

**A summary of the more usually used bikes in Classical Reliability Trials.**

**Bikes are usually modified to a certain extent. Pillion foot pegs removed, Lighter components fitted where possible and sump guards added.**

**Class A.. Solo Bikes of British Manufacture (Frame and Engine). Usually pre 65....**

**AJS 350 & 500's. Ariel 350 & 500's. Triumph Tiger cubs & 350 /500s. BSA Bantams & B25s B40's.**

**Class B1 & B2. Usually the largest entries are in these classes as they are lighter and more maneuverable. Speed and power not particularly being a requirement. Many Firsts in class and Gold medals have been won by competitors using a 185 or 200.**

**Class B1. Up to and including 225cc. Usually Beta Alp 200's. Yamaha Serrow 225's. GasGas 200's. Honda 185's.**

**The larger bikes more usually found on longer and less technical events.**

**Class B2. 226 to 450cc. Honda 250's. Suzuki DR 350's. & 400Z's. Yamaha TTR 250 & XT 350's .**

**Class C. Over 450cc. Normally more used in the MCC events.**

**BMW 650's. Armstrong MT 500's. KTM EXC 535's.**

**Class D. Sidecars. These tend to be of the more substantial and larger kind. However smaller engined outfits have been used with varying degrees of success. The usual ones to be used are:**

**Norton/Yamaha/CCM/BMW Wasp's. Yamaha EML's. & CCM's.**

**Passengers (Surly a misnomer here). must also have an ACU license.**