



CLASSIC MOTORCYCLE ROAD RACE SNETTERTON 3rd & 4th SEPTEMBER 2022

SUPPLEMENTARY REGULATIONS
Permanent Course Licence - PCL011b

ACU Permit 62790
EMN – 70/590

The CRMC will operate this Race and Parade Weekend in accordance with the UK Government guidelines, advice, and instructions prevailing at the time of the meeting and detailed in the Final Instructions to competitors.

1. Announcement

The 'Classic Racing Motorcycle Club Limited' will organise a European Open status Road Race meeting at Snetterton on the 3rd & 4th September 2022 commencing at 9.00am Saturday and continuing Sunday at 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.

2. Officials

Clerk of the Course- Peter Batten Wright (134784)
Chief Technical Official- Keith Miller (147223)
Incident Officer – Haley Colebrook (143271)
Secretary of the meeting- Mrs Anji Yardley, Hawthorn Cottage, Main Road, Haltham, Lincs LN9 6JQ
Tel 01507 568573 e-mail: entries@crmc.co.uk

Chief Steward– William Curuthers (85953)
Safe-Guarding Official- Mrs Anji Yardley
Timekeeper- David Jones Sports Timing Services

3. Eligibility.

3a. 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 the 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.

3b. Motorcycle Eligibility.

Events 1 – 10: Motorcycles must be CRMC registered, or GSOC /SCRMC/Supermono GB/Lansdowne Cup eligible as applicable.

4. Entries

4a. Entries open on publication of these supplementary regulations, and close 8th August 2022.

At the entry secretary's discretion, and grid space permitting, late entries may be accepted up to 29th August 2022.

4b. Entries are to be made on-line via the CRMC website <https://www.crmc.co.uk/entries/>

4c. A non-returnable deposit of £30 will be collected when an entry is made. The balance to be collected approximately 5 days prior to the meeting.

4d. Entry fees: Details are to be found on the on-line entry form.

4e. 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, passengers, entrant, sponsor, or mechanic.

4f. Refunds: Entries may be cancelled, and fees refunded, less the deposit, provided notification is received on or **before** 29th August 2022.

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 up to 64 to practice.

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 may result in disqualification from the results and exclusion from 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 machine.

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: 1st £100, 2nd £70, 3rd £40

8. Programme of Events

Races will consist of a combination of CRMC classes from the table below for motorcycles described in Category 1, Groups A1 & B1 of the National Sporting Code.

All machines must conform to Section 3 of these regulations.

Classes 1–9, 11 & 12 are scheduled for Two 6 lap races Saturday & Two 6 lap races Sunday

Classes 10a,10b,10c & 10d are 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		04c Solos- Up to 350cc Classic Twins & Multis
	04d Solos - Up to 350cc Classic BSA Goldstar		04e Solos - Up to 350cc Classic Two Stroke Twins	
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 - PC 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			

9. The Course

The course is raced in a clockwise direction, and 2.00 miles long.

10. Technical Inspection

Technical Control will be performed in accordance with Government Covid 19 procedures in force at the time and detailed in the final instructions.

10i All race machines must be prepared in accordance with the appropriate ACU Standing Regulations, the National Sporting Code requirements for Road Racing, and these Supplementary Regulations.

10ii. Machines must be presented to the Technical Officials at the times stated in the Final Instructions in a race/practice ready condition displaying the numbers allocated for the meeting in the ACU Handbook style and size.

A machine eligibility check will be made during Technical Control.

Please bring the machine eligibility card for inspection and the Technical Control/practice pass for signature.

Riders 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).

10iii. 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 racing.

10iv. CRMC 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.

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/swaged fittings or high-quality jubilee clips.

Standing regulation 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.

Filler caps and filter covers shall be drilled and lock-wired on crankcases, gearboxes, and final drive units where practicable.

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, or springs that in the case of a breakage would be contained within the fairing belly pan.

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 using a safety strap wire loop in addition to a single main mounting.

All machines must meet the oil containment requirements in the Road Racing Section 15.9 of the ACU handbook.

Tyre inflation valve caps must be of metal construction.

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 formed with two loops in it and visibly terminating in a 250ml bottle will also suffice.

10b. Noise Testing

All machines will be subject to the ACU Static Noise test except that the meter reading will not be rounded down and there will be no deduction 2db for the meter. Full details of the static noise test can be found in the ACU library_

1 General Information- Technical and Safety- Page 5

2 Regulations- Road Racing – Page 31

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

SCRMC – Scottish Classic Racing Motorcycle Club

GSOC - Gold Star Owners Club