

6. Change of Machine Driver/Rider and/or Passenger

Changes of rider, of change of make of machine, or capacity, in the same class may be permitted. Any change must be notified in writing to the Secretary of the meeting at least 60 minutes before the start of the days racing. Failure to notify the secretary may result in disqualification from the results and exclusion from the remainder of the meeting. Only the holder of an entrant's licence, being an entrant, can nominate a change of rider. It is not permitted to change both rider and machine.

7. Awards

Events 1-9 & 12 Awards will be made to the first three finishers in the first race of each Championship class Saturday. The awards will be made at a prize presentation ceremony on Saturday evening,

8. Programme of Events

Races will consist of a combination of CRMC classes from the table below for motorcycles described in Category 1, Groups A1 & B1 of the National Sporting Code.

All machines must conform to Section 3 of these regulations.

Classes 1-9, 11, & 12 are scheduled for two 6 lap races on Saturday and two 7 lap races on Sunday.

Classes 10a, 10b & 10c are each scheduled for one race of 10 laps on Sunday.

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

2024 Championship Classes (as defined by CRMC)			
1	1a. Perkins Sidecars – Up to 750cc	1b Perkins Sidecars – 750cc- 1000cc	1c Classic Sidecars – 1001cc – 1300cc
2	2a. Solos- Up to 200cc Classic Four strokes		
3	3a. Solos- Up to 250cc Classic European & Four stroke Twins		
4	4a. Solos- Up to 350cc Classic European	4b Classic 350cc (Rider ≤55yrs)	
	4c Solos- Up to 350cc Classic Twins & Multis	4d Solos - Up to 350cc Classic BSA Goldstar	
5	5a. Solos- Pre 1972 Up to 500cc Air Cooled	5b. Solos – Pre 1972 Up to 500cc Air Cooled (Rider ≤55yrs)	
	5c. Solos - Up to 500cc Classic BSA Goldstars		
6	6a. Solos – Classic Formula 750 (Maximum capacity 780cc)		
7	7c. Solos- Classic Clubman 251-1300cc		
8	8a Solos – Post Classic Era 2 Moto Superbike		8c. Solos – Post Classic Era 2 750cc Clubman
	8d Solos - Post Classic Era 1 Up to 500cc Air Cooled		8h Solos – Post Classic Era 1 Up to 250cc Air Cooled
	8e Solos – Classic and Post Classic Era 2 Production		
	8m Solos – Post Classic Era 3 SuperStock 400		8n Solos – Post Classic Era 3 SuperSport 400
	8t Solos – Post Classic Era 3 SuperSport 600		
	8k Solos – Post Classic Era 2 SuperStock 750		8p Solos Post Classic Era 3 Superbike 750
9	9a Solos – Post Classic Era 1 Gp 1 Up to 350cc		9b Solos - Post Classic Era 1 Gp 1 Up to 350cc (Rider ≤ 55yrs)
	9c Solos – Pre 1991 Post Classic Gp 1 Up to 250cc		
	9d Solos – Post Classic Era 1 Up to 125cc (Piston Port)		9e Solos – Post Classic 1981 – 1989 Up to 125cc
	9g Solos – Post Classic Era 3 125cc (1990-1994)		
10	10a Solos – ACU Classic Up to 500cc		10b Solos - ACU Post Classic Up to 750
	10c Solos - National Supermono		
11	11a Solos Lansdowne British GP		11b Solos Lansdowne WRR 500cc Cup
	11c Solos Lansdowne Avon 350 Cup		11d Solos Lansdowne TCM Club Cup
12	12a Solos – Supermono GB		

9. The Course

The course is raced in a clockwise direction, and 1.979 miles long.

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.
- If a machine is entered in two classes that have differing number board colours, then the machine should adopt the colour of the main class for the duration of the meeting.
- **Machines in solo classes 8a, 8k, 8m, 8n, 8p & 8t, 10c, 12a & 12b. must be fitted with rain lights.**

10b. Noise Testing

All machines will be subject to the ACU Static Noise test conducted as per the ACU library 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.

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11. Practice & Grid Positions

Timed Practice will determine grid positions for Race 1, subsequent grids will be based on fastest laps from the previous race. Orange Vest licence holders and riders competing at the circuit for the first time must complete 3 laps of practice or gain permission to start from the Clerk of the Course.

12. Method of start

All races will be started by lights with engines running. (Clutch start). The safety car will not be used, nor will the blue (overtaking) flag.

12a Flagging – Double Waved Yellows

Double waved yellows will be shown to riders if there is a rider or machine on the tarmac within the white lines of the circuit. The double waved yellows will be preceded by a single waved yellow flag at the marshal post before the double waved yellows, and a stationary yellow flag at the marshal post before that.

13. Finish of Races

To be classified as a finisher and included in the results a rider must have completed 75% of the actual race distance. He must also have crossed the finish line, in contact with his machine, on the track and not in the Pit Lane, within three minutes after the winner.

14. Tyres

Slick, tyres, cut slicks, and tyre warmers are not permitted; full details are in the CRMC eligibility rules booklet.

Wet tyres are only permitted in solo classes 8a, 8k, 8m, 8n, 8p & 8t, 10c, 12a & 12b. Machines in these classes must be fitted with rain lights.

15. Fuel

It is permitted to use fuel up to 105 RON, 95 MON octane & 2.7% oxygen provided the fuel meets all other ACU specifications. Methanol is only permitted for use in pre 1939 BHR machines. The use of E85 Bio-fuel is not permitted.

16. Admission

Each solo rider and sidecar driver will receive 3 passes. Sidecar passengers will receive 2 passes. Licensed entrants will receive 1 pass.

17: Abbreviations

ACU - Auto Cycle Union

CRMC - Classic Racing Motorcycle Club

SCRMC – Scottish Classic Racing Motorcycle Club

GSOC - Gold Star Owners Club