

**PRESTON & DISTRICT MOTORCYCLE CLUB
SUPPLEMENTARY REGULATIONS FOR THE RACE SEASON 2020**

SPORTING REGULATIONS - GENERAL

Title & Jurisdiction

The restricted road race meetings will be governed by the National Sporting Code, and the current Standing Regulations of the Auto Cycle Union and the Supplementary Regulations of Preston & District Motorcycle Club together with any further Official Instructions or Official Announcements made. The 2020 Road Race Championship is organised and administered by P & D M C C.

1. Date and Venues

3 rd May 2020	Three Sisters, Wigan	ACU Permit Number ACU 58882
21 st June 2020	Three Sisters, Wigan	ACU Permit Number ACU 58883
11 th & 12 th July 2020	Three Sisters, Wigan	ACU Permit Number ACU 58884
13 th September 2020	Three Sisters, Wigan	ACU Permit Number ACU 58885
4 th October 2020	Three Sisters, Wigan	ACU Permit Number ACU 58886

Restricted Road Races at Three Sisters Circuit, Bryn Road, Ashton in Makerfield, Wigan, WN4 8DD

Three Sisters Track Certificate No 008

Three Sisters Course length & width 1473 metres (full circuit) 8m wide

Alternative track layout

Three Sisters Track Certificate No 008B – The alternative circuit will be used at the discretion of the clerk of the course and notified at the riders briefing.

Three Sisters Course length & width 1138 metres (perimeter circuit) 8m wide Maximum

Grid Numbers

Practice: Solo 30 & 36 125cc Solos

Racing: Solo 20 & 24 125cc Solos

Racing in a clockwise direction entirely on tarmac.

2. Officials

Clerk of the Course.....	Chris Berisford	Deputy Clerk of the Course	Fraser Greenroyd
Chief Steward.....	Ray Jones	Club Steward.....	Bill Jackson
Incident Officer.....	Tony Manley / Ben Green	Judge & Starter.....	Paul Heart
Chief Marshal.....	Peter Mulvaney	Technical Officer.....	Bill Redmayne
Senior Sound Inspector.....	Ken Wilson	Chief Timekeeper.....	Damien Johnson
Eligibility Officer	Brian Carbutt	Safeguarding Officers	Tony Manley / Robert Barber

Secretary of the Meeting.....Pamela Redmayne, 19 St Pauls Close, Low Moor, Clitheroe, Lancs, BB7 2NA
07515819297 pdmcc.racesecretary@hotmail.com

3. Eligibility

The race meetings are Closed to Club (restricted) and all Riders and Passengers must be a member of the Preston & District Motorcycle Club and must produce a membership card and a current valid ACU competition licence with Road Race category to compete in any class. If a rider is from Scotland, they must hold a valid SACU licence.

Guests from visiting clubs must also be a member of PDMCC and will not be allowed to race if they do not join PDMCC.

Membership to PDMCC can be obtained on race day, one day membership is a cost of £7 and annual membership is a cost of £12.50, payment in cash , cheque , or Bank Transfer.

It is the rider's responsibility to ensure s/he is eligible to compete on their machine, and that their machine is in a "race worthy" condition. There are no exceptions, and it is strongly advised that the Road Race section of the ACU Handbook, together with the National Sporting Code, is read and understood.

4. Entries

All entries must be made on the official entry form and sent to the Secretary of the Meeting. Entries must be RECEIVED 7 DAYS PRIOR TO RACE DAY. Club members making a late entry will incur an extra £25 administration cost, and acceptance is entirely at the discretion of the Secretary of the Meeting and providing there is space in those classes. It is the responsibility of the rider/entrant to ensure that the entry form has been received – we hold no responsibility for forms lost in the post or not delivered before closing date. TELEPHONE/ EMAIL / FACEBOOK & LATE ENTRIES WILL NOT BE ACCEPTED. Entry forms are two-sided – ensure that all sections are complete and legible, and that the declaration has been signed. Incomplete or illegible forms will be treated as late entries. Cheques rejected by the bank will incur a further £10 charge.

ENTRY FEE: -

Solo's £110.00 per event (2 races) + £15.00 additional event (Maximum number of classes riders can enter is 3) Pay upfront for the season and you get a 10% discount making the cost for one class for the season £594.00 any extra classes you enter are an additional £15.00 per class.

If you pay upfront for the entire season, make sure you send completed entry forms for each meeting and SAE's for each meeting too (6 entry forms completed & 6 SAE's)

Riders can enter the race meetings by post with a deposit payment of £25 and pay the remainder entry fee on race day.

Riders can enter PDMCC 2020 meetings online at <https://members.acu.org.uk> If a rider enter online via the ACU website the entry fee is £120.00 extra classes still £15.00

IF YOU PAY ON THE DAY YOU WILL BE REQUIRED TO SEND A NON-REFUNDABLE DEPOSIT OF £25 WITH YOUR ENTRY TO THE RACE SECRETARY. IF THIS AMOUNT IS NOT RECEIVED WITH YOUR ENTRY THEN YOUR ENTRY WILL NOT BE ACCEPTED IN TO THE MEETING. THE £25 WILL BE DEDUCTED FROM THE AMOUNT YOU PAY AT THE MEETING.

Should a rider be required to cancel their entry they must notify the race secretary 48 hours prior to the meeting and the rider will be eligible for a refund or credit note to a future meeting. If notice is given within 48 hours the race secretary will decide if a refund or credit will be given.

THE CLUB RESERVES THE RIGHT TO REFUSE ENTRY AND OR ABANDON, CANCEL OR POSTPONE THE MEETING OR ALTER THE PROGRAMME OF EVENTS & AWARDS.

5. Conditions for the change of rider or machine.

Either Rider or Machine but not both may be changed. Written requests must be made to race secretary no later than 48 hours prior to the meeting, giving reason why the rider or machine cannot be produced. Note: Only a holder of an Entrants licence being an Entrant may nominate a change of rider.

Payments by cheque payable to Preston & District Motorcycle Club. Any cheque dishonoured will be charged £10 per re-presentation and future payments will only be accepted by cash, postal order or Bank Transfer.

6. Insurance

The Organisers undertake to insure all ACU and SACU Licence Holders indemnifying him/her against any third-party claims arising out of the races or official practice, excluding claims made by other Riders, Passengers, Sponsors or Mechanics.

7. Technical Verification (Scrutineering)

This will commence at 7.30am. Riders must produce their machine for examination; also, Riders & Passengers must produce their protective clothing, helmet, gloves, boots and identity disc's for examination.

8. Fire Extinguishers

Each working vehicle in the paddock must have a 2kg (minimum) fire extinguisher available for immediate use. This extinguisher must show the date of the last annual inspection. Non-compliance with this regulation will incur a penalty imposed by the Clerk of the Course.

9. Signing On

All Riders must sign on with The Secretary of the Meeting before 9.30am. All officials, marshals, medical staff and press must also sign on prior to going trackside.

10. Riders under the age of 18

A parental agreement form & a medical consent form are required for any Rider or Passenger who is under 18 years of age and their entry form must be counter signed by the Parent or Legal Guardian. The Parent or Legal Guardian must be present at signing on and must be available at the meeting for the duration of the meeting. The Parent or Legal Guardian must ensure the rider is eligible for the applicable classes the rider is entering. These forms are available to download from the club's website.

11. Newcomers

The newcomer's race has been removed however the newcomers championship remains in place and will be awarded annually along with all other championship winners.

Riders will be eligible in 2 classes, with points being scored as a percentage of all the other riders within their classes that they beat. A win is worth 100 points, regardless of grid size but strong placed finishes are rewarded in larger classes. PDMCC Secretary will collate and manage points database.

12. Tyres

The use of Slick tyres is restricted by the ACU age and license restrictions. Slick Tyres are only permitted on eligible GP machines, Streetstock, Evo- Tech classes. All other machines must use treaded tyres (See Individual class regulations)

13. Practice

A riders briefing will be called at 9.30am for all Riders, for Final Instructions. Timed practice will start at 10.00am and a rider must complete a minimum of 3 laps of the Circuit to qualify.

14. Grid Positions

Grid positions for Race 1 will be allocated by the results from timed practice. Grid positions for Race 2 will be from the results in Race 1

15. Programme of Events

1) Evo-Tech	2) Classics – Up to 250cc/ 251cc & Over /Post Classic**
3) Formula 400	4) Formula 600
5) Ian Hosker Steel Frame	6) Forgotten Era**
7) 401cc – 1300cc	8) Streetstock 125cc
9) Twins any 4 stroke up to 700cc	10) Single Cylinder
11) Up to 500cc including GP bike & F 125s	12) Pre Injection
13) Classic 50cc – to be run with Evo -Tech entries dependant	14) Guest Clubs – ACU 50 (July) / Early Stocks (TBC) Riders must confirm the eligibility with each guest club

All riders MUST complete the appropriate eligibility form for these classes

16. Start of a race

By the use of Lights, a red signal light will be displayed for up to five seconds. The red light will go out to start the race. Alternatively, the national flag will be lowered to start the race.

17. Finish of a race

The Chequered flag will be displayed as the winner crosses the finishing line. Riders will be placed according to the number of laps completed and for those Riders who have completed an equal number of laps according to the order in which they did so. No rider or driver will be classed as a finisher unless he/she crosses the finishing line within two minutes of the winner's time and completes 75% of the total number of laps completed by the winner.

18. Number plates

These must comply with the ACU regulations as per handbook and be displayed on the front and both sides of the machine. Backgrounds and numbers will be on sale on the day. 50p per Number £1.20 per background.

19. Transponders

Transponders will be used for Preston & District Motorcycle Club Championship. If you own a transponder then make sure you advise the Secretary of the meeting of your transponder number prior to any race meeting so your results will be accurate. If you do not own a transponder then they will be available to hire from the club for a fee of £15 for a 1 day meeting and £25 for a 2 day meeting, you will also be required to hand in your ACU licence when you hire the transponder. You will receive your licence back when you return the transponder to the race office. **If the transponder is damaged in any way or lost, you will be responsible for the replacement of it.** Transponder brackets are for sale @ £7.00 each. Transponder numbers are required prior to the meeting and must be written on the entry form. TranX160 'yellow' is sufficient to use at Three Sisters Circuit (most other circuits require the use of the TranX260 'red' or Mylaps X2 'grey' transponder, however the 'yellow' TranX160 are suitable at Three Sisters).

20. Championships

All race points will count towards the Preston & District Motorcycle Club Championships, with an annual presentation Dinner Dance at the end of the Season. Race results will also count towards the North Western Centre Championships for those riders who live within the centre area. See the club website to see if you are eligible for the Centre Championship.

Championship Points:

Preston & District Club Championship

1st – 15
2nd – 12
3rd – 10
4th – 8
5th – 6
6th – 5
7th – 4
8th – 3
9th – 2
10th – 1

North West Centre Championship (subject to Eligibility)

1st – 15
2nd - 12
3rd – 10
4th - 8
5th – 7
6th – 6
7th – 5
8th - 4
9th – 3
10th -2 / 11th - 1

Points will be awarded in both Races and trophies will be awarded to the top 3 finishers in the second race.

21. **Trophies**

Will be presented to the first three finishers in each class in the SECOND race on the day. Class awards and specialist awards will be presented at the Annual Awards Evening held in November.

22. **Race Day Trophies**

These will be presented in the clubhouse 30 minutes after the final race of the meeting.

23. **Rain Lights for Road Race Machines**

Red Rear Warning Lights, will be a requirement for solo road race machines. Classic and Vintage machines racing exclusively in their own races or events are exempt.

The requirements for these lights are as follows:

All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Control. The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle and/or when any practice or race is declared “wet” by Race Control.

Lights must comply with the following:

- Lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- Mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Chief Technical Officer. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
- Power output/luminosity equivalent too approximately: 10 – 15W (incandescent) 0.6 – 1.8 W (LED).
- The switch must be accessible.
- Rain light power supply may be separated from the motorcycle main wiring and battery.

23a **Clutch and Brake Levers**

1. All handlebar levers (clutch, brake, etc.) must be, in principle, ball ended or be rounded (minimum thickness of this flattened part 14mm). These ends must be permanently fixed and form an integral part of the lever.
2. The maximum length of control levers measured from the pivot-point to the extremity of the ball must not exceed 200mm. Each control lever (hand and footlevers) must be mounted on an independent pivot. The brake lever if pivoted on the footrest axis must work under all circumstances, such as the footrest being bent or deformed.
3. For all types of motorcycles, throttle controls must be self-closing when not held by the hand.
- 4 **Brake Lever Guards must be fitted. They must be robust, suitable for purpose and properly fitted.**
Classic or Vintage machines racing exclusively in their own race or event are exempt.

24. Small Unmanned aircraft (Drones)

As set out in the National Sporting Code in the ACU Handbook, and unless prior agreement has been received from Preston & District Motorcycle Club and proof of adequate insurance and sign on in the same manner as any other Media type person. Any small unmanned aircraft being operated at the event must comply with the rules and regulations as provided by the UK Civil Aviation Authority (CAA) or other statutory regulatory body responsible for these matters, the use of remote controlled aerial drones to take photographic footage of racing is NOT allowed.

25. Class Regulations

All classes unless specified below are standard ACU classes so ACU Regulations must be complied with.

Classic 50cc

ALL machines must comply with ACU Standing Regulations.

This is Classic orientated road racing for machines of the style and type used up to the cut off date of 1983 when the 50cc GP ceased to be a class.

The Technical Committee will respond to any query within one week, and the question and outcome will be posted on the club forum.

It is the rider's responsibility to make sure that his machine is presented in a clean, tidy and safe condition at each meeting with particular attention to safety critical components such as brakes, for example when engines have been upgraded in existing chassis.

It is on the onus of the rider to check with the Technical Committee that the machine meets the criteria set out below.

Frame:

Steel tube, Aluminium Monocoque or plate types are allowed, No modern or twin-spar types allowed.

NO upside down forks are allowed.

Brakes:

Twin pot/piston Disc Brakes are permitted but must be of period appearance, no modern wavy discs allowed. Maximum diameter of disc is 240mm.

Wheels:

17" minimum in diameter with WM1 or 1.6 maximum rim widths.

Tyres:

Maximum width 80mm when fitted. Tyre warmers, slicks, and cut slicks are not permitted.

Treaded tyres including wets can be used.

Engines:

Air and Water-cooled, manual gearbox with a minimum of 3 gears and a maximum of six.

Swept volume of 50cc, with a maximum over volume tolerance of 5% for UNPLATED BORES ONLY (i.e. 52.5cc). Plated bores of any type CANNOT use the 5% oversize tolerance (ie. 50cc max)

This also applies to 4-stroke machines.

Machines with an engine capacity over this tolerance may be allowed to race but this must be agreed with the event organizers and race director prior to commencing the race. Riders using this rule must register with the club technical committee and organizers prior to the event.

Should any machine outside the 5% tolerance be entered in a 50cc race this must be registered with the clubs technical committee in writing and will not score any club championship points. THIS IS CRUCIALLY IMPORTANT due to insurance implications.

Carburettor can be any type, but electronic power jets are not allowed.

Ignition can be any type, but modern looking components should be hidden.

As in previous season modern engines and a mix of parts will be allowed

Race Numbers:

Black numbers on white backgrounds.

Bodywork:

Any bodywork representative of the classic pre 1983 style period can be used.

Any carbon fibre must be painted in a solid colour.

ALL ENTRANTS FOR THIS CLASS MUST PROVIDE EVIDENCE OF ELIGIBILITY USING THE SPECIFIED FORM

As with Rain lights brake lever guards must be fitted if machine is in a mixed class

CLASSIC UP TO 250CC & 251CC & OVER

ALL ENTRANTS FOR THIS CLASS MUST PROVIDE EVIDENCE OF ELIGIBILITY USING THE SPECIFIED FORM

Machines in this class must comply with the specifications, regulations issued by the CMRC ACU standing Regulations. Two strokes up to 31st December 1967, four strokes up to 31st December 1972.

As with Rain lights brake lever guards must be fitted if machine is in a mixed class

POST CLASSICS

ALL ENTRANTS FOR THIS CLASS MUST PROVIDE EVIDENCE OF ELIGIBILITY USING THE SPECIFIED FORM

Machines in this class must comply with the specifications, regulations issued by the CMRC ACU standing Regulations. Machines from 1st January 1973 to 31st December 1981. Production / road bike engines up to 500cc in road or race based frames.

Yamaha TD2, TR2, TD3, TR3 are eligible for this class even though they are outside the defined period. For further details see CRMC Eligibility Booklet.

As with Rain lights brake lever guards must be fitted if machine is in a mixed class

FORGOTTEN ERA

ALL ENTRANTS FOR THIS CLASS MUST PROVIDE EVIDENCE OF ELIGIBILITY USING THE SPECIFIED FORM

The class will be run as a normal race during meetings.

The Championship will be split. Up to 500cc // 501cc – unlimited.

Production machines manufactured up to and including 31st December 1990

Race machines produced up to and including 31st December 1990

Any form of normally aspirated internal combustion engine permitted – Singles, Twins, Triples, Fours – Two or Four stroke

Production-based machines must retain original frame and engine numbers. Engines must be of original specification, as fitted at time of manufacture.

No slick or cut slick tyres are permitted. Wet tyres may be used.

Tyre warmers may be used.

Standard wheels & wheel sizes must be used unless they were part of the manufacturer's specification or available as "aftermarket" before 31st December 1990.

Brakes/brake callipers must be standard or period aftermarket parts made available before 31st December 1990. Frames and swingarms must be of original type. Aftermarket frames may be used if they were produced before 31st December 1990.

No upside down forks unless they were fitted to the machine as a standard item. No electronic quickshifters or detonation counters.

No pressurised airboxes.

All machine details must be registered with the Club ie Make, Model, Year of manufacture. The rider may be asked to present evidence of a machine's age to verify it was produced before the cut-off date. The Eligibility Officer will take details of any machine ie frame/engine numbers which may require further investigation. The evidence of machine registration MUST be produced within 21 days. The Eligibility Officer will consult the Chief Technical Officer and the Clerk of the Course if any machine is found to be questionable. Their decision will be final, subject to normal rights of appeal.

These regulations may be subject to change.

TWINS

- a. Any four-stroke twin cylinder motorcycle originally sold for road use with an engine capacity of up to 700cc.
- b. Older models may be updated with genuine parts found on a newer version of the same model and newer models may use parts from older machines as required. All parts must be used as intended for the homologated machine and in accordance with the manufacturer's recommendations.
- c. All machines must comply with the machine preparation regulations as set out in the ACU handbook for road race meetings.
- d. All machines must function on normal unleaded fuel available from public service stations with a maximum 102 octane in adherence with ACU standards. E85 Bio-Fuel from public outlets is permitted.

Frame and Swing Arm

Frame and swing arm must remain as originally produced by the manufacturer for the homologated machine.

Nothing may be added or removed from the frame body.

Rear sub frame may be replaced or modified. The sub frame may only be altered if it was originally designed to be unbolted from the frame body.

Refinishing of frame or swing arm to a suitable standard is acceptable.

Suspension

Forks can be changed but will be subject to Technical Control approval for safety.

Original internal parts of the fork may be modified or replaced. After market damper kits or valves may be installed.

Fork springs may be replaced.

Fork caps may be changed from standard to allow external adjustments.

Fork stanchions must retain the original finish. No additional surface treatments are allowed.

Refinishing of the outer fork tubes to a suitable standard is acceptable.

Steering damper may be added although it cannot act as a steering lock device.

Rear suspension unit can be changed or modified. The original attachment to the frame and swing arm must be as homologated.

The rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.

Wheels

Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine except for the following:

Wheel bearings and spacers may be modified or changed where required.

The speedometer drive may be removed and replaced with a spacer. Refinishing of wheel rims to a suitable standard is acceptable.

Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated machine.

Modifications can be made in order to accept safety retention devices.

Brakes

Front and rear brake discs may be changed. The outside diameter must remain as fitted to the homologated machine.

Only ferrous materials are allowed for brake discs.

Front and rear brake callipers, including mount, carrier and hanger may be modified or changed.

Front and rear master cylinders may be changed. Front and rear brake fluid reservoirs may be changed with aftermarket products.

Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (bottom yoke). Front and rear brake pads may be changed.

Tyres

All tyres must be road legal unless the race is declared wet where full wet tyres may be used. Slicks and intermediates are not permitted.

Controls

Footrest and foot controls may be replaced or relocated but brackets must be mounted to the frame at the original mounting points.

Handlebars, hand controls and cables may be altered or replaced (does not include brake master cylinder) from those fitted to the homologated motorcycle.

Engine starter switch and electric stop switch must be located on the handlebars and must be operational at post race technical inspection.

Fairing and Seat Unit

Fairing, mudguards and seat unit may be altered or replaced and need not conform to the homologated shape as originally produced by the manufacturer.

Windscreen, if fitted, may be replaced with transparent material only.

The original instruments and fairing brackets may be removed or replaced.

The petrol tank must remain as originally produced by the manufacturer for the homologated machine although it may be refinished if required. The position of the tank mounting points on the frame must remain as standard. Race numbers must be black on a yellow background and displayed on the front of the bike and on both sides of the seat unit. Background and number sizes as per the ACU handbook.

Wiring Harness and Battery

The wiring harness may be altered or replaced. Additional wiring may be added where required.

No wiring or electronic equipment may be added or modified to alter the ignition or engine timing characteristics from those of the homologated machine with the exception of the following:

The use of flash memory (flash RAM) for fuel injection mapping is allowed where the capability exists within the homologated motorcycle. An additional control unit to change the fuel mixture may be installed and must be fitted to the original connectors. The unit must not be able to perform any other function.

The side stand switch, and related wiring, may be disabled or removed.

Any electrical switchgear located on the handlebars or front sub frame may be unplugged or removed as required.

Engine starter switch and electric stop switch must be fitted.

All original electrical equipment not directly related to road use must be fully incorporated in to any modified wiring loom, including generator, CDI, regulator and starter motor.

All original connections to the CDI must be retained and maintain their normal use. The size and type of battery may be changed and / or relocated.

Radiator and Oil Cooler

The original radiator and oil cooler, if fitted, must remain as homologated.

Radiator hoses may be replaced with those of a similar internal diameter.

Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

Air Box / Carburation / Fuel Injection

The air box may not be altered or replaced from that fitted to the homologated motorcycle.

The air filter element must be fitted but may be replaced with an aftermarket item.

The air box inlet rubbers may not be removed or altered.

Carburettors must be the standard units as on the homologated model. Throttle bodies for fuel-injected machines must be as on the homologated model.

Carburettor jets and needles may be replaced. Resizing of the air metering holes in CV carburettors slide control is permitted. No other alterations are permitted to the air intake or carburation system.

Bell mouths may not be added, altered or replaced from those fitted to the homologated motorcycle.

The fuel injection management system may not be altered or replaced other than the remapping of internally stored fuelling maps.

Engine

Cylinder head, camshafts, cam sprockets, crankshaft, rods, pistons, valves, cylinders and all other engine components must be as homologated. No internal engine, gearbox and clutch parts may be altered or replaced with the exception of the gearshift detent spring, the clutch friction and drive plates and the clutch springs.

Polishing and lightening of engine parts is not permitted. Balancing or gas flow modifications normally associated with individual tuning are not permitted.

Compression ratio of the engine must remain as homologated.

Camshaft timing must remain as homologated.

No other engine tuning or alteration from the homologated standard is permitted.

The crankcase/gearbox casing, clutch and generator covers may be protected by additional means, e.g. protective covers made of stainless steel or carbon/Kevlar composites.

The thermostat may be removed from the housing to aid cooling, if required.

The maximum horsepower limit for the series is 72 hp SAE measured at the rear wheel. Any machine found to exceed this figure on a dyno selected by the club may be excluded from the results.

Transmission

Additions to gearbox or selector mechanism, such as quick shift systems, are not allowed.

Clutch springs, friction and drive plates may be replaced.

Clutch baskets must remain as homologated. The use of slipper clutches is prohibited unless fitted as standard.

Gear shift detent spring may be replaced with a heavy duty item.

Front and rear external drive sprockets, chain pitch and chain length can be changed.

Ignition and Engine Control System

Ignition and engine control system (CDI) may not be modified or changed. All units must remain fully interchangeable with available control units.

No modifications or alterations, whether electronic or mechanical, may be made to the motorcycle to alter the engine ignition timing.

The use of flash memory (flash RAM) for fuel injection mapping is allowed where the capability exists within the homologated motorcycle. An additional control unit to change the fuel mixture may be installed and must be fitted to the original connectors. The unit must not be able to perform any other function.

Fuel injection mapping may be reprogrammed. Alterations must remain within the capability of the standard fuel injection system as fitted to the homologated machine unless overridden with a permitted control unit.

Generator

The generator, starting system, starter crank gear and starter shaft may not be altered, replaced or removed from those fitted to the homologated motorcycle.

Exhaust System

Exhaust pipe and silencers may be altered or replaced from those fitted to the homologated motorcycle. This must adhere to the maximum noise regulations as set out in the ACU handbook.

The number of final exit(s) to the exhaust may be altered from that of the homologated machine.

Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

Fasteners

Standard fasteners may be replaced with fasteners of any material and design. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing for structural applications.

The use of titanium in the swing arm spindles and the wheels spindles is forbidden. For wheel spindles the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed. Aluminium fasteners may only be used in non-structural locations.

Miscellaneous

The following items MAY BE removed:

Instruments, instrument bracket and associated cables, horn, license plate brackets, tool kit, tachometer, speedometer and wheel spacers, radiator fan and wiring, passenger foot rests, passenger grab rails and upper chain guard.

Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices). Please note that any valves or other devices bolted directly to the engine may be blocked off but must remain in place.

The following items MUST BE adhered to:

Motorcycle must be equipped with a functional ignition kill switch or button mounted on the handlebar that is capable of stopping a running engine.

Side stand must be removed.

All drain plugs must be safety wired. External oil filter screws and bolts that enter the oil or water cavities must be safety wired.

Head lamp, rear lamp and turn indicators must be removed. A suitable material must cover the openings. Mirrors must also be removed.

UP TO 500CC

This class is open for any multi cylinder machines up to 500cc , GP Bike and Formula 125

SINGLE CYLINDER

This class is open for any single cylinder machine, no multi cylinder machines will be eligible for this class.

STREETSTOCK 125CC

Any machine maybe inspected/stripped/dyno'd by the eligibility officer without question and without protest. Failure to comply with the eligibility officer will be immediate exclusion from the meeting and results.

Engine capacity

The maximum allowed cubic capacity of the engine is 125 cc for naturally aspirated

Transmissions

Only manual transmission systems are permitted with a minimum of three gears and a maximum of six. Final drive must be chain driven.

Engine type

Only four stroke engines are permitted.

The engine must be from a homologated road legal bike. With no unaltered parts.

Explicitly No Motorcross, Mini moto, or GP competition engines

The engine must match the make, model and year of the frame and the rest of the bike's parts.

Fuelling/Electronics

Air filter may be changed or removed.

Original Fuel Injection/Carb must remain standard diameter.

Jets size maybe changed on Carburettors and Fuel mapping devices (power commanders) to alter Fuelling on injectors may also fitted. **Any devices fitted to alter fuelling that have rev increases built in maybe used but rev's must not be altered above the factory set rev limit.**

Exhaust maybe modified or replaced

Standard original ECU must be fitted and not modified in anyway

Cutting of the ignition or fuelling for the purpose of moving through the engines gears is allowed by either a quickshifter, mechanism or button system to the handle bar

Engine Tuning

The engine must remain standard with no modification to the standard barrel, piston, valves, rods, crank, and cam-shaft.

No part of the inlet tract (between inlet valve and throttle operating mechanism) or outlet tract may have its diameter changed from that which is fitted from factory

If the engines were originally fitted with a Starter motor. The Starter must remain and be functional No modification to the timing of the engine's ignition is allowed.

The Fly wheel must remain as manufacture standard and fitted to the bike.

Explicitly the engine must remain as manufacture intended standard with no modification or performance enhancements allowed to any part of the engine

Chassis

The Frame, sub frame, must be a homologated road legal bike. Modifications such as extra brackets or cutting of the sub frame are permitted. No other modification will be permitted. Frame and swinging arm must match the engines make and model and year. Explicitly No Motorcross, Mini moto, or GP competition frames

Suspension

The forks must match the chassis make model and year and also and externally must remain un-changed. Internal modifications are allowed. Rear shocks will be allowed to be modified with no restrictions as long as it fits the original linkage for the swinging arm with no modification.

Wheels

Must have been sold with the same make model and year of bike which the chassis and swing arm is. Permitted wheel diameters are 16" 17" 18"

Brakes

Pads, lines, master cylinder, discs, and fluid are allowed to be changed for race products. Callipers must remain from the same make and model year as the chassis. Disc's must remain the same diameter as standard for the model of bike. Brakes must comply with the ACU regulations

Tyres

treaded and slick tyres and wets are permitted. Tyre warmers are also allowed. Slick tyres are restricted by the ACU age and license restrictions

Bodywork

Aftermarket fibreglass bodywork is permitted different styles are permitted
Standard road bodywork is permitted but must have mirrors removed. All lights, indicators must either be taped or removed. If rear light is to be used as a rain light it must have the brake switch disconnected. If the bike original had no fairing it will be permitted with no fairing but must have number boards fitted a per the ACU rules.
White numbers with Black backgrounds
All bikes must run a front mudguard
All bikes must run a front brake lever guard

EVO-TECH REGULATIONS

Any machine maybe inspected/stripped/dyno'd by the eligibility officer without question and without protest. Failure to comply with the eligibility officer will be immediate exclusion from the meeting and results.

Engine capacity

The maximum allowed cubic capacity of the engine is 50cc 2-stroke 125cc 4-stroke engines

Transmissions

The final drive must be by chain.

Wheels

Permitted wheel diameters are 16" 17" 18"

Tyres

Wet / slick and intermediate tyres are permitted as are tyre warmers; Slick tyres are restricted by the ACU age and license restrictions.

Bodywork

Any race body can be fitted.

The bike must meet ACU road racing standing regulations in every other respect. White numbers with Red backgrounds

All bikes must run a front brake lever guard

Trans Irish-Sea Match Race

TBC

Hosted By PDMCC at Three Sisters

Teams of 4 Riders (Max Grid - 20)

Teams may consist of any combination of eligible machines of 50cc capacity, from; Classic, GP and Road Frame Classes. Only GP machines may use slicks and tyre warmers.

World championship points from 1st to 15th + places 16 to 20 receive 1 point

1st – 25, 2nd – 20, 3rd – 16, 4th – 13, 5th – 11, 6th – 10, 7th – 9, 8th – 8, 9th – 7, 10th – 6, 11th – 5, 12th – 4, 13th – 3, 14th – 2, 15th - 20th – 1

Teams

Captain

Isle of Man

South of England + Wales

Home Counties

Midlands

North of England

The competition is open to Novice, Clubman and National licence holders. All riders must be members of P.D.M.C.C and the Classic and Modern 50cc club.

Day Membership £10 (£7 to PDMCC, £3 to Classic and Modern 50cc). Trophies and Awards to be announced.

26. Behaviour

Anyone wishing to access the circuit on the night before a meeting **MUST** contact the circuit and ask permission for entry to the circuit.

Anti –social behaviour in the paddock before, during or after a Race Meeting will not be tolerated and could lead to refusal of Race Entry or a Fine

GENERATORS MUST BE SWITCHED OFF BY 11.30pm at the latest.

27. In the event of an accident

Involvement in an accident will render the machine/s liable to be impounded by the Technical Officer in Charge for technical verification. Riders will be unable to ride their machine until it has been passed worthy to race. A rider will be unable to race again until the doctor on duty passes the rider fit to ride.

ENGINES MUST NOT BE STARTED PRIOR TO TECHNICAL VERIFICATION AND PRACTICE TIMES.

IT IS FORBIDDEN TO RIDE MACHINES IN THE PADDOCK, EXCEPT WHEN PROCEEDING TO ASSEMBLY AREA, OR RETURNING FROM PRACTICE OR A RACE.

THIS MUST BE DONE AT THE SLOWEST SPEED POSSIBLE AND WITH EXTREME CARE TOWARDS OTHER PEOPLE IN THE PADDOCK. PENALTY OR DISQUALIFICATION FROM THE MEETING WILL BE ENFORCED SHOULD THESE INSTRUCTIONS NOT BE COMPLIED WITH.