manufactured before 31 Dec 1984 with

- a) Non linkage suspension
- b) Drum brakes and
- c) Air cooled engines

Note, machines that comply with a), b) and c) but not the cut off date can be considered for MA for inclusion. eg DT175, CZ.

16.15.12.2 Converting later equipment to comply will not be allowed.

16.15.12.3 Machines will have all major components derived from models satisfying 16.15.12.1 and must remain externally unchanged.

Major components are :

- a) Engine cases, cylinder and head
- b) Frames
- c) Swingarms
- d) Brakes, front and rear hubs c/w backing plates.
- e) Forks and fork yokes.

The following can be considered by MA for use

- a) Carry over components (those that have not substantially changed) from models satisfying 16.15.12.1
- b) Aftermarket components (or replicas) that where available for machines satisfying 16.16.12.1
- c) Replica replacement components
- d) Replacement components that for safety reasons have been approved

16.15.12.4 Rear shock absorbers are free provided they are externally similar to those from the period

16.15.12.5 Carburetor's, flatslide (available up to 1984) and any round slide carburetor may be used.

16.15.12.6 All machines must be fitted with an effective muffler and comply with sound control regulations in the GCR's

16.15.12.7 Folding (self returning) footrests must be fitted. Wider footpegs are permitted.

16.15.12.8 Countershaft sprocket covers must be fitted.

16.15.12.9 Handlebars must be equipped with a protection pad on the crossbar. Handlebars not equipped with a crossbar must be equipped with a protection pad in the middle of the handlebars covering the handlebar clamps.

Rationale

The current rule, although the wording has been basically consistent for several years have proven to not be descriptive enough. This is particularly the case over recent time given that completely contradictory interpretations have surfaced which are significantly opposed to the generally held interpretation. The general understanding of the Evolution class is that bikes and their major components where manufactured as, or come from, a model originally manufactured with air cooled engines, drum brakes and non linkage suspension.

Evolution class is a technology based class for the simple reason that each manufacturer left that technology behind at differing times and for no other reason eg 1979 for Kawasaki, 1980 for Honda and Suzuki, 1981 for Yamaha YZ models while Husquavana continued until 1984.

Given that it is a technology class it is critical that major components from models that do not have all three technologies are not permitted otherwise it renders many 1978 and 79 models uncompetitive. Honda for example never produced a 500cc Evolution class bike so fitting a 1983 480cc Honda engine is not in the spirit of the class. The only twin leading shoe front brakes fitted to a true evolution model were the 1981 Yamaha and 1984 Husquavana models so fitting Honda or Suzuki TLS brakes should not be allowed. These examples have been generally been followed for years.

We strongly object to any interpretation that suggests that any air cooled engine, any drum brake or any front forks or swing arm regardless of their origin are acceptable. We now realise that at least one commissioner has this view but consider this to be incorrect and that only a very minor number of riders and owners share that view.

In the past every attempt to clarify this clause has been rejected virtually without consideration and we hope that on this occasion the generally held interpretation of the Evolution class can be clarified to the vast majority of riders and owners satisfaction.