



Classic Racing Motorcycle Club Ltd

Classic Racing Motorcycle Club – Eligibility Rules

Effective from January 2012

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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 Classic 2 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 Classic 2.

1.5 Similar 'run-on' dispensations are also granted for Post Classic 1 & 2 at the Management Committee's discretion.

1.6 On all solo machines in Classic 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 to run as a Parade-only machine.

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.

1.13 Programmable electronic ignitions are acceptable (but components should be out of view as much as possible) but throttle position sensor devices are not permitted (also known as 3-dimensional ignition systems)

1.14 Magnesium alloy wheels and the like were commonly used on racing machines in the post classic era. However, these wheels are subject to metal fatigue over time and it is a good idea to have such wheels crack-tested to ensure they are suitable for racing use. Modern wheels that closely resemble such original wheels will be acceptable fitment.

AGE AND TYPE OF MACHINES

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

GRAND PRIX

Thoroughbred machines as raced in Grand Prix.

CLUBMAN

Machines built for racing and of a type raced during the period (as defined below) using as a basis engines not qualifying for Grand Prix together with certain machines which do not meet Sports or Superstock specification.

SPORTS (CLASSIC) & SUPERSTOCK (POST CLASSIC)

Essentially unmodified production road and sports machines.

PARADE-ONLY

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. Such machines will not normally be eligible for racing

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

CLASSIC 1

All machines = 1st January 1945 and 31st December 1963

CLASSIC 2

Four stroke machines = from 1st January 1964 to 31st December 1972
Two stroke machines = from 1st January 1964 to 31st December 1967

POST CLASSIC 1

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

POST CLASSIC 2

490cc and above single or multi-cylinder machines = January 1st 1982 to December 31st 1986

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

PART 2 - GRAND PRIX CLASSIC 1 & 2 ELIGIBILITY REGULATIONS

(Applicable to machines up to 500cc)

Thoroughbred racing machines built for Grand Prix, and certain 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.

CLASSIC 1

All machines = 1st January 1945 and 31st December 1963

CLASSIC 2

Four stroke machines = from 1st January 1964 to 31st December 1972

Two stroke machines = from 1st January 1964 to 31st December 1967

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. *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. Classic 1 machines may ONLY be fitted with mechanically driven rev counters. Digital instrumentation of any kind is not allowed.

PART 3 - CLUBMAN CLASSIC 1 & 2 ELIGIBILITY REGULATIONS

Machines built for racing and of a type raced during the Classic 1 & 2 periods, using as a basis engines not qualifying for Grand Prix Classic, together with certain machines which do not meet other specifications.

CLASSIC 1

All machines = 1st January 1945 and 31st December 1963

CLASSIC 2

Four stroke machines = from 1st January 1964 to 31st December 1972

Two stroke machines = from 1st January 1964 to 31st December 1967

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.

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 carburettors 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. Digital instrumentation of any kind is not allowed.

PART 4 – SPORTS CLASSIC 1 & 2 ELIGIBILITY REGULATIONS

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.

CLASSIC 1

All machines = 1st January 1945 and 31st December 1963

CLASSIC 2

Four stroke machines = from 1st January 1964 to 31st December 1972

Two stroke machines = from 1st January 1964 to 31st December 1967

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. *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 - GRAND PRIX POST CLASSIC 1 ELIGIBILITY REGULATIONS

Genuine Grand Prix machines built by manufacturers in these periods:

POST CLASSIC 1 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 up to 750cc, 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.

FRAMES: All machines must use 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. Alloy frames with proven period use only are allowed. 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 maximum diameter of fork stanchions is 41mm. 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". In the interests of safety and availability, modern wheels that closely resemble wheels used in the period may be used.

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.

Remote master cylinders may be used. In all circumstances the period look of the machine must be reasonably retained. No form of carbon fibre brake can be used.

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. Digital temperature gauges are acceptable.

PART 6 - GRAND PRIX POST CLASSIC 2 ELIGIBILITY REGULATIONS

Genuine Grand Prix machines 490cc and above, built by manufacturers after Grand Prix Post Classic 1 cut-off dates and up to 31st December 1986

GRAND PRIX POST CLASSIC 2

490cc and above single or multi-cylinder machines = January 1st 1982 to December 31st 1986

TYRES: Shall be in accordance with ACU Standing Regulations for Road Racing Club events. 16", 17" or 18" tyres may be used. The use of Radial tyres is permitted. The use of Wet Weather tyres is not permitted. The use of slick tyres is not permitted.

FRAMES: Aluminium and period composite frames are permitted.

FORKS AND SWINGING ARMS: The period look of forks, fork yokes and swinging arms must be maintained. The maximum diameter of fork stanchions is 41mm. 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. Wheel sizes may be 16", 17" or 18". In the interests of safety and availability, modern wheels that closely resemble wheels used in the period may be used.

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: Any combination of single, twin or four-piston calipers and disc may be used. Remote master cylinders may be used. In all circumstances the period look of the machine must be reasonably retained. No form of carbon fibre brake can be used.

GEARBOXES: The internals of gearboxes are free from restriction.

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. Digital temperature gauges are acceptable

PART 7 – SUPERBIKE POST CLASSIC ELIGIBILITY REGULATIONS

SUPERBIKE 1 (previously known as Group 2, Period 3) &

SUPERBIKE 2 (previously known as Group 2 Period 4)

Machines 501cc and above built for racing and of a type raced during the period (as defined below) using as a basis engines not qualifying for Grand Prix together with certain machines which do not meet Production Specification

CYLINDER CAPACITIES & CUT-OFF DATES FOR POST CLASSIC SUPERBIKE

Superbike 1 = 501cc – 1300cc, 1972 – 1984

Superbike 2 = 501cc – 1300cc, 1982 – 1986

TYRES: Shall be in accordance with ACU Standing Regulations for Road Racing Club events.

Superbike 1: The minimum tyre diameter is 18” and maximum tyre width is 150mm.

Superbike 2: The minimum tyre diameter is 16” and maximum tyre width is 180mm.

The use of Radial tyres is permitted. The use of Wet Weather tyres is not permitted. The use of slick tyres is not permitted..

FRAMES: Must be a type and model used within the appropriate Period for the machine and must also maintain the manufacturer’s original dimensions and shape. 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

FORKS AND SWINGING ARMS: The period look of forks, fork yokes and swinging arms must be maintained. The maximum fork stanchion diameter for Superbike 1 is 41mm and 43mm for Superbike 2. 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.”. In the interests of safety and availability, modern wheels that closely resemble wheels used in the period may be used.

The minimum wheel diameter: Superbike 1 = 18”

Superbike 2 = 16”

CARBURETTORS: There shall be no restriction in the size of carburetors used, but units must be of a type used within the Post Classic period. Flat slide carburetors are not permitted unless original fitment

ENGINES: 4-strokes: Only air-cooled, 2-valves per cylinder, (4-valve engines are permitted for Superbike 1 only), any number of cylinders.

2-strokes: Air & water-cooled engines.

Applicable to all 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 (except for the number of valves per cylinder for four-stroke engines), but the machines must be entered in the correct capacity class and their actual capacity declared.

BRAKES: Any combination of single, twin or four-piston calipers and disc may be used (four-piston calipers may only be used on Superbike 2 machines). In the interests of safety and availability, remote master cylinders may be used. In all circumstances the period look of the machine must be reasonably retained. No form of carbon fibre brake can be used.

GEARBOXES: The internals of gearboxes are free from restriction.

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. Digital temperature gauges are acceptable.

PART 8 - CRMC TTF1 Racing

The purpose of these regulations is to allow machines to be raced in CRMC TTF1 races which are in the spirit of ACU TTF1, F2, F3 races which took place in the Isle of Man and on UK short circuits from 1977 to the mid 1980's.

Period:

1/1/72 to 31/12/1984 (see Note 1 below)

Class:

CRMC TTF1

Capacities:

2 strokes may be air or water cooled, 4strokes may **only** be air cooled

TTF1 – 4 strokes up to 1300cc: 2 strokes up to 500cc

TTF2 – 4 strokes 401-600cc: 2 strokes to 350cc

TTF3 – 4 strokes up to 400cc: 2 strokes up to 250cc

Regulations:

1. **Machines:** Machines must either be actual bikes raced in TTF1 (& TTF2, TTF3) races in the period or close replicas of such machines. Replicas of works racing machines are acceptable but must be close copies of such machines – it is advisable to check with the committee / eligibility officer before embarking on such projects. Unrelated frame and engine combinations are not permitted
2. **General Requirements**

(Note: Where reference is made to, '*the bike*' this refers to any bike which is the subject of an eligibility application)

 - 2.1 **Engines:** Must be based on production road bike engines. Engines may be tuned but the external appearance of all engine (and gearbox if separate) casings and castings must be unaltered.
 - 2.2 **Carburettors:** Any period type round slide carburettor/s may be used up to a maximum choke diameter of 34mm. Fuel injection may only be used if it can be conclusively proved that such a system was used in the period on the bike
 - 2.3 **Exhaust System:** Free but must be capable of passing the ACU noise test
 - 2.4 **Ignition System:** Free. For ignition systems using different engine casings proof must be given that such a system was used in the period on *the bike*
 - 2.5 **Frame and Swinging Arm:** Must be either an original period frame as raced in TTF1, F2, F3 or an exact replica of such a frame
 - 2.6 **Bodywork, Fuel Tank, Seat:** Must be of a similar style used on *the bike* when it was raced in period
 - 2.7 **Front Forks and Yokes:** Must be of a similar type and style and size used on *the bike* when it was raced in period. Fork braces may be used. Only period style steering dampers may be used
 - 2.8 **Brakes:** Must be of a similar type, style and size used on *the bike* when it was raced in period.
 - 2.9 **Wheels:** Minimum diameter 18". Must be of a similar style and width used on *the bike* when it was raced in period
 - 2.10 **Tyres:** Only treaded tyres are allowed. Slicks, wet tyres or hand cut tyres are not permitted (see note 2 below)
 - 2.11 **Instruments:** Must be of period look. 'Digital Dashes' are not allowed

Notes:

1. To be able to race in both Classic and TTF1 classes machines must hold valid eligibility certificates for both classes
2. Tyres must conform to ACU and CRMC regulations – please refer to Supplementary Regulations and Final Instructions

PART 9 – CLUBMAN POST CLASSIC ELIGIBILITY REGULATIONS

CLUBMAN 1 POST CLASSIC (previously Group 2, Period 3)

CLUBMAN 2 POST CLASSIC (previously Group 2, Period 4)

Machines up to 500cc raced in the period using production based engine units fitted in either race specific chassis or production based chassis not qualifying for Grand Prix class, together with certain complete machines which do not meet Grand Prix class specifications. Unrelated engine and chassis combinations are not permitted.

CYLINDER CAPACITIES & CUT-OFF DATES FOR CLUBMAN POST CLASSIC 1

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 up to 500cc single, twin, triple or four cylinders	=31st December 1981

CYLINDER CAPACITIES & CUT-OFF DATES FOR CLUBMAN POST CLASSIC 2

126cc up to 250cc single or twin cylinder	= 1 st January 1985 to 31st December 1986
251cc up to 350cc single or twin cylinder	= 1 st January 1982 to 31st December 1986
351cc up to 500cc single, twin, triple or four cylinders	= 1 st January 1982 to 31st December 1986

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.

The maximum fork stanchion diameter: Clubman Post Classic 1 = 38mm.
Clubman Post Classic 2 = 43mm

WHEELS: Any type of wheel which was available and used for racing in the period can be used. In the interests of safety and availability, modern wheels that closely resemble wheels used in the period may be used.

The minimum wheel diameter: Clubman Post Classic 1 = 18"
Clubman Post Classic 2 = 16"

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.

BRAKES: Any combination of single, twin or four-piston calipers and disc may be used (four-piston calipers may only be used on Clubman Post Classic 2 machines). In the interests of safety and availability, remote master cylinders may be used. In all circumstances the period look of the machine must be reasonably retained. No form of carbon fibre brake can be used

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 10 - POST CLASSIC AIR COOLED CLASS

The purpose of these regulations is to allow machines with production / road bike engines up to 500cc in road or race based frames to race in the Post Classic Air Cooled Class

Period:

1/1/73 to 31/12/1981

Group:

Clubman

Capacity:

Up to 500cc – air cooled engines ONLY

Regulations:

Clubman 1 Post Classic rules apply to these machines with exceptions / additions listed below

1. **Machines:** There should be some racing history to the type of frame and engine combination being proposed. Both original and faithful replicas of such machines are allowed.
2. **General Requirements:**
 - 2.1 **Frames:** Mono-shock frames are permitted providing evidence is provided that they were raced in period (known examples are frames by Foale, Kerby, Maxton and Spondon; this is not an exhaustive list and other frames will require proof of period use). Frames must be of steel construction.
 - 2.2 **Engines:** Two stroke or four stroke up to 500cc. Machines with engines originally listed at 500cc are allowed to overbore to +1.5mm maximum. Single, twin, triple or four cylinder production / road bike air cooled engines only. No dry clutches except where proof can be provided that such a machine was raced with a dry clutch in period
 - 2.3 **Carburettors:** No flat slide carburettors
 - 2.4 **Brakes:** Only single or twin-piston brakes. Remote master cylinders not allowed.
 - 2.5 **Wheels:** As per Clubman Post Classic 1 so with minimum wheel diameter = 18"
 - 2.6 **Tyres:** The maximum width for front tyres is 110mm and for rear tyres is 130mm
 - 2.7 **Forks:** Maximum diameter 38mm

PART 11 – POST CLASSIC PRODUCTION RACING MACHINES

The purpose of these regulations is to allow road machines generally available to the general public from manufacturers and sold from main dealers in Europe to be prepared for CRMC Post Classic racing. These regulations reflect the spirit of real production racing that took place in the 80's and continues up until the present.

Period:

1. Post Classic - 1/1/73 to 31/12/1986
2. Classic – to 31/12/1972 but including 2 stroke and 4 stroke

Classes:

1. Up to 600cc 4 stroke and 250cc 2 stroke : Classic to 500cc
2. 600 to 1300cc 4 stroke and over 250cc 2 stroke : Classic 501 to 750cc

Regulations:

1. **Classic:** as per CRMC Classic group 3 (ACU Production) regulations
2. **Post Classic:** as follows

Note: Everything that is not authorised and prescribed in these rules is not allowed

- 2.1 **Cooling Systems:** 2 Strokes may be air or water cooled. 4 Strokes may only be air cooled.
- 2.2 **Specific Machine Exclusion:** The Suzuki GSX-R750 has been declared ineligible for CRMC racing
- 2.3 **Number Plates:** As per ACU regulations but can be rectangular as opposed to elliptical

Class 1: Background – White; Numbers – Blue

Class 2: Background – Red; Numbers – White

- 2.4 **Service items:** Service items like gaskets, oils, filters, chains and so on may be changed
- 2.5 **Cylinder head:** No modifications are allowed. No material to be removed or added to the cylinder head. All valve gear must be as produced by the manufacturer for the machine. Normal servicing like valve clearance adjustment etc is allowed.
- 2.6 **Camshafts:** No modifications are allowed. Camshafts from later versions of the same model motorcycle may be used.
- 2.7 **Cam Sprockets:** Camshaft sprockets must be as supplied originally by the manufacturer
- 2.8 **Cylinders:** No alterations allowed with the exception of re-boring up to the machine manufacturers maximum oversize
- 2.9 **Pistons:** No alterations allowed with the exception of oversize up to the machine manufacturers maximum oversize
- 2.10 **Connecting Rods:** No modifications allowed – including polishing and lightening
- 2.11 **Crankshaft:** No modifications allowed – including polishing and lightening
- 2.12 **Crankcase:** No modifications are allowed
- 2.13 **Transmission / Gearbox:** No modifications are allowed with the exception of aftermarket clutch plates and clutch springs. The gearbox sprocket may be changed to allow for changes to final drive ratio
- 2.14 **Air Box:** No modifications are allowed. The air filter may be modified or removed
- 2.15 **Fuel Supply:** Fuel filters may be added.
- 2.16 **Fuel Tank:** No modifications are allowed with the exception that paintwork and finish may be altered
- 2.17 **Carburettors / Fuel Injection:** No modifications are allowed with the exception that jets may be changed. The fuel injection system on the Kawasaki GPz1100 may be replaced with CV round slide carburettors with a maximum choke size of 34mm

- 2.18 Exhaust System:** May be replaced with an aftermarket road legal system which may deviate from the standard manufacturers design. Machines will be noise tested with a limit of 100dBA
- 2.19 Electrical System:** Indicators may be removed. Headlamp units may be removed. Wiring to safety side stand cut outs may be modified. All other systems must be working and unmodified. In particular electric starters must be capable of starting the engine at all times. The battery may be replaced
- 2.20 Ignition System:** Spark Plugs may be changed
- 2.21 Instruments:** The Speedometer may be removed or blanked off
- 2.22 Frame:** No modifications are allowed with the following exception – side stand lugs may be removed
- 2.23 Bodywork:** No modifications are allowed and all must be in place however aftermarket bodywork may be used as long as it is an accurate copy of the original. Paintwork and finish is free.
- 2.24 Front Forks:** No modifications are allowed. Fork oil may be replaced with any grade or quantity. Pre load spacers may be used. Fork yokes / Triple Clamps must not be modified but forks may be positioned within these at a different height to standard. A steering damper may be added or replaced with an aftermarket device
- 2.25 Swinging Arm:** No modifications are allowed
- 2.26 Rear Suspension Unit/s:** May be replaced with aftermarket unit/s
- 2.27 Wheels:** Must remain as originally supplied by the manufacturer. Speedometer drives may be removed. The rear sprocket may be changed to alter the final drive ratio
- 2.28 Brakes:** Brake discs may be replaced with aftermarket discs provided the outside diameter of the disc is not larger than originally supplied by the manufacturer. Front and rear hydraulic brake lines may be changed. Brake pads / brake shoes may be changed. Callipers and their mountings must be unaltered. Master cylinders must be unaltered but any grade or type of hydraulic fluid may be used
- 2.29 Handle Bars and Controls:** Must remain as originally supplied by the manufacturer except aftermarket levers may be used
- 2.30 Foot rests and Controls:** Footrests may be relocated but the original mounting points must be used. Foot controls may be modified to suit relocated footrests and or non original gear change patterns
- 2.31 The Following Items Must be Altered:** Stop lamps must be disconnected. Stands must be removed. Road number plates and licence holders must be removed. Rear lamp lenses must be taped up. If indicators are left on they must be taped up. Machines must pass ACU Technical Control so must have a rear chain guard ('Shark's Fin'), all drain plugs wired and so on

PART 12 - 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" diameter or greater.

Period 2 machines can use from 10" – 15" wheels

Period 3 machines can use any diameter wheel

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.

Period 3 - Multi valve, multi cylinder engines 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). *The Honda CB750 single overhead cam engine will be restricted to 836cc.

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. Maximum acceptable rim width is 7". 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 Classic 1 & 2 Clubman 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 Classic 1&2 machines.

D.7 Honda CB500T engines

D.8 Honda CB200 engines

D.9 RGB Weslake 850

D.10 Keihin CR Round Slide Carburettors for Classic 1 & 2

APPENDIX 2

HONDA 4 CYLINDER MACHINES for CLUBMAN CLASSIC 2

The CB750, CB500 and CB350 four cylinder machines have been granted eligibility for Clubman Classic 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.