



CLASSIC MOTORCYCLE ROAD RACES BRANDS HATCH 7th & 8th OCTOBER 2017

SUPPLEMENTARY REGULATIONS Permanent Course Licence # - PCL006

**ACU Permit # - ACU49169
EMN # - TBC**

1. Announcement

The 'Classic Racing Motorcycle Club Limited' will organise a European Open status Road Race meeting at Brands Hatch on the 7th & 8th October 2017 commencing at 9.00am Saturday and continuing on Sunday at 10.00am. The meeting will be held under the National Sporting Code of the Auto-Cycle Union (ACU), Standing Regulations for Road Racing and these Supplementary Regulations, together with any Final Instructions subsequently issued or Official Announcements made.

2. Officials

Clerk of the Course- Sally Russell
ACU Steward – William Carruthers
Club Stewards – Joy Gill & TBC
Secretary of the meeting- Anji Yardley 77 High Street, Walcott, Lincs LN4 3SW Tel 0333 355 4005 e-mail entries @crmc.co.uk

Chief Technical Official- Gordon Thorpe
Child Protection Officer – Anji Yardley
Timekeeper- Nick Hooper

3. Eligibility.

a. Rider Eligibility - Open to riders, drivers and passengers who hold a valid current competition licence for Road Races issued by the ACU, SACU or the European Community FIM affiliated federations and endorsed by their FMN for use elsewhere within the European community. All licences must be shown when signing on.

All riders not holding licences issued by the ACU or SACU must carry proof of insurance and a written Start Permission document issued by their FMN and produce them when signing on.

All riders, drivers and passengers must be current members of the CRMC Limited. SCRMC and BHR (VMCC) members are offered complimentary CRMC weekend membership, but must show their SCRMC/BHR membership card at signing-on. Riders and Passengers under 18 years of age must also complete a "Parental Agreement" form in addition to this entry form to permit them to compete. Their Parent or Legal Guardian must attend signing on with them and must be available for the duration of the meeting. Parental Agreement forms are available from either the ACU or CRMC.

b. Motorcycle Eligibility.

Events 1 – 10: Motorcycles must be CRMC registered, or GSOC/ SCRMC/C50RC eligible as applicable. BHRC (VMCC) members may enter their motorcycle in the appropriate capacity class.

Event 11 solos must comply with the eligibility requirements of, and be registered with, the Lansdowne Cup Series.

4. Entries

a. Entries open on publication of these supplementary regulations, and close 8th September 2016. At the entry secretary's discretion, late entries may be accepted up to 3rd October 2016, and subject to the £20 late entry surcharge.

b. All entries must be made on the official Entry Form and sent to the Race Entry Secretary:

Anji Yardley 77 High Street, Walcott, Lincs LN4 3SW

c. Entry fees: Details on the official entry form.

d. The organisers undertake to insure each driver and passenger, indemnifying him/her against any third party claims made arising out of the races or the official practice, excluding claims by other drivers or passengers, entrant, sponsor or mechanic.

e. Refunds: Entries may be cancelled and fees refunded, less a £20 admin charge, provided notification is received on or before 4th October 2016.

5. Limitation

Solos: The maximum number of starters for racing is 40 and for practice 60. For Post Classic 125cc races, a grid size of 44 is permitted.

Sidecars: The maximum number of starters for racing is 30 and for practice 45.

In races that are oversubscribed at the entries close date, priority will be given to: i. Full members of the CRMC, ii. Non second ride on the same machine entries, iii. Order of receipt.

6. Change of Machine Driver/Rider and/or Passenger

Changes of rider, of change of make of machine, or capacity, in the same class may be permitted. Any change must be notified in writing to the Secretary of the meeting at least 60 minutes before the start of the days racing. Failure to notify the secretary will result in exclusion from the results and the remainder of the meeting. Only the holder of an entrant's licence, being an entrant, can nominate a change of rider. It is not permitted to change both rider and bike.

7. Awards

Events 1–9: Awards in the form of trophies or regalia vouchers will be made to the first three finishers in each class. Trophies will be awarded on the aggregate results of Saturday's races and, vouchers awarded on the aggregate results of Sunday's races.

Events 10a, 10b & 20a: Trophies and prize money 1st £500, 2nd £250, 3rd £125, 4th £75 5th £50

The course is raced in a clockwise direction, and 1.64 miles long.

8. The Course

The course is raced in a clockwise direction, and 1.208 miles long.

9. Programme of Events

Racing will consist of the following events for motorcycles described in Category 1, Groups A1 & B1 of the National Sporting Code. All machines must conform to Section 3 of these regulations.

Events 1–9 & 11, Scheduled for two six lap races and the ten lap Race of the Year Trophy race.

Event 12a Scheduled for one six lap race each day. **Event 10a & 20a:** Each scheduled for one race of 10 laps.

The CRMC reserve the right to alter, modify or cancel any part of the programme, as it may deem appropriate.

Event	Classes (as defined by CRMC)			
1	01a. Sidecars - P1	01b Sidecars - P2	01c Sidecars - P3	
2	02a. Solos- Up to 200cc Classic Four strokes		02b. Solos – Up to 200cc Classic Two strokes,	
3	03a. Solos- Up to 250cc Classic European & Four stroke Twins			
4	04a. Solos- Up to 350cc Classic European		04b Classic 350cc Rider 55yrs or over	
	04c Solos- Up to 350cc Classic Twin & Multi Cylinder		04d Solos - Up to 350cc Classic BSA Goldstars	
5	05a. Solos- Up to 500cc Classic GP & Clubman by Invitation		05b. Solos – Classic Clubman 351cc - 500cc	
	05c. Solos - Up to 500cc Classic BSA Goldstars			
6	06a. Solos – Classic Formula 750 (Maximum capacity 780cc)			
7	07a. Solos- 201cc – Classic Clubman 1300cc Twin Cylinder		07b. Solos – Classic Clubman 1300cc Multi Cylinder	
	08a Solos – Post Classic Superbike 1 & PC 1 500cc Grand Prix		08b Solos – PC Superbike 2 , PC 2 500cc Grand Prix & PC Superstock	
	08c. Solos - Post Classic 1 & 2 750cc Clubman		08d Solos - Post Classic 1 Up to 500cc Air Cooled	
	08h Solos -P/Classic 1 Up to 250cc A/Cooled & Classic 250cc Twins		08k – Post Classic Superstock	
8	08e Solos - Production Up to 600cc F/ Stroke & 350cc T/Stroke		08f Solos: Production 601-1300cc F/strokes & over 350cc T/strokes	
	09a Solos - Post Classic GP 1 Up to 250cc		09b Solos - Post Classic GP 1 Up to 350cc	
9	09d Solos - Post Classic 1 125cc (Piston Port)		09e Solos - Post Classic 1 & 2 125cc Open	
10	10a Solos – ACU Classic 500cc Championship			
11	11a. Lansdowne British GP	11b. Lansdowne WRR 500cc	11c. Lansdowne Avon 350cc Cup	Lansdowne TCM Club Cup
	12a Sidecars Camathias Cup			
20	20a. Solo – Classic Race of Aces (King of the Classics Championship - open to all CRMC registered machines)			

10. Technical Inspection

a. Machines must be presented to the Technical Official at the times stated. Motorcycles should be in a race/practice ready condition displaying the numbers allocated for the meeting in the correct style and size. The relevant technical control card must accompany the machine through the technical inspection.. Participants must present themselves to the Technical Official wearing their protective clothing, boots and identification disc. They must also bring helmet(s), visors and gloves for checking by the Technical Official. Riders must use a helmet bearing the current ACU Gold Stamp. A rider or passenger from another country holding a licence endorsed by his/her FMN and carrying proof of insurance issued by his/her FMN, may wear a helmet without an ACU Approval Stamp but complying with FIM Art. 01.67 (displaying a recognised International Helmet Standard).

A machine eligibility inspection will be made during Technical Control. Please bring the relevant machine eligibility certificate for inspection.

b. Technical Control Opening Times: These will be allocated and detailed in the Final Instructions.

c. Re-inspection following an accident: It is the rider's responsibility to ensure that following an accident:

- His/her machine, helmet and clothing are re-presented to, and approved by, Technical Control before further use at the meeting
- He/she is passed fit by the Medical Officer before taking any further part in the meeting and the associated written confirmation is presented to Race Control. before resuming racing.

d. Technical Requirements: In addition to the requirements of the ACU Standing Regulations and National Sporting Code, the following requirements are applicable to all machines at CRMC run events.

- Safety locking wire shall be annealed stainless steel of between 0.7mm and 1.0mm in diameter. Copper wire shall NOT be used for safety wiring.
- Spin-off type oil filters must be jubilee clipped and wire locked to prevent unscrewing.
- Plastic pipe, braided or otherwise, shall NOT be used for flow-carrying oil lines. It is permitted for breather pipes. All pipe terminations on positive-pressure oil flow lines must use threaded or swaged fittings.
- Section 5.18 "All drain plugs must be tight and drilled and wired into position." shall include fork and suspension unit drain plugs, where practicable.
- Filler caps and filter covers shall be drilled and lock-wired on crankcases, gearboxes and final drive units where practicable.
- Exhaust retaining springs must be 'parallel-wired' to ensure the security of the system and components in the event of a spring failure. This requirement does not apply to springs retaining exhausts to the cylinder head or barrel.
- In addition to the exhaust connection at the cylinder head or exhaust port, there shall be at least two points of retention for each pipe/silencer assembly. This may be accomplished by the use of a safety strap wire loop in addition to a single main mounting.
- All machines must meet the oil containment requirements in the Road racing Section of the ACU handbook.
- Tyre inflation valve caps must be of metal construction.
- All Monza fuel caps must be made leak proof and fitted with a secondary means of securing shut. (e.g. an R Clip or lockwire) Ensuring the cap is leak proof can be achieved by soldering the hole up in the brass plate under the cap. A separate breather should be fitted with a Non Return Valve to allow air into the tank. A flexible pipe with a couple of loops in visibly terminating in a 250ml bottle will also suffice.

11. Practice & Grid Positions

Practice is scheduled to commence at 9.00am Saturday and competitors will have the opportunity of at least ten minutes practice. Orange Jacket Clubman licence holders and riders competing at the circuit for the first time must complete 3 laps of practice, or gain permission to start from the Clerk of the Course. Grid positions for race 1 will be detailed in the final instructions.

12. Method of start

All races will start with the fall of the National flag with engines running (Clutch start). The safety car will not be used, nor will the blue (overtaking) flag.

13. Finish of Races

To be classified as a finisher and included in the results a rider must have completed 75% of the actual race distance. He must also have crossed the finish line, in contact with his machine, on the track and not in the Pit Lane, within three minutes after the winner.

14. Tyres

Slick, tyres, wet weather tyres and tyre warmers are not permitted; full details are in the CRMC eligibility rules booklet.

15. Fuel

It is permitted to use fuel up to 105 RON, 95 MON octane & 2.7% oxygen provided the fuel meets all other ACU specifications. E85 Bio fuel is not permitted.

16. Admission

Each solo rider and sidecar driver will receive 3 passes. Sidecar passengers will receive 2 passes. Licensed entrants will receive 1 pass.

17. Abbreviations

ACU – Auto Cycle Union

SACU – Scottish Auto Cycle Union

SCRMC – Scottish Classic Racing Motorcycle Club

BHR –British Historic Racing Club

GSOC - Gold Star Owners Club

C50RC – Classic 50cc Racing Club