

PRESTON & DISTRICT MOTORCYCLE CLUB

CLASS CONDITIONS

CLASSIC 50

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 quickshifter 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.

STOCK TWINS

Sporting Regulations:

The StockTwins class is designed to provide cost effective and competitive racing on a level playing field, therefore, unless specifically allowed in these regulations, no modifications are permitted.

All competitors are expected to respect their fellow riders and remember that we will probably never compete for world championships, and most will need to go to work on Monday. Riding deemed to be overly aggressive or dangerous by marshals will be reported to the stewards.

We all make mistakes and can react in the heat of the moment. If this happens, walk away. We would expect minor issues to be resolved in a calm cooperative way, apologies given and accepted in the spirit of our wonderful sport.

StockTwins should strive to be a series that attracts newcomers, encourages progress and applauds success and does not take itself too seriously except where issues of eligibility and safety are concerned.

Eligibility :

Any four-stroke twin cylinder motorcycle originally sold for road use with a water-cooled engine of up to 700cc, or an air-cooled engine of up to 850cc

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. All parts must be used as intended for the homologated machine and in accordance with the manufacturer's recommendations. All machines must comply with the machine preparation regulations as set out in the ACU handbook for road race meetings.

In order to control costs, machine damage may be repaired in a manner agreed with the Chief Technical Steward of the club. No advantage may be gained from such modifications.

All machines must function on normal unleaded fuel available from public service stations with a maximum 102 octane in adherence with ACU standards. E85 Biofuel from public outlets is permitted.

The power limit for this class is 72 SAE HP.

1. Frame and Swing Arm

- 1.1. Frame and swing arm must remain as originally produced by the manufacturer for the homologated machine.*
- 1.2. Nothing may be added or removed from the frame body.*
- 1.3. Rear sub frame may be replaced or modified.*
- 1.4. Refinishing of frame or swing arm to a suitable standard is acceptable.*

1. Suspension

- 1.1. Forks must remain as originally produced by the manufacturer for the homologated machine with the exception of the following:*
- 1.2. 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.*
- 1.3. Fork caps may not be modified or replaced beyond the homologated standard to allow external adjustments.*
- 1.4. Fork stanchions must retain the original finish. No additional surface treatments are allowed.*
- 1.5. Refinishing of the outer fork tubes to a suitable standard is acceptable.*
- 1.6. Steering damper may be added although it cannot act as a steering lock device.*
- 1.7. Rear suspension unit can be changed or modified. The original attachment to the frame and swing arm must be as homologated.*

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

3.0 Wheels

3.1 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:

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

3.4 The speedometer drive may be removed and replaced with a spacer.

4.0 Brakes

4.1 Front and rear brake discs may be changed but must fit the original calliper and mounting. The outside diameter must remain as fitted to the homologated machine. Only ferrous materials are allowed for brake discs.

4.2 Front and rear brake callipers, including mount, carrier and hanger, must remain as originally produced by the manufacturer for the homologated machine.

4.3 Front and rear master cylinders must remain as originally produced by the manufacturer for the homologated machine. Front and rear brake fluid reservoirs may be changed with aftermarket products.

4.4 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).

4.5 Front and rear brake pads may be changed.

5.0 Tyres

5.1 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.

6.0 Controls

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

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

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

7.0 Fairing and Seat Unit

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

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

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

7.4 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.

8.0 Wiring Harness and Battery

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

8.2 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.

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

8.4 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.

8.5 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.

8.6 All original connections to the CDI must be retained and maintain their normal use.

8.7 The size and type of battery may be changed and / or relocated.

9.0 Radiator and Oil Cooler

9.1 The original radiator and oil cooler, if fitted, must remain as homologated. Pattern radiators may be substituted but must be the equivalent weight, size and overall specification, including retaining the same mounting points and position as the homologated equipment.

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

9.3 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.

9.4 Protective meshes may be added in front of the oil and/or water radiator(s).

10.0 Air Box / Carburation / Fuel Injection

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

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

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

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

10.5 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.

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

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

11.0 Engine

11.1 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.

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

11.3 Compression ratio of the engine must remain as homologated.

11.4 Camshaft timing must remain as homologated.

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

11.6 The crankcase/gearbox casing, clutch and generator covers must be protected by additional means

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

11.9 The exhaust air bleed system may be removed. If so, any external fittings on the cam cover(s) must be blocked off or may be replaced by plates.

12.0 Transmission

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

12.2 Clutch springs, friction and drive plates may be replaced.

12.3 Clutch baskets must remain as homologated.

12.4 The use of slipper clutches is prohibited unless fitted as standard.

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

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

13.0 Ignition and Engine Control System

13.1 Ignition and engine control system (CDI) may not be modified or changed.

13.2 No modifications or alterations, whether electronic or mechanical, may be made to the motorcycle to alter the engine ignition timing. 13.3 The engine control system (ECU) must be either:

i) The original system as homologated, with no change of software.

ii) The original system (with the production ECU and no change of software) with an approved external control unit to alter the fuel mixture only. The unit must not be able to perform any other function.

iii) The original system as homologated, with updates to the flash memory only, where the capability exists within the homologated motorcycle, to adjust the trim for the standard fuel injection mapping.

13.4 No changes are permitted to the original ECU software, including updating or modifying the standard fuel injection mapping, or any other reflashing or modification of standard internal functions.

14.0 Generator

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

15.0 Exhaust System

15.1 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.

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

16.0 Fasteners

16.1 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.

16.2 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.

16.3 Aluminium fasteners may only be used in non-structural locations.

17.0 Miscellaneous

The following items MAY BE removed:

17.1.1 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.

- 17.1.2 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 must either be blocked off or removed and replaced with blanking plates

17.2 The following items MUST BE adhered to:

- 17.2.1 Motorcycle must be equipped with a functional ignition kill switch or button mounted on the handlebar that is capable of stopping a running engine. The button or switch must be red.
- 17.2.2 Side stand must be removed.

OPEN TWINS

Eligibility :

Any four-stroke motorcycle with up to 2 cylinders originally sold for road use with an engine capacity of up to 700cc and spread across up to 2 cylinders.

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.

All machines must comply with the machine preparation regulations as set out in the ACU handbook for road race meetings.

All machines must function on normal unleaded fuel available from public service

stations with a maximum 102 octane in adherence with ACU standards. E85 BioFuel from public outlets is permitted.

Frame and Swing Arm

- 1.1.1 *Frame must remain as originally produced by the manufacturer for the homologated machine. Nothing may be added or removed from the frame body with the following exceptions:*
- 1.1.2 *Addition of items SOLEY for the retention of wiring and hoses*
- 1.1.3 *Material may be removed or added to facilitate the use of different front forks where this does not impact the integrity or rigidity of the original frame and does not alter the steering angle or rake.*
- 1.2 *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.*
- 1.3 *Refinishing of frame or swing arm to a suitable standard is acceptable.*
- 1.4 *Swingarm may be replaced with an item from the same manufacturer and from a motorcycle of the same original capacity*

2.0 Suspension

- 2.1 Forks can be changed but will be subject to Technical Control approval for safety.
- 2.2 Original internal parts of the fork may be modified or replaced.
- 2.3 *After market damper kits or valves may be installed. Fork springs may be replaced.*
- 2.4 Fork caps may be changed from standard to allow external adjustments.
- 2.5 Refinishing of the outer fork tubes to a suitable standard is acceptable.
- 2.6 Steering damper may be added although it cannot act as a steering lock device.
- 2.7 Rear suspension unit can be changed or modified. The original attachment to the *frame and swing arm must be as homologated.*
- 2.8 *The rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.*

3.0 Wheels

- 3.1 *Wheels are free with the exception of Carbon fibre wheels which are not permitted*
- 3.2 Wheel bearings and spacers may be modified or changed where required.
- 3.3 The speedometer drive may be removed and replaced with a spacer.
- 3.4 Refinishing of wheel rims to a suitable standard is acceptable.

4.0 Brakes

- 4.1 Front and rear brake discs may be changed. Only ferrous materials are allowed for brake discs.
- 4.2 Front and rear brake calipers, including mount, carrier and hanger may be modified or changed.
- 4.3 Front and rear master cylinders may be changed. Front and rear brake fluid reservoirs may be changed with aftermarket products.

- 4.4 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).
- 4.5 Front and rear brake pads may be changed.
- 4.6 All bikes must run a front brake lever guard.

5.0 Tyres

- 5.1 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.*

6.0 Controls

- 6.1 Footrest and foot controls may be replaced or relocated but brackets must be *mounted to the frame at the original mounting points.*
- 6.2 Handlebars, hand controls and cables may be altered or replaced (does not include *brake master cylinder*) from those fitted to the homologated motorcycle.
- 6.3 *Engine starter switch and electric stop switch must be located on the handlebars and must be operational at post race technical inspection.*

7.0 Fairing and Seat Unit

- 7.1 *Fairing, mudguards and seat unit may be altered or replaced and need not conform to the homologated shape as originally produced by the manufacturer.*
- 7.2 Windscreen, if fitted, may be replaced with transparent material only.
- 7.3 The original instruments and fairing brackets may be removed or replaced.
- 7.4 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.*
- 7.5 *Race numbers must be white on green 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.*

8. Wiring Harness and Battery

- 8.1 The wiring harness may be altered or replaced. Additional wiring may be added *where required.*
- 8.2 *Engine management control is free. Alternate ECUs and remapping is permitted.*
- 8.3 The side stand switch, and related wiring, may be disabled or removed.
- 8.4 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.*
- 8.5 *The size and type of battery may be changed and / or relocated.*

9.0 Radiator and Oil Cooler

- 9.1 *The original radiator and oil cooler may be changed for alternate units or removed*

- 9.2 Radiator hoses may be replaced with those of a similar internal diameter.
- 9.3 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.

10.0 Air Box / Carburation / Fuel Injection

- 10.1 The air box may be altered or replaced from that fitted to the homologated motorcycle.
- 10.2 The fuel injection management system may be altered or replaced
- 10.3 Modifications to intake bells, carbs and injectors is permitted.
- 10.4

11.0 Engine

- 11.1 Engine Cylinder head, camshafts, cam sprockets, crankshaft, rods, pistons, valves, cylinders and all other engine components may be modified.
- 11.2 The engine must utilise the original crankcases, barrels and cylinder heads
- 11.3 Polishing and lightening of engine parts is permitted. Balancing or gas flow modifications normally associated with individual tuning are permitted.
- 11.4 Compression ratio of the engine is free.
- 11.5 Camshaft timing is free
- 11.6 The crankcase/gearbox casing, clutch and generator covers must be protected by additional means, e.g. protective covers made of stainless steel or carbon/Kevlar composites.
- 11.7 The thermostat may be removed from the housing to aid cooling, if required.

12.0 Transmission

- 12.1 Quick Shift and blipper systems are permitted
- 12.2 Clutch springs, friction and drive plates may be replaced.
- 12.3 The use of slipper clutches is permitted
- 12.4 Gear shift detent spring may be replaced with a heavy duty item.
- 12.5 Front and rear external drive sprockets, chain pitch and chain length can be changed.
- 12.6 Gearbox ratios are free. Replacement gearbox internals are permitted within the standard manufacturers cases

13.0 Ignition and Engine Control System

- 13.1 Ignition and engine control system (CDI) may be modified or changed.
- 13.2 The generation system is free. Total loss is permitted

14.0 Exhaust System

- 14.1 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.
- 14.2 The number of final exit(s) to the exhaust may be altered from that of the homologated machine.
- 14.3 Wrapping of exhaust systems is allowed

13.0 Fasteners

- 13.1 *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.*
- 13.2 *The use of titanium in the swing arm spindles and the wheels spindles is forbidden.*
- 13.3 *For wheel spindles the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed.*
- 13.4 *Aluminium fasteners may only be used in non-structural locations.*

14.0 Miscellaneous

- 14.1 *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.

- 14.2 *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.*

14.3 Side stand must be removed.

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

14.5 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 Carburetors 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.