

243 ROAD RACING ASSOCIATION

SUPPLEMENTARY REGULATIONS

OLIVERS MOUNT SCARBOROUGH

Barry Sheene Classic Festival 2023

Saturday 22<sup>nd</sup> and Sunday 23<sup>rd</sup> July 2023

PERMIT No. **ACU 201061**

**ACU Course Licence No 031**

Entries close: **Monday 19<sup>th</sup> June 2023**

## 1. Announcement

The 243 Road Racing Association will organise the above National Motorcycle Road Race meeting on the above dates. The meeting will be held under the National Sporting Code, the current Standing Regulations of the Auto-Cycle Union for Road Racing (2023 Edition), and Supplementary Regulations together with any Final Instructions subsequently issued or Official Announcements made.

Secretary of the Meeting: Wendy Hayes. Circuit Office, Oliver's Mount, Scarborough, YO11 2YW

## 2. Officials

Clerk of the Course	Brett Moor
Deputy Clerk of the Course	Tina Churcher
Chief Timekeeper	Sports Timing Systems
Chief Technical Officer & Sound Inspector	John Fleming & Nigel Birch
Club Stewards of the Meeting	Janet Poad / Andy Hayes
ACU Steward	TBC
Chief Medical Officer	Simon Long
Secretaries of the Meeting	Wendy Hayes
Entries Secretary	Andy Hayes
Environmental & Incident Officer	Andy Taylor
Safety Officer	Andy Taylor
Family Liaison/Safeguarding Officers	Alice Robinson / Wendy Hayes / Shaun Kilgallen
Chief Marshal	Shaun Kilgallen

### 3. 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 UK 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 As such, the Permit for this event may be withdrawn subject to government advice/guidance issued leading up to the event.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 UK 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.

### 4. Eligibility & Insurance

Open to all Riders & Passengers who are current holders of a national licence issued by the ACU, SACU or other FIM Europe affiliated federations. Riders with a licence issued by a FIME affiliated Federation other than the ACU/SACU must have start permission, that confirms the rider has Medical and Repatriation insurance from their licence issuing FMN. (ALL RIDERS AND PASSENGERS MUST BE OVER 18 YEARS OF AGE)

### 5. Entries

Entry fees should be paid before the closing date of **Monday 19<sup>th</sup> June 2023**. Appropriate fees are as follows:

**Entry Fees: (Solos) First Class £290 and each additional class £95. Sidecars £340 Entries after the closing date, if accepted, £20 extra. Entries will not be confirmed until payment is received in full.** The Club reserves the right to refuse any entry and to amend the race day programme, amalgamate classes if insufficient entries, or abandon, cancel, or postpone the meeting. Entries may be refunded up to the closing date. After this date refunds will only be given at the organiser's discretion, less a £50 administration fee. If the meeting is cancelled completely due to Covid-19 (as per UK Government Advice) and/or the withdrawal of the ACU permit / adverse weather conditions, or other unforeseen circumstances, entry fees will be returned less a £50 administration fee (Admin fee not applicable if credit note is accepted in lieu of refund). Should a single day be cancelled from the meeting for the aforementioned purposes, then the entry fee applicable to that day will be returned minus ACU insurance costs and £50 administration fee (Admin fee not applicable if credit note is accepted in lieu of refund). If the rider has a genuine reason for not attending a meeting, a partial refund of entry fee will be considered in the form of a credit note, only if the Entries Secretary has been **informed in writing and all passes etc. have been returned at least 72 hours prior to the meeting.** (NO REFUNDS WILL BE MADE FOR EVENTS OR RACES MISSED ON THE DAY).

The entry form and regs are available to download at <https://www.oliversmount.com/bsc>

You can enter directly online at <https://forms.office.com/e/XxVC74diz5>

## Payment Methods

**Please state BSC and your name in any payment reference so we know which event and who the payment is for.**

The preferred payment method is by via **PayPal** using:

[243rra@gmail.com](mailto:243rra@gmail.com) or <https://www.paypal.com/paypalme/243Racing>

**Please select Friends & Family option, or a surcharge of £10 to cover PayPal fees will apply**

**BACS Transfer** to 243 Road Racing Association NatWest Bank Account

Sort Code **54-41-24** Acc No. **54767121**

**PLEASE NOTE OUR BANK DETAILS CHANGED IN 2022**

By **Cheque** - payable to: **243 Road Racing Association**

Unpaid cheques will result in the entry being cancelled.

**Post-dated cheques are not acceptable and will be returned along with the entry form.**

## 6.Circuit and Limitations

Oliver's Mount is situated on the outskirts of Scarborough, North Yorkshire. The circuit is 2.43 miles in length. Drivers will practice and race in an anti-clockwise direction. Maximum starters: Solos 22 - Sidecars 12. Practice Solos: 33 – Sidecars 18

## 7. Entry to the Circuit

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 UK Government advice / guidance relating to Social Distancing.

## 8. Parking in the Paddock

Paddock parking is very limited at Oliver's Mount due to the increasing footprint of each team over the years. It is necessary to strictly control parking within the paddocks to ensure all teams can get into the paddock and the meeting can run in a smooth and safe manner.

Vehicles will be parked following the instructions of the officials.

Paddock parking will be restricted to only those vehicles pre-booked and displaying an official permit valid for a specific paddock. Vehicles may not park in any other paddock other than their assigned paddock. Cars are not permitted in the paddock unless prior approval has been obtained and a paddock specific permit for that vehicle obtained and displayed. Failure to observe paddock parking restrictions may result in penalties or exclusion from the event for the related team.

There will be plenty of overflow vehicle and caravan parking available for competitors and team members in the top field areas.

## 9. Insurance

The organisers undertake to insure each competitor indemnifying him/her against any third-party claim made, arising out of the races or official practice, excluding claims by other drivers, passenger's entrant, sponsor or mechanic by paying the appropriate insurance premium to The ACU for their premium insurance cover. Riders not holding an ACU / SACU licence must provide satisfactory licence, start permission and insurance from their own federation / insurance provider. This will be checked for adequacy with The ACU. Further details of these requirements can be found in Appendix 13.

## 10. Change of Machine/Driver/Passenger

Either Driver/Passenger or Machines, but not both, may be changed if such a request is made in writing to the Secretary of the Meeting no later than 08:30 a.m. on the day of the event.

## 11. Programme - Classes – Awards

Awards to be given up to 1st/2<sup>nd</sup>/3<sup>rd</sup> in each class, depending on size of entries for that class

### **Events may result in classes being amalgamated if sufficient entries are not received**

Awards will be determined by the total number of points scored in each race over the weekend for each class. Additional criteria will be applied by the race officials to split riders obtaining the same number of points over the weekend.

Prize money will be reduced by 50% if the grid is less than half filled (with a minimum of 6 riders). Prize Money will be sent out within 5 working days via BACS or PayPal.

## 12. Solo & Sidecar Classes

ACU Standing Regulations apply to all classes and can be found at

<https://www.acu.org.uk/ridersmembers/acu-library.aspx>

**Detailed regulations for all classes can be found in the appendices at the end of this document**

1. Supersport up to - 600cc 4 cylinder, 675cc 3 cylinder
2. Lightweight Twins from 501cc to 700cc including 740cc Singles
3. Classic Superbikes
  - Up to 1300cc 4-Stroke 1973 – 1992
  - Up to 750cc 4-Cylinder & 1000cc 2 & 3 Cylinder 4-Stroke & Rotary 1987 – 1993
  - 351cc - 750cc 2-Stroke 1968 – 1993
  - 600cc – 750cc 4-Stroke 4-Cylinder & 2-Cylinder up to 1000cc 1993 to 1997
4. 449cc - 750cc 4 stroke single cylinder
5. Sidecar F2 to ACU Regulations 2023 (No long outfits or 675cc)
6. Production based 2 Strokes to a maximum capacity of 500cc, pre-31.12.1999 (Aimed at roadgoing 2-strokes of the era such as RD, TZR, RGV, KR1S etc.)
7. Post Classic 2 Stroke (A) Max 500cc up to 31.12.1990 (Race bikes only)
8. Post Classic 2 stroke (B) Max 250cc 1.1.1985 to 31.12.2005. (Race bikes only)
9. Classic 250/350 2-Stroke Up to 350cc and up to 31.12.1984 (Race bikes only)
10. Classic 500cc 4 strokes and rotary engines. Pre 31.12.1974 (Race bikes only)
11. Classic 750cc. all-comers up to 31.12.1972 (175-750cc)
- 12a Classic Sidecar\* (Class 1) 1/1/1945 to 31/12/1967 - Two Strokes to a maximum capacity of 750cc
- 12b Classic Sidecar\* (Class 2) 1/1/1945 to 31/12/1972 - Four Strokes to a maximum capacity of 1300cc
- 12c Post Classic Sidecar\* (Class 3) Twin & Multi Cylinder Four Strokes to a maximum capacity of 1300cc, pre 31/12/1983
- 12d Post Classic Sidecar\* (Class 4) Twin & Multi Cylinder Two Strokes to a maximum capacity of 750cc, pre 31/12/1977

(\*No BEARs Sidecar outfits permitted)

### 13. Annual Championships

Points will be awarded at the conclusion of each weekend to finishers in each class which will count towards the 2023 Club Championships. All riders are eligible for annual club awards in 2023. As classic classes (except CSBK) only run at The Barry Sheen Classic Meeting, they are not eligible for annual class awards.

[From 2024, championship points will only be awarded to club members.](#)

### 14. Technical Verification

Technical verification will take place between 17:00-19:30 on Friday 21st July and between 07:30 -09:30 on Saturday 22nd July in class order as per the time schedule in the Final Instructions. You need to collect a technical verification card at the circuit which must be produced at technical control, and again when signing on. Riders are required to present their machines with the correct numbers, of the correct colour and size to the Technical Officer before signing on. It is the riders' responsibility to ensure his/her machines(s) complies with the regulations and is safe for competition. The technical verification process is concerned with compliance with these regulations and does not constitute a vehicle safety check. A technical officer may refuse to verify a machine on grounds of eligibility. All riders and passengers must wear their protective clothing, helmet, boots, gloves and identification disc (which must bear the riders FULL name and date of birth) when being checked by the technical officer. **Any machine involved in an accident must be re-inspected along with the protective clothing of all riders and passengers involved.** Only machines that have not been checked and used need to undergo technical verification on the second day. FRAME AND ENGINE NUMBERS WILL BE CHECKED.

### 15. Timing

Transponders are obligatory and a personal AMB Transponders X260 must be fitted to all machines. Transponder numbers **must** be quoted when entering the event and entries received without a transponder number will be returned. Machines not fitted with a transponder **will not** be allowed to race. Competitors seeking to hire a transponder must request this on their entry form.

### 16. Noise

The maximum permitted noise level for all machines shall be 105dBA as per ACU regulations (2023). All competitors' machines which exceed this limit will be given the opportunity to meet the regulation, if this cannot be achieved the machine will be DISQUALIFIED from the meeting and NO refunds will be given.

### 17. Practice & Qualifying

Practice and qualifying will take place between 09:00 and 12 noon on Saturday. There will be a 3-lap session for each class, followed by a 10-minute timed session. There will be additional practice on Sunday morning from 09:00 for riders who have had machine trouble. (At the discretion of the Clerk of the Course). All drivers must complete 3 laps to qualify. **NO RACE ENGINES TO BE RUN PRIOR TO 08:45am, THROUGHOUT LUNCH BREAK OR AFTER THE LAST RACE.**

## 18. Grid Positions

Grid positions will be based on timed practice and known circuit ability. Positions will be displayed on the notice board in the paddock. The organisers reserve the right to move a rider's grid position only on the grounds of safety. Competitors not qualifying for their class grid may be considered for a place on the support race grid. Competitors not qualifying for the support race grid may go on the reserve list until a place becomes available on a later support grid or in their own class. **The onus is on the competitor to be in the assembly area in good time for their race. There will be a firm closure of the assembly area beyond which no competitor will be allowed entry onto the circuit. Access onto the circuit once the assembly area has been closed (indicated by a barrier across the assembly area) will result in expulsion of the competitor from the event with no refund and additional penalties as deemed fit by The Clerk of The Course.**

## 19. Starts

All events will be clutch start unless otherwise stated in the race programme and/or Championship conditions. Races will start as the **RED LIGHT GOES OUT** or at the dropping of the National Flag. On arriving at the starting grid riders must take up their allocated grid position before being instructed to proceed on their sighting lap. On returning to the start line riders must take up their grid position and be prepared to start. Only officials are allowed on the grid. Riders will come under starters orders when the red light comes on. Any competitor adjudged to have unnecessarily delayed a start may be disqualified. Riders guilty of jump starts will be penalised by 10 seconds and persistent offenders may be disqualified from the results.

## 20. Finish

To be classified as a finisher rider must cross the line within three minutes after the winner and have completed at least 75% of the number of laps.

## 21. Tyres

Moulded tread pattern tyres are only permitted in Classic classes.

Treaded, Slick and Wet weather tyres are permitted in all other classes.

## 22. Medical

The organisers reserve the right for a circuit doctor to carry out a medical examination on any competitor, at any time during the event in order to ascertain his/her fitness to complete. All fallers must attend the Medical Centre to get a fitness to ride note. The Chief Medical officer's decision is final and there is no right of appeal.

## 23. Fire Fighting Equipment

**A 2kg minimum dry powder fire extinguisher must always be carried on any transport vehicle whilst in the paddock (this includes caravans).** Random checks will be made by officials, who may impose a **£50** fine on any competitor who does not comply. The fitting of fire alarms is strongly recommended in residential caravans.

## 24. Paddock Facilities & Etiquette

Water is on site. Fuel can be obtained within one mile of the circuit. Larger vehicles will be allowed to get into place on the Thursday, but only after contacting the office at least a day before. Competitors are asked to vacate the paddock within one hour of the last race.

## 25. Emergency Vehicle Access

Competitors are reminded when parking their vehicles that access for emergency vehicles within the paddock must always be maintained. Officials may insist on the immediate removal of any vehicle or item causing an obstruction.

## 26. Tarmac Damage

It is forbidden to hammer any pegs into the tarmac surface. Any person damaging the surface may be disqualified from the event, and the competitor subjected to immediate payment of liquidated damages not exceeding £500.

## 27. Fuel Storage & Handling

It is the competitor's responsibility to ensure that portable fuel containers (maximum 2 x 5-gallon receptacles) are of the correct specification and correctly labelled. Decanting of the fuel must be carried out using a funnel and drip tray in the open and away from sources of ignition.

## 28. Oil or Petrol Spillages

Absorbent mats and drip trays must always be in place to prevent any spillage onto any tarmac surface or any other surface. All spillages must be reported to Race Control immediately. Failure to comply with this requirement may result in a £100 fine being imposed by the meeting officials. An oil disposal tank is available next to the skip.

## 29. Waste Disposal

Competitors are required to bring containers or refuse bags to take away their own litter, or any other in the vicinity of their allocated parking space on departure. This includes the removal and safe and legal disposal of all waste oil, tyres and fuel containers. Charges levied for the disposal of any items not removed from the venue shall be charged to the competitor.

## 30. Generators

Electric hook up points are available in the paddock and will cost **£30** for the 2 days and will be available from Friday 5pm. Only fully silenced generators may be run in the paddock, and then only between the hours of **08:00 and 23:00**. Any competitor using a generator that is unduly noisy will be asked to turn it off immediately.

## 31. Speed Limits

The paddock is a crowded place and race machines must only be ridden at walking pace to the assembly area and on the return route to the paddock. No competition machines may be ridden outside the paddock area or in any approach roads to the paddock. Only the competitor is permitted to ride their machine in the paddock. **Other persons are not insured against third party claims.**

### 32. Burn Outs

The spinning of rear wheels in the paddock, holding bay or on the starting grid is strictly forbidden, and any competitor in breach of this will be disqualified.

### 33. Animals

**Dogs may be in the paddock area but must be kept under control and well away from circuit fencing at all times. Any breach of this rule may result in the rider being asked to leave the paddock and the meeting.**

### 34. Riding of Mini Motorcycles, Scooter & Bicycles etc

**The riding of any type of motorcycle, quad bike, scooter, pedal scooter, skateboard, pedal cycle or powered cycle in the paddock and surrounding area is strictly forbidden. Children must be kept under strict control.**

### 35. Admission to the Meeting

All riders will be issued with 3 personnel passes and 1 vehicle pass, which will be exchanged for wristbands on arrival at the Welcome Centre. ACU Licensed entrants will be issued with 2 personnel passes, but vehicles must be parked in the public car parks.

### 36. Security

The entered competitor will be held responsible for any contravention of these regulations by any member of his/her team, friends or relatives. **The organisers cannot accept responsibility for any personal belongings, vehicles, machines, tools etc. belonging to competitors, club members or the public.**

### 37. Drugs & Alcohol

Abuse of drugs and alcohol can lead to impaired judgement which may cause harm to the individual concerned and to others. A copy of the Club Drugs and Alcohol policy which includes random testing is available on request. A positive test penalty is a 2-year suspension for a first offence.

## Appendices - Detailed Class Regulations

### Appendix 1. Supersport up to 636cc 4-Cylinder, 675cc 3-Cylinder 4-Stroke (White Background / Blue Numbers)

ACU Standing Regulations apply to all classes and can be found at  
<https://www.acu.org.uk/ridersmembers/acu-library.aspx>

The Supersport class is based on national Supersport regulations, however Next Generation Supersport machines are not yet permitted until the means to monitor compliance with balancing regulations is available to the club.

#### **Engine**

1. Camshaft duration is free, but lift must remain as homologated.
2. Cylinder head may be modified.

#### **Chassis**

3. Chassis must be as homologated.
4. Steering dampers are allowed.

#### **Suspension**

5. Rear Suspension may be changed or modified.
6. Swingarm must remain as homologated.
7. Fork internals, yokes and caps may be replaced.

#### **Wheels**

8. Wheels must be as homologated.

#### **Brakes**

9. Discs may be changed.
10. Calipers must remain as homologated.
11. Master Cylinders may be changed.

#### **Electrical**

12. Fuel injection systems must remain as homologated.
13. Wiring loom may be modified or replaced.
14. Wiring looms, Clocks, ECU and ignition systems may be changed.
15. Quick shifters may be fitted.

#### **Clutch**

16. Aftermarket slipper clutches are allowed.

#### **Exhaust**

17. Exhaust / Silencer systems may be changed.

#### **Bodywork**

18. Race/pattern fairing & single seat units are permitted.

## **Appendix 2 – Lightweight 4-stroke twin cylinder engines from 501cc to 700cc including 740cc Single cylinder engines (Green Background / White Numbers)**

ACU Standing Regulations apply to all classes and can be found at

<https://www.acu.org.uk/ridersmembers/acu-library.aspx>

1. Engines may be modified but must remain within class capacity limits.
2. Wheels may be changed. Carbon fibre is not permitted.
3. Chassis / Swing Arm must be as homologated.
4. Race/pattern fairing & single seat units are permitted.
5. Aftermarket rear shock absorbers may be used.
6. Forks, internals, yokes and caps may be replaced.
7. Wiring looms, Clocks, ECU and ignition systems may be changed.
8. Quick shifters may be fitted.
9. Slipper Clutches may be fitted.
10. Exhaust / Silencer systems may be changed.

## **Appendix 3. Classic Superbikes (White Background / Black Numbers)**

ACU Standing Regulations apply to all classes and can be found at

<https://www.acu.org.uk/ridersmembers/acu-library.aspx>

The Classic Superbike class will follow precedents set by The Manx Grand Prix as it is intended that machines eligible for The Manx GP CSBK class should be eligible at Oliver's Mount. The machines should be prepared and presented as they would have appeared in the periods allowed and not fitted with equipment that was not available at the time, unless specifically allowed in these regulations such as quick-shifter systems.

### **Eligible Machines**

- Up to 1300cc, liquid or air-cooled 4-stroke Machines available between 01/01/1973 to 31/12/1992.
- 700cc - 750cc 4-stroke, 4-cylinder and 4-stroke, 2-cylinder machines up to 1000 cc available between 01/01/1987 to 31/12/1993, subject to:
  - Standard engine bore size, but engines may be rebored up to a 2.0mm+ (0.080") oversize.
- Up to 1000cc 4-stroke, 2- and 3-cylinder machines and Norton rotary-engine machines available between 01/01/1987 to 31/12/1993
- 351cc - 750cc 2 stroke Machines available between 01/01/1968 to 31/12/1993
- 600cc – 750cc 4-stroke, 4-cylinder machines and 4-stroke, 2-cylinder machines up to 1000 cc available between 01/01/1993 to 31/12/1997, subject to:
  - Standard engine bore size, but engines may be rebored up to a 1.5mm+ (0.060") oversize.
  - Must have the original fuel system, i.e., if the machine was originally manufactured with carburettors, it must use carburettors.

### **WHEELS**

Free choice providing they resemble what was fitted in the period. Magnesium alloy wheels may be used but must be less than 10 years old. In the interests of safety and availability, modern wheels that closely resemble what was used on the bike in the period may also be used.

### **TYRES**

Slicks, treaded and wet tyres of any size are permitted.

### **BRAKES**

Free choice, but excluding radial brakes and carbon fibre brakes, which are not allowed.

### **SWINGING ARM, SUSPENSION AND FRONT FORKS**

Suspension systems must resemble the type available and fitted to the specific model of machine in the relevant period. Modifications can be made to allow a different size tyre to be used.

## **FUELING SYSTEMS, CARBURETTORS AND AIRBOX**

Free of restriction, but only if used within the period (i.e., if a machine was not manufactured with an airbox in the period, it cannot use an airbox). If a different make of carburettor was available and used in the period, it can be used.

NOTE: Machines entered in the later 01/01/1993 – 31/12/1997 Superbike Classic MUST have the original fuel system – anything else will not be accepted, i.e., a machine manufactured with carburettors must use carburettors.

## **ENGINE AND GEARBOX**

All engine and gearbox casings must be unmodified externally, except modifications carried out in the period.

May be modified internally and fitted with components of modern manufacture.

Engines may be rebored but no more than 2mm+ (0.080") if the actual capacity would then exceed the capacity class size

EXCEPTION: Machines entered in the later 01/01/1993 – 31/12/1997 Superbike Classic MUST be no more than 1.5mm+ (0.060") oversize

Engines must be complete and as originally produced by the manufacturer.

## **CLUTCH**

Free of restriction. Quick shifters are allowed.

## **FRAMES AND REPLICA FRAMES**

The frame should be what was used for the machine in the period. Replica frames will be permitted provided they are dimensionally accurate copies of known period chassis.

For chassis without known pedigree, entries must be supported by documentary evidence of racing in period proving eligibility.

## **IGNITION SYSTEM**

There is no restriction on the type of ignition system to be used.

## **Appendix 4. 449cc - 750cc 4 stroke single cylinder (White Background / Black Numbers)**

ACU Standing Regulations apply to all classes and can be found at

<https://www.acu.org.uk/ridersmembers/acu-library.aspx>

1. Engines may be modified but must remain within class capacity limits.
2. Wheels may be changed. Carbon fibre is not permitted.
3. Chassis / Swing Arm may be changed.
4. Race/pattern fairing & single seat units are permitted.
5. Aftermarket rear shock absorbers may be used.
6. Forks, internals, yokes and caps may be replaced.
7. Wiring looms, Clocks, ECU and ignition systems may be changed.
8. Quick shifters may be fitted.
9. Exhaust / Silencer systems may be changed.
10. Engines may be bored out to maximum of class cc limits.
- 11.** Slicks, treaded and wet tyres of any size are permitted.

## **Appendix 5. Sidecar F2 to ACU Regulations 2023 (No long outfits or 675cc) (Red Background / White Numbers)**

ACU Standing Regulations apply to all classes and can be found at  
<https://www.acu.org.uk/ridersmembers/acu-library.aspx>

The F2 Sidecar class will align with FSRA F2 regulations to allow the same outfits to be run in both championships. The following is extracted from FSRA 2022 Technical Regs.

1. Must run a conventional short wheelbase chassis as per current FSRA F2 regulations. Centre Hub Steering is not permitted.
2. 4-Stroke 4-Cylinder Engines up to 600cc or Parallel Twin-Cylinder Engines up to 900cc are permitted
3. The Cylinder head may be modified as follows:
  - Grinding of the cylinder head on the gasket side.
  - Modifications of the inlet & exhaust ports by taking off & or adding material. But welding is forbidden.
  - Original homologated valve guides may be cut or modified, but only on the intake or exhaust port side.
  - Polishing of the combustion chamber.
  - Original valve seats must be used, but modifications are allowed to the shape.
  - Compression ratio is free.
  - The combustion chamber may be modified.
  - Valves must remain as homologated by the original manufacturer.
  - Valve springs, Valve spring retainers & cotters may be altered or replaced.
4. The Camshaft may be modified as follows:
  - The method of drive must remain as homologated.
  - The camshaft duration is free BUT the lift must remain as homologated.
  - The cam sprockets or gears may be modified or replaced to allow degreeing of the camshafts.
5. Fuel Injection System
  - Older throttle bodies can be used on a newer head But NOT vice versa.
6. The ignition system ECU may be changed / modified.

**Appendix 6** – Production based 2 Strokes to a maximum capacity of 500cc, pre-31.12.1999 (Aimed at roadgoing 2-strokes of the era such as TZR, RGV, KR1S of 125cc / 250cc / 500cc capacities)

- (125cc - Black Background / White Numbers)**
- (250cc - Green Background / White Numbers)**
- (350cc - Blue Background / White Numbers)**
- (500cc - Yellow Background / Black Numbers)**

This class caters for all road going production based 2-stroke machines, for example Yamaha RD / TZR, Suzuki RGV, Kawasaki KR1-S, Honda NSR etc.

## **ENGINE**

Must be original production engine upto a maximum displacement of 500cc, 2-stroke only. May have modified bore, stroke, ports, reeds, crank, pistons but must use original engine casings as originally manufactured.

## **INDUCTION**

Must use carburettors. Injection systems are not permitted.

## **SUSPENSION**

May use aftermarket front and rear suspension components.

## **WHEELS**

Aftermarket wheels are permitted, but carbon fibre wheels are not allowed.

## **BRAKES**

May use aftermarket brake components.

## **TYRES**

May use full wet weather tyres, treaded tyres and slick tyres.

## **Appendix 7 – Post Classic 2 Stroke (A) Max 500cc up to 31.12.1990 (Race bikes only)**

- (125cc - Black Background / White Numbers)**
- (250cc - Green Background / White Numbers)**
- (350cc - Blue Background / White Numbers)**
- (500cc - Yellow Background / Black Numbers)**

### **ENGINE**

Must be original production engine upto a maximum displacement of 500cc, 2-stroke only. May have modified bore, stroke, ports, reeds, crank, pistons but must use original engine casings as originally manufactured.

### **INDUCTION**

Must use carburettors. Injection systems are not permitted.

### **SUSPENSION**

May use aftermarket front and rear suspension components.

### **WHEELS**

Aftermarket wheels are permitted, but carbon fibre wheels are not allowed.

### **BRAKES**

May use aftermarket brake components.

### **TYRES**

May use full wet weather tyres, treaded tyres and slick tyres.

**Appendix 8 – Post Classic 2 stroke (B) Max 250cc 1.1.1985 to 31.12.2005. (Race bikes only)**

**(125cc - Black Background / White Numbers)**

**(250cc - Green Background / White Numbers)**

## **ENGINE**

Must be original production engine upto a maximum displacement of 250cc, 2-stroke only.  
May have modified bore, stroke, ports, reeds, crank, pistons but must use original engine casings as originally manufactured.

## **INDUCTION**

Must use carburettors. Injection systems are not permitted.

## **SUSPENSION**

May use aftermarket front and rear suspension components.

## **WHEELS**

Aftermarket wheels are permitted, but carbon fibre wheels are not allowed.

## **BRAKES**

May use aftermarket brake components.

## **TYRES**

May use full wet weather tyres, treaded tyres and slick tyres.

**Appendix 9 – Classic 250/350 2-Stroke Up to 350cc and up to 31.12.1984 (Race bikes only)**  
**(250cc - Green Background / White Numbers)**  
**(350cc - Blue Background / White Numbers)**

## **ENGINE**

Must be original production engine upto a maximum displacement of 350cc, 2-stroke only.  
May have modified bore, stroke, ports, reeds, crank, pistons but must use original engine casings as originally manufactured.

## **INDUCTION**

Must use carburettors. Injection systems are not permitted.

## **SUSPENSION**

May use aftermarket front and rear suspension components.

## **WHEELS**

Aftermarket wheels are permitted, but carbon fibre wheels are not allowed.

## **BRAKES**

May use aftermarket brake components.

## **TYRES**

May use full wet weather tyres, treaded tyres and slick tyres.

**Appendix 10** – Classic 500cc 4 strokes and rotary engines. Pre 31.12.1974 (Race bikes only)

**AND**

**Appendix 11** – Classic 750cc. all-comers up to 31.12.1972 (175-750cc)

**(250cc - Green Background / White Numbers)**

**(350cc - Blue Background / White Numbers)**

**(500cc - Yellow Background / Black Numbers)**

**(Over 500cc - White Background / Black Numbers)**

## **FRAMES AND REPLICA FRAMES**

The frame should be what was used for the machine in the period. Replica frames will be permitted provided they are dimensionally accurate copies of known period chassis. For chassis without known pedigree, entries must be supported by documentary evidence proving eligibility.

## **ENGINE**

Multi-valve heads are not permitted, unless available and used in the era. Non- period components, e.g. engine castings, oil filter castings, cylinder barrels and expansion chambers will not be permitted. External oil pumps are not permitted.

Engines may be rebored up to the machine manufacturer's recommended maximum oversize but no more than 1.5mm+ (0.060") if the actual capacity would then exceed the capacity class size.

## **GEARBOX**

May be modified internally and/or fitted with components of modern manufacture. All engine and gearbox casings must be unmodified externally, except modifications carried out in the period, to permit the fitment of belt primary drives, or to permit the repositioning of controls. All primary drives (belt and chain) must be totally concealed from view.

## **CLUTCH**

Any clutch can be used but slipper clutches are not permitted.

## **QUICK SHIFTERS**

Quick shifters are not allowed.

## **IGNITION SYSTEM**

There is no restriction on the type of ignition system used. If non-standard electronic units are used, components should be concealed where possible.

## **INDUCTION**

Free choice of carburettor, with the exception of the following that are not permitted:

- Power jet carburettors
- Flat-slide carburettors (except Gardner carburettors)
- Fuel injection

## **WHEELS**

Must be of a wire-spoked construction and of 18" or 19" diameter.

## **TYRES**

Only tyres having a moulded tread pattern will be permitted. No additional cutting of moulded tyres will be permitted. Metal valve caps (not extractor type) must be fitted. Valves must be of the short stub or metal stem type but must be firmly affixed so as not to become loose. Maximum tyre width, as stated on the manufacturer's specification sheet, shall be 4.50" (114mm) for Classic machines (i.e. a tyre described as a 110). Tyres must be fitted with inner tubes.

## **BRAKES**

Front fitment: May be fitted with a drum brake or disc brake. Discs must be solid (but the "Norvill" disc brake is acceptable) and may be drilled only parallel to the wheel spindles. Floating discs and/or 4 piston callipers will not be permitted.

All disc brake components must be of the type available within class date limits.

Rear fitment: Must be a drum brake. Rear disc brakes are not acceptable (except some Seeley machines)

Where a rider has a genuine reason for not being able to operate a conventional brake lever, a thumb operated brake lever will be permitted. Due to space constraints, this may mean that an out of period master cylinder will be required.

## **FRONT BRAKE LEVER GUARD**

All machines must have a robust lever guard installed or suitable protection so as to prevent unwarranted operation of the front brake.

## **SWINGING ARM, SUSPENSION AND FRONT FORKS**

Must be of a pattern, type and material manufactured and used in the period.

## **SEAT, TANK AND FAIRING**

Motorcycles must be presented in period condition. Seats, tanks and fairings (if fitted) must be of a style and type manufactured and used in the appropriate period. Modern styles may not be acceptable unless it can be shown that a similar style was used in the period. Additional ducting, encasement or shrouding to influence induction or cooling will not be acceptable unless evidence of period use on a similar machine is provided.

**Appendix 12a** – Classic Sidecar\* (Class 1) 1/1/1945 to 31/12/1967 - Two Strokes to a maximum capacity of 750cc

**AND**

**Appendix 12b** – Classic Sidecar\* (Class 2) 1/1/1945 to 31/12/1972 - Four Strokes to a maximum capacity of 1300cc

**(White Background / Black Numbers)**

## **ENGINES**

Machines raced in Europe and manufactured between:

January 1st 1945 & December 31st 1967 - Two Strokes To A Maximum Capacity Of 750cc

January 1st 1945 & December 31st 1972 - Four Strokes To A Maximum Capacity Of 1300cc

## **INDUCTION**

Must be of a type used within the period.

Fuel injection permitted only if fitted as original equipment.

## **CHASSIS**

Should be of tubular or folded steel construction, in keeping with the period cut-off date of December 1972, including bona-fide copies.

Only front exit chassis are eligible.

No centre hub steering

No sidecar wheel steering

## **TYRES**

Treaded tyres must be fitted.

## **BRAKES**

Brake callipers and discs to be of a type used within the period.

## **BODYWORK**

Bodywork must be relevant to that used within the period.

## **GENERAL**

All machines must be fitted with a working rear rain light.

Use of methanol is strictly prohibited.

Machines must be prepared for racing in compliance with the A.C.U. standing road race regulations and the supplementary regulations for the event.

**Appendix 12c** – Post Classic Sidecar\* (Class 3) Twin & Multi Cylinder Four Strokes to a maximum capacity of 1300cc, pre 31/12/1983

**AND**

**Appendix 12d** – Post Classic Sidecar\* (Class 4) Twin & Multi Cylinder Two Strokes to a maximum capacity of 750cc, pre 31/12/1977

**(White Background / Black Numbers)**

## **ENGINES**

Twin & multi cylinder four strokes to a maximum capacity of 1300cc, to have been in production by 1984.

Twin & multi cylinder two strokes to a maximum capacity of 750cc, to have been in production by 1978.

## **INDUCTION**

Carburettors must be of a type used within the period. Fuel injection permitted only if fitted as original equipment.

## **CHASSIS**

Should be of tubular or box section steel construction within a cut-off date of 1981, including bona-fide copies.

Sidecars may be of front or rear exit design.

No long wheelbase chassis. The engine must not be situated behind the driver.

No hub centre steering

No sidecar wheel steering

## **WHEELS**

Maximum wheel diameter of 16". Both slick and treaded tyres permitted.

## **BRAKES**

Brake callipers and discs to be of a type used within the period.

## **BODYWORK**

Bodywork must be relevant to that used within the period.

## **GENERAL**

All machines must be fitted with a working rear rain light.

Use of methanol is strictly prohibited.

Machines must be prepared for racing in compliance with the A.C.U. standing road race regulations and the supplementary regulations for the event.

(\*No BEARs Sidecar outfits permitted)

## **Appendix 13. Requirements for non ACU / SACU licence holders**

Applications are very welcome from non ACU / SACU licence holders, but the following requirements must be met to obtain ACU approval for each entry for competitors outside of their jurisdiction: -

### **MCUI Licence Holders**

MUCI start permission with insurance backing must be provided in advance to allow confirmation by the ACU that it is adequate.

### **Non ACU / SACU / MCUI Licence Holders**

Competitors from other federations must provide: -

1. Start Permission or a letter confirming their federation does not object to their rider taking part in the said event.
2. Details of the insurance cover that the rider has been able to purchase, either by sight of the policy itself or a detailed summary. The details must include:
  - a - The name of the insurer
  - b - The name of the competitor
  - c - The discipline/activity details of the type of competition for which cover is valid. (Or specifically the actual meeting (s).
  - d - The dates cover is in force (or again the specific meeting (s) and dates).
  - e - The cover limits specifically confirming emergency medical expenses and repatriation is included

(Note: It is important that the repatriation cover will return the rider to the country to where they are domiciled, and **all supporting documentation is written in the English language.**