



PR6 CLASSIC MOTORCYCLE PARADES CADWELL PARK 7 & 8th June 2025

SUPPLEMENTARY REGULATIONS

ACU Permit 205249

Permanent Course Licence - PCL012

1. Announcement

The 'Classic Racing Motorcycle Club limited' will organise ACU PR6 Motorcycle Parades at Cadwell park 7th & 8th June commencing at 9.00am Saturday and continuing 9.00am Sunday. The meeting will be held under the National Sporting Code of the Auto-Cycle Union, Standing Regulations for Road Racing, and these Supplementary Regulations, together with any Final Instructions subsequently issued or Official Announcements made.

A PR6 parade event allows riders to ride their classic machines around a racing circuit in controlled conditions. Parades will also allow 'past master' type riders to be seen by spectator's riding around the circuits to celebrate past racing deeds, in controlled conditions.

2. Officials

Clerk of the Course- Peter Batten-Wright (134784)

Chief Steward- Joy Gill (104217)

Chief Technical Official- Keith Miller (147223)

Safe-Guarding Official- Mrs Anji Yardley

Incident Officer – Megan Ireland (211713)

Secretary of the meeting- Mrs Anji Yardley, Hawthorn Cottage, Main Road, Haltham, Lincs LN9 6JQ

Tel 01507 568573 e-mail: entries@crmc.co.uk

3. Parade Eligibility

3a. Rider Eligibility: Riders must hold a current ACU Road Race Competition Licence, or a current ACU Road Race Parade Licence, or a full Class A DVLA motorcycle licence.

The minimum age for participation in PR6 Parades is 16 years. Where a rider is under the age of 18 years a Parental Consent Form must also be sent electronically. to the Race Secretary. The riders Parent or Legal Guardian must attend signing on with them and must be available for the duration of the meeting. Parental Agreement forms are available from the CRMC and the ACU. Riders must be current members of the CRMC or SCRMC. Riders with a licence issued by a European FMN other than the ACU or SACU must have start permission, that confirms the rider has Medical and Repatriation Insurance, from their Licence issuing Federation. This include MCUI Licence holders.

3b Machine Eligibility: All machines must conform to the eligibility rules of CRMC or SCRMC or GSOC or Supermono GB or Lansdowne GB

4. Entries

4a. Entries open on publication of these supplementary regulations, and close 19th May 2025.

Entries received after the closing date will incur a late entry fee of £30

At the entry secretary's discretion, and grid space permitting, late entries may be accepted up to Monday 2nd June 2025.

4b. Entries are to be made on-line via the CRMC website <https://www.crmc.co.uk/entries/>

4c. A non-returnable deposit of £30 will be collected when an entry is cancelled. The balance to be collected approximately 8 days prior to the meeting.

4d. Entry fees: Details are to be found on the on-line entry form.

4e. The organisers undertake to insure each driver and passenger, indemnifying him/her against any third-party claims made arising out of the races or the official practice, excluding claims by other drivers, passengers, entrant, sponsor, or mechanic.

4f. Refunds: Entries may be cancelled, and fees refunded, less the deposit, provided notification is received on or before Monday 2nd June 2025.

5. Limitation - Numbers of Paraders Allowed

The maximum number of Paraders permitted on circuit is 57. In the case of oversubscribed parades, full members will have priority over weekend members, after which selection is by order of receipt.

6. Change of Machine

The make and/or capacity of the motorcycle machine may be changed up until the 60 minutes before track activity commences on each day of the meeting, after which alterations will be at the discretion of the Secretary of the meeting. Any change must be notified to the Secretary of the meeting and failure to do so may result in exclusion from the remainder of the meeting.

7. Awards

The Technical Officials will select the "Best Turned Out" machine and present the owner with an award on Saturday evening.

8. Programme of Events

8a. Parades: Two parades of 15 minutes are scheduled for each day.

8b. Riders Briefing: The Clerk of the Course will conduct a Parade Riders Briefing before the first Parade or issue written briefing notes on-line via the CRMC website & social media. The type and time of the briefing will be detailed in the Final Instructions.

8c. Speed and conduct of the Parade- A PR6 Classic Parade will not have any competitive element in it under any circumstances. The speed of the parade will be determined by the Clerk of the Course who will take into consideration the Circuit conditions and machinery. Classic parades will not generally be speed restricted, but the organiser may use pace cars and/or travelling marshals as described for PR5 parades if required.

The Clerk of the Course will immediately disqualify any rider deemed to be riding in an inappropriate manner by means of a Black Flag displayed at the Start and Finish line together with a board bearing the rider's number.

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

9. The Course

The course is the 2.173 miles long and paraded clockwise.

10. Technical Inspection

Technical Control will be performed in accordance with any Government Covid 19 procedures in force at the time and detailed in the final instructions.

10i All race machines must be prepared in accordance with the appropriate ACU Standing Regulations, the National Sporting Code requirements for Road Racing, and these Supplementary Regulations.

10ii. Machines must be presented to the Technical Officials at the times stated in the Final Instructions in a race/practice ready condition displaying the numbers allocated for the meeting in the ACU Handbook style and size.

A machine eligibility check will be made during Technical Control.

Please bring the machine eligibility card for inspection and the Technical Control/practice pass for signature.

Riders must present themselves to the Technical Official wearing their protective clothing, boots, and identification disc. They must also bring helmet(s), visors, and gloves for checking by the Technical Official. Riders must use a helmet bearing the current ACU Gold Stamp. A rider or passenger from

another country holding a licence endorsed by his/her FMN and carrying proof of insurance issued by his/her FMN, may wear a helmet without an ACU Approval Stamp but complying with FIM Art. 01.67 (displaying a recognised International Helmet Standard).

10iii. Re-inspection following an accident: It is the rider's responsibility to ensure that following an accident:

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

10iv. CRMC Technical Requirements: In addition to the requirements of the ACU Standing Regulations and National Sporting Code, the following requirements are applicable to all machines at CRMC run events.

- Safety locking wire shall be annealed stainless steel of between 0.7mm and 1.0mm in diameter. Copper wire shall NOT be used for safety wiring.
- Spin-off type oil filters must be jubilee clipped and wire locked to prevent unscrewing.
- Plastic pipe, braided or otherwise, shall NOT be used for flow-carrying oil lines. It is permitted for breather pipes. All pipe terminations on positive-pressure oil flow lines must use threaded/swaged fittings or high-quality jubilee clips.
- Standing regulation Section 5.18 "All drain plugs must be tight and drilled and wired into position." shall include fork and suspension unit drain plugs, where practicable.
- Filler caps and filter covers shall be drilled and lock-wired on crankcases, gearboxes, and final drive units where practicable.
- Exhaust retaining springs must be 'parallel-wired' to ensure the security of the system and components in the event of a spring failure. This requirement does not apply to springs retaining exhausts to the cylinder head or barrel, or springs that in the case of a breakage would be contained within the fairing belly pan.
- In addition to the exhaust connection at the cylinder head or exhaust port, there shall be at least two points of retention for each pipe/silencer assembly. This may be accomplished by using a safety strap wire loop in addition to a single main mounting.
- The exhaust must not extend beyond more than 50mm beyond a line drawn at a vertical tangent to the rear edge of the motorcycle rear tyre
- All machines must meet the oil containment requirements in the Road Racing Section 15.9 of the ACU handbook.
- Tyre inflation valve caps must be of metal construction.
- All Monza type fuel caps must be made leak proof and fitted with a secondary means of securing shut. (e.g. an R Clip or lock wire) Ensuring the cap is leak proof can be achieved by soldering the hole up in the brass plate under the cap. A separate breather should be fitted with a non-return valve to allow air into the tank. A flexible pipe formed with two loops in it and visibly terminating in a 250ml bottle will also suffice.

10b. Noise Testing

All machines will be subject to the ACU Static Noise test except that the meter reading will not be rounded down and there will be no deduction 2db for the meter. Full details of the static noise test can be found in the ACU library_

1 General Information- Technical and Safety- Page 5

2 Regulations- Road Racing – Page 31

11. Practice

Practice sessions are not allocated for PR6 parades as they are not competitive events.

12. Method of Start

The parades will start with machines being allowed onto the circuit in small groups.

13. Tyres

Tyre warmers, slick, tyres, cut slick tyres and wet weather race tyres are not permitted, unless amended by the final instructions.

14. Parade Number Plates

All parade machines must have their number prefixed with a letter "P" on all plates.

15. Admission

Each solo rider will receive 3 passes.

14. Abbreviations

CRMC - Classic Racing Motorcycle Club, SCRMC Scottish Classic Racing Motorcycle Club, GSOC - Gold Star Owners Club
SCRMC – Scottish Classic Racing Motorcycle Club