



# Classic Racing Motorcycle Club Ltd



## CLASSIC MOTORCYCLE ROAD RACES Croft 2<sup>nd</sup> & 3<sup>rd</sup> October 2021

**SUPPLEMENTARY REGULATIONS**  
Permanent Course Licence # - PCL075

ACU 61232  
EMN 70/542

The CRMC are operating this Race and Parade Weekend in accordance with Government guidelines, advice, and instruction in order to minimise the underlying and unavoidable risk to Competitors from Covid-19.

Due to the current pandemic which we all find ourselves in, competitors and officials should be aware that this event is, as with any other sporting event, subject to Government advice / guidance. As the governing body for motorcycle sport in Great Britain (less Northern Ireland), the ACU are bound to follow and adhere to current and up to date Government regulations. As such, the Permit for this event may be withdrawn subject to government advice/guidance issued leading up to the event. Alternatively, again dependent on Government regulations in force leading up to the event, it may be necessary to reduce the duration of the event. Should this be the case all competitors / officials will be notified as soon as possible.

The following COVID-19 precautions in particular are brought to the rider's attention:

1. No rider, driver, passenger or mechanic should attend the race weekend if they feel unwell or have symptoms of Covid 19
2. Riders must read the Final Instructions that will give details on the safety procedures introduced as a result of the COVID-19 Pandemic including the "Signing-On" procedure behind a transparent perspex shield and socially distanced Technical Control.
3. The two metre Social Distancing requirement is to be maintained at all times. This distancing also applies to the parking of vehicles in the paddock. Spaces will be marked out by the Organisers.
4. All participants should make full use of the hand sanitisers provided in the paddock.
5. Riders should wear helmets with the visor down, and gloves on, whilst riding the bikes in the paddock or on the circuit.
6. In the case of a rider falling from his machine, he should give the "thumbs up" sign to a marshal if he is OK.
7. On entering the circuit, competitors and officials should follow the instructions given to them on arrival and ensure they follow and adhere to the signage on display regarding control measures put in place to minimise the risks of infection and at all times adhere to the up to date Welsh Government advice / guidance relating to Social Distancing.

### 1. Announcement

The 'Classic Racing Motorcycle Club Limited' will organise a European Open status Road Race meeting at Croft on the 2<sup>nd</sup> & 3<sup>rd</sup> October 2021 commencing at 9.00am Saturday and continuing Sunday at 12 noon. 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- Sally Russell 85706	Chief Steward – TBA
Chief Technical Official- Gordon Thorpe 102587	Safe Guarding - Anji Yardley
Incident Officer – June Morris	Timekeeper- David Jones Sports Timing Services
Secretary of the meeting- Anji Yardley, Hawthorn Cottage, Main Road, Haltham, Lincs LN9 6JQ Tel 01507 568573 e-mail: entries@crmc.co.uk	

### 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. Supermono GB, Lansdowne and SCRMC members are offered complimentary CRMC weekend membership but must show their respective 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/Supermono GB/Lansdowne Cup eligible as applicable.

### 4. Entries

**a.** Entries open on publication of these supplementary regulations, and close 6<sup>th</sup> September 2021. At the entry secretary's discretion, and grid space permitting, late entries may be accepted up to 27<sup>th</sup> September 2021.

**b.** Entries to be made on line via [www.crmc.co.uk](http://www.crmc.co.uk)

**c.** Entry fees: Details are to be found on the official entry form and also on the on-line 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 27<sup>th</sup> September 2021.

## 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 with 64 to practice.

Sidecars: The maximum number of starters for racing is 32 and for practice 48.

In races that are oversubscribed at the entries close date, priority will be given to:

- Full members of the CRMC,
- Non second ride on the same machine entries,
- 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. Saturday awards will be made at a prize presentation ceremony on Saturday evening,

**Events ACU Classic 10a & 10b Post Classic 10c & 10d** : 1<sup>st</sup> £100, 2<sup>nd</sup> £70, 3<sup>rd</sup> £40

## 8. The Course

The course is raced in a clockwise direction, and 2.127 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** Scheduled for two 6 laps races Saturday and two 7 laps races Sunday.

**Event 10a,10b,10c & 10d:** 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.

CRMC	Classes (as defined by CRMC)			
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 Classic 350cc Rider 55yrs or over	tba
	04c Solos- Up to 350cc Classic Twins & Multi Cylinder		04d Solos - Up to 350cc Classic BSA Goldstars	
5	05a. Solos- Up to 500cc Classic Open		05b. Solos - Up to 500cc Classic 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 - Moto Superbike (PC Superbike 2, S/Bike 750, S/Bike 1300, Formula Ducati & PC 500GP)			
	08c. Solos -Superbike Originals (Superbike 1 & PC 750ccClubman)		08d Solos - Post Classic 1 Up to 500cc Air Cooled	
	08e Solos - Production up to 1300cc		08h Solos - Post Classic 1 Up to 250cc A/Cooled & Classic Two Stroke Twins up to 250	
	08k Solos - Post Classic Superstock 750		08m Solos - Post Classic Superstock 400	
9	09a Solos - PC GP 1 Up to 350cc		09b Solos - PCc GP 1 Up to 350cc Rider ≤55yrs	09c Solos - PC GP 1 Up to 250cc
	09d Solos - Post Classic 1 125cc (Piston Port)		09e Solos - Post Classic 1 & 2 125cc Open	09f Solos - Post Classic 125cc (1987-1989)
10	10a Solos - ACU Classic 500cc	10b Solos - ACU Classic 350cc	10c Solos - ACU P/Classic 1300	10d Solos ACU P/Classic 750
11	11a. Lansdowne British GP	11b. Lansdowne WRR 500cc Cup	11c. Lansdowne Avon 350cc Cup	Lansdowne TCM Club Cup
12	12a Solos - SuperMono GB			

## 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..**

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:

- His/her machine, helmet and clothing are re-presented to, and approved by, Technical Control before further use at the meeting
- 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.

- Safety locking wire shall be annealed stainless steel of between 0.7mm and 1.0mm in diameter. Copper wire shall NOT be used for safety wiring.
- Spin-off type oil filters must be jubilee clipped and wire locked to prevent unscrewing.

- 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

CRMC - Classic Racing Motorcycle Club

GSOC - Gold Star Owners Club

SCRMC – Scottish Classic Racing Motorcycle Club