

# PRESTON & DISTRICT MOTORCYCLE CLUB

## CLASS CONDITIONS

### 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 motorcycle with up to 2 cylinders originally sold for road use with an engine capacity of up to 700cc spread across up to 2 cylinders.
- 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**

An open capacity-based class for bikes up to 500cc, No limit on Engine configuration (single & multicylinder Bike). No 50cc or Streetstock 125 bikes allowed. All bikes to be within ACU Standing regulations. Oil catchment to be fitted to 4 stroke bikes. All bikes must run a rain light. All bikes must run a front brake lever guard .

### **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**

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.