CRMC Ltd

FIM EUROPE VINTAGE ROAD RACE CHAMPIONSHIPS & CLASSIC MOTORCYCLE ROAD RACES DONINGTON PARK 3rd – 5th AUGUST 2018

SUPPLEMENTARY REGULATIONS **ACU Permit # - ACU52457**

Permanent Course Licence # - PCL009 **IMN # - 126/4 & 70/255**

1. Announcement

The 'Classic Racing Motorcycle Club Limited' will organise a European Open status Road Race meeting at Donington Park from the 3rd to 5th August 2018 commencing at 9.00am Friday and continuing on Saturday and Sunday from 9.00am. The meeting will be held under the National Sporting Code of the Auto-Cycle Union (ACU), Standing Regulations for Road Racing and these Supplementary Regulations, together with any Final Instructions subsequently issued or Official Announcements made. All FIM Europe Vintage Championship events will be held under the FIM Europe Sporting Code, FIM Europe Vintage Road race Standing Regulations, these Supplementary Regulations together with any final instructions subsequently issued or official announcements made.

Section 2. Officials

FIM Europe Clerk of the Course- Richard East
ACU Steward – Joy Gill
Chief Technical Official- Gordon Thorpe
ACU Clerk of the Course - Sally Russell
Incident Officer – Mike Driver
Chief Timekeeper – Sports Timing Services
FIM Europe Jury President John Davidson
Race Secretary of the meeting- Anji Yardley Hawthorn Cottage, Main Road, Haltham, Lincs LN9 6JQ

3. Eligibility.

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

b. Motorcycle Eligibility. -

CRMC Events: All machines must be CRMC registered, or GSOC / SCRMC eligible as applicable..

FIM Europe Events: Motorcycles entered in FIM Europe events must meet the FIM Europe Vintage Road Race machine eligibility regulations.

Note. Machines with a valid CRMC certificate or have a Nordic Machine Card are acceptable for FIM Europe events.

4. Entries

a. Entries open on publication of these supplementary regulations, and close 3rd July 2018**.** At the entry secretary's discretion, late entries may be accepted up to 23rd July 2018.

b. All entries must be made on the official Entry Form and sent to the Race Entry secretary: John Davidson 8 Hardwick Close, Aston, Sheffield S26 2GU

c. Entry fees: Details on the official entry form.

d. The organisers undertake to insure each driver and passenger, indemnifying him/her against any third party claims made arising out of the races or the official practice, excluding claims by other drivers or passengers, entrant, sponsor or mechanic.

e. Refunds: Entries may be cancelled and fees refunded less a £25 admin charge, provided notification is received before 24th July 2017.

5. Limitation

Solos: The maximum number of starters for racing is 40 and for practice 60. For Post Classic 125cc races, a grid size of 44 is permitted.

Sidecars: The maximum number of starters for racing is 30 and for practice 45.

In races that are oversubscribed at the entries close date, priority will be given to: i. Full members of the CRMC, ii. Non second ride on the same machine entries, iii. Order of receipt.

6. Change of Machine Driver/Rider and/or Passenger

Changes of rider, of change of make of machine, or capacity, in the same class may be permitted. Any change must be notified in writing to the Secretary of the meeting at least 60 minutes before the start of the days racing. Failure to notify the secretary will result in disqualification from the results and the remainder of the meeting. Only the holder of an entrant's licence, being an entrant, can nominate a change of rider. It is not permitted to change both rider and bike.

7. Awards

Events 1-9 Trophy awards will be made to the first three finishers in the first race of each Championship class Saturday and Sunday. Saturday awards will be made at a prize presentation ceremony on Saturday evening, Sunday awards can be collected from the Race Office. Separate awards to be made for FIM Europe events.

Events 10a, 10c : Trophies and prize money 1st £500, 2nd £250, 3rd £125, 4th £75 5th £50

9. The Course

The course is raced in a clockwise direction, and 1.96 miles long.

8. Programme of Events

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

Events 1–9 & 11: Scheduled for four races of six laps.

Events 10a & 10c Scheduled for one race of 10 laps

Note: FIM Europe Events will run concurrently with CRMC events

The CRMC reserve the right to alter, modify or cancel any part of the programme, as it may deem appropriate.

FIME	*CRMC*	*Classes (as defined by CRMC)*			
n/a	1	01a. Sidecars - P1	01b Sidecars - P2	01c Sidecars - P3	01d Sidecars – P4 (Invitation only)
2	2	02a. Solos- Up to 200cc Classic Four strokes			
3	3	03a. Solos- Up to 250cc Classic European & Four stroke Twins			
4	4	04a. Solos- Up to 350cc Classic European		04b Classic 350cc Rider 55yrs or over	
4		04c Solos- Up to 350cc Classic Twin & Multi Cylinder		04d Solos - Up to 350cc Classic BSA Goldstars	
5	*5*	05a. Solos- Up to 500cc Classic GP & Clubman by Invitation		05b. Solos – Classic Clubman 351cc - 500cc	
5		05c. Solos - Up to 500cc Classic BSA Goldstars			
6	6	06a. Solos – Classic Formula 750 (Maximum capacity 780cc)			
n/a	7	07c. Solos- Classic Clubman 251-1300cc			
7a	8	08a Solos – Post Classic Superbike 1 & PC 1 500cc Grand Prix		08b Solos – PC Superbike 2 & PC 2 500cc Grand Prix	
n/a		08c. Solos - Post Classic 1 & 2 750cc Clubman		08d Solos - Post Classic 1 Up to 500cc Air Cooled	
n/a		08h Solos – P/Classic 1 Up to 250cc A/Cooled & Classic Twins up to 250cc		08k Solos – Post Classic Superstock	
n/a		08e Solos - Production Up to 600cc F/ Stroke & 350cc T/Stroke		08f Solos: Production 601-1300cc F/strokes & over 350cc T/strokes	
7b	9	09a Solos - Post Classic GP 1 Up to 250cc		09b Solos - Post Classic GP 1 Up to 350cc	
n/a		09d Solos - Post Classic 1 125cc (Piston Port)		09e Solos - Post Classic 1 & 2 125cc Open	
n/a	10	10a Solos – ACU UK Classic 500cc Championship		10c Solos – ACU UK Post Classic Championship/King of the Classics	
n/a	11	11a. Lansdowne British GP	11b. Lansdowne WRR 500cc Cup	11c. Lansdowne Avon 350cc Cup	Lansdowne TCM Club Cup

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 Technical Control card, plus machine eligibility certificate for inspection.

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

c. Re-inspection following an accident: It is the rider's responsibility to ensure that following an accident:

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

ii. He/she is passed fit by the Medical Officer before taking any further part in the meeting and the associated written confirmation is presented to Race Control. before resuming parading.

d. Technical Requirements: In addition to the requirements of the ACU Standing Regulations and National Sporting Code, the following requirements are applicable to all machines at CRMC run events.

i. Safety locking wire shall be annealed stainless steel of between 0.7mm and 1.0mm in diameter. Copper wire shall NOT be used for safety wiring.
ii. Spin-off type oil filters must be jubilee clipped and wire locked to prevent unscrewing.
iii. Plastic pipe, braided or otherwise, shall NOT be used for flow-carrying oil lines. It is permitted for breather pipes. All pipe terminations on positive-pressure oil flow lines must use threaded or swaged fittings.
iv. Section 5.18 "All drain plugs must be tight and drilled and wired into position." shall include fork and suspension unit drain plugs, where practicable.
v. Filler caps and filter covers shall be drilled and lock-wired on crankcases, gearboxes and final drive units where practicable.
vi. Exhaust retaining springs must be 'parallel-wired' to ensure the security of the system and components in the event of a spring failure. This requirement does not apply to springs retaining exhausts to the cylinder head or barrel.
vii. In addition to the exhaust connection at the cylinder head or exhaust port, there shall be at least two points of retention for each pipe/silencer assembly. This may be accomplished by the use of a safety strap wire loop in addition to a single main mounting.
viii. All machines must meet the oil containment requirements in the Road racing Section of the ACU handbook.
ix. Tyre inflation valve caps must be of metal construction
x. All Monza fuel caps must be made leak proof and fitted with a secondary means of securing shut. (e.g. an R Clip or lockwire) 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 is scheduled to commence at 9.00am Friday from which Race 1 Grid positions will be determined. 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 and Lansdowne Series 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. Number Plates

Machines in class 11 (Lansdowne) may use black numbers on white background plates to ACU specification.