BMCRC/BMZRC MZ Technical Regulations 2017

Eligible machines

MZ TS & MZ ETZ 250 & 251 Plus 301 & Saxon Swinging arm and Frame only. Crankcases, Barrels, Heads, Forks, Carburettor, Frames, Swinging Arm and Tank must come from eligible machines only.

Modifications are permitted and will be outlined in each area below.

Engine/Gearbox

The bore shall not exceed 72mm. Liquid cooling is not permissible. The clutch must be mounted in its original position on the crankshaft. The clutch must be actuated by the original MZ clutch mechanism and clutch case. Induction is only permitted through the barrel. Only a standard 65mm stroke is permissible. Only Crank assemblies from permitted machines must be used. The original MZ gear set must be retained. All engine numbers must be visible.

Permissible Engine/Gearbox mods

Any changes to the barrel/crankcase porting are allowed. Heads shapes and volumes can be modified. Cooling fins on the head and barrel can be removed, reshaped or drilled. Alternative pistons are permitted to a maximum size of 72.00mm. Flywheels can be lightened. Alternative con rod assemblies can be utilised. Modified/ lightened clutch assemblies are permitted. Any carburettor mounting method is permitted. Reed valves can be fitted. A modified 5th gear set and a modified 1st/3rd gear can be fitted. The cast iron primary drive gear set can be replaced. The clutch cover can be modified for lightening. The timing side cover can be replaced. Any ignition system can be utilised.

Frame

The Silhouette and geometry shall be as original. No strengthening or bracing is permitted. No welding to the frame is permitted. Rear sets and seat units must be mounted by brackets or bolting to frame parts.

Permissible Frame Mods

Removal of any part is allowed. The top engine mount can be welded to strengthen it by boxing in as shown in Fig 1. *(Technical Committee Note. This a recommend modification on safety grounds).* A strengthening gusset may be welded to the steering lock stop as shown in Fig 2. Welded repairs to the frame can be undertaken but must not result in the strengthening of the unit. The lower engine mounts can strengthened or replaced with alloy components.

Swinging Arm

The swinging arm must not be strengthened or braced. No welding is permitted.

Permissible Swing Arm Mods

Removal of any part is allowed. Welding is permitted to provide a lug for the fitting of a chain guard. The existing rubber pivot bushes can be replaced by phosphor bronze or needle roller bearings.

Rear Suspension

Only twin shock absorber rear suspension units mounted in the original positions are permitted.

Permissible Rear Suspension Mods

Shock absorber units of alternative manufacture are permitted.

Forks

Only forks from eligible machines can be fitted.

Permissible Fork Mods

The forks can be shortened. The removal of brackets is permitted. All internal springs, valves and spacers can be replaced. The fitting of a fork brace is permitted. The fitting of alloy fork yokes is permitted.

Carburettors

Two carburettors are permitted to be fitted.

a. An original BVF, remaining externally standard.

b. A Mikuni VM with a maximum bore size of 34mm (No modifications to this carburettor are permitted)

Permissible Carburettor Mods (BVF)

The bottom vent must be fitted with a pipe draining into a suitable receptacle with a minimum capacity of 250m The bottom vent pipe outlet can be modified to facilitate better attachment of the lower drain pipe. The carb body may be drilled and tapped to facilitate the fitting of a nipple to allow a venting pipe to be attached. The vent pipe must be fuel tight and routed to a position to vent under the tank or run to the catch tank. The throttle slide pin may be replaced to provide a more secure means of slide location. The carb may be bored to a maximum dia of 35mm. The inlet opening of the carb may be re profiled. Alternative float assemblies can be fitted. The carb may be repaired engine side and built up with a suitable epoxy based material

Seat Unit

Any seat unit maybe used provided no part projects no further forward than the original fuel tap position, and not more than 100mm below the top horizontal frame tube and no other regulation is contravened.

Fuel Tank

Any fuel tank from eligible machines may be used and should retain the original profile including the original style of filler.

Permissible Fuel Tank Mods

An additional fuel tap can be fitted in a mirror position to the original. Indents in the side faces of the tank can made to provide clearance on full lock . Repairs are allowed.

Brakes and Discs

Any type of brake unit and brake disc can be fitted.

Streamlining

No fairing, frontal or rear enclosure is permitted.

Tyres

Tyres of any manufacture are permitted.

Wheels

Wheels of any manufacture are permitted.

Interchangeability

Parts from all eligible machines can be interchanged on any machine.

Exhaust System

The down pipe must be standard or pattern (not fabricated). The down pipe must be securely connected to the exhaust system by clamping or with tension springs . Welding of these to parts is permissible provided that the 440mm overall length of the downpipe is retained. The exhaust system must retain the dimensions and silhouette of an exhaust system from eligible machines up to the end of long diffuser cone (Section A in Fig 3.)

Permissible Exhaust System Mods

The down pipe may be reduced in length to a minimum of 440mm measured on the outside radius from the barrel end lip to the end of the pipe. Small loops may be welded to the diffuser and down pipe to facilitate retention of these two parts. After Section A any modification is permissible provided it does not exceed 91mm exterior diameter (Section B in Fig 3.) Where tension springs are utilised to connect the down pipe to the diffuser an additional outer sleeve can be welded to the down pipe to form a sleeve joint. In the case of the failure of the exhaust retention thread in the barrel, any methods to retain the down pipe can be utilised to replace or assist the screw thread fixing with the proviso that the 440mm down pipe length is maintained.

Fuel

Any leaded or un-leaded fuel that is freely available from public garage forecourts up to 100 RON is permissible. No blending with or use of Avgas is permitted.

ACU Road Race Regulations

All machines must conform to the ACU road racing regulations.

Transponders

Transponders should ideally fitted to the left fork stanchion but under no circumstances no

further forward than the forks.

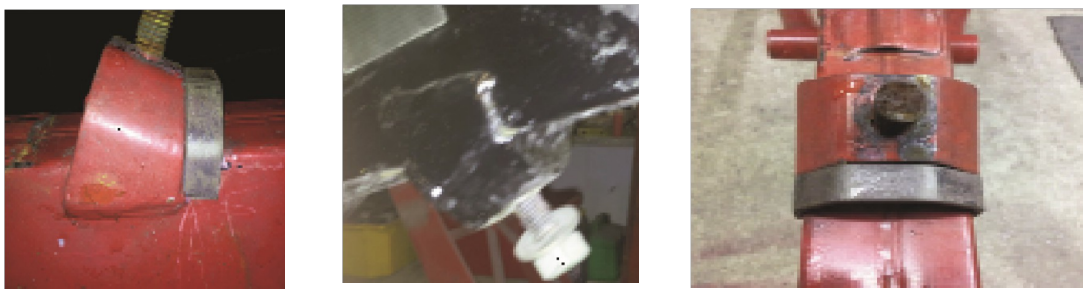

Figure 1

Figure 2

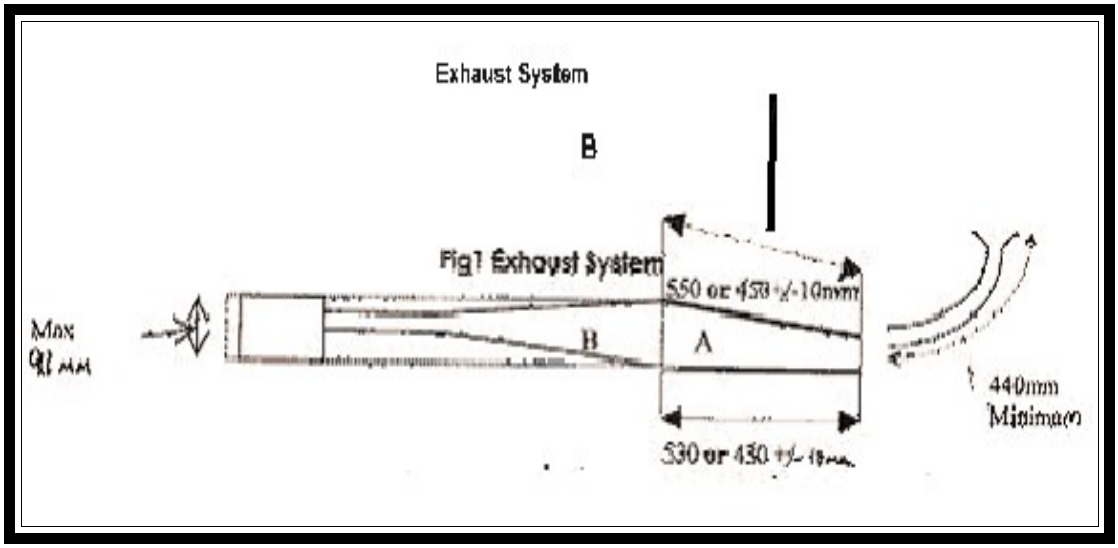

Figure 3

Note: The length dimension for Section A includes the parallel clamping dia

Important Notice To All Riders

Members of the Technical Committee will carry out random spot checks of machinery at meetings to ensure they comply with BMZRC Technical Regs. Infringements of the regulations are unlikely to result in the exclusion at that meeting but the rider/owner will be required to remedy the problem before entering subsequent BMZRC events. However, should the infringement be so blatant or in total disregard to advice previously given by the Technical Committee it may result in exclusion.