

All machines to be of British manufacture Four stroke to 1965 ,Two stroke to 1970.

The routes and machine classes for 2024 are:-

- 1 - Premier (hardest) - 345cc and over - Marked by red and blue Flags
- 2 - Premier - under 345cc
- 3 - Intermediate (50/50) - 345cc and over - Ride a combination of premier and clubman sections selected by the clerk of the course.
- 4 - Intermediate - under 345c
- 5 - Clubman (easier) - 345cc and over - Sections made wider by the addition of a yellow flag in line the with the the red and blue flags
- 6 - Clubman - under 345cc
- 7 - Clubman Historic - any cc that has original frame, forks, yokes, hubs, wheels and tanks (ball ended levers and folding footrests must be fitted)
- 8 - Gentle - any machine . Marked by white flags. Only the scores from the first two laps will be counted in the results. Further laps can be ridden for enjoyment if wanted.

MachineRules (Updated for 2024)

In line with the club's aim of preserving the classic period appearance of machines but allowing some alterations to improve reliability, performance and safety. Ball ended handlebar levers and folding footrests must be fitted for safety. It is the Machine Examiner's job is to check that machines used are within the rules set by the Club and its committee.

General machine rules

Modifications to the original machine are only acceptable if all materials and manufacturing techniques used were widely available to the public during 1965 for four stroke machines or 1970 for two stroke machines.

Main Frame Loop

Main frame loop may be strengthened. Replica frames are accepted except that BSA/Triumph cast iron headstock may be replaced to allow a straight top tube.

Hybrid machines using pre-1965 4 stroke or pre-1970 2 stroke British manufactured engines/gearboxes installed in pre-1965 4 stroke or pre-1970 2 stroke British manufactured or replica frames are accepted.

Tanks

Petrol tanks to retain original position and have a minimum capacity of ¾ of a gallon.

Oil tanks can be repositioned

Any colour change allowed

Rear Sub Frame and Swinging Arm

Rear sub frame can be altered in height and width but the shock absorber mounting point must retain the original position so as not to change the angle of the shock absorbers.

The swinging arm can be altered in width and length but the shock absorber mounting point must retain the original position so as not to change the angle of the shock absorber.

Front Forks

Stanchions to be a maximum diameter of 35mm (1 3/8")

All machines apart from two strokes to 1970 must be fitted with forks which appear externally to be of pre-65 British manufacture. Rubber gaiters or metal shrouds are only compulsory on machines ridden in the Historic class.

Two strokes up to 1970 can be fitted with forks of original appearance or R.E.H, MP or Ceriani forks where originally fitted. Historic Class machines should have leading link forks where originally fitted.

Yokes

Only pre-65 British manufactured, replica yokes or billet aluminium can be used. Billet aluminium yokes to have stanchion pinch bolts to the inner side of the fork legs.

Wheels

Size of wheels not to exceed 21" front and 19" rear

Hubs must be of pre-65 British manufacture or aluminium replica, period Rickman, R.E.H. etc allowed.

DOTs may use Grimeca style hubs if fitted originally.

Any make or origin of rims and spokes can be used.

Tyres

Tubeless rims can be fitted but must be fitted with the correct size inner tubes. Valve must protrude through the Rim.

Any make of tyre can be used, but the tread pattern must be the standard trials type.

Tyre cutting is not allowed

Tyre Pressure is rider's choice

Rear Shock absorbers

Any rear shock absorber, other than separate oil/gas reservoir type, can be used.

Length of rear units to be within the range of good sense and reason.

Fuel Tank And Seat

Any type of petrol tank can be used with a minimum capacity of $\frac{3}{4}$ of a gallon.

A seat must be fitted and covered with foam of at least 6mm thickness

Engine And Gearbox

Engine and gearbox must be original or of the same type manufactured for the appropriate class.

No hydraulic Clutch or Clutch Controls to be fitted.

Carburettors

Must be of British manufacture and the type originally fitted to engine.

ALLOWED ALTERATIONS - Amal mk I and mk 1.5 concentric allowed. (standard trim and premier versions allowed)

- Tiger cubs may be fitted with non-British manufactured slide type carburettor

Ignition

Any ignition system can be used.

Brakes

Front and rear brakes must be fitted and working.

Only hub brakes may be used (no disc brakes).

Any linkage for rear brake may be used i.e. rod or cable.

Brake shoes may be fitted with any type or make of lining.

No hydraulic Brakes or Brake Controls to be fitted.

Exhaust and Silencers

Any exhaust system may be used but a reasonable air gap between exhaust pipe and fuel supply is required.

Silencers must be effective. If a machine is deemed to be too loud, entry may be denied.

Particular Machine Rules

Pre units over 345cc

- Frames must be originally designed for engines over 345cc

Two Stroke to 1970

- British two stroke machines manufactured from 1965 to 1970 are eligible to enter and compete .
- Reed valves are not allowed.
- Greeves fitted with banana forks are accepted as pre 65
- Sprites fitted with B.S.A., Norton or A.M.C. forks are accepted as pre 65.
- Four speed Bantams are allowed in two strokes to 1970 except in the historic class that must be 3 speed.

- Sprites, James etc may use leading link forks or telescopic forks -BSA, Norton, AMC etc.
- Tiger Cubs

- Tiger Cubs are allowed to use carburettors other than of British manufacture.

Twin cylinder

- pre unit or unit engines can be used

Historic Class

- Machines must retain original frames, wheels and tanks and period correct appearance. Bantams in Vintage Two strokes must be three speed only and have the type of forks as fitted to D1 or Major etc up to 1956
- Villiers powered machines can use 6e, 7e or 8e or earlier engines.

Rules for Riders

Age Limits

- The minimum age for riders is 14.
- Riders under 16 are limited to a machine of up to 250cc, and must be accompanied at all times during the trial by a competing responsible parent or guardian.
- Riders under 18 must have the parental consent section of the entry form signed by a parent.
- There is no maximum age limit, we have riders in their 80's still competing.

Licences

- Competition licence, We are affiliated to the A.M.C.A. and the ACU. A competition licence is not required to enter our events.
- Driving licence - with the exception of the West Riding Trial, all our events are held on private land and therefore a driving licence is not required.

Membership

- Non-members can ride in one trial as a guest. Any points scored as a guest will not count towards the championship.

Bikes

- Each rider can only use one machine in an event, the machine must be for the rider's sole use during the event.

Safety

- Approved Motorcycle Safety helmets must be worn at all times whilst riding at the venue.
- Riders are responsible for their own safety and must not enter a section if they believe it is unsafe to do so.