



Classic Machine Eligibility Booklet 2024

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PLEASE NOTE: Always ask before making any modifications to or buying a bike or a part which may invalidate your current eligibility or result in eligibility not being granted. It is best to work with the eligibility team or management committee before spending money and or time on something which subsequently turns out not to be eligible for CRMC racing.

Help with Eligibility – FAQ' s: What you need to know

Only bikes that meet CRMC eligibility rules can race in CRMC race events. On pages 7-8 you'll find more information about the respective machine groups and the periods. Further details can be found on the new CRMC website – <https://www.crmc.co.uk/forms/>

Q: What do I need to do?

A: You need to tell us about your bike by completing an Eligibility Application Form. All these forms are on the CRMC website in the Document Library (see above). **It is quickest and easier to apply online**; you can also upload your photos (see below)

Q: How many photos do I need?

A: We need three 150mm x 100mm **colour photos to register** your bike,
One photo from each side of the bike without the fairing.

One photo of the bike with fairing fitted. (If the bike normally races with a fairing)

The photos will be used to make an eligibility card that you will need to bring to Technical Control at each event.

Q: I have some questions before I can complete the form – who do I call?

A: Please call the eligibility officer:

For Classic and Parade, contact to John Davidson (<https://www.crmc.co.uk/contacts/>)

For Post Classic, contact Andy Pike (<https://www.crmc.co.uk/contacts/>)

Q: What do I get once I have registered my bike?

A: You'll get a CRMC Eligibility card, which summarises the classification of your bike, has a picture of your bike for Technical Control officials to visually match your registered bike with the bike that is presented for checking, and gives you the eligibility number that will need to be quoted on your entry application. A CRMC Eligibility card is usually helpful in increasing the value of your bike!

Q: I have changed the wheels on my bike. Do I need to inform the eligibility officer?

A: If in doubt, please always contact the eligibility officer. Changing any major component of the bike usually means that the eligibility needs to be re-assessed, and if it is deemed to be within the period, and unlikely to give a performance advantage, it will probably be accepted, and you'll get a new card (there is no charge). If it looks different, we'll ask for a new photo for the new card.

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PART 1 – OVERARCHING PRINCIPLES & AUTHORITY – RIGHT OF APPEAL

The Classic Racing Motorcycle Club (“CRMC”) operates in order to promote the following two Over-riding Principles:

1. The preservation and use of post-war sports and racing machines.
2. That to race with the CRMC, Grand Prix machines must either be machines that were raced in the relevant period or be faithful replicas of such machines.
3. That to race with the CRMC, Clubman (Group 2) machines must reflect closely the type of machines that were raced in the relevant period.

This eligibility booklet details the criteria by which CRMC assess the eligibility of machines hoping to participate in CRMC events.

However, these guidelines are subject to the ultimate discretion of CRMC whose Eligibility Sub-Committee, and if necessary, the Management Committee, will review each and every eligibility application in line with the Over-riding Principles.

If you intend to submit an unusual motorcycle or undertake any modifications to a motorcycle previously eligible for CRMC competition, you are strongly encouraged to discuss the matter with the CRMC eligibility officer or the CRMC management committee who can advise you as to its likely eligibility at an early stage.

Compliance with the technical criteria contained in this eligibility booklet is not a guarantee that your motorcycle will be eligible to race if you intend to introduce non-period modifications to your machine or if in the reasonable view of the eligibility and/or management committee of the CRMC your bike does not comply with the Over-riding Principles.

Ultimately you must prove to the CRMC Eligibility Sub-committee and/or management committee that the motorcycle and its parts were raced in period and are in compliance with the Over-riding Principles above.

Further, parts must have related period racing history (so for example the use of a Spondon Suzuki frame may not be automatically accepted with a Yamaha engine fitted unless it could be demonstrated that such a mix had period race history).

Decisions regarding the interpretation of the guidelines rest with the CRMC Eligibility Sub-Committee and / or Management Committee.

CRMC Rule Book: The rules directly applying to CRMC Eligibility are in Section 4 of the Club Rule Book

Right of Appeal:

Should an applicant wish to dispute any eligibility decision of the CRMC Eligibility Officer or Eligibility Sub- Committee, they must submit a written appeal to the CRMC Management Committee outlining why the applicant believes his machine and/or parts to be in compliance both with the technical criteria contained in this Eligibility Booklet and the Over-riding Principles detailed above. Such an appellant may attend the Management Committee where the matter is discussed. Should the appellant wish the matter to be discussed further they can submit a discussion point to the Secretary (following correct procedure) to be raised at an AGM.

Subject to the right of appeal detailed above, the decisions of the Eligibility Sub-Committee and/or Management Committee shall be final and in applying for CRMC eligibility the applicant agrees to be bound by the interpretation and eligibility decisions of these committees.

The following is an excerpt from the CRMC Club Rule Booklet which relates to CRMC Eligibility.

“Club Rules over-arch this Eligibility Booklet”

The complete set of Club Rules may be found on the club website (<https://www.crmc.co.uk/info/document-library/crmc-forms/>) or by application to the club secretary.

4 Machine Eligibility

1 The club will cater for Grand Prix, Short Circuit, TT and sporting machines initially manufactured between 1st January 1945 and 31 December 1994, in categories as defined in the eligibility rules.

2 The Management Committee, or a duly appointed sub-committee shall draw up, publish, and maintain a set of eligibility rules governing the machines and/or parts thereof that shall be deemed eligible for use in club events.

3 Amendments to the eligibility rules shall be decided by resolution, proposed and voted on at a Management Committee meeting, as detailed above.

4 Any amendment to the Eligibility Rules which results in previously eligible machines or parts thereof becoming ineligible, shall not be implemented until 12 months have elapsed, from notification of such change in the club magazine.

5 Proposals to amend or requests to interpret the club eligibility rules should be directed to the Management Committee and/or relevant sub-committee whose decision shall be final.

6 It is incumbent on members to maintain their machines in good condition, in furtherance of the club's purposes. The Club reserves the right to bar a machine from participating in its activities, in the event that it does not conform to the club's eligibility rules, or if its condition may reflect adversely on the club's reputation.

7 Upon successful application, each eligible machine shall be issued with an eligibility certificate, issued by the Management Committee. It is member's responsibility to ensure that the certificate held accurately reflects the current condition of the machine, as regards both appearance and fitted parts.

8 The interpretation of the eligibility rules is as defined by the Management Committee.

PART 2 – GENERAL POINTS

(It is always best to check that your interpretation of all eligibility guidelines accords with the committee. Much expense can be saved by simply contacting the appropriate eligibility officer for advice)

1.1 Members intending to participate in CRMC events (including parades) must submit a registration application for their machine/s to the relevant Eligibility Officer 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 this certificate*. Eligibility will be initially determined by inspection of the submitted form and accompanying photographs; however subsequent physical inspections of the machine may lead to the applicant being required to make modifications to the machine or even the registration being withdrawn. Eligibility Certificates remain the property of the CRMC. The CRMC Management Committee retains the right to request the immediate return of Eligibility Certificates should they think fit. It is incumbent on members to keep Registration details and the Eligibility Certificate up to date by informing the Eligibility Officer of any relevant changes to the machine.

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 may also be granted for Post Classic at the Management Committee's discretion.

1.6 Any amendment made to the Eligibility Guidelines 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 and published on the CRMC website.

1.7 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.

1.8 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.

1.9 Tyres:

1.9.1 No slicks or hand cut tyres will be permitted.

1.9.2 Radial tyres are permitted.

1.9.3 Tyres must have a speed rating appropriate for their use. For example, the H rating limit is 130 mph, V rating is 149mph and W to 168 mph.

1.9.4 Tyre warmers are not permitted.

1.10 The appearance of the machine is also a crucial part of the eligibility process. This is particularly true of bodywork which must be period correct for all machines. Machines not presented to a high standard may not be granted eligibility or may not pass eligibility scrutineering.

1.11 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)

1.12 No form of traction control, quick shifter (except the Triumph 'Slick shift' gearbox), slipper clutch or similar modern rider aids are permitted.

1.13 In the case of 'one off' non 'works' machines only that original machine, essentially unmodified is eligible for CRMC racing.

1.14 Any period 'works' machine, essentially unmodified, may be eligible for CRMC racing. Faithful replicas of period works machines may also be eligible for CRMC racing. All applications for period works machine eligibility will automatically go to the Management Committee for consideration who will require rigorous supporting evidence to go with the application

1.16 Although the internal specification of engines is given as free, the basic building blocks of engine construction must remain as original

1.17 Classic Two Strokes: Unless it can be proved that a particular machine was equipped and raced with reed induction valves in the classic period then such devices are not eligible for CRMC racing.

1.18 Engine bore to stroke ratio: The bore to stroke ratio of all engines may be altered from original only with the express permission of the Management Committee. (The bore size may be altered by using the manufacturers listed oversize pistons only and as long as the engine remains in its capacity class) However in any case the maximum allowable bore to stroke ratio of any machine must not exceed 1.5:1.

1.19 Oil Containment All Classic four stroke must meet the oil containment requirements detailed in the Road Racing Section of the ACU handbook.

2 Parade Only Eligibility

Please contact the Parade Eligibility Officer if you would like to parade a machine which does not conform to the guidelines in this booklet. Some leeway may be granted strictly at the discretion of the Parade Eligibility Officer / Eligibility sub Committee /

Management Committee and the machine may be granted a Parade Only Eligibility Certificate. A machine holding such a certificate would **not** be eligible for CRMC racing. Please also note that the appearance and presentation of Parade Only machines must be of a high standard to gain Parade Only eligibility and pass through Technical Control.

PART 3 – GROUPS & PERIODS

TYPE OF MACHINES

CRMC eligible machines are defined by Groups and Periods as detailed below. Machines considered in the following groups and periods will normally be of a type raced in Europe in the relevant period. Other machines that do not meet this criterion may be referred to the CRMC committee for inclusion.

GROUPS

GRAND PRIX (previously Group 1)

Thoroughbred TT, Grand Prix, and short circuit machines

CLUBMAN (previously Group 2)

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 that do not meet Sports or Production specifications.

MACHINES MANUFACTURED AFTER 31/12/1972 are classified as Post Classic – Please refer to the separate POST CLASSIC ELIGIBILITY GUIDELINES -

<https://www.crmc.co.uk/forms/>

PARADE ONLY

Machines solely for Parade use which in the opinion of the management committee or eligibility sub-committee will add variety and interest to CRMC parades even though they might not specifically meet the eligibility requirements. A machine only holding such a certificate would **not** be eligible for CRMC racing.

PERIODS

CLASSIC 1 (previously P1)

All machines

Period

1st January 1945 and 31st December 1963

CLASSIC 2 (previously P2)

Four stroke machines

Two stroke machines

Period

1st January 1964 to 31st December 1972

1st January 1964 to 31st December 1967

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

POST CLASSIC PERIOD 1st January 1973 to 31st December 1994*

(previously P3 & P4) *Please see specific Post Classic Classes guidelines for details of cut-off dates.

PART 4 - GRAND PRIX CLASSIC 1 & 2 ELIGIBILITY GUIDELINES

(Applicable to machines up to 500cc)

Overview: Thoroughbred racing machines built for Grand Prix, TT 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.

PERIODS: Classic 1 and Classic 2

FRAME & SWINGING ARM: 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.

FORKS: 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.

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. Although the internal specification of engines is given as free, the basic building blocks of engine construction must remain as original. Neither the number of valves nor the method of valve operation may be varied from the original machine. (see 1.16 above) Machines must be entered in the correct capacity class and their actual capacity declared. No oversize engines are permitted.

GEARBOXES: Shall be of a type and model used within the appropriate Classic period for the machine and should retain the original external appearance. The internals of the gearbox shall be free from all restrictions however the maximum number of speeds is 6

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

CARBURETTORS: There shall be no restriction to the size of the carburettor used, but units must be of the type used within the relevant Period on the machine in question. Fuel injection (includes the Wal Phillips injection system) is not permitted unless it can be conclusively shown that such equipment was used in 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.

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.

WHEELS: Must be of a wire-spoke construction, (except for the Arter Matchless which may have cast 'Wagon Wheels') with a minimum rim diameter of 18 inches and a maximum rim width of 2.15 / WM3

BRAKES: For Classic 1 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 Classic 2 machines, any brake of a make and type manufactured within the Classic period may be fitted.

TYRES: Shall be in accordance with both ACU Standing Guidelines for Road Racing Club events **and** rule Part 2 1.9 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.

PART 5 - CLUBMAN CLASSIC 1 & 2 ELIGIBILITY GUIDELINES

Overview: 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.

PERIODS: Classic 1 and Classic 2

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.

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. Although the internal specification of engines is given as free, the basic building blocks of engine construction must remain as original. Neither the number of valves nor the method of valve operation may be varied from the original machine (see 1.16 above)
The machine must be entered in the correct capacity class and their actual capacity declared.

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.

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. Fuel injection (includes the Wal Phillips injection system) is not permitted unless it can be conclusively shown that such equipment was used in period on the machine in question. 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.

INSTRUMENTS AND CONTROLS: Must be of a type and style used in the period. Digital instrumentation of any kind is not allowed.

WHEELS: Must be of a wire-spoke construction with a minimum rim diameter of 18 inches. For machines up to 500cc the maximum rim width is 2.15 / WM3

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 may be fitted.

TYRES: Shall be in accordance with both ACU Standing Guidelines for Road Racing Club events **and** rule Part 2 1.9 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.

PART 5a – CLASSIC FORMULA 750 (F750) ELIGIBILITY GUIDELINES

Overview: 750cc machines of a type raced in high level racing from around 1968 in AMA racing (e.g. Daytona), and from around 1971 in European racing (e.g Imola, Transatlantic Match Races, IoM).

F750 bikes are characterised by 750cc road-bike based engines fitted in either race chassis or highly modified road chassis. Part 5 – Clubman Classic 1&2 Eligibility Guidelines apply to Classic F750 with the following additions and/or exceptions:

PERIOD: Classic 2

FRAME & SWINGING ARM: Race frames or converted road frames are allowed but machines should not consist of unrelated parts.

ENGINE: Road bike based engines – rebore sizes up to the maximum oversize listed by the original engine manufacturer are allowed up to a maximum of 780cc

PART 6 – SPORTS CLASSIC 1 & 2 ELIGIBILITY GUIDELINES

Overview: 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.

PERIODS: Classic 1 and Classic 2

FRAME: Must maintain the manufacturer's original dimensions and shape. No modifications are allowed except for the fitting of steering dampers.

FORKS: Must maintain the manufacturer's original dimensions and shape.

REAR SUSPENSION: Rear suspension units shall not have remote or external reservoirs.

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. 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.

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

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 gases must not be discharged so as to raise dust or inconvenience a following rider. *Note: This is not deemed to include the use of non-standard "Swept back" or "high level" Exhaust systems.*

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.

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 both ACU Standing Guidelines for Road Racing Club events **and** rule Part 2 1.9 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.

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.

APPENDIX 1

SOLO DISPENSATIONS

(Please ask the relevant eligibility officer for further clarification if required)

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 - later types with chokes and without tickler's for Classic 1 & 2

D.11 250cc Decorite may use 16" front wheels.

D.12 The Benelli Quattro may run in Clubman Classic 2

D.13 The Yamaha XS500 may run in Clubman Classic 2

APPENDIX 2

HONDA 4 CYLINDER MACHINES for CLUBMAN CLASSIC 2

The CB750, CB500 and CB350 four-cylinder machines have been granted eligibility for Classic 2 Clubman by successive committees with certain restrictions. Prospective builders of such machines are strongly advised to contact the eligibility officer for advice before committing themselves to major expenses.