



## **Classic Racing Motorcycle Club Ltd**

# **Classic Racing Motorcycle Club – Eligibility Rules**

Effective from February, 2009 (Changes made since January 2008 are shown in red type)

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## **Part 1 – General**

### **INTERPRETATION**

Decisions regarding the interpretation of these rules rest with the Eligibility Sub-Committee and / or Management Committee, whose decision in these matters shall be final.

### **GENERAL POINTS**

**1.1** Members intending to participate in CRMC events (including parades) must register their machines with the Eligibility Sub-committee in order that their eligibility status may be determined beforehand. The method of registration is detailed on the registration form. All machines so registered will be issued with a Registration Certificate which will enable Technical Officials or Eligibility Officials to pass the machine for eligibility, *provided that there have been no alterations to the machine since the issue of the last certificate.*

**1.2** Please refer to the supplementary regulations, entry forms and final instructions to ascertain in which event any particular machine will be accepted for competition or parade.

**1.3** When, in some rare instances, a machine was manufactured before or after 1st January 1964 - contrary to the major part of that models production run - the Committee may decide to place the machine in a different period classification than that into which it would normally fall.

**1.4** Where the machine is of a model manufactured during Period Two and continuing in production *substantially unchanged* after 31st December 1967, in the case of two strokes, or 31st December 1972, in the case of four strokes, such machines may be eligible. However, any machine manufactured after 31st December 1975 will not be eligible for Period 2.

**1.5** Similar 'run-on' dispensations will now be granted for Periods 3 & 4 at the Management Committee's discretion.

**1.6** On all solo machines in Periods 1 & 2 up to 500cc, the maximum size rims to be used on either wheel shall be WM3 or 2.15 inches.

**1.7** Machines not eligible under these rules may be invited to parade at CRMC events at the discretion of the Management Committee. Owners of such machines may apply to the Management Committee for invitations (Group 5).

**1.8** Any amendment to the Eligibility Rules that is the subject of a proposal and vote and approved at an AGM, which results in previously eligible fittings or machines becoming ineligible will not be implemented until ONE YEAR after an AGM at which the amendment is approved. Similarly any amendment made to the Eligibility Rules by the Management Committee or Eligibility Sub Committee which results in previously eligible fittings or machines becoming ineligible will not be implemented until ONE YEAR after the amendment is approved.

**1.9** In the instance of a machine not meeting these eligibility guidelines, consideration may be given to the historical or technical interest of that particular machine, and subject to CRMC approval may be granted full or part dispensation, subject to the agreement of the full Management Committee.

**1.10** It is up to the applicant to prove that the machine and / or any part of that machine is eligible for racing by showing that such machines and / or parts were indeed raced in the Period.

**1.11** Notwithstanding anything contained herein to the contrary, slick tyres, hand cut slick tyres, hand cut tyres, and wet weather tyres so deemed by the Management Committee will not be permitted for use in CRMC events. Only treaded racing or sports tyres as deemed by the Management Committee are allowed.

**1.12** The appearance of the machine is also a crucial part of the eligibility process. Machines not presented to a high standard may not be granted eligibility or may not pass eligibility scrutineering.

## **GROUPS and PERIODS**

Machines considered in the following groups will normally be of a type raced in Europe in the relevant period. Other machines that do not meet this criterion may be referred for inclusion by the CRMC committee

### **GROUP ONE**

Thoroughbred machines as raced in TT, Grand Prix and Short Circuit Racing.

### **GROUP TWO**

Machines built for racing and of a type raced during the Classic period (as defined below) using as a basis engines not qualifying for group 1 together with certain machines which do not meet Group One or Group Three specification.

### **GROUP THREE**

Production road and sports machines.

### **GROUP FOUR**

Directed by earlier committee's for the registration of replica machines - not currently used.

### **GROUP FIVE**

Machines solely for Parade use which in the opinion of the management committee will add variety and interest to CRMC parades even though they might not specifically meet the eligibility requirements.

**Groups will be sub-divided into age classifications or periods as detailed below:**

#### **PERIOD 1**

Machines made between 1st January 1945 and 31st December 1963

#### **PERIOD 2**

Four stroke machines manufactured between 1st January 1964 and 31st December 1972

Two stroke machines manufactured between 1st January 1964 and 31st December 1967

#### **PERIOD 3**

##### **Cut off dates**

100cc up to 125cc single or twin cylinder 31st December 1986

126cc up to 250cc single or twin cylinder 31st December 1984

251cc up to 350cc single or twin cylinder 31st December 1981

351cc and above single, twin, triple or four cylinders 31st December 1981

#### **PERIOD 4**

January 1st 1982 to December 31st 1986

**Note1:** Any 50cc or 125cc Group One machine, whether two or four stroke, is eligible for Period 2 if constructed before 31st December 1972.

## **PART 2 - GROUP ONE, PERIOD 1 & 2 ELIGIBILITY REGULATIONS**

### **(Applicable to machines up to 500cc)**

Thoroughbred racing machines built for Grand Prix TT, and Short Circuit racing, whether as one-off specials, works team bikes, or catalogued racers. This includes specialist Grand Prix chassis produced to accommodate specific Grand Prix engines.

**FRAME FORKS AND REAR SUSPENSION:** Must be of a type and model used within the appropriate Period for the machine and must also maintain the manufacturer's original dimensions and shape.

**REAR SUSPENSION UNITS:** Shall NOT have remote or external reservoirs.

**WHEELS:** Must be of a wire-spoke construction, with a minimum rim diameter of 18 inches, except for the Arter Matchless.

**BRAKES:** For Period One machines, any DRUM brake of a make and type manufactured within the Classic period may be fitted provided it can be shown that such a brake was used on the machine in question. For Period Two machines, any brake of a make and type manufactured within the Classic period may be fitted provided it can be shown that such a brake was used on the machine in question.

**TYRES:** Shall be in accordance with ACU Standing Regulations for Road Racing Club events. See also Part 1 – General above. *NB No modifications are allowed to forks frame or swinging arms to accommodate tyres of a non-standard size.*

**TANKS, SEATS and FAIRINGS:** Shall be of a style or pattern in use within the appropriate Classic period for the machine. Machines can be raced un-faired.

**ENGINE:** The external appearance of all engine components must be maintained as per the original engine manufacturer's specification, unless it can be conclusively shown that any external modifications made are from within the relevant period. The internal specification of all engines is free from restriction, but the machines must be entered in the correct capacity class and their actual capacity declared.

**CARBURETTORS:** There shall be no restriction in the size of the carburettor used, but units must be of the type used within the relevant Period on the machine in question. See dispensation D.6 below as well.

**IGNITION:** There shall be no restriction on the type of system used. If non-standard electronic units are used, components must be concealed where possible.

**GEARBOXES:** Shall be of a type and model used within the appropriate Classic period for the machine and retains the original external appearance. The internals of the gearbox shall be free from all restrictions.

**TRANSMISSION:** If a belt drive is included in the transmission it must be concealed from view.

**INSTRUMENTS AND CONTROLS:** Must be of a type and style used in the Period and Period One machines may ONLY be fitted with mechanically driven rev counters.

### **PART 3 - GROUP TWO PERIOD 1 & 2 ELIGIBILITY REGULATIONS**

Machines built for racing and of a type raced during the periods 1&2, using as a basis engines not qualifying for Group One, together with certain machines which do not meet Group One or Group Three specifications.

**FRAME AND SWINGING ARM:** Must be either- a) proprietary parts manufactured for road use during the appropriate Classic period, or b) of tubular construction and of a style and type in use during the relevant Classic period for the machine. The swinging arm must be of a conventional style, each leg being constructed of a single tube and the movement controlled by suspension units mounted on each leg at either side of the rear wheel.

**FORKS:** Must be of a type and model used within the appropriate Classic period for the machine.

**REAR SUSPENSION UNITS:** Shall NOT have remote or external reservoirs.

**WHEELS:** Must be of a wire-spoke construction with a minimum rim diameter of 18 inches.

**BRAKES:** For Period One machines, any DRUM brake of a make and type manufactured within the Classic period may be fitted. For Period Two machines, any brake of a make and type manufactured within the Classic period and used on the machine may be fitted.

**TYRES:** Shall be in accordance with ACU Standing Regulations for Road Racing Club events. See also Part 1 - General section above.

**TANKS, SEATS and FAIRINGS:** Shall be of a style or pattern in use within the appropriate Classic period for the machine. Machines can be raced un-faired.

**ENGINE:** The external appearance of all engine components must be maintained as per the original engine manufacturer's specification, unless it can be conclusively shown that any external modifications made are from within the relevant period. The internal specification of all engines is free from restriction, but the machines must be entered in the correct capacity class and their actual capacity declared.

**CARBURETTORS:** There shall be no restriction in the size of carburetors used, but units must be of a type used within the Classic period, i.e. up to 1972. See also D.6 below.

**IGNITION:** There shall be no restriction on the type of system used. If non-standard electronic units are used, components must be concealed where possible.

**GEARBOXES:** Shall be of a type and model used within the appropriate Classic period and retains the original external appearance. The internals of the gearbox shall be free from all restrictions.

**TRANSMISSION:** If a belt drive is included in the transmission it must be concealed from view.

**INSTRUMENTS AND CONTROLS:** Must be of a type and style used in the period.

**PART 4 - GROUP THREE, PERIOD 1 & 2 ELIGIBILITY REGULATIONS (NB This is an amalgamation of the original rules & Appendix 2, which repeated many of the same points)**

**(Group Three, Period 3 & 4 regulations are detailed under Part 9, page 12)**

Production Road and sports motorcycles of a type used for production racing during the Classic period, but not having a frame and engine of different manufacture.

**FRAME, FORKS AND REAR SUSPENSION:** Must maintain the manufacturer's original dimensions and shape. No modifications are allowed except for the fitting of steering dampers. Rear suspension units shall not have remote or external reservoirs.

**WHEELS:** Must be of a wire-spoke construction with a minimum rim diameter of 18 inches.

**BRAKES:** Shall be the manufacturer's original equipment or listed optional extras. Any grade of pad or lining may be fitted.

**TYRES:** Shall be in accordance with ACU Standing Regulations for Road Racing Club events. See also Part 1 - General section above. *NB. No modifications are allowed to forks, frame or swinging arm to accommodate tyres of a non-standard size.*

**TANK AND SEAT:** Shall have the same general appearance as manufacturer's original fittings, or listed optional extras. Other items, if of a type used on particular machines in the period, may be used, i.e. Skellern Honda, Thompson Suzuki etc.

**FAIRINGS:** Full fairings of a type fitted by the manufacturer as original equipment or as homologated with the ACU for a particular machine may be used. For all other machines, only a top half fairing of period appearance may be fitted.

**ENGINE/GEARBOX, EXHAUSTS, CARBURETTORS & SILENCERS:** The machine must not vary from the manufacturers' STANDARD specifications or listed optional extras as homologated with the ACU in respect of these characteristics:

- 1) Pattern and number of silencers
- 2) Primary chaincases
- 3) The electrical equipment, all of which must be in working order at the start of the race (but see item D2 below). Non-standard electronic ignition may be used, but must be completely concealed. No visible modifications may be made to the engine to accommodate non-standard ignition systems.
- 4) Carburettors. Air funnel extensions are not permitted.
- 5) The bore may not be increased beyond the MACHINE manufacturers' recommended maximum oversize. The Morgo 750cc conversion is accepted as an option for 650cc Triumph machines.
- 6) The gearbox, including the number of speeds.
- 7) Kickstart. Where fitted by the manufacturer as original equipment must be retained in working order.

**EXHAUSTS:** Exhaust pipes of the same diameter as originally supplied with the machine may have the line of the pipe varied to provide increased ground clearance. However, the original pattern of silencer(s) must be retained and the shape must not be altered. The making of 'flats' on silencers will not be permitted. The pipes and silencers must eventually be directed rearwards parallel in plan to the direction of motion of the vehicle. The gasses must not be discharged so as to raise a dust or inconvenience to a following rider.

*Note: This is not deemed to include the use of non-standard "Swept back" or "high level" Exhaust systems.*

**TRANSMISSION:** Final drive shall be to the manufacturer's original specification. The ratios may be altered to suit circuit requirements.

**INSTRUMENTS AND CONTROLS:** Original equipment instruments must be fitted and in working order, although the speedometer may be removed or covered. Extra instruments may be fitted. The horn must be fitted and in working order.

**LIGHTING:** Lenses must be securely taped and headlights must be in working order. Stop lights must be disconnected.

**The following alterations to original specification MUST be carried out in the interests of safety:**

- 1 - Removal of front and rear registration plates, license holder, club badges other than transfers, centre and prop stands, luggage carriers and trafficators.
- 2 - Removal or disconnection of stop lamp switch.
- 3 - High performance or racing tyres MUST be fitted.

**The addition of the following equipment is permitted:**

- 1 - Flyscreens (wire mesh type recommended).
- 2 - Security bolts and/or well fillers.
- 3 - Mudguards and other protective pads.
- 4 - Airscoops to brakes.
- 5 - Overflow or breather pipes to existing standard outlets ONLY which must be fitted so that they do not enter the exhaust gas stream or do not inconvenience a following rider.

Where a genuine problem exists with the availability of a manufacturer's standard part or homologated extra, the Management Committee MAY consider the substitution of a period part of an equivalent size and type and of a style and manufacture appropriate to the machine in question.

## **PART 5 - GROUP ONE, PERIOD 3 ELIGIBILITY REGULATIONS**

Genuine Grand Prix machines built by manufacturers in Period 3

### **CUT OFF DATES**

- 1- 100cc up to 125cc single or twin cylinder 31st December 1986.
- 2- 126cc up to 250cc single or twin cylinder 31st December 1984.
- 3- 251cc up to 350cc single or twin cylinder 31st December 1981.
- 4- 351cc and above single, twin, triple or four cylinders 31st December 1981.

**TYRES:** Shall be in accordance with ACU Standing Regulations for Road Racing Club events. The minimum tyre diameter is 18". The use of Radial tyres is permitted. The use of Wet Weather tyres is not permitted. The use of slick tyres is not permitted. See also Part 1 – General above.

**FRAMES:** All machines must use steel frames as produced by the manufacturer or aftermarket frames kits available in the period, such as; Harris, Spondon, etc. provided such aftermarket frame and engine combinations were raced in the period. The use of aluminium framed 125cc Hondas is not allowed.

**FORKS AND SWINGING ARMS:** The period look of forks, fork yokes and swinging arms must be maintained. The use of upside-down forks is prohibited.

**WHEELS:** Any type of wheel which was available and used for racing in the period can be used. The only wheel diameter allowed is 18".

**CARBURETTORS:** Any carburettor produced in the period can be used on an "as used" basis.

**ENGINES:** The external appearance of all engine components must be maintained as per the original engine manufacturer's specification, unless it can be conclusively shown that any external modifications made are from within the relevant period. The internal specification of all engines is free from restriction, but the machines must be entered in the correct capacity class and their actual capacity declared.

**BRAKES:** Either:

- a) A single brake disc (fixed or floating) and a 4-piston brake caliper or;
- b) Twin discs (fixed or floating) and a pair of 2-piston calipers.

Brake master cylinders should be as used in the period, or replicas. In all circumstances the period look of the machine must be reasonably retained. No form of carbon fibre brake can be used. The fitment of 'remote reservoir' out of period front master cylinders is prohibited.

**GEARBOXES:** The internals of gearboxes are free from restriction, but cassette gearboxes cannot be used.

**FAIRINGS AND SEAT UNITS:** Fairings and seat units must resemble the manufacturer's originals as near as possible. After market fairings and seat units may be used providing that they are as manufactured during the Post-Classic period and were generally available at that time. If pattern carbon fibre fairings and seat units are used they must be painted.

**INSTRUMENTS AND CONTROLS:** Must be of a type and style used in the period.

**PART 6 – PROVISIONAL  
GROUP ONE, PERIOD 4 ELIGIBILITY REGULATIONS (Not currently in use)**

***Machines and race classes have not been finalised. The CRMC committee will advise when this Group and Period are operative***

*Genuine Grand Prix machines built by manufacturers after Period 3 cut-off dates and up to 31<sup>st</sup> December 1986*

***CUT OFF DATES***

- 1 - 126cc up to 250cc single or twin cylinder from 1<sup>st</sup> January 1985 to 31st December 1986.*
- 2 - 251cc up to 350cc single or twin cylinder from 1<sup>st</sup> January 1982 to 31st December 1986.*
- 3 - 351cc and above single, twin, triple or four cylinders from 1<sup>st</sup> January 1982 to 31<sup>st</sup> December 1986.  
(Machines from 100cc up to 125cc single or twin cylinder up to 31st December 1986 are Period 3)*

*Otherwise rules are as for Group 1, Period 3 machines*

## **PART 7 - GROUP TWO, PERIOD 3 ELIGIBILITY REGULATIONS**

Machines raced in the period using production based engine units fitted in either race specific chassis or production based chassis not qualifying for Group One, together with certain complete machines which do not meet Group One specifications. Unrelated engine and chassis combinations are not permitted.

**FRAME:** All machines must use frames as produced by the manufacturer or after-market kits used for the machine which were available in the period. Faithful replicas are permitted and must conform to original dimensions.

**SWINGING ARM:** May be steel or aluminium alloy construction but must be a make and model used on the machine in the period. Faithful replicas are permitted and must conform to original dimensions. No alteration is permitted to allow the fitment of wider tyres.

**FORKS:** Must be of a type and model used within the appropriate period for the machine. The use of "upside-down" forks is prohibited.

**WHEELS:** Spoke, cast or Astralite type wheels allowed. Only wheel diameters of 18" and 19" are permitted.

**TYRES:** Shall be in accordance with ACU Standing Regulations for Road Racing Club events. The use of Radial tyres is permitted. The use of Wet Weather tyres is not permitted. The use of Slick tyres is not permitted. See also Part 1 – General above.

**BRAKES:** Any brake of a make and type manufactured within the period may be fitted. Modern 'equivalents' are not allowed. The use of carbon fibre brakes is prohibited.

**TANKS, SEATS and FAIRINGS:** Shall be of a style or pattern in use within the appropriate Post-Classic period for the machine. Machines may be raced un-faired. If pattern carbon fibre fairings and seat units are used they must be painted.

**ENGINES ALL:** The external appearance of all engine components must be maintained as per the original engine manufacturer's specification, unless it can be conclusively shown that any external modifications made are from within the relevant period. The internal specification of all engines is free from restriction, but the machines must be entered in the correct capacity class and their actual capacity declared.

**CARBURETTORS:** There shall be no restriction in the size of carburetors used, but units must be of a type used within the period for racing.

**GEARBOXES:** Shall be of a type and model used within the appropriate period and retains the original external appearance. The internals of the gearbox shall be free from all restrictions.

**TRANSMISSION:** If a belt drive is included in the transmission it must be concealed from view.

**INSTRUMENTS AND CONTROLS:** Must be of a type and style used in the period.

**STEERING DAMPERS:** Must be of a type and style used in the period. No 'top yoke' styles of fitting shall be permitted. No 'piggy back' type steering dampers shall be permitted.

## **PART 8 - GROUP TWO, PERIOD 4 ELIGIBILITY RULES**

Machines raced in the period using production based engine units fitted in either race specific chassis or production based chassis not qualifying for Group One, together with certain complete machines which do not meet Group One specifications. Unrelated engine and chassis combinations are not permitted.

**All the general rules from Group 2 Period 3 Rules apply to Group 2 Period 4 machines, but with the following changes:**

**ENGINE:** The external appearance of all engine components must be maintained as per the original engine manufacturer's specification, unless it can be conclusively shown that any external modifications made are from within the relevant period.

The internal specification of all engines is free from restriction, but the machines must be entered in the correct capacity class and their actual capacity declared.

4-stroke and 2-stroke engines are eligible, but 4-stroke engines must be air-cooled and have 2 valves per cylinder.

**CARBURETTORS:** There shall be no restriction in the size of carburettors used, but units must be of a type used within the period. Only round slide carburettors will be permitted (unless it can be shown that the manufacturer fitted another type of carburettor to this particular engine as standard). Fuel injection is not allowed.

**TYRES:** Announced at the 2008 AGM, Appendix 5 shows a list of acceptable 17" tyres. Only these tyres will be accepted; if a member wishes to use a tyre that is not listed, details must be submitted to the CRMC Committee for consideration before fitment and use.

**GENERAL:** Any one of the following fitments will require a Group 2, Period 3 machine to be registered as Group 2, Period 4:

i) front forks that are larger than 38mm;

ii) 4-piston brake calipers;

iii) 16", 17", 18" and 19" diameter wheels may be used but only period wheel width and tyre sizes may be used Please refer to APPENDIX 5 for a list of acceptable tyres

## **PART 9 - GROUP THREE, PERIOD 3 & 4 ELIGIBILITY RULES**

Four-stroke (air-cooled only, but **no restriction on the number of valves**) and two-stroke (air-cooled & liquid-cooled) machines raced in the period, built and sold to the general public in the UK by a mass-market bike manufacturer.

Machines are to be raced in essentially unmodified trim.

**CYCLE PARTS:** All parts must be as supplied by the manufacturer and be used in an unmodified condition. Mirrors and stands must be removed in the interests of safety. Lights and indicators may be left fitted to the machine but all lenses must be taped.

**FAIRINGS:** (i) If the machine was supplied with a fairing it must be raced with the original fairing or a fairing of the same pattern in complete and original trim;  
(ii) If the machine was not supplied with a fairing then it may not be raced with any fairing fitted.

**PRESENTATION:** Machines must be presented in a style that reflects the look of the machine when it was available to the buying public. Original colour schemes are preferred.

**WHEELS:** Must be of the type and size supplied with the bike by the manufacturer

**TYRES:** Only treaded sports or sports-racing tyres **listed in APPENDIX 5** are permitted. No modifications to swinging arms or forks or mudguards and so on may be made in order to fit wider tyres.

**EXHAUST SYSTEMS:** Must be as supplied with the bike by the manufacturer. However 4-stroke, 4 cylinder machines may use period type aftermarket road legal systems.

**FUEL SYSTEMS:** Must be as supplied with the bike by the manufacturer. The bore size of the carburetors / injector bodies must not be changed from the original specification. Air filters may be removed.

**ENGINE / GEARBOX:** The internal specification of the engine and gearbox may be changed but external modifications to castings are not permitted.

**BRAKES:** Must be as supplied with the bike by the manufacturer. Any grade of pads or linings may be fitted.

## **PART 10 - SIDECAR ELIGIBILITY RULES**

Machines intended to participate in CRMC events may register with the Eligibility Sub-Committee in order that their eligibility status may be determined. The method of registration is detailed on the registration form. All machines so registered will be issued with a Registration Certificate which will enable Safety Scrutineers to pass the machines for eligibility, provided there have been no alterations to the machine since the issue of the certificate.

### **CLASSIFICATION**

Sidecars will be classified by wheel size into "Period 1", "Period 2" and by engine type into "Period 3". Period 1 machines will have both front and rear wheels of 16 inch diameter or greater. Period 2 and 3 will 10 inch to 15 inch wheels

### **SPECIFICATION RULES**

**Engines** eligibility will follow the same criteria applied to the solos, both 2 and 4 stroke.

*Period 1* - Engines eligible for "Period 1" will be 1967 for 2 strokes, 1972 for 4 stroke with the restriction of 2 valves per cylinder, maximum 2 cylinder, engine limited up to 750cc, with a tyre width of maximum of 4 inches and a minimum wheel size of 16 inches.

*Period 2* - Engines eligible for "Period 2" will be air cooled two valve twins limited up to 750cc. In Period 3 engines will be multi valve, multi cylinder over 750cc up to 1300cc. Also eligible are car engines from the classic period any hybrid engine produced in the period (eg Earles Arrow, PATH URS).

**Carburettors** shall conform to the rule covering carburettors for Group 2 solo machines. Fuel injection is permitted if fitted to that machine as original equipment, or modified within the Classic period. Fuel supply may be by gravity feed, mechanical or electrical pump.

**Gearbox** any commonly used gearbox - Norton Domi, Manx or "sausage", BSA, Triumph, Schafleitner, BMW - may be used with pre-unit motors, or chopped motors having a separate gearbox.

**Clutch** compatible with the period may be used.

**Ignition** systems will be free of restriction provided that if electronic ignition is used as a non-standard fitment then reasonable effort must be made to hide the black box from external view.

**Frames** are to be of tubular construction, and if not constructed within the Classic period must give all reason appearance of belonging to that period. Any riding position may be adopted - sitter, kneeler or semi-kneeler - providing that it permits the driver to be in full control at all times.

**Sidecar** must be of tubular and/or sheet metal construction. It may be permanently affixed to the machine by welding or brazing, or be detachable. Rear exit sidecars are not permitted.

**Front suspension** must be either by telescopic forks, or leading/trailing link design. Hub centre steering and sidecar wheel steering are not permitted unless specifically approved for that machine by the Eligibility Sub - Committee. Rear suspension may be rigid, conventional pivoting fork and dampers - not necessarily hydraulic - or a pivoted fork using a mono-shock medium - e.g. Mini rubber cap and cone, Imp doughnuts, etc. Both front and rear suspension must move in a vertical arc in line with the longitudinal axis, with the steering in the straight ahead position. Steering dampers may be fitted of either friction or hydraulic type.

**Wheels** may be of the following diameters: 10", 12", 13", 15", 16", 18" or 19". Any currently available type may be used, with the following provisos: the width of the tyre must be in keeping with the period of the machine, and in particular in the case of 10", 12", 13" and 15" wheels the width of the tread in contact with

the track shall not be wider than 140mm or 5.5 inches. Slicks (or hand-cut slicks) are not permitted on any wheel.

**Brakes** may be drum or disc on two or three wheels. Mechanical and/or Hydraulic operation is permitted, and provided that there are two independently operated braking systems, may be connected in such a way as to operate more than one brake simultaneously.

**Fairings** may be of "dustbin" type with a separate sidecar nose tray, or may be of one piece design, but must be of the period style. Machines may of course be raced naked if the fairing normally fitted would render the machine ineligible.

## **GENERAL**

Machines must be prepared for racing in compliance with ACU Standing Road Race Regulations, CRMC Standing Regulations, and the Supplementary Regulations for each event.

## **INTERPRETATION**

Any amendment to the Eligibility Rules approved at an A.G.M. which results in previously eligible fittings or machines becoming ineligible will not be implemented until ONE year after the A.G.M. at which the implement is approved. Decisions regarding interpretation of these rules shall rest with the Management Committee whose decision in these matters shall be final.

## **SPECIAL DISPENSATIONS**

MV 750cc 4 cylinder in-period motorcycle engine used in Dave Kay's sidecar outfit granted 30.9.84, subject to the machine being eligible in all other respects.

## **APPENDIX 1**

### **SOLO DISPENSATIONS**

**D.1** Period 1 and Period 2 Group 2 Ducati singles can be fitted with dry clutches. The clutch used must replicate as near as possible the type of dry clutch fitted to Ducati singles in those periods and available at that time.

**D.2** 1968 Greeves Oulton

**D.3** 1968 Bultaco TSS

**D.4** 750cc T140 Triumph engines

**D.5** 850cc Norton Commando engines

**D.6** Amal Mk II carburettors, including smooth bores but EXCLUDING the Power Jet version, may be used on all Period Two machines.

**D.7** Honda CB500T engines

**D.8** Honda CB200 engines

## APPENDIX 2

### How Solo Eligibility Decisions are made:

NB This appendix outlines how CRMC committees interpret the CRMC eligibility rules – it does NOT in any way supplant the eligibility rules or any past or future interpretation or decision of the CRMC committees.

By far the wisest policy is to contact the relevant Eligibility Officer for advice before attempting to register a bike.

### INTRODUCTION

The following summarises how eligibility matters are and have been decided by the various Management committees and /or the Eligibility sub Committees, (hereinafter called simply the 'committee'). It explains how various committees have interpreted the CRMC eligibility rules. It is worth remembering that the CRMC was formed to allow Manx Nortons, Matchless, Seeley Matchless, AJS and similar machines to continue racing. Or to put it another way the Club was formed to celebrate the Classic era by enabling the great British 1960's and early 70's Grand Prix motorcycle to get back on the track. Clearly to be able to put on race meetings the Club had to include other machines as well so period Tritons, Ducati's, Commando's and so on were also catered for. Very quickly the 'problem' of replica machines surfaced as people decided to replicate Manx Nortons and so on. Initially such machines were put in a different Group but within a few years 'real' bikes became more and more scarce whilst serious manufacturers were building excellent replicas and so they became part of Group 1 or 2.

### ELIGIBILITY DECISION POINTS

1. Only machines that were actually raced in the Classic period/s, (as defined in the CRMC eligibility rules, hereinafter called simply the 'period') or in certain cases replicas of machines raced in the period are eligible for CRMC racing events.
2. Thus it is clear that if a particular machine was raced in a classic period and it is substantially unchanged in appearance and specification, then it is eligible to compete in CRMC events. In other words original period racers are eligible for CRMC racing – not surprisingly.
3. Replica machines are permitted if and only if the machine in question was produced in quantity and offered for sale to the general public – say as a catalogued machine. Eligibility cannot be granted to replicas of 'one-offs', be they 'works' specials or privately built machines, although clearly the original machine would be eligible. Thus replicas of Manx Norton's, G50 Matchless's, Seeley Gold Stars and so on are acceptable. Replicas of Joe Soap's home made special are not eligible.
4. Machines built by assembling period parts (or replicas of period parts) are eligible if and only if it can be proved to the committee's satisfaction that such a machine was raced in the period and was generally available.
5. If a machine was designed and built specifically for Grand Prix (and similar high level racing), then it is registered as a Group 1 or 'thoroughbred' machine. Examples of such machines would be a Norton Manx or a Seeley G50. A Group 1 machine is expected to reflect originality closely. Referring back to the introduction, 500cc and 350cc Group 1 machines are considered the 'Blue Riband' of Classic racing.  
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6. If a machine was built from a mixture of road and racing parts or from just road parts then it is registered as a Group 2 machine. Examples of such machines are BSA Gold Star and Honda 350K4. Such machines are not expected to reflect originality as closely as Group 1 machines.
7. It was realised very early on that to insist on exact replication was asking too much because manufacturers of frames or complete machines or whatever sometimes used methods that did not result in each item being exactly the same. Moreover machines were subject to constant revision in search for improvement. Thus the so called, '10 feet' or '10 pace' test is used, where a machine is required to look very like the machine it is replicating from a distance of a few feet. This means a decision on eligibility can usually be made from the information contained on an application form and the photo that accompanies the application.

Please remember that you cannot assume that you can interpret the eligibility rules yourself. Before embarking on any expensive purchase or building program it makes sense to consult the eligibility officer or committee and check that the machine you want to race will be granted eligibility.

### **APPENDIX 3**

#### **HONDA 4 CYLINDER MACHINES for PERIOD 2**

The CB750, CB500 and CB350 four cylinder machines have been granted eligibility for Group 2 Period 2 by successive committees with certain restrictions. The CB750 must closely replicate the appearance of the works CR750 as raced at Daytona whilst the CB500 and CB350 four must look like works Honda fours of the period. So, these machines must have drum brakes, silver and red colour schemes and 4 exhaust pipes and so on. Prospective builders of such machines are strongly advised to contact the eligibility officer for advice before committing themselves to major expense.

### **APPENDIX 4**

Announced at the 2007 AGM

**Applies to all machines:** The fitment and use of slipper clutches is prohibited. The fitment and use of any 'quick shifter' type gear change system is prohibited. Exception: Triumph 'quick shift' type gearbox. Implementation – wef 01/12/07

**Applies to Group 1 bikes in National Races:** All group 1 bikes in National races are required to have drum front brakes fitted. Exception: Alexander Rickman G50. Implementation – wef 01/12/07

**Applies to Paton 500cc GP twin:** The use of any externally fitted oil pump is prohibited. Exhaust systems must be of the 'low level' type as fitted originally. The use of disc brakes is prohibited. Implementation – wef 01/12/07

**Applies to all up to 500cc Group 1 Period 1 & 2 machines:** Only the following rear tyres may be fitted:

- 1) Any 19" tyre
- 2) The following 18" tyres:
  - a) Dunlop 3.50 x 18, 3.50/3.25 x 18 KR124 and KR124A
  - b) Avon AM22 110/80 x 18 Rear Fitment.

Please note that all tyres must conform to ACU and CRMC regulations. Maximum rim size WM3. Riders may apply to the eligibility sub committee to have a tyre included on the list. In the event of new tyres being produced by manufacturers the sub committee will decide on their eligibility and announce accordingly. The decision of the sub committee is final.

Implementation – wef 01/12/07

**Applies to all machines:** The use of out of period castings, which are then fitted externally to engines or gearboxes, is prohibited. Period castings or home-modified items, subject to agreement by the eligibility sub-committee, are allowed. All such items will be subject to safety checks at technical inspection. Implementation – wef 01/12/07

**Applies to Honda K4 machines:** Cylinder inlet ports must follow the line of the original castings and not be modified to create a 'downdraft' inlet port. In addition, inlet manifolds must also follow the original line. Implementation – wef 01/12/07

**Applies to Group 1 Period 3 machines:** The fitment of 'remote reservoir' out of period front master cylinders is prohibited. Implementation – wef 01/12/07

**Applies to Group 2 Period 2 machines:** The use of T160 crankcase parts will be allowed with the following provisos: –

- (i) only right foot gear change components may be used i.e. using T150 inner and outer gearbox covers;
  - (ii) if a standard type primary chain case cover is used it must be suitably modified to retain the appearance of a T150 component; (iii) the dispensation to use T160 crankcase components does not extend to Group 3 machines
- Implementation – wef 01/12/07

## **APPENDIX 5 – TYRES FOR 17” WHEELS USED ON PERIOD 4 MACHINES**

Announced at the 2008 AGM.

This is a list of acceptable 17" tyres. If the tyre you want to use is not listed, it does not necessarily mean it is banned, but you must refer to the eligibility officer for confirmation that you can use it.

Maximum front tyre width is 120/XX

Maximum rear tyre width is 170/XX

### **Dunlop**

Arrowmax GT501  
D207GP  
D207RR  
D208GP  
KR364  
Qualifier RR  
Qualifier D209  
Sportmax D207e  
Sportmax GPR-Alpha-10  
Sportmax Roadsmart

### **Avon**

Viper Xtreme AV61  
Viper Supersport AV59  
Viper Supersport AV60  
Viper Sport AV59  
Viper Sport AV60  
Storm ST AV55  
Storm ST AV56  
Azaro AV45  
Azaro AV46  
HKM AM51  
HKM AM52  
Roadrider

### **Bridgestone**

BT002  
BT010  
BT011  
BT012  
BT014  
BT020  
BT090  
BT39SS  
BT45  
BT56  
BT57  
BT92

### **Continental**

Force  
Sport Attack

### **Metzeler**

Lasertec  
ME22  
ME330  
MEZ2  
MEZ4  
Racetec

### **Metzeler (continued)**

Rennsport  
Sportec M1  
Sportec M3

### **Michelin**

Macadam 100  
Pilot Active  
Pilot Power  
Pilot Power 2CT  
Pilot Power Race  
Pilot Road  
Pilot Sport

### **Pirelli**

Diablo  
Diablo Corsa  
MT08  
MT09  
MT75  
MTR01  
MTR02  
Scorpion Sync  
Sport Demon  
Supercorsa

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