

CRMC Production Racing 2012

The Avon Practical Sportsbikes Production Championship

This series is for very standard road bikes with very few alterations allowed. We are re-creating the big series Production racing of the 80's like MCN Streetbike, Castrol 6 hours and so on when manufacturers sold loads of bikes on the back of very standard Production bikes being raced by the likes of Wayne Gardner, Joey Dunlop and Mick Grant in the UK, Australia, USA and Japan.

Things like braided brake hoses and aftermarket rear shock or shocks are amongst the few modifications allowed. The regulations are in this document and give details of what is and what is not allowed.

Classic (i.e. pre 73) machines are allowed in this series under classic (ACU) production rules – email if you need any more information

If you have any queries email Gordon.russell@crmc.co.uk

Costs of racing with the CRMC in 2012

CRMC Membership is £35 and you can join online at www.crmc.co.uk

ACU licence – see the ACU website at www.acu.org.uk

Race Fees – have not yet been set but will be announced sometime in January. In 2011 they were around £165 for 4 races over a weekend. They will almost certainly rise in 2012 but only by a small percentage

CRMC Race Dates 2012

Date	Circuit	Comments
7 & 8 April	Pembrey	Easter Sat/Sun - includes Lansdowne series
6 & 7 May	Cadwell Park	Sunday/Monday
2 & 3 June	Lydden Hill	
30 June & 1 July	Mallory Park	
11 & 12 August	Donington	Yamaha Weekend & UK round of UEM Vintage Cup
15 & 16 September	Snetterton	
13 & 14 October	Silverstone	Race of the Year – includes Lansdowne series

(Note -These dates are *provisional and subject to change* until contracts are concluded)

CRMC Production Racing Machines Regulations

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 – White; Numbers – Red

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

Post Classic Production – News updates Dec 2011

1. Clearly any bike being raced in this class has to comply with both CRMC PC Production rules and ACU rules. There are several parts of the ACU handbook which apply but here are some (which can be found on the ACU website) which are worth knowing:
 - 1.1 Section 16.1 parts 13 to 18
 - 1.2 Section 14.14 part 3
 - 1.3 Section 15.9
 - 1.4 Remember to lockwire drain plugs
2. The fitting of Crash bars / bungs to protect engine cases in the event of a fall (i.e. to help stop oil spills) are allowed

16.1 ACU PRODUCTION CLASSES

13. Side stand mounting lugs – may be removed.
14. Throttle controls – must be self-closing as Article 14.12.3.

The following alterations **must** be made

15. Licence holders, club badges (except transfers), centre and prop stands, luggage carriers, mirrors and rear registration plate (but NOT tail light) must be removed. Indicators may be retained at the discretion of the rider but, if retained, the glasses must be taped.
17. Head lamp and rear light glasses must be adequately taped to prevent splintering.
18. All electrical equipment fitted must be in working order except the stop lamp which **MUST** be disconnected.
19. No addition or alteration by machining, welding, brazing, silver soldering or bonding may be carried out externally to any part of the machine.

14.14 OPEN TRANSMISSION GUARDS

3. A (chain) guard must be fitted in such a way as to prevent trapping between the lower chain run and the final driven sprocket to rear wheel.

15.9 OIL CONTAINMENT

The lower fairing where fitted on all four stroke motorcycles must be constructed to hold at least half of the total oil and coolant capacity of the engine in the event of an engine failure. The lower edge of openings in the fairing must be positioned at least 50mm above the bottom of the fairing. (Minimum modifications to the profile of the lower fairing only to fulfil this rule). (Please see diagram). Four stroke motorcycles without a lower fairing must fit a sub-reservoir below the crankcase to hold at least half of the total oil and coolant capacity of the engine in the event of an engine failure.

Avon Motorsport to Sponsor Production Championship

We are pleased to announce that Avon Tyres Motorsport are to sponsor the CRMC Production Championship for 2012. Two tyres, one for each class, are up for grabs at each round in 2012 making 14 tyres in all. Accordingly the championship will be titled -

The Avon Practical Sportsbikes CRMC Production Championship

CRMC Production Rules - Update

Machines manufactured and or sold after the cut off date of 31/12/86 may be allowed eligibility if they are substantially unchanged from pre 87 models. Such machines will only be accepted on a case by case basis and will require additional information to be supplied as part of an eligibility application. [which will include more photos especially of frame and engine numbers; photocopy of registration doc; more details asked for on separate form] If anyone wishes to apply for such eligibility they should contact Andy Proctor andy.proctor@crmc.co.uk or Gordon Russell gordon.russell@crmc.co.uk

Address