



Classic Racing Motorcycle Club Ltd



CLASSIC ROAD RACES DARLEY MOOR 7th & 8th JULY 2018

SUPPLEMENTARY REGULATIONS
Permanent Course Licence # - PCL013

ACU Permit # ACU52456
EMN # - 70/254

1. Announcement

The 'Classic Racing Motorcycle Club Limited' will organise a European Open Status Road Race meeting at Darley Moor on 7th & 8th July 2018 commencing at 10.00am Saturday and continuing 10.00am Sunday. 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- Richard East

Chief Technical official- Gordon Thorpe

ACU Steward – Joy Gill

Child Protection Officer – Anji Yardley

Incident Officer – Mike Driver

Timekeeper- Sports Timing Services

Secretary of the meeting- Anji Yardley, Hawthorn Cottage, Main Road, Haltham, Lincs LN9 6JQ Tel 01507 568573 e-mail: entries@crmc.co.uk

3. Eligibility.

a. Rider Eligibility - Open to riders, drivers and passengers who hold a valid current competition licence for Road Race issued by the ACU, SACU or other FIM Europe affiliated Federation. 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. -

All events: All motorcycles must be CRMC registered, or GSOC/SCRMC/BHR eligible as applicable.

4. Entries

a. Entries open on publication of these supplementary regulations, and close 7th June 2018. At the entry secretary's discretion, grid space permitting and subject to a £25 surcharge, late entries may be accepted up to 25th June 2018.

b. All entries must be made on the official Entry Form and sent to the Race secretary: - Anji Yardley, Hawthorn Cottage, Main Road, Haltham, Lincs LN9 6JQ

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 £25 admin charge, provided notification is received before 26th June 2018.

5. Limitation

Solo's: The maximum number of starters for racing is 36 and for practice 54. For Post Classic 125cc races, a grid size of 40 is permitted.

Sidecars: The maximum number of starters for racing is 18 and for practice 27.

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, change of make of machine, or capacity, in the same class are permitted up until 8.30 am each day. After 8.30am amendments are at the Race Secretaries discretion. All changes must be in writing and failure to notify the secretary will result disqualification 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 Trophy awards will be made to the first three finishers in the first race of each Championship class Saturday and Sunday. Saturday awards will be made at a prize presentation ceremony on Saturday evening, Sunday awards can be collected from the Race Office.

Event 10a (ACU Classic 500) & 10c (ACU Post Classic) 1st £500, 2nd £250, 3rd £150, 4th £100, 5th £50

The presentation of awards in events 10a and 10c will be made immediately after the respective races.

8. The Course

The course is raced clockwise, is 1.5 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 are scheduled for two races of 6 laps and two races of 8 laps during the weekend.

Event 10a & 10c are scheduled for one race each of 12 laps on Sunday.

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	01d Sidecars – P4
2	02a. Solos- Up to 200cc Classic Four 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	07c. Solos - Classic Clubman 251-1300cc			
8	08a Solos – Post Classic Superbike 1 & PC 1 500cc Grand Prix		08b Solos – PC Superbike 2 & C 2 500cc Grand Prix	
	08c. Solos - Post Classic 1 & 2 750cc Clubman		08d Solos - Post Classic 1 Up to 500cc Air Cooled	
	08h Solos - P/C 1 Up to 250cc A/Cooled & Classic Twins up to 250cc		08k Solos – Post Classic Superstock	
	08e Solos - Production Up to 600cc F/ Stroke & 350cc T/Stroke		08f Solos: Production 601-1300cc F/strokes & over 350cc T/strokes	
9	09a Solos - Post Classic GP 1 Up to 250cc		09b Solos - Post Classic GP 1 Up to 350cc	
	09d Solos - Post Classic 1 125cc (Piston Port)		09e Solos - Post Classic 1 & 2 125cc Open	
10	10a Solos – ACU Classic 500cc Championship		10c Solos – ACU Post Classic/King of the Classics Championship	

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 Technical Control card, plus 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

Timed Practice is scheduled to commence at 9.00am Saturday from which Race 1 Grid positions will be determined. Orange Vest 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.

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

14. Tyres

Slick, tyres, cut slicks, 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. Methanol is only permitted for use in pre-1939 BHR machines. The use of 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

CRMC - Classic Racing Motorcycle Club ACU – Auto Cycle Union SACU – Scottish Auto Cycle Union GSOC - Gold Star Owners Club
 SCRMC – Scottish Classic Racing Motorcycle Club BHR (VMCC) – British Historic Racing