



Classic Racing Motorcycle Club Ltd Eligibility Booklet 2018

Version 4 - Issued 13/03/2018

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.

Amendments made to the 2017 Eligibility Booklet and effective for 2018 are printed in **red** type and deletions indicated with ~~strike-through text~~.

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

Only bikes that meet CRMC eligibility rules can race in CRMC race events. On page 8 you'll find a little more information about the respective machine groups and the periods.

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 Library. Choose the form that applies to your bike:

1. [Solo Classic Eligibility Registration >](#) (your bike was made before 31/12/1972 [4-stroke] or 31/12/1967 [2-stroke])
2. [Solo Post Classic Eligibility Registration >](#) (your bike isn't a Grand Prix bike or a Production-specification bike, was made after 31/12/1972 [4-stroke], or 31/12/1967 if it is [2-stroke])
3. [Solo Post Classic Grand Prix Eligibility Registration >](#) (your bike is a Grand Prix bike made after 31/12/67)
4. [Post Classic Production Registration >](#) (your bike was made after 31/12/1972)
5. [Parade-Only Eligibility Registration >](#) (you don't want to race, but you want to Parade your bike)
6. [Sidecar Eligibility Registration >](#) (it has 3-wheels!)

Q: How many photos do I need?

A: We need **4 colour photos** of your bike, 2 with the fairing on and 2 with the fairing removed. The photos will be used to make an eligibility card that you will need to bring to Technical Control at each event, so they will need to be 6" x 4" – please don't send any other size, we just cannot use them!

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

A: You can either call the eligibility officer, or a Class Representative.

1. For Classic and Parade, contact to John Davidson (<http://www.crmc.co.uk/contact-john-davidson/>)
2. For Post Classic contact Ron Hart (<http://www.crmc.co.uk/contact-ron-hart/>) (from 13/03/2018, Ron has taken over from Keith Higgs)
3. For Post Classic Grand Prix and Production, contact Dave Grigson (<http://www.crmc.co.uk/contact-dave-grigson/>).
4. The Class representatives' contact details are on the website here: <http://www.crmc.co.uk/eligibility/class-representatives/>

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)

Classic Racing Motorcycle Club – Eligibility Guidelines

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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 machines must either be machines that were raced in the relevant period or be faithful replicas of such machines.

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 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 (www.crmc.co.uk) 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 1986, 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 it's activities, in the event that it does not conform to the club's eligibility rules, or if it's condition may reflect adversely on the clubs reputation.

7 Upon successful application, each eligible machine shall be issued with an eligibility certificate, issued by the Management Committee. It is members 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.

Club Rules and Regulations 2015 (v2) (<http://www.crmc.co.uk/library/>)

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 1 & 2 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 Notwithstanding anything contained herein to the contrary, slick tyres, hand cut slick tyres, hand cut tyres, and wet weather tyres so deemed by the Management Committee will not be permitted for use in CRMC events. Only treaded racing or sports tyres as deemed by the Management Committee are allowed.

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.

(Implementation immediate)

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 Magnesium alloy wheels and the like were commonly used on racing machines in the post classic era. However, these wheels are subject to metal fatigue over time and it is a good idea to have such wheels crack-tested to ensure they are suitable for racing use. Modern wheels that closely resemble such original wheels will be acceptable fitment.

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

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

1.15 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

(Implementation immediate)

1.19 Oil Containment All Classic four stroke and sidecar machines 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 which do not meet Sports or Production specifications.

SPORTS (CLASSIC) & PRODUCTION (POST CLASSIC)

Essentially unmodified production road and sports machines.

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

from 1st January 1964 to 31st December 1972
from 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 1986 (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)

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 FORKS AND REAR SUSPENSION: 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.

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 provided it can be shown that such a brake was used on the machine in question.

TYRES: Shall be in accordance with ACU Standing Guidelines for Road Racing Club events. *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.

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.

CARBURETTORS: There shall be no restriction in 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.

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.

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.

PART 5 - CLUBMAN CLASSIC 1 & 2 ELIGIBILITY GUIDELINES

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.

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 and used on the machine may be fitted.

TYRES: Shall be in accordance with ACU Standing Regulations for Road Racing Club events.

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.

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.

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.

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.

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

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

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 characterized 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 and 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

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, FORKS AND REAR SUSPENSION: Must maintain the manufacturer's original dimensions and shape. No modifications are allowed except for the fitting of steering dampers. Rear suspension units shall not have remote or external reservoirs.

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 ACU Standing Regulations for Road Racing Club Events. *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.

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.

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 gasses must not be discharged so as to raise a dust or inconvenience to a following rider.

Note: This is not deemed to include the use of non-standard "Swept back" or "high level" Exhaust systems.

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

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.

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.

PART 7 – Post Classic GP250 (PC GP250), GP251-350 (PC GP350) and GP351-500 (PC GP500) ELIGIBILITY GUIDELINES

Genuine Grand Prix machines built by manufacturers in the Post Classic Period within the cut off dates below

CLASS	CAPACITIES	CUT OFF DATES
GP250	126cc up to 250cc	31st December 1984
GP251-350	251cc up to 350cc	31st December 1981
GP 351-500	351cc up to 500cc	31st December 1981

TYRES: Shall be in accordance with ACU Standing Regulations for Road Racing Club events. The use of Radial tyres is permitted. The use of Wet Weather tyres is not permitted. The use of slick tyres is not permitted.

FRAMES: All machines must use frames as produced by the manufacturer or aftermarket frames kits available in the period, such as; Harris, Spondon, etc. provided such aftermarket frame and engine combinations were raced in the period. Alloy frames with proven period use only are allowed.

FORKS AND SWINGING ARMS: The period look of forks, fork yokes and swinging arms must be maintained. The maximum diameter of fork stanchions is 41mm. The use of upside-down forks is prohibited.

WHEELS: Any type of wheel which was available and used for racing in the period can be used. The only wheel diameter allowed is 18". In the interests of safety and availability, modern wheels that closely resemble wheels used in the period may be used. (Exception: Decorite – 16" front wheel allowed)

TYRES: Maximum tyre width is 160mm

CARBURETTORS: Any carburettor produced in the period can be used on an "as used" basis.

ENGINES: 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. The internal specification of all engines is free from restriction, but the machines must be entered in the correct capacity class and their actual capacity declared.

BRAKES: Either:

- a) A single brake disc (fixed or floating) and a 4-piston brake caliper or;
- b) Twin discs (fixed or floating) and a pair of 2-piston calipers.

Remote master cylinders may be used but very modern looking, so called 'Radial' master cylinders are not permitted. In all circumstances the period look of the machine must be reasonably retained. No form of carbon fibre brake can be used. '

GEARBOXES: The internals of gearboxes are free from restriction, but cassette gearboxes cannot be used.

FAIRINGS AND SEAT UNITS: Fairings and seat units must resemble the manufacturer's originals as near as possible. After-market fairings and seat units may be used providing that they are as manufactured during the Post-Classic period and were generally available at that time. If pattern carbon fibre fairings and seat units are used, they must be painted.

INSTRUMENTS AND CONTROLS: Must be of a type and style used in the period. Digital temperature gauges are acceptable.

PART 8 – Post Classic GP490 - 500cc PC2 (PC2 GP500) ELIGIBILITY GUIDELINES

Genuine Grand Prix machines 490cc and above, built by manufacturers in the Post Classic Period within the cut-off dates below

CLASS	CAPACITY	CUT OFF DATES
GP490-500cc PC2	490-500cc	1/1/82 to 31/12/1986

TYRES: Shall be in accordance with ACU Standing Regulations for Road Racing Club events. 16", 17" or 18" tyres may be used. The use of Radial tyres is permitted. The use of Wet Weather tyres is not permitted. The use of slick tyres is not permitted.

FRAMES: Aluminium and period composite frames are permitted.

FORKS AND SWINGING ARMS: The period look of forks, fork yokes and swinging arms must be maintained. The maximum diameter of fork stanchions is 41mm. The use of upside-down forks is prohibited.

WHEELS: Any type of wheel which was available and used for racing in the period can be used. Wheel sizes may be 16", 17" or 18". In the interests of safety and availability, modern wheels that closely resemble wheels used in the period may be used.

TYRES: Maximum tyre width is 180mm

CARBURETTORS: Any carburettor produced in the period can be used on an "as used" basis.

ENGINES: 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. The internal specification of all engines is free from restriction, but the machines must be entered in the correct capacity class and their actual capacity declared.

BRAKES: Any combination of single, twin or four-piston calipers and disc may be used. In all circumstances the period look of the machine must be reasonably retained. No form of carbon fibre brake can be used. Remote master cylinders may be used but very modern looking, so called 'Radial' master cylinders are not permitted.

GEARBOXES: The internals of gearboxes are free from restriction.

FAIRINGS AND SEAT UNITS: Fairings and seat units must resemble the manufacturer's originals as near as possible. After-market fairings and seat units may be used providing that they are as manufactured during the Post-Classic period and were generally available at that time. If pattern carbon fibre fairings and seat units are used, they must be painted.

INSTRUMENTS AND CONTROLS: Must be of a type and style used in the period. Digital temperature gauges are acceptable

specification of all engines is free from restriction (except for the number of valves per cylinder for four-stroke engines), but the machines must be entered in the correct capacity class and their actual capacity declared. See also 1.16 in Part 2 above.

BRAKES: Any combination of single, twin or four-piston calipers and disc may be used (four-piston calipers may only be used on Superbike 2 machines). In the interests of safety and availability, remote master cylinders may be used. In all circumstances the period look of the machine must be reasonably retained. No form of carbon fibre brake can be used.

GEARBOXES: The internals of gearboxes are free from restriction.

FAIRINGS AND SEAT UNITS: Fairings and seat units must resemble the manufacturer's originals as near as possible. After-market fairings and seat units may be used providing that they are as manufactured during the Post-Classic period and were generally available at that time. If pattern carbon fibre fairings and seat units are used, they must be painted.

INSTRUMENTS AND CONTROLS: Must be of a type and style used in the period. Digital temperature gauges are acceptable.

PART 9a – POST CLASSIC 750cc SUPER - STOCK ELIGIBILITY GUIDELINES

Outline:

Post Classic 750 Superstock is designed for 750cc production based machines manufactured and raced pre 1987. Good examples of the class would be the Mick Grant Suzuki GSXR, Steve Parrish Loctite Yamaha and Honda Britain's VFR's.

Machines registered in this class will only be eligible for the Superbike 1 & 2 Class, and the CRMC open races such as the King of the Classics series.

CYLINDER CAPACITIES & CUT-OFF DATES FOR POST CLASSIC 750cc SUPERSTOCK

Maximum Capacity: 750cc (See permitted rebore facility in engine section below)

Cut Off Date: 31/12/1986

Note: Exceptionally models produced after 1987 that are not significantly different to the same pre 1987 model may be permitted. E.g. Suzuki GSXR "Slab Side models" are permitted, but the Slingshot model is not.

Eligible Machines: Suzuki GSXR-750 H/G; Yamaha FZ750 (only 1 prefix models); Kawasaki GPx750; Kawasaki GPZR750, Honda CBX750, VF750 and VFR750 (RC24 version only).

A complete list including chassis and engine numbers is in Appendix 3.

Enquiries and applications to register machines not listed above should be submitted to the Eligibility Office

ENGINE: Engines must be in standard specification with starter motors and generators fitted and working. Cylinders may be bored to the manufacturers (not aftermarket) maximum oversize only.

FRAME: Only the original manufacturers standard frames and sub frames are permitted. The frame may be braced with period modifications, provided the frame dimensions and geometry remain standard. Standard parts that bolt to the frame may be removed. E.g. Headlight subframes, centre stands, footrest brackets and lighting brackets.

SWINGING ARM: Must be the manufacturers original fitment to the main frame. (See exception below)
Period style bracing is permitted.
It is permitted to fit the 1987 Suzuki GSXR swinging arm to the earlier model.

FORKS: Forks must be the right way up (Not upside down), limited to a maximum diameter of 43mm and the slider be of a period (plain) appearance.

BRAKES: Either manufacturers original fitment or period alternative brakes are permitted.
Permitted alternatives include Tokico, Early 1990's Nissin Lockheed and Brembo Gold Line.
The maximum permitted number of pistons per wheel is 8.
Remote master cylinders are permitted, but radial master cylinders are not.
Discs: Floating discs of the bobbin type are permitted. PFM style finger fitments are not permitted.
The maximum permitted diameter of the disc is 320mm
No form of carbon fibre brake can be used.

WHEELS: Wheels may be 16, 17 or 18 inch diameter but restricted to a maximum rim width of 3.5" for the front and 5.5" for the rear. Wheels may be original fitment or aftermarket products consistent with spirit of the period, such as 3 spoke Dymag, Astralite and Marchesini.
The use of wheels from some later road bikes is permitted. E.g. 3 spoke GSXR, Ducati, Yamaha R6.
Honda CBR600 (5 spoke or 7 spoke) wheels are permitted on the Honda VFR.

CARBURETTORS: Only standard original fitment carburetors are permitted, unmodified except for changes of jet size and/or the removal of the airbox.

TRANSMISSION: Gearbox's must remain standard. Aftermarket springs and plates may be used in clutches.
No form of slipper clutch is permitted.

EXHAUST SYSTEM: Must look period and meet the ACU sound limit requirements, but is otherwise free from restriction.

BODYWORK and APPEARANCE: The class will be run as a "Silhouette" class. This means the outline silhouette taken from front, rear and both sides accurately represents the original factory model to the satisfaction of the eligibility officer.
Appropriate single seat covers and/or race bodywork in the original dimensions and outline are permitted.

INSTRUMENTS and CONTROLS: No digital dashes but digital temperature gauges may be used

ROAD EQUIPMENT: It is permitted to remove road equipment such as stands, lights, indicators etc.

PART10 – POST CLASSIC CLUBMAN 750 ELIGIBILITY GUIDELINES

Machines up to 750cc raced in the Post Classic Period using production based engine units fitted in either race specific chassis or production based chassis not qualifying for Grand Prix class, together with certain complete machines which do not meet Grand Prix class specifications. **Unrelated engine and chassis combinations are not permitted.**

NOTE: It is advisable to consult the Eligibility Officer before embarking on any projects or purchases

CUT-OFF DATE FOR POST CLASSIC 1 750 CLUBMAN

31/12/1981

CUT-OFF DATES FOR POST CLASSIC 2 750 CLUBMAN

1/1/82 to 31/12/1986

FRAME: All machines must use frames as produced by the manufacturer or after-market kits used for the machine which were available in the period. Faithful replicas are permitted and must conform to original dimensions.

SWINGING ARM: May be steel or aluminium alloy construction but must be a make and model used on the machine in the period. Faithful replicas are permitted and must conform to original dimensions. No alteration is permitted to allow the fitment of wider tyres.

FORKS: Must be of a type and model used within the appropriate period for the machine. The use of "upside-down" forks is prohibited.

The maximum fork stanchion diameter: Clubman Post Classic 1 750 = 38mm.
 Clubman Post Classic 2 750 = 43mm

WHEELS: Any type of wheel which was available and used for racing in the period can be used. In the interests of safety and availability, modern wheels that closely resemble wheels used in the period may be used.

The minimum wheel diameter: Clubman Post Classic 1 750 = 18"
 Clubman Post Classic 2 750 = 16"

TYRES: Shall be in accordance with ACU Standing Regulations for Road Racing Club events. The use of Radial tyres is permitted. The use of Wet Weather tyres is not permitted. The use of Slick tyres is not permitted.

BRAKES: Any combination of single, twin or four-piston calipers and disc may be used (four-piston calipers may only be used on Clubman Post Classic 2 machines). In the interests of safety and availability, remote master cylinders may be used. In all circumstances the period look of the machine must be reasonably retained. No form of carbon fibre brake can be used.

TANKS, SEATS and FAIRINGS: Shall be of a style or pattern in use within the appropriate Post-Classic period for the machine. Machines may be raced un-faired. If pattern carbon fibre fairings and seat units are used they must be painted.

ENGINES ALL: 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. The internal specification of all engines is free from restriction, but the machines must be entered in the correct capacity class and their actual capacity declared. Only 2 stroke

engines may be water cooled. Machines with 4 valve engines are only acceptable in standard frames with swinging arms originally supplied and use with the engine. It is advised that before building such a bike contact should be made with the Eligibility Officer for advice and guidance.

See also 1.16 in Part 2 above.

CARBURETTORS: There shall be no restriction in the size of carburetors used, but units must be of a type used within the period for racing. Flat slide carburetors are not permitted unless original fitment.

GEARBOXES: Shall be of a type and model used within the appropriate 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.

INSTRUMENTS AND CONTROLS: Must be of a type and style used in the period.

STEERING DAMPERS: Must be of a type and style used in the period. No 'top yoke' styles of fitting shall be permitted. No 'piggy back' type steering dampers shall be permitted.

Part 11 - Post Classic Air Cooled Class

The purpose of these guidelines is to allow machines with production / road bike engines up to 500cc in road or race based frames to race in the Post Classic Air Cooled Class

Period:

January 1st 1973 to 31st December 1981

Group:

Clubman and selected GP bikes – see 4 below

Capacity:

Up to 500cc – air cooled engines ONLY

Guidelines:

1. **Machines:** There should be some racing history to the type of frame and engine combination being proposed. Both original and faithful replicas of such machines are allowed.
2. **Post Classic 1 750 Clubman guidelines** apply to these machines with exceptions / additions listed below
3. **General Requirements:**
 - 3.1 **Frames:** Mono-shock frames are permitted providing evidence is produced that they were raced in period (known examples are frames by Foale, Kerby, Maxton and Spondon; this is not an exhaustive list and other frames will require proof of period use). Frames must be of steel construction.
 - 3.2 **Engines:** Two stroke or four stroke up to 500cc. Manufacturers overbore allowed to +1.5mm maximum. Single, twin, triple or four cylinder production / road bike air cooled engines only.
 - 3.3 **Carburettors:** Period-type round slide carburettors must be used (no flat slide carburettors except period available types e.g. Lectron, Gardner, EI).
 - 3.4 **Brakes:** Only single or twin-piston brakes. Remote master cylinders not allowed.
 - 3.5 **Wheels:** Only 18" and 19" diameter allowed. Only wire wheels or original cast wheels for the machine allowed Period available type wire or cast wheels to be used including Astralite type
 - 3.6 **Forks:** Maximum diameter 38mm

4. Grand Prix Machine Exceptions

- 4.1 **Yamaha** TD2, TR2, TD3, TR3 are eligible for this class even though they are outside the defined Period

Part 12 CRMC Production Racing Machines Guidelines

The purpose of these guidelines 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 guidelines 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
3. **Note:** 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. [This 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 the Production Eligibility Officer

Classes:

Junior: Up to 600cc Multi-cylinder 4 stroke up 750 twin cylinder 4 stroke and 350cc 2 stroke : Classic to 500cc
Senior: 600 to 1300cc 4 stroke and over 350cc 2 stroke : Classic 501 to 750cc

Guidelines:

1. **Classic:** As per CRMC Part 6 Sports Classic 1 & 2 eligibility guidelines.
2. **Post Classic:** As follows

Note: Everything that is not authorised and prescribed in these guidelines 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 GSXR750 has been declared ineligible for Production racing. (See the Superstock rules on page 15)

2.3 Number Plates: As per ACU guidelines 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 / Airbox top must be unmodified
- 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 & fuel taps can be changed for non-diaphragm type
- 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
- 2.17.1 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 102dBA
- 2.18 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 horn must work, rear-light lens must be present + charging system must be present and charge battery
- 2.19 Ignition System:** Spark Plugs may be changed
- 2.20 Instruments:** The Speedometer may be removed or blanked off
- 2.21 Frame:** No modifications are allowed with the following exception – side stand lugs may be removed
- 2.22 Bodywork:** Must be of original type fitted and all present but can be modified to comply with ACU oil catch tray fitment
- 2.23 Front Forks:** 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. The only modifications allowed are: fork oil may be replaced with any grade or quantity; pre load spacers may be used; aftermarket fork springs may be used.
- 2.24 Swinging Arm:** No modifications are allowed
- 2.25 Rear Suspension Unit/s:** May be replaced with aftermarket unit/s provided the original linkages are used.
- 2.26 Wheels:** Must remain as originally supplied by the manufacturer. Speedometer drives may be removed. The rear sprocket in may be changed to alter the final drive ratio. Both 530 and 520 pitch sprockets are permitted.
- 2.27 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
- 2.28 Handle Bars** Must be same type as original but can be mounted above or below yokes where possible

- 2.29 Handle Bar 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

Production Dispensation

- i. In addition to the standard fitment, Ducati Paso machines are permitted to fit the 17 inch x 4.5 wide rear wheel of the Ducati Monster.
- ii. **The Yamaha XJ600 engine has been accepted as a replacement engine for a Yamaha FZ600**

PART 13 – POST CLASSIC 125 CLASSES – Eligibility Guidelines

GP and Clubman Group up to 125cc machines built for racing and of a type raced in the Post Classic period. There are two classes – Post Classic 125cc Piston Port and Post Classic 125cc

CLASSES:

Post Classic Piston Port MT125 and Post Classic 125 Piston Port
Post Classic 125

PERIODS:

Post Classic Piston Port MT125:	1976 to 1979 inclusive
Post Classic 125 Piston Port:	1/1/73 to 31/12/86
Post Classic 125:	1/1/73 to 31/12/86

GENERAL GUIDELINES (Apply to all Classes)

TYRES: Shall be in accordance with ACU Standing Regulations for Road Racing Club events. The only tyre diameter allowed is 18". The use of Radial tyres is permitted. The use of Wet Weather tyres is not permitted. The use of slick tyres is not permitted.

FAIRINGS AND SEAT UNITS: Fairings and seat units must resemble the manufacturer's originals as near as possible. After-market fairings and seat units may be used providing that they are as manufactured during the Post-Classic period and were generally available at that time. If pattern carbon fibre fairings and seat units are used, they must be painted.

INSTRUMENTS AND CONTROLS: Must be of a type and style used in the period. Digital temperature gauges are acceptable.

FRAMES: All machines must use frames as produced by the manufacturer in the period for the machine. The use of aluminum framed 125cc Hondas is not allowed.

FORKS AND SWINGING ARMS: All machines must use forks and swinging arms as produced by the manufacturer in the period for the machine

WHEELS: Any type of wheel which was available and used for racing in the period can be used. The only wheel diameter allowed is 18"

BRAKES: Must be in accordance with the braking systems as fitted to the machine as supplied and / or raced in period

CARBURETTORS: Any carburettor produced in the period can be used on an "as used" basis.

ENGINES: 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. The internal specification of all engines is free from restriction. The maximum capacity is 125cc

GEARBOXES: The internals of gearboxes are free from restriction

POST CLASSIC 125 - CLASS SPECIFIC GUIDELINES

PISTON PORT MT125 CLASS:

All models of MT125 are eligible for this class both air and water cooled as supplied by Honda from 1976 to 1979 inclusive. It is a requirement that MT125's are raced in as standard specification as possible. Where machines have a record of period modification then an application may be made to allow such machines to compete in this class

ENGINES: Standard specification MT125 to MT125RW only allowed. Internal modifications to porting and compression ratio are allowed. Standard fitment carburettors only may be used though jets may be changed.

IGNITION SYSTEMS: Should resemble the original fitment systems

CHASSIS, FORKS, SUSPENSION: Standard fitment frames, front forks, swinging arms only may be used. Rear suspension units may be replaced with aftermarket items.

WHEELS and BRAKES: Only 18" wire wheels may be used. Early cable operated brakes may be converted to hydraulic fitment. Only a single standard diameter front disc may be used.

EXHAUST SYSTEM: Aftermarket exhaust systems may be used.

BODYWORK: Fairings seats and tanks must closely resemble standard fitment

PISTON PORT 125 CLASS:

GROUPS: Single cylinder GP Group racing machines produced between 1/1/73 and 31/12/86 utilising piston port induction.

POST CLASSIC 125cc CLASS:

GROUPS: Both GP and Clubman Group machines are eligible for this class

PART 14 - SIDECAR ELIGIBILITY GUIDELINES

Note: The Principles laid out in Part 1 above may not apply to all aspects of sidecar eligibility. However decisions regarding interpretation of these rules shall rest with the Management Committee whose decision in these matters shall be final.

Machines intended to participate in CRMC events may register with the Eligibility Sub-Committee in order that their eligibility status may be determined. 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 to pass the machines for eligibility, provided there have been no alterations to the machine since the issue of the certificate.

To help prevent issues and scope creep and to avoid disappointment, it is highly recommended that any sidecar builder or modifier discusses the build or change in detail with the sidecar eligibility representative prior to investing or stating the project.

CLASSIFICATION

Sidecars will be classified by Engine Type into "Period 1", "Period 2" and "Period 3".

Period 1 - For Production Based Air Cooled Twin Cylinder 2 Valve Motorcycle Engines (750 Production Twins) – This championship will cater for all standard stroke 2 valve twins. Note 650 to 750 big bore kits are eligible for this championship, crankshafts can be rephased (180°, 90° etc) to reduce vibration and engine damage but cannot be altered in stroke length from the manufacturers stated stroke for the engine that is represented. Eligible engines will be BSA A65/70, Triumph T120/140, Norton Atlas/Commando, BMW R75, Yamaha XS650, Moto Guzzi 750, Ducati 750, Harley Davidson 750 and any other production based engine to 750cc and 2 valve air cooled twin cylinder from the classic period.

Note – Production based engines can run up to +1mm overbore on standard bore and for big bore kits +1mm on standard big bore size.

Period 2 – For Twin Cylinder Engined Specials and Multi Cylinder Engines (750 Specials and Multi's) – This championship will cater for twin cylinder engines with altered stroke lengths, 4 valve twins and any multi cylinder engine from the classic period limited to 750cc for four stroke engines. Probable engines - BMW Short stroke, Honda CB750, Weslake 750, Triumph Weslake, Triumph/BSA 3, Hillman Imp plus any other classic eligible engine limited to 750cc for 4 stroke engines.

Note – 2 Stroke engines from the period (pre 1967) can run in this championship e.g. , DKW, Crescent and Saab to 750cc.

N.B. To avoid disappointment the Suzuki GT750 (Kettle) and the Konig are not engines of the Classic period and therefore are not eligible.

Period 3 – Multi valve, multi cylinder engines over 750cc up to 1300cc. Also eligible are car engines from the classic period any hybrid engine produced in the period (eg Earles Arrow, FATH URS).

Period 4 – Will be for invited guest riders on machines of special interest, there will be no P4 Championship or trophies/prizes. P4 machines will run yellow number plates with black numbers, grid space for P4 machines will be allocated directly after the closing date for race entries for each race event.

SPECIFICATION RULES

Engines eligibility will follow the same criteria applied to the solo racing machines, both 2 and 4 stroke.

Period 1 – See Above.

Period 2 – See Above.

Period 3 - See Above.

Carburettors There shall be no restriction in the size of carburettors used but units must be of a type used within the classic period. Amal Mark 2 carburettors, including smooth bores (but excluding the Powerjet

version) may be used. Fuel injection is permitted if fitted to that machine as original equipment, or modified within the Classic period. Fuel supply may be of gravity feed, mechanical or electrical pump

Gearbox any commonly used gearbox - Norton Domi, Manx or "sausage", BSA, Triumph, Schafleitner, BMW - may be used with pre-unit motors, or chopped motors having a separate gearbox.

Clutch compatible with the period may be used.

Ignition systems will be free of restriction provided that if electronic ignition is used as a non-standard fitment then reasonable effort must be made to hide the black box from external view.

Frames are to be of tubular construction, the tube shall be mainly of round section a small proportion of oval, square or box section is allowable and if not constructed within the Classic period must give all reasonable appearance of belonging to that period. Steel plate reinforcing is permitted particularly in area such as the steering head however excess plating or large sheet steel areas are not allowed the chassis must be visibly constructed of tubular steel Any riding position may be adopted - sitter, kneeler or semi-kneeler - providing that it permits the driver to be in full control at all times. The footprint of the sidecar shall not exceed 65" in length from the centre line of the front wheel spindle to centre line of the rear wheel spindle at full adjustment and shall not exceed 41" in width from the centre line of the back wheel to the centre line of the sidecar wheel. The maximum allowable offset of the front wheel to back wheel is 2".

Sidecar must be of tubular and/or sheet metal construction. It may be permanently affixed to the machine by welding or brazing, or be detachable. Rear exit sidecars are not permitted.

Front suspension must be either by telescopic forks, or leading/trailing link design. Hub centre steering and sidecar wheel steering are not permitted unless specifically approved for that machine by the Eligibility Sub - Committee. Rear suspension may be rigid, conventional pivoting fork and dampers - not necessarily hydraulic - or a pivoted fork using a mono-shock medium - e.g. Mini rubber cap and cone, Imp doughnuts, etc. Both 22 front and rear suspension must move in a vertical arc in line with the longitudinal axis, with the steering in the straight ahead position. Steering dampers may be fitted of either friction or hydraulic type.

Wheels may be of the following diameters: 10", 12", 13", 15", 16", 18" or 19". Any currently available type may be used, with the following provisos: the width of the tyre must be in keeping with the period of the machine, and in particular in the case of 10", 12", 13" and 15" wheels the width of the tread in contact with the track shall not be wider than 140mm or 5.5 inches (measured fitted to the machine with both passenger and driver on board and the tyre set at racing pressure). Maximum acceptable rim width is 6" measured between the inside of the rim flanges for wheels up to 15" diameter, for wheels of 16" diameter and above the maximum rim width is 3" measured between the rim flanges, the maximum width of tread in contact with the track will be 4" or 102mm. Slicks (or any hand-cut tyres) are not permitted on any wheel. The manufacturers size of any tyre used must be clearly displayed on the tyre sidewall.

Brakes may be of drum or disc on two or three wheels. Mechanical and/or Hydraulic operation is permitted, providing two independently operated braking systems. In the case of hydraulic braking systems the foot brake will operate two cylinders (this can be either two independent master cylinders or one tandem master cylinder) one of these cylinders must be operating on at least two wheels. The brake on the handlebar will be considered a paddock brake. Brake discs must be of solid construction (not ventilated) drilled discs are permitted, discs must be solidly mounted and are not permitted to float. Handle bar mounted brake cylinders must look classic in appearance and the same or similar to AP Lockheed classic, Grimeca classic or early Honda CB750 4. Rear master cylinders will generally be hidden from view but can be of the sidecar specialist type or car type with the same appearance as cylinders from the classic period e.g. twin cylinders or a single casting with two separate piston systems inside, servo assistance of any sort is not permitted. Brake calipers should be from AP Lockheed 3 or 4 fin or Grimeca classic, other calipers such as Triumph, Norton or BMC

Mini from the period can be used (these are manufactured from cast iron so are heavy). All must have no more than two pistons per caliper. No more than 5 calipers are allowed per sidecar.

Fairings may be of "dustbin" type with a separate sidecar nose tray, or may be of one piece design, but must be of the period style. Machines may of course be raced naked if the fairing normally fitted would render the machine ineligible. If Carbon Fibre is used for any component the distinctive weave pattern of the material must be painted over.

Oil Catchment Trays will be fitted under the engines of all sidecars.

Numbers Periods 1 and 2 will run red background with white numbers. Period 3 will run white background with black numbers.

GENERAL Machines must be prepared for racing in compliance with ACU Standing Road Race Regulations, CRMC Standing Regulations, and the Supplementary Regulations for each event.

SIDECAR SPECIAL DISPENSATIONS – none currently

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 inch front wheels

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 expense

APPENDIX 3

Super Stock Bike definitions – more details will be added as bikes and models are added

(Note: CRMC Rules require Europe-only raced models but if it can be shown that there is no significant difference between a different market model and a European spec model then the committee may accept it as eligible – please ask)

Yamaha FZ750 models

1985 1AE-000101-	USA only
1985 1FM-000101-	JAPAN only
1985 1FN-000101-	EUROPE only
1985 1FU-000101-	OCEANIA only
1985 1FV-000101-	SWITZERLAND only
1986 1LJ-005101-	USA only
1986 1AE-005101-	USA only
1986 1FN-013101-	EUROPE only
1986 1FV-001101-	SWITZERLAND only
1986 1FT-002101-	CANADA only
1986 1FU-002101	OCEANIA only

Suzuki GSX R750 models

GSX-R750F (1985)
GSX-R750G (1986)

Kawasaki GPz750

GPz750 (1982-1985)
GPz750R (1986)

Honda CBX & VF750

CBX750 (1983-1986)
VF750 (up to 1986)