

PRESTON & DISTRICT MOTORCYCLE CLUB
SUPPLEMENTARY REGULATIONS FOR THE RACE SEASON 2019

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 2019 Road Race Championship is organised and administered by P & D M C C.

1. Date and Venues

5 th May 2019	Three Sisters, Wigan	ACU Permit Number ACU 56290
9 th June 2019	Three Sisters, Wigan	ACU Permit Number ACU 56291
6 th & 7 th July 2019	Three Sisters, Wigan	ACU Permit Number ACU 56292
8 th September 2019	Three Sisters, Wigan	ACU Permit Number ACU 56293
6 th October 2019	Three Sisters, Wigan	ACU Permit Number ACU 56294

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.....Ian McLeod & Chris Berisford	Deputy Clerk of the CourseFraser Greenroyd
Chief Steward.....Ray Jones	Club Steward.....Pam Redmayne
Incident Officer.....Tony Manley	Judge & Starter.....Bill & Pat Jackson
Chief Marshal.....Peter Mulvaney	Technical Officer.....Bill Redmayne
Senior Sound Inspector.....Ken Wilson	Chief Timekeeper.....Paul Jefferies
	Child Protection Officer.....Craig Evans

Secretary of the Meeting.....Donna Jefferies, 38 Alexandria Drive, Westhoughton, Bolton, BL5 3HF

Tel: 01942 814365 Mob: 07837 975829 Email: donna@prestondmc.co.uk

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.

Riders with a current Road Race Competition Licence issued by the MCUI or other FIME affiliated FMN must also have Start Permission from their licence issuing FMN that confirms the rider has Medical and Repatriation Insurance in accordance with FIM regulations.

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 or cheque with a cheque guarantee card.

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 2019 meetings online at <https://members.acu.org.uk> If a rider enter online via the ACU website the entry fee is £130.00 extra classes still £15.00

IF YOU PAY ON THE DAY YOU WILL BE REQUIRED TO SEND A NONE 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 or postal order.

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 newcomers 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 and Freetech 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 will be allocated by the results from timed practice and that will be the riders' grid position for the entire day in the relevant class.

15. 2019 Programme of Events

1) Freevo – Freetech/Streetstock Evo	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	10) Single Cylinder
11) Up to 500cc	12) Pre Injection
13) Classic 50cc – to be run with Freevo entries dependant	14) Guest Clubs – ACU 50 (May) / Early Stocks (July) 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.

19. Transponders

Transponders will be used for the 2019 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 we will require a cheque for £100 made payable to PDMCC to cover the cost if the transponder is damaged in anyway and you will also be required to hand in your ACU licence when you hire the transponder. You will receive your licence and deposit back when you return the transponder to the race office. If the transponder is damaged in any way you will not get your deposit back.

Transponder numbers are required prior to the meeting and must be written on the entry form. A new style TranX160 is sufficient to use at Three Sisters Circuit (most other circuits require the use of the TranX260 'red' 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 championship rounds and trophies will be awarded to the top 3 finishers of the final race.

21. Trophies

Awards will be presented to the first three finishers in each class in the championship 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

For 2019 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.

24. Drones

In accordance with Para. 3.16.1 of the National Sporting Code in the 2019 ACU Handbook, and unless prior agreement has been received from Preston & District Motorcycle Club, 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 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.

- **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.

- **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.

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 calipers 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 650cc.

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 2017 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 calipers, 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, no single cylinder machines will be eligible for this class.

- **SINGLE CYLINDER**

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

- **STREESTOCK 125CC**

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.

Explicitly No Motorcross, Mini moto, or GP competition engines

Fuelling.

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

Exhaust maybe modified or replaced

Engine Tuning

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

Inlet and outlet may have any restrictions removed if they exist

If the engines were originally fitted with a Starter motor. The Starter must remain and be functional

No modification to the timing of the engines ignition is allowed.

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

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.

Explicitly No Motorcross, Mini moto, or GP competition frames

Suspension

The forks must match the chassis 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.

Wheels

Must have been sold with the same make and model of bike which the chassis 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 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.

All bikes must run a front mudguard

- **FREETECH**

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

- **STREETSTOCK EVO**

Engine Capacity

Upto 125cc four stroke & 50cc Two Stroke engines from a homologated road legal bike. No tuning restrictions.

Explicitly No Motorcross, Mini moto, or GP competition engines.

Chassis.

The Frame must be from any homologated road legal bike.

Suspension.

The forks must be from any homologated road legal bike. Internal modifications are allowed. Rear shocks no restrictions.

Wheels

Wheels must be from any homologated road legal bike.

Brakes

Any brakes and disc from any homologated road legal bike.

Tyres

No restriction on tyres. Wets, slicks & tyre warmers permitted. 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 Blue backgrounds

- **CLASSIC 50CC**

Machines in this class must comply with the specifications, regulations issued by The Classic & Modern 50cc Racing Club

This is an open class for any eligible 50cc machine.

Trans Irish-Sea Match Race

Sunday 6th Oct 2019

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

Isle of Man

South of England + Wales

Home Counties

Midlands

North of England

Captain

Dave Cain

Steve Porter

Kerry Burton

Alan Naul

Steve Lawton

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. Riders from none ACU licence countries

Riders with a current Road Race Competition Licence issued by the MCUI or other FIME affiliated FMN must also have Start Permission from their licence issuing FMN that confirms the rider has Medical and Repatriation Insurance in accordance with FIM regulations.

27. 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.

28. 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.