

DECCLA

TECHNICAL RULES AND REGULATIONS

- Classic 250
- Classic 500
- Sport 250
- Sport 750
- Open
- Copa RD

Any matter concerning these rules and regulations will be judged by DECCLA Technical Committee and implemented by the appointed Technical inspector.

All machines entering in DECCLA events will have to follow the Rules and Regulations. A Technical inspector will have the right to final decision over any safety or technical matter.

Any machine that is entered in a DECCLA event must be previously inspected and judged safe before that machine can enter the race track. The Technical inspector has the right to deny entrance to the race track to any machine that is not meeting the following rules.

All requests for clarifications or exceptions to the Rules and Regulations must be made to the Technical committee at info@deccla.com

CLASSIC 250

2 Stroke:	Up to 250 cc (single cylinder)
4 Stroke:	Up to 350 cc (single cylinder)
Wheels:	Spoke wheels only Maximum width WM4 2.50", only 18" o 19"
Tyres:	Maximum width 120 mm
Brakes:	Front axle: drum Rear axle: drum
Rear shocks:	Twin shocks only Air fittings and remote or external reservoirs are not permitted
Front forks:	Max diameter 35mm, unless a larger diameter was fitted on original model Conventional type, not upside down Air dampening, external dampening and preload devices are not permitted
Carburettor:	Round slide type (excepting square-slide DELLORTOs mod. VHBZ and VHBT)
Number holder:	Black / green background with white numbers
Frame:	Only original or replica frames are permitted. Special period racing frames (Rickman, Seeley, etc.) are permitted. Only original or replica swingarm allowed, strictly without modifications.
Age:	Up to 31/12/1969 Replicas admitted
Important:	All motorcycles participating in this class must strictly respect the external look of the original model. Any major modification (ex. special swingarms, cylinders, heads, special clutches) will have to be properly documented as existing in the period.

Japanese motorcycles and japanese engined motorcycles are NOT admitted in this class

CLASSIC 500

2 Stroke:	Up to 350 cc (single cylinder) Up to 250 cc (twin cylinders)
4 Stroke:	Up to 500cc (Single/Twin/Three/Four cylinders)
Wheels:	Spoke wheels only Maximum width WM4 2.50", only 18" o 19"
Tyres:	Maximum width 120 mm
Brakes:	Front axle: drum Rear axle: drum
Rear shocks:	Twin shocks only Monoshock system admitted only in case it was fitted on original model Air fittings and remote or external reservoirs are not permitted
Front forks:	Max diameter 35mm, unless a larger diameter was fitted on original model Conventional type, not upside down Air dampening or external dampening devices are not permitted Spring preload devices are allowed
Carburettor:	Round slide type (excepting square-slide DELLORTOs mod. VHBZ and VHBT)
Number holder:	Yellow background with black numbers
Frame:	Only original or replica frames are permitted. Special racing frames (Rickman, Seeley, etc.) are permitted. Only original or replica swingarm allowed, strictly without modifications.
Age:	Up to 31/12/1972 Replicas admitted
Important:	All motorcycles participating in this class must strictly respect the external look of the original model. Any major modification (ex. special swingarms, cylinders, heads, special clutches) will have to be properly documented as existing in the period.

Japanese motorcycles and japanese engined motorcycles are admitted in this class

SPORT 250

2 Stroke:	Up to 250cc (Single/Twin/Three/Four cylinders)
4 Stroke:	Up to 350cc (Single/Twin/Three/Four cylinders)
Wheels:	Spoke wheels and Cast wheels Maximum width WM4 2.50", only 18" o 19"
Tyres:	Maximum width 120 mm
Brakes:	Front axle: drum or <u>single</u> disc Rear axle: drum – unless a disc was fitted on the original model Maximum diameter front disc 260mm Single piston calipers only Front master cylinder with ROUND RESERVOIR only (remote reservoir not allowed) Brake and clutch levers must be non regulating type Each brake caliper will have a maximum of TWO pistons
Rear shocks:	Twin shocks only Monoshock system admitted only in case it was fitted on original model Air fittings and remote or external reservoirs are not permitted
Front forks:	Max diameter 35mm, unless a larger diameter was fitted on original model Conventional type, not upside down Air dampening or external dampening devices are not permitted Spring preload devices are allowed
Carburettor:	Round slide type (excepting square-slide DELLORTOs mod. VHBZ and VHBT)
Number holder:	Green background with white numbers
Frame:	Only original or replica frames are permitted. Modifications to these frames are allowed. It is allowed to change or modify original swingarms
Age:	up to 31/12/1979 replicas admitted

Japanese motorcycles and japanese engined motorcycles are NOT admitted in this class

SPORT 750

2 Stroke:	Up to 500cc (Single/Twin/Three/Four cylinders)
4 Stroke:	Up to 750cc (Single/Twin/Three/Four cylinders)
Wheels:	Spoke wheels and Cast wheels Maximum width front wheel WM4 2.50", only 18" o 19" Maximum width rear wheel WM5 3.00", only 18" o 19"
Tyres:	Maximum width 130 mm
Brakes:	Drum or discs Maximum diameter disc brakes 300mm Single piston calipers only Front master cylinder with ROUND RESERVOIR only (remote reservoir not allowed) Brake and clutch levers must be non regulating type Each brake caliper will have a maximum of TWO pistons
Rear shocks:	Twin shocks only Monoshock system admitted only in case it was fitted on original model Air fittings and remote or external reservoirs are not permitted
Front forks:	Max diameter 38mm, unless a larger diameter was fitted on original model Conventional type, not upside down Air dampening or external dampening devices are not permitted Spring preload devices are allowed
Carburettor:	Round slide type (excepting square-slide DELLORTOs mod. VHBZ and VHBT)
Number holder:	White background with Black numbers
Frame:	Only original or replica frames are permitted. Special racing frames (Rickman, Seeley, etc.) are permitted. Only original or replica swingarm allowed, strictly without modifications.
Age:	Up to 31/12/1979 Replicas admitted
Important:	All motorcycles participating in this class must strictly respect the external look of the original model. Any major modification (ex. special swingarms, cylinders, heads, special clutches) will have to be properly documented as existing in the period.

Japanese motorcycles and Japanese engined motorcycles are admitted in this class

OPEN

2 Stroke:	Up to 750cc (Single/Twin/Three/Four/Six cylinders)
4 Stroke:	Up to 1100cc (Single/Twin/Three/Four/Six cylinders)
Wheels:	Spoke wheels and Cast wheels Maximum width front wheel 2.75", only 18" o 19" Maximum width rear wheel 3.50", only 18" o 19"
Tyres:	Maximum width 150 mm
Brakes:	Drum or discs Maximum diameter disc brakes 300mm Single piston calipers only Front master cylinder: square or round reservoir (remote reservoir not allowed) Brake and clutch levers must be non regulating type Each brake caliper will have a maximum of TWO pistons
Rear shocks:	Twin shocks only Monoshock system admitted only in case it was fitted on original model Remote or external reservoirs are not permitted
Front forks:	Maximum diameter 42mm Conventional type, not upside down External mods for preload and damping allowed
Carburettor:	free
Number holder:	White background with black numbers
Frame:	only original or replica frames are permitted. Modifications to these frames are allowed. It is allowed to change or modify original swingarms.
Age:	up to 31/12/1982 replicas admitted

Square barrel MOTO GUZZI engines are not allowed. Round barrel only will be admitted.

Purposely machined (rounded) square barrel and head will not be admitted.

Japanese motorcycles and japanese engined motorcycles are admitted in this class