

BMCRC/BMZRC MZ Technical Regulations

Eligible machines

- MZ TS 250
- MZ ETZ 250 & 251
- MZ ETZ 301 & Saxon - Swinging arm and Frame only.

Interchangeability

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

ACU Regulations

- All machines must conform to the ACU road racing regulations, No Exceptions.

Modifications

Any Modifications are permitted, unless expressly restricted below.

Engine/Gearbox

- a) Max Piston Size shall not exceed 72mm Diameter.
- b) The Stroke shall be 65mm.
- c) No Liquid cooling.
- d) Crank flywheels must be from an eligible machine, but can be modified.
- e) The Clutch must be mounted in its original position on the crankshaft, but can be modified / replaced, as long as it is actuated by the original Worm Gear (See Fig 1 below) mounted in its original position in the clutch casing.
- f) Induction is only permitted through the barrel, with or without a reed valve.
- g) 5th Gear Ratio may be reduced from 0.870 (20/23t) to 0.954 (21/22t) (Highly Recommended)
- h) Gear Shafts & 1st to 4th Gears must be from an eligible machine, but can be modified, Except for Ratio which must match the eligible machine.

Fig.1



BMCRC/BMZRC MZ Technical Regulations

Induction

- Induction is only allowed by a Carburettor of either:
 - a) A Mikuni VM with a maximum bore size of 34mm.
 - No modifications to the main body of a Mikuni carburettor are permitted.
 - No Powerjets are permitted.
 - b) An original BVF, which may have the following Modifications:
 - The carb body may be drilled and tapped to allow the fitting of a nipple to allow a venting pipe to be attached.
 - The throttle slide pin may be replaced to provide a more secure means of slide location.
 - The carb may be bored to a Maximum Diameter of 35mm.
 - The inlet opening of the carb may be re profiled.
 - Alternative float assemblies can be fitted.
 - The carb may be repaired and/or built up with a suitable epoxy-based filler.
 - Welding is permitted for repairs, and to assist in the strong location of the throttle slide pin (preferably threaded and lock wired)

Note: For safety reasons, the Preferred BVF Mods for throttle slide pin are shown below.



If the above is not done as a minimum the Idle screw **MUST NOT** extend into the bore, so the throttle cannot jam open if the slide does rotate.

This can be done by cutting it back, or blanking off with a short bolt.

BMCRC/BMZRC MZ Technical Regulations

Frame

- The Silhouette and geometry shall be as original, but removal of any un-needed part is allowed.
- The only strengthening allowed is shown in Fig 2 & Fig 3 (Highly Recommended for Safety)
- Any other Welding is only permitted for repairs and fitting of a steering damper and must not strengthen the frame.
- Rear sets and seat units must be mounted by brackets or bolting to frame parts.

Fig 2.



Fig 3.



Swinging-Arm

- The swinging arm must not be strengthened or braced, but removal of any un-needed part is allowed.
- Welding is only permitted for repairs and to provide a lug for the fitting of a chain guard.
- The rubber pivot bushes may be replaced by alternative bushings / bearings.

Front Forks

- The Fork Bottom section (Lower) must be from an eligible machine, but may have brackets removed / lightened.
- The Fork Stanchion (Upper) must be from an eligible machine, but may be shortened.

BMCRC/BMZRC MZ Technical Regulations

Rear Suspension

- Only twin shock absorber rear suspension units mounted in the original positions are permitted, but can be replacement units of any manufacture.

Seat Unit

- The seat unit is not permitted to extend any further forward than the fuel taps.
- The seat unit is not permitted to extend more than 100mm below the top horizontal frame tube.

Fuel Tank

- The fuel tank must be from an eligible machine, and must retain the original profile including the original style of filler.
 - i) An additional fuel tap can be fitted in a mirror position to the original.
 - j) Indents in the side faces of the tank can be made to provide clearance on full lock.

Wheels

- Carbon Wheels are not permitted.

Streamlining

- Fairings, frontal or rear enclosures are not permitted.

Exhaust System

- The down pipe must be standard or pattern (not fabricated).
- 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. See Fig 4 on Next Page.
- The down pipe must be securely connected to the exhaust system, this can be by any means, but the method used must ensure the 440mm minimum downpipe length is maintained.
- The exhaust system must meet the dimensions shown in Fig 5 on Next Page.
- The Original Exhaust Downpipe Retention Nut can be replaced / aided by any other fixing means to the barrel, but the method used must ensure the 440mm minimum downpipe length is maintained.

BMCRC/BMZRC MZ Technical Regulations

Fig 4.

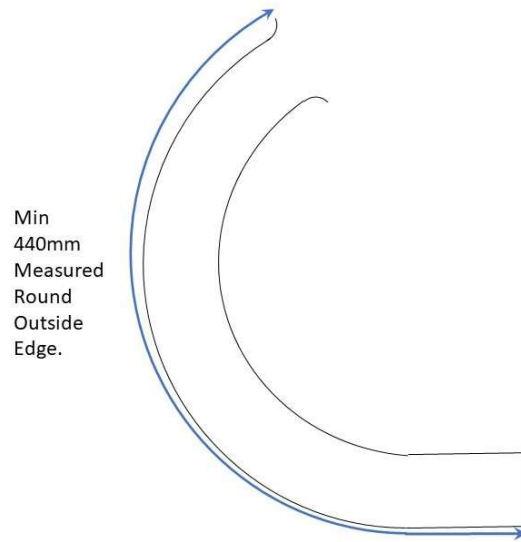
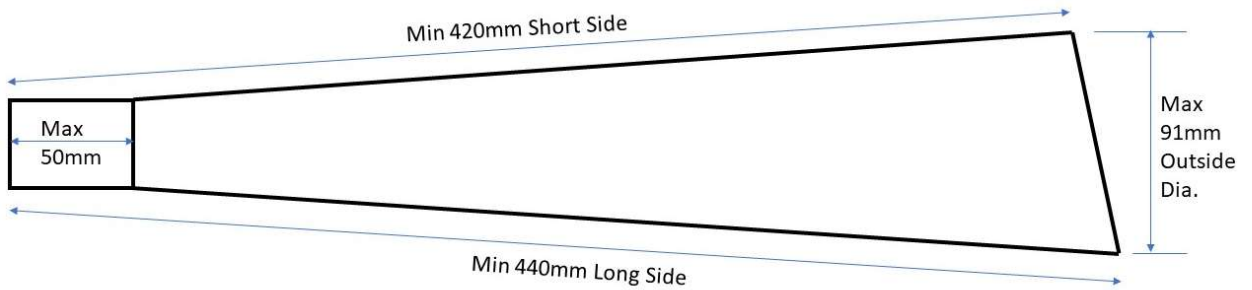


Fig 5.



Ignition / Brakes / Tyres / Yokes

- No Restrictions.

Fuel

- Fuel must be Unleaded, **NO** blending with or use of Avgas is permitted.
- Fuel over 100 RON is also not permitted.

Transponders

- Transponders are to be fitted to the Centre Frame Upright see Fig 6 on Next Page.

Fig 6.



Important Notice to All Riders

Members of the Technical Committee reserve the right 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.