

**NATIONAL SPRINT ASSOCIATION LTD**  
**TECHNICAL REGULATIONS FOR CLOSED TO CLUB SPRINTS.**  
**TO BE READ IN CONJUNCTION WITH N.S.A. SUPPLEMENTARY REGULATIONS AND A.C.U.**  
**STANDING REGULATIONS FOR SPRINTS**

1. A rider entering a machine in the Road Legal, Superstreet, or Classic classes may also enter that machine in a racing class for an additional fee as stated in the supplementary regulations. The machine must remain in the original specification, i.e. Road Legal, Superstreet etc.
2. By entering for the Petrol Trophy riders automatically declare that the fuel used will comply with ACU Standing Regulations.
3. **FUEL** - For the Road Legal classes only petrol of a commercial grade obtainable from a wayside pump may be used. The addition of alcohol or octane boosters is not permitted. Chemical based fuels such as C14 are not permitted. Nitrous Oxide is not permitted. All machines running on a fuel containing any amount of nitromethane must display a red triangle with sides of at least 70mm on the front of the machine. The organisers may take samples of fuel from any machine.
4. **FUEL TAPS** - Machines in the over 1300cc category must be fitted with easily accessible fuel control taps on all supply lines from the fuel tank. (ACU Sprint reg 8-18). Machines running on any percentage of nitromethane must have a positive fuel cut off that is activated from the handlebars without the necessity for the rider to remove his hand from the handlebar.
5. **CHAINGUARDS** – Standard chain guards, or guards manufactured from 3mm dural (or equivalent strength alternative) must be fitted to prevent the chain coming into contact with the rider as a result of a chain breakage.
6. **VINTAGE CLASSES** - The class is divided into machines manufactured before 31<sup>st</sup> December 1945 and those manufactured between 1<sup>st</sup> January 1946 and 31<sup>st</sup> December 1960. Both age categories are subdivided into capacity classes as follows:-

Pre 1946	Up to 250cc - 11A	251-350cc - 11B	351-500cc - 11C	Unlimited - 11D
Post '45	Up to 250cc - 11E	251-350cc - 11F	351-500cc - 11G	Unlimited - 11H
- 6.1 The aim is to present machines as they would have looked in sprints held during the period that they represent.
- 6.2 Basic machine, engine type, frame, forks and wheels to be contemporary with the stated age of the machine.
- 6.3 Reasonable cycle part modifications are permitted (subject to 6.1 above) e.g. smaller fuel & oil tanks, alloy rims & engine plates etc. Removal of components is permitted, e.g. mudguards etc. subject to ACU Standard Regulations.
- 6.4 No blatantly unusual wheel sizes or types. No cast alloy wheels.
- 6.5 Internal engine modifications are permitted. External power boosting modifications must be contemporary with the machine's stated age. Carburettors to be of correct era for pre 46 classes. There are no carburettor restrictions for post 45 classes.
- 6.6 Turbochargers or nitrous oxide equipment are not allowed.
- 6.7 Methanol and Nitromethane is allowed.
- 6.8 Only moulded treaded tyres allowed. (No hand cut slicks).
7. **ROAD LEGAL CLASSES**
- 7.1 Working lights must be fitted and lenses taped.
- 7.2 Horn must be fitted and working.
- 7.3 Machines must be started by electric starter or kickstart.
- 7.4 Wheelie bars or traction compound are not permitted.
- 7.5 Only streamlining of a type used in road racing is allowed.
- 7.6 Tyres must have a moulded tread depth of 2mm. Racing tyres and cut slicks are not allowed.
- 7.7 Fuel - Petrol only, (see para.3 above).
- 7.8 Working suspension must be fitted if part of the machine's original specification.
- 7.9 Speedometers must work and be appropriate for the machine i.e. no moped speedos on big bikes.
- 7.10 Machines must be fitted with what is generally accepted as a visible and effective silencer.
- 7.11 Forced induction is not permitted unless part of the manufacturer's specification for that particular model.
- 7.12 Gearchange by electric or airshift is permitted. Traction control is permitted.
8. **SUPERSTREET CLASS**

8.1 to 8.6 as 6.1 to 6.6 above.

8.7 Petrol only (nitrous oxide allowed).

8.8 Shock absorbers and speedometers are not necessary.

8.9 Silencers must be fitted, but baffles may be removed.

8.10 Gearchange by electric or airshift is permitted.

9. **CLASSIC CLASSES** - The class is divided into categories as follows :-

Non Japanese up to 500cc 13A  
Japanese up to 500cc 13C

Non Japanese over 500cc 13B  
Japanese over 500cc 13D

- 9.1 The aim is to present production road and road racing machines as they would have looked during the period
- 9.2 Frame type, engine, swinging arm, forks & wheels must be contemporary with the period 31<sup>st</sup> December 1960 & 1<sup>st</sup> January 1976 for the non Japanese classes and 31<sup>st</sup> December 1960 to 1<sup>st</sup> January 1984 for the Japanese classes. Working suspension must be fitted if part of the machine's original specification. Maximum wheelbase 60 inches. No blatantly unusual wheel sizes allowed.
- 9.3 Cycle part modifications, subject to note 8.1, are permitted e.g. smaller tanks, alloy wheel rims, engine plates etc. Removal of components is permitted, e.g. mudguards etc. subject to ACU SR's. Silencers are optional.
- 9.4 Internal engine modifications are allowed. Carburettors and must be contemporary with the machine's stated age. Electronic tachometers are permitted provided that they comply with 8.1. Machines in the 500cc categories are allowed rebore to the manufacturers maximum oversizes.
- 9.5 Wheelie bars, forced induction and air or electrically operated gearchangers are not permitted.
- 9.6 Tyres must have a moulded tread depth of 2mm. Cut slicks or traction compound may not be used.
- 9.7 Petrol only. Nitrous oxide is not permitted.