



The Lansdowne Classic Series

2020 Technical Regulations and Championship Details

All bikes have to have been issued with a TLCS Eligibility Certificate and riders must be a member of TLCS – forms are available from the ‘Downloads’ section of the website.

INTERPRETATION

The interpretation of these regulations is entirely the province of the Lansdowne Classic Series Ltd (TLCS Ltd).

MACHINE ELIGIBILITY

The Lansdowne British Championship races are open to pre 1964 Group 1 (machines made specifically for racing in Grand Prix, TT and Thoroughbred racing) classic racing motorcycles conforming to these regulations.

The Lansdowne 500cc and 350cc Championship races are open to pre 1964 Group 1 (machines made specifically for racing in Grand Prix, TT and Thoroughbred racing) classic racing motorcycles and certain Group 2 (machines converted from road bikes for racing) classic racing motorcycles conforming to these regulations

The Lansdowne Club Class Championship races are open to pre 54 Group 1 (GP type) and pre 55 Group 2 (machines converted from road bikes for racing) classic racing motorcycles conforming to these regulations

Invited Machines: Machines which do not entirely conform to these regulations may be invited to race with the Lansdowne Series if in the opinion of the series organisers such a machine is of a suitable period, type, style and standard of preparation. Championship points will only be awarded to such machines at the discretion of the organisers. All riders of such machines must be members of the TLCS Ltd – one event membership is available.

Rider Placement: The organisers reserve the right to place a rider in the class they feel is most appropriate if necessary.

PERIOD CLASSIFICATIONS

Up to 31st December 1963 / Club Class – up to 31st December 1955

CAPACITY CLASSIFICATION

350cc Class - up to 350cc

500cc Class - 351 to 500c

Club Class – up to 500cc for Group 1 bikes; up to 1000cc for Group 2 bikes



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GENERAL TECHNICAL REGULATIONS - ALL CHAMPIONSHIPS except Club Class
(To be applied in conjunction with the championship specific regulations)

1. **Overarching Regulations:** All machines must conform to ACU (and FIM where applicable) regulations for Road Racing Motorcycles.
2. **Original period motorcycles** are eligible provided the specification and appearance of the motorcycle is substantially unaltered. Such machines could be 'one off's', ex-factory machines or have been available 'over the counter'.
3. **Replica motorcycles** are eligible but only if they replicate machines which were raced in the period, were generally available 'over the counter', and are accurate in every substantive detail of engineering specification and appearance.

In particular the following relates to the machine being replicated: Engines must be of similar internal specification and externally very similar in appearance. Gearboxes must replicate the exterior appearance; however, 5 or 6 speed internals may be fitted. In the interests of longevity belt primary drives may be fitted. Frames, swinging arms and front forks (internals free) must be as exact replicas as possible. The maximum allowable carburettor choke diameter is 1.5". Brakes must replicate original, 'as supplied' type. Where shown to be used as a period fitting the period type Oldani front brake may be used. Fuel and oil tanks, seats, rear suspension units and such like items must retain period appearance. Weights of replica machines must be similar to the, 'as supplied' weights and a list of minimum weights is appended (Appendix A). Machines will be weighed 'wet' (with oil and fuel) and ready to race. Please apply to the organisers for minimum permitted weights for machines not quoted on the appended list.

4. 'Short stroke' motors are not permitted. For example, the shortest stroke Manx Norton allowable is with the 86x 86 engines. Owners / riders are advised to contact the organisers for clarification if any doubt exists
5. 'Short rod' motors are not allowed. Owners / riders are advised to contact the organisers for clarification if any doubt exists
6. All engines must have no more than 2 valves per cylinder.
7. Period presentation of machines is absolutely vital and is an integral part of the eligibility process. So for example if modern materials are used they must be given a period finish.
8. All machines must be silenced to ACU standards and will be tested to these standards before being allowed to race excepting where the Supplementary Regulations allow for different sound level limits
9. Tyres must conform to ACU Road Race regulations. Please note that slick tyres, wet weather tyres and hand cut tyres are **not** permitted.
10. The maximum rim size allowable is WM3
11. Fairings are not allowed
12. Provided ignition systems are mounted in the original position and closely resemble original ignition systems then electronic components may be used.
13. Open valve operating mechanisms (e.g. hairpin spring types) may be enclosed by a suitable period looking apparatus. (In order to cut down possible oil contamination). Owners are encouraged to make such modifications.
14. **Fuel:** Methanol may be used as a fuel for pre-war machines only, but they must display a 3" orange disc on the number plates as per ACU regulations. Post war machines using for example JAP speedway type engines may apply to the organisers for a dispensation to run methanol fuel. (However such machines must reflect a pre-war specification) All other machines must use either:
 - 14.1 Leaded fuel to FIM specification (roughly 100LL Avgas) or;
 - 14.2 Unleaded 'pump' fuel to ACU / FIM specifications for Road Racing or;
 - 14.3 Leaded fuel to the following specification:



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Property	Maximum
RON	105
MON	95
Lead g/L	0.56

E85 bio ethanol fuel is NOT allowed

SPECIFIC TECHNICAL REGULATIONS all CLASSES

Class 11a - Lansdowne British Championship

1. Only 500cc machines are eligible for this championship
2. Machines in this championship are expected to be of a very high standard of preparation and originality
3. Wheel sizes must be as supplied in the period for the machine. So for example for Manx Norton's, Matchless G50's and so on this will be 19"
4. The sole tyre make will be Avon. See Appendix B for listings
5. Exhaust pipe runs must be as original. So for example for Manx Norton's, Matchless G50's and so on, in general this will be low level 'swept back' exhaust pipes
6. 'Stepped' or tapered exhaust down pipes are not allowed.
7. Carburettors must be as supplied in the period for the machine. So for example for Manx Norton's, Matchless G50's and so on this will be an Amal GP.
8. Fairings are not allowed
9. There will be no handicap system running in this championship.

Class 11b and 11c - Lansdowne 350cc and 500cc Championships

1. Machines in these championships are expected to be of a very high standard of preparation and originality.
2. Machines must comply with the General Technical Regulations above.
3. Machines will be subject to a handicap system based on the particular specification of the machine – see the Championship section below

Class 11d - Lansdowne Club Class Championship

The Lansdowne Club Class is based on the Goodwood Revival, Barry Sheene Memorial Trophy, 50's spec race regulations

Definitions Club Class:

Group 1: Thoroughbred machines built specifically for racing in Grand Prix, International / National Short Circuit and TT racing

Group 2: Road bike-based machines converted for road racing use.

Specials: Racing machines built from such a mixture of proprietary and 'home made' parts that they no longer are defined as a bike from any particular manufacturer. Examples of such machines are JABS, Woden (both of which have already taken part in the Barry Sheene Memorial Trophy), the DW Special, and Triumph-JAP both of which appeared in the 1951 race meeting. New for 2020 are Tritons defined as machines built up from a Manx Norton chassis and Triumph twin engines

Owners wishing to enter a Special into the Barry Sheene Memorial Trophy MUST contact the organisers with their proposal in order to fully discuss the possible eligibility of such machines. This includes Tritons.

General Regulations Club Class:

Capacity Limits: The upper capacity limit is 500cc for Group 1 machines and 1000cc for Group 2 and Specials. Supercharging is allowed for pre-war Group 2 machines when the total capacity of the engine and supercharger together must not exceed 1000cc



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Presentation: Period appearance is essential along with a high level of preparation and presentation.

Overarching Regulations: Machines must conform to current ACU (and FIME) rules where applicable. For example, 'sharks-fin' rear chain guards and fully enclosed primary chain guards must be fitted. See ACU Road Race regulations 14.14.

Oil Lines: Although not of period appearance it is advised that external oil lines which are subject to internal pressure should be of the armoured type hose. See ACU regulations for Road Racing 14.16.

Instruments: Only mechanical rev counters may be used

Suspension: Rear suspension units may be replaced with new units, but these must be in keeping with period appearance. Front forks may have upgraded internals but must be in keeping with period appearance

Exhaust Systems: Exhaust systems must be in keeping with the look and style used in period. Pre-war machines may race with Brooklands fish tail silencers.

Transmission: Speedway chain drive clutches may be used

Specific Regulations for GP, Group2 and Specials Club Class

Part 1 - Group 1 Machines:

In addition to the General regulations above:

1. Only period machines that have provable period race history, built solely for racing in GP's, TT's and so on but also available to the general public (so called 'production' racers) are eligible.
2. In the interests of achieving a level playing field 'works' type machines or machines using 'works' parts are not allowed
3. Replicas of Group 1 machines are allowed but must be accurate in every detail to the replicated machine
4. Group 1 machines must be raced in a specification and form which is as close as practicable to the **complete** specification and form they were in when they were raced in the period.
5. Internal engine and gearbox components may be re-manufactured in modern materials but the specifications in terms of bore & stroke, valve operation, number of valves, valve angles, port angles and so on must not be altered. The number of gearbox speeds must remain the same although different ratios may be fitted. Original type primary drive (normally chain) must be used. Original type clutches must be used.
6. Newly manufactured parts may be used but must be as indistinguishable from original parts as possible.
7. All frame parts, suspension parts, wheels (both diameter and type of rim), brakes, tank, seat, handlebars and controls must either be original period or faithful replicas (see 2 above) of original period parts for the machine in question. Wheel rim width may be increased to fit modern tyres up to a maximum of WM3
8. Fairings either top half or full are **only allowed** with the express permission of the organisers. 'Dustbin' fairings are not allowed.
9. Provided ignition systems are mounted in the original position and closely resemble original ignition systems then electronic internal components may be used.

Part 2 - Group 2 Machines:

In addition to the General regulations above:

1. **Sundry Parts:** Group 1 parts are not allowed on Group 2 machines unless it is shown conclusively that such parts were used on the machine in question in period. All parts must be of the period i.e. up till 31/12/54. Newly manufactured parts may be used but must be as indistinguishable from the original, period road bike parts as possible. In certain cases where a model run is continued without modification beyond the cut-off date the organisers, solely at their discretion, may grant eligibility to machines dated later than the cut-off date. Clip on handlebars, racing petrol and oil tanks, racing seats, front fly screens, alloy engine plates and racing exhaust systems may be fitted as long as any such item is in keeping with the period look of the machine. Road equipment like dynamos, lights and so on



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may be removed. Stands must be removed. Fairings either top half or full are only allowed with the express permission of the organisers. 'Dustbin' fairings are not allowed.

2. **Frame and swinging arm:** The frame loop must remain unaltered, but the swinging arm may be altered (e.g. to move suspension pick up points) or replaced with one from a different model as long as the replacement is within period.
3. **Front Forks / steering yokes:** May be replaced with ones from a different model as long as the replacement is within period.
4. **Brakes:** must be as fitted to the original machine. Original brake plates may be modified to change from single leading shoe to twin leading shoe operation. The fitting of air scoops is allowed and brake lining material is free.
5. **Wheels:** Steel rims may be replaced by alloy rims, but the original diameter and width must be retained. In any event the maximum rim size allowed is WM3.
6. **Engine:** Internal engine components may be manufactured from modern materials but the specification in terms of crankshaft configuration (e.g. 360-degree twin etc), valve operation, number of valves etc must be retained.
7. **Gearboxes:** Must be of period type. May be fitted with 5 speed gearboxes as long as the external appearance of the gearbox is unaltered. AMC / Norton gearboxes may be used.
8. **Primary Drive:** Original type primary drive (normally chain) must be used. Original type clutches must be used.
9. **Ignition Systems:** Provided ignition systems are mounted in the original position and closely resemble original ignition systems then electronic internal components may be used.
10. **Carburettor/s:** Only period type carburettors may be used. Extra carburettors may be fitted – e.g. twin carburettors on a twin cylinder etc. Racing carburettors may be used except where a Group 2 Specification lists particular carburettors. Carburettors may be bored to achieve a larger bore size.

Part 3 – Specials – Club Class:

In addition to the General Regulations above:

It is not possible to list specific regulations for most Specials as by their very nature they are unique machines. Thus, owners of specials **must** contact and liaise with the organisers (contacts below) to gain approval before there is any possibility of an invite to the Barry Sheens Memorial Trophy.

However, it is possible to have an exact specification for Tritons – listed here:

Triton machines:

1. **Chassis:** The frame, swinging arm, front forks (front forks may have upgraded internals but must retain period appearance), and steering yokes must all be of the Manx Norton 'bolt up' chassis up to 1954 type. Aftermarket rear suspension units may be use but they must closely resemble period items. 'Clip-on' handlebars either 'swan-neck' or drop down are allowed. No form of fairing except the standard type Manx Norton front cowl / fly screen is allowed
1. **Brakes:** The front brake must be either the 2LS Manx Norton type or a Norton road bike front brake and hub (which may have an air scoop etc). The rear brake / hub may be either a Manx 'conical' type or a Norton road bike rear brake / hub. In all cases the brake / hub must be no later than a 1954 type. Brake lining material is free
2. **Wheels:** Must be 19" and the maximum rim width is WM3
3. **Engine:** Engines must be twin cylinder configuration of a type produced up to the end of 1954 by Triumph Motorcycles. 500cc engines may be the alloy GP (square fin type) or 5T / T100 alloy type. 650cc engines must be the all iron 6T / T110 / Thunderbird type. Internal engine components may be manufactured from modern materials but the specification in terms of crankshaft configuration (e.g. 360-degree twin etc), valve operation, number of valves etc must be retained. The general external appearance of the engine should be unaltered.
4. **Gearbox:** Must be period Triumph type (i.e. up to end 1954). Gearboxes may be fitted with 5 speed gearsets as long as the external appearance of the gearbox is unaltered.
5. **Primary Drive:** Original type primary drive i.e. chain, must be used.



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6. **Ignition System:** Provided ignition systems are mounted in the original position and closely resemble original ignition systems then electronic internal components may be used.
7. **Carburettor/s:** Only period type carburettors may be used. So, the Amal 276 type and Amal GP plus the Amal Monobloc are allowed. Extra carburettors may be fitted – e.g. twin carburettors instead of single. Carburettors may be bored to achieve a larger bore size.
8. **Exhaust System:** Must be 'straight-through' and unbaffled. Megaphone or straight pipe allowed
9. **Instruments:** Only mechanical tachos are allowed
10. **Appearance and Preparation:** The general appearance of the motorcycle should accurately resemble that of a period Triton racing machine. A high standard of preparation and presentation is required. No advertising of any kind is allowed on any bikes.

Class 11e - 350cc Classic non-Championship Class

Overall: Machines up to 350cc only from the list of bikes in the Specific Regulations below. All machines will need to be registered just like any other Lansdowne machine

General Regulations:

- Machines to be presented to a high standard and to a similarly high standard of preparation
- Machines must accurately represent the period machine
- Lansdowne type handicap system to balance performance may be introduced
- List of acceptable bikes below in Specific Regulations
- Cut off date: 31/12/68
- No short strokes
- Period machine specification only [i.e. must be as raced in period]
- A high standard of presentation and preparation is vital
- Drum brakes only
- Top half fairings only – machines can be raced unfaired
- Belt drive primary systems must be fully enclosed
- The external appearance of engines and gearboxes must be as period
- The internal specification of engines and gearboxes may be varied however the minimum stroke for each model is quoted below. The basic architecture of engines must be unchanged. The maximum number of gears is 6
- Electronic ignition systems are allowed but any electronic control boxes and so on must be concealed
- Carbon fibre type components must be painted to disguise the non period look
- Wheels may be 18" or 19" with a maximum rim size of WM3
- High level exhaust systems allowed
- Front forks must be as original or known period alternative
- Tyres must be by Avon

Specific Machine Regulations: (Specifications are for the latest model allowed)

Aermacchi Ala d'Ora: Up to 1968 spec; dry clutch, 74x80; standard rockers; Carb – Dellorto SS1 or Gardner with maximum choke size of 38mm; Rickman, Drixton frames allowed

AJS 7R: 75.5x78, Amal GP carb; Seeley frames up to and including Mk 3 spec and Rickman Metisse frames allowed

Petty Norton: 76x76.7; Amal GP carb; Petty chassis

Ducati Desmo: 76x75; standard Dellorto carb; standard chassis

MV Augusta: 3-cylinder 48x46, Dell'Orto 28mm carbs

Please apply to the Lansdowne Organisers to authorise any other machine to be registered for this class



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POINT SCORING in LANSDOWNE CHAMPIONSHIPS

- Points:** Old GP Scoring system of 15 points (1st), 12 points (2nd), 10 (3rd), 9 (4th), 8 (5th), and so down to 1 point for 12th place. . For pre 1948 machines points will be awarded on the basis of one place higher than their finishing place. So, if a 6th place finish is achieved the points gained will be for 5th place etc
- Ties:** In the event of a tie for any Championship the winner will be decided by number of wins or if that does not resolve the tie the number of second places and so on till the tie is resolved
- Entry levels:** If 3 or fewer riders enter a class at any meeting then Championship points will be allocated as follows: 10 points (1st), 7 points (2nd) and 5 points (3rd)
- Rounds:** All rounds / races count.
- Handicap** points for Lansdowne 500cc and 350cc Championships are laid out in this table.

Item	Detail	Points Loss	Comments
Front Brakes	Non original fitment	-1	Post 31/12/62 not eligible
Front Brake – Fontana 210mm	Non original fitment	-2	Dispensation
Carburettor	Gardener	-2	
Non Period	Other non period Fitments	-1	
Exhaust Pipes	High Level	-1	
Exhaust Pipes	Tapered / Stepped	-1	
Wheels	18" rims	-1	
Dating	Pre 1948 machines in TCM		Points for a 1 place higher finish

Main Information Sources

All regulations / entry forms / championship positions and so on will be published on the Lansdowne web site <http://www.lansdowneclassic.co.uk> - See also Supplementary Regulations and Final Instructions issued by organising clubs



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APPENDIX A - Table of Minimum Weights

Make / Model	Capacity	Minimum Weight (lbs 'wet')
Norton Manx	500	312
Norton Manx	350	307
Matchless G50	500	284
AJS 7R	350	284
McIntyre G50	500	295
Aermacchi	350	220
Moto Guzzi	250 / 350	215
Ducati	350	260

APPENDIX B – Control Avon tyres for Lansdowne British Championship

Tyre	Spec	Compound
90/90 x 19"AM26 front	14089C	A49
100/90 x 19" AM26 rear	13760C	308

Notes:

1. Tyres will be available from Avon at a discount for Lansdowne registered series riders
2. 'Development' or 'test' tyres are not allowed in Lansdowne British Championship qualifying or races – only tyres supplied through the organisers may be used for qualifying and racing stamped with the above codes
3. If 'updated' tyres are made available by Avon they will become available through the organisers after they have approved such tyres



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