



# Classic Racing Motorcycle Club Ltd



## CLASSIC MOTORCYCLE ROAD RACES PEMBREY 4<sup>th</sup> & 5<sup>th</sup> May 2019

**SUPPLEMENTARY REGULATIONS**  
**Permanent Course Licence # - PCL015**

**ACU Permit # - ACU55669**  
**EMN # - 70/337**

### **1. Announcement**

The 'Classic Racing Motorcycle Club Limited' will organise a European Open status Road Race meeting at the Welsh Motorsport Centre Pembrey on the 4<sup>th</sup> & 5<sup>th</sup> May 2019 commencing at 9.00am Saturday and continuing Sunday at 9.00am. The meeting will be held under the National Sporting Code of the Auto-Cycle Union (ACU), Standing Regulations for Road Racing and these Supplementary Regulations, together with any Final Instructions subsequently issued or Official Announcements made.

### **2. Officials**

Clerk of the Course- Giles Olley  
ACU Steward – Joy Gill  
Incident Officer – Sally Russell  
Secretary of the meeting- Anji Yardley, Hawthorn Cottage, Main Road, Haltham, Lincs LN9 6JQ Tel 0333 355 4005 e-mail: entries@crmc.co.uk

Chief Technical Official- Gordon Thorpe  
Child Protection Officer – Anji Yardley  
Timekeeper- Sports Timing Services

### **3. Eligibility.**

**a. Rider Eligibility** - Open to riders, drivers and passengers who hold a valid current competition licence for Road Race issued by the ACU, SACU or other FIM Europe affiliated Federation. All licences must be shown when signing on. All riders not holding licences issued by the ACU or SACU must carry proof of insurance and a written Start Permission document issued by their FMN, and produce them when signing on. All riders, drivers and passengers must be current members of the CRMC Limited. SCRMC and BHR (VMCC) members are offered complimentary CRMC weekend membership, but must show their SCRMC/BHR membership card at signing-on. Riders and Passengers under 18 years of age must also complete a "Parental Agreement" form in addition to this entry form to permit them to compete. Their 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 either the ACU or CRMC.

### **b. Motorcycle Eligibility. -**

**Events 1 – 10:** Motorcycles must be CRMC registered, or GSOC / SCRMC/ eligible as applicable. BHRC (VMCC) members may enter their BHR registered motorcycles in the appropriate capacity class. Machines entered in **Event 11** must be compliant with Lansdowne Series requirements.

### **4. Entries**

- a.** Entries open on publication of these supplementary regulations, and close 4<sup>th</sup> April 2019. At the entry secretary's discretion, and grid space permitting, late entries may be accepted up to 29<sup>th</sup> April 2019.
- b.** All entries must be made on the official Entry Form and sent to the Race Entry Secretary Anji Yardley, Hawthorn Cottage, Main Road, Haltham, Lincs LN9 6JQ. Entries may also be made on-line at [www.crmc.co.uk](http://www.crmc.co.uk)
- c.** Entry fees: Details on the official entry form.
- d.** 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 or passengers, entrant, sponsor or mechanic.
- e.** Refunds: Entries may be cancelled, and fees refunded, less a £25 admin charge, provided notification is received on or before 30<sup>th</sup> April 2019.

### **5. Limitation**

Solos: The maximum number of starters for racing is 40 and for practice 60. For Post Classic 125cc races, a grid size of 44 is permitted.  
Sidecars: The maximum number of starters for racing is 28 and for practice 42.  
In races that are oversubscribed at the entries close date, priority will be given to:  
i. Full members of the CRMC, ii. Non second ride on the same machine entries, iii. Order of receipt.

### **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 will result in exclusion from the results and 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 bike.

### **7. Awards**

**Events 1-9** Trophy awards will be made to the first three finishers in the first race of each Championship class Saturday and Sunday. Saturday awards will be made at a prize presentation ceremony on Saturday evening,  
**Events 10a & 10c:** 1<sup>st</sup> £500, 2<sup>nd</sup> £250, 3<sup>rd</sup> £125, 4<sup>th</sup> £75 5<sup>th</sup> £50

### **8. The Course**

The course is raced in a clockwise direction, and 1.456 miles long.

### **9. Programme of Events**

Racing will consist of the following events for motorcycles described in Category 1, Groups A1 & B1 of the National Sporting Code. All machines must conform to Section 3 of these regulations.

**Events 1–9 & 11** Scheduled for two 6 laps races Saturday and two 7 laps races Sunday.

**Event 10a & 10c:** 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.

### **10. Technical Inspection**

**a.** Machines must be presented to the Technical Official at the times stated. Motorcycles should be in a race/practice ready condition displaying the numbers allocated for the meeting in the correct style and size. The relevant technical control card must accompany the machine through the technical inspection..

<b>Event</b>	<b>Classes (as defined by CRMC)</b>			
1	01a. Sidecars - P1	01b Sidecars - P2	01c Sidecars - P3	01d Sidecars – P4
2	02a. Solos- Up to 200cc Classic Four strokes			
3	03a. Solos- Up to 250cc Classic European & Four stroke Twins			
4	04a. Solos- Up to 350cc Classic European		04b Solos - Classic Up to 350cc & Rider 55yrs or over	
	04c Solos- Up to 350cc Classic Twin & Multi Cylinder		04d Solos - Up to 350cc Classic BSA Goldstars	
5	05a. Solos- Up to 500cc Classic		05b. Solos – Classic Up to 500cc & Rider 55yrs or over	
	05c. Solos - Up to 500cc Classic BSA Goldstars			
6	06a. Solos – Classic Formula 750 (Maximum capacity 780cc)			
7	07c. Solos – Classic Clubman 251 - 1300cc			
8	08a Solos – Post Classic Superbike 750, Post Classic Superbike 2, Post Classic Superbike 1300, Formula Ducati & Post Classic 500cc Grand Prix			
	08c. Solos – Post Classic Superbike 1 & Post Classic750c		08d Solos - Post Classic 1 Up to 500cc Air Cooled	
	08h Solos - P/Classic 1 Up to 250cc A/Cooled & Classic Twins Up to 250cc		08k Solos – Post Classic Superstock	
	08e Solos - Production Up to 1300cc			
9	09a Solos - Post Classic GP Up to 350cc		09b Solos - Post Classic GP Up to 350cc rider 55yrs or over	
	09d Solos - Post Classic 1 125cc (Piston Port)		09e Solos - Post Classic 1 & 2 125cc Open	
10	10a Solos – ACU Classic 500cc Championship		10c Solos – ACU Post Classic Championship	
11	11a. Lansdowne British GP	11b. Lansdowne WRR 500cc Cup	11c. Lansdowne Avon 350cc Cup	Lansdowne TCM Club Cup

Participants 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).

A machine eligibility inspection will be made during Technical Control. Please bring the relevant machine eligibility certificate for inspection.

**b. Technical Control Opening Times:** These will be allocated and detailed in the Final Instructions.

**c. 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.

**d. 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.

- i. 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.
- ii. Spin-off type oil filters must be jubilee clipped and wire locked to prevent unscrewing.
- iii. 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 or swaged fittings.
- iv. 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.
- v. Filler caps and filter covers shall be drilled and lock-wired on crankcases, gearboxes and final drive units where practicable.
- vi. 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.
- vii. 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 the use of a safety strap wire loop in addition to a single main mounting.
- viii. All machines must meet the oil containment requirements in the Road racing Section of the ACU handbook.
- ix. Tyre inflation valve caps must be of metal construction.
- x. All Monza 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 with a couple of loops in visibly terminating in a 250ml bottle will also suffice.

### **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 start with the fall of the National flag with engines running (Clutch start). The safety car will not be used, nor will the blue (overtaking) flag.

### **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, wet weather tyres and tyre warmers are not permitted; full details are in the CRMC eligibility rules booklet.

### **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

BHR - British Historic Racing Club

CRMC - Classic Racing Motorcycle Club

SCRMC – Scottish Classic Racing Motorcycle Club

GSOC - Gold Star Owners Club