

## SUMMARY OF PROPOSALS FOR CLASS CHANGES

### JUNIORS

The ACU have approved changes to the Junior classes to provide a more progressive path to an adult licence. These changes were proposed by clubs involved at the Hill Climb Drag and Sprint Committee and passed to the Road Race Committee for their sanction.

8 years	50 automatic
9	up to 70 auto
10	up to 125 auto/semi auto
12	up to 125 or up to 250 4 stroke single (restricted)
13	up to 125 GP machine or up to 250 4 stroke single (unrestricted)
14	up to 125 GP machine or up to 350 4 stroke single (unrestricted)
15	up to 500 4 stroke twin production based machine
16	no restrictions

There are minimum ET and maximum terminal figures for both 1/8 and 1/4 tracks.

This is an ACU change and not an NSA voting item.

### ADULT CLASSES

We currently have 31 different categories, some of which have not had an entry and a number of which have only one entry per event. Some classes have nobody registered with a number, some of the registered riders have not been seen for years.

This system makes a complete nonsense of championships if a class has only a very few riders, and devalues winners of competitively contested classes.

### RACING

There has been 1 entry at one event in the 50 class this year and a maximum of 2 at other events in the 125 class.

The largest 250 entry was 4 with one event at 2, 1 rider at 1 event and none at one meeting.

The 400 class has become outdated as 4 stroke 400cc imports disappear and 2 strokes are bored above 400. 4 meetings had 1 rider and one event had 2. 3 meetings had none.

Racing classes above 500 are so similar on times and speeds that they are difficult to differentiate. The best time of day can come from any of the classes above 500.

To create even and competitive classes they can be rationalised as below.

Up to 250

Up to 500

Up to 750

Unlimited

## VINTAGE

Vintage classes are gradually diminishing. The highest number of entries for one event this year was 10 and the lowest 6, the Vintage class is divided into 8 by bike age and capacity.

The difference between pre and post-war bikes is non-existent, JAPs currently win either category. The eligibility of some pre-war bikes is dubious so combining pre and post war classes is logical. There have been no entries from pre-war 250s and 1 per meeting on 3 occasions. Post-war unlimited had 1 entry all year.

Introduction of a later qualifying date would encourage more types of bike to maintain the class. Between the current cut-off date and 1968 there was little change to most bikes, other than British bikes going from pre-unit to unit construction. Unit BSA's and unit Triumphs could join but '68 would prevent Tridents and Honda 4 models joining the class so there would be no step change in performance.

The class would be divided into 2 capacity classes:

- A Up to 350cc
- B Unlimited

## CLASSIC CLASS

The Classic Class did well when introduced some years ago but has dropped away to the point that revival is needed. One of the 4 classes had 3 entries on one occasion but 1 or 2 are the norm. The 1983 date precludes the use of RD500's and GSXR's to maintain a class with a definite identity.

The class would be divided into engine type:

- A singles and twins
- B Engines with more than 2 cylinders.

## ROAD BIKE CLASS

To avoid Facebook rumour and non-facts the class name will change from Road Legal to Road Bike.

There are very few entries in the Road classes below 1000, 1 or 2 and sometimes none so it would make sense to combine them to give us 2 classes:

- A Up to 750
- B Unlimited.

To give the Road class a separate identity with specific skills rather than an extension of the race classes there will be a proposal that for 2024 OEM swinging arm lengths will be mandatory. It should be possible for a bike in off the road has a chance of being competitive.

Details of these class changes are outlined on separate sheets and will be voted on individually.