



Endurance Legends 4hr Classic Endurance Race Donington Park 6th & 7th May 2017

SUPPLEMENTARY REGULATIONS

ACU Permit # - 49779

EMN # - 76/1

Permanent Course Licence # - PCL009

1. Announcement & Jurisdiction

The 'Classic Racing Motorcycle Club Limited' will organise a "European Open" status Classic Endurance Road Race at Donington Park on 6th & 7th May 2017 that will include the first round of the 2017 FIME Vintage Endurance Cup. The meeting will be held under the jurisdiction of the ACU in accordance with the National Sporting Code of the FIM Europe, FIME Standing Regulations for Road Racing and these Supplementary Regulations, together with any Final Instructions subsequently issued or Official Announcements made. The event will commence at 9.00am Saturday and continuing 9.00am Sunday.

Motorcycle races counting towards the FIME ICGP Road Racing Cup and Lansdowne Cup Championships will also be organised at the event.

2. Organiser & Officials

Organiser - Classic Racing Motorcycle Club Ltd

Address John Davidson, 8 Hardwick Close, Aston, Sheffield S26 2GU

Tel +44 1142 873 885 e-mail: john.davidson@crmc.co.uk

Officials - Clerk of the Course- Mark Berry

ACU Steward – Joy Gill

Club Stewards – William Carruthers & TBC

Secretary of the meeting- John Davidson

Chief Technical official- Gordon Thorpe

Child Protection Officer – Anji Yardley

Timekeeper- Sports Timing Systems

3. Eligibility

a. Rider Eligibility: Open to riders who hold a valid current competition licence for Road Races issued by the ACU, SACU or the European Community FIM affiliated federations and endorsed by their FMN for use elsewhere within the European community. All licences must be shown when signing on.

All riders not holding licences issued by the ACU or SACU must carry proof of insurance and a written Start Permission document issued by their FMN, and produce them when signing on.

Riders under 18 years of age must also complete a "Parental Agreement" form in addition to this entry form to permit them to compete. Their Parent or Legal Guardian must attend signing on with them and must be available for the duration of the meeting. Parental Agreement forms are available from either the ACU or CRMC.

b. Motorcycle Eligibility. - Machines must be Endurance Legends /CRMC eligibility compliant as applicable and hold an Endurance Legends /CRMC eligibility certificate. (Non UK entrants will be able to apply for a 'fast track' Endurance Legends / CRMC Eligibility that will be free of charge).

4. Entry Fees and Cancellation

a. Entry Fees: The entry fee is £995 with a non-refundable deposit of £300 that must be paid for in order for the entry to be effective. Pitbox rental is included in the entry fee.

A deposit of £100 in cash must be paid when collecting the transponder. This deposit covers the transponder and also the extinguishers, armbands etc. If the equipment is returned in good shape then the deposit will be refunded in full. If a team is awarded a fine during the event then the fine will be taken out of the deposit.

The entry closing date is 6th April. After this date the organiser will select, in order of receipt if necessary, the 60 teams to take part in the practices. An entry will only be considered accepted after confirmation from the organiser.

b. Cancellation (Non Participation)

In the case of cancellation, the team must inform the organiser in writing to receive a refund as detailed below.

- £250 of the entry fee to be retained if the team cancels 2 months or more prior to the event.
- £500 of the entry fee to be retained if the team cancels 1 month prior to the event
- £750 of the entry fee to be retained if the team cancels 15 days prior to the event
- No refund is made for cancellations made within 2 weeks of the event

5. Limitation (Numbers of riders allowed)

The first 48 teams to book in full and have their bookings confirmed will automatically go forward to the race. Up to a further 12 entries will be accepted as reserves and will take part in the practice and qualifying sessions. Reserve teams will be offered a place in the race should any of the first 48 teams not be able to take their place on the grid. These places will be offered strictly in the order of booking. Any reserve teams not able to race will be offered a partial refund of £400

6. Change of Rider

Changes in teams, only between qualified riders, will be allowed up to one hour after the last session of the timed test sessions.

7. Awards

Details of awards will be given in the final instructions.

8. The Course

The circuit is the Donington Park National Circuit 1.96 miles long (3.16km) and raced in a clockwise direction.

Circuit Address; Donington Park, Castle Donington, Derby DE74 2RP

9. Programme of Events

A 40 minute free practice session is scheduled for Saturday morning, followed by three 20 minute qualifying sessions, one per team member, before the 4hr race on Sunday.

10. Categories and Classes

Formula 1 (751cc – 1300cc) shall be run as two classes:

- i. **Formula 1 Classic:** 2 valves per cylinder
 - * The minimum tyre diameter is 17" and maximum tyre width is 180mm
- ii. **Formula 1 Superbike:** 4 valves per cylinder, air-cooled only, no Suzuki EFE bikes or cylinder heads
 - * The minimum tyre diameter is 18" and maximum tyre width is 160mm

Formula 2 (247cc - 750cc)

- i. Air-cooled, or Liquid (oil or water) cooled, 2 stroke or 4 stroke engines
- * Wheels may be 16, 17 or 18 inch diameter but restricted to a maximum rim width of 3.5" for the front and 5.5" for the rear

11. Technical Inspection

a. Machines and Clothing must be in the allocated garage, and available for the Technical Official at the times stated in the Final Instructions. Motorcycles should be in a race/practice ready condition displaying the numbers allocated for the meeting in the correct style and size. The relevant technical control card must accompany the machine through the technical inspection.

Participants must present themselves to the Technical Official wearing their protective clothing, boots and identification disc. They must also bring helmet(s), visors and gloves for checking by the Technical Official. Riders must use a helmet bearing the current ACU Gold Stamp. A rider or passenger from another country holding a licence endorsed by his/her FMN and carrying proof of insurance issued by his/her FMN, may wear a helmet without an ACU Approval Stamp but complying with FIM Art. 01.67 (displaying a recognised International Helmet Standard).

b. Technical Control Opening Times: These will be allocated and detailed in the Final Instructions.

c. Re-inspection following an accident: It is the rider's responsibility to ensure that following an accident:

- i. His/her machine, helmet and clothing are re-presented to, and approved by, Technical Control before further use at the meeting
- ii. He/she is passed fit by the Medical Officer before taking any further part in the meeting and the associated written confirmation is presented to Race Control before resuming racing.

Further details will be published in the Final Instructions.

d. Technical Requirements: In addition to the requirements of the ACU Standing Regulations and National Sporting Code, the following requirements are applicable to all machines.

- i. Safety locking wire shall be annealed stainless steel of between 0.7mm and 1.0mm in diameter. Copper wire shall NOT be used for safety wiring.
- ii. Spin-off type oil filters must be jubilee clipped and wire locked to prevent unscrewing.
- iii. Plastic pipe, braided or otherwise, shall NOT be used for flow-carrying oil lines. It is permitted for breather pipes. All pipe terminations on positive-pressure oil flow lines must use threaded or swaged fittings.
- iv. Section 5.18 "All drain plugs must be tight and drilled and wired into position." shall include fork and suspension unit drain plugs, where practicable.
- v. Filler caps and filter covers shall be drilled and lock-wired on crankcases, gearboxes and final drive units where practicable.
- vi. Exhaust retaining springs must be 'parallel-wired' to ensure the security of the system and components in the event of a spring failure. This requirement does not apply to springs retaining exhausts to the cylinder head or barrel.
- vii. In addition to the exhaust connection at the cylinder head or exhaust port, there shall be at least two points of retention for each pipe/silencer assembly. This may be accomplished by the use of a safety strap wire loop in addition to a single main mounting.

12. Tyres

Slick, tyres, wet weather tyres and hand cut tyres are not permitted.

13. Sporting Regulations

As detailed in Appendix A

14. Paddock Access & Passes

Each team will receive the following passes

- One personnel pass for each rider
- 6 personnel passes for mechanics that give access to the paddock and pit lane
- 1 vehicle pass for the van/truck and 2 passes for the catering/mobile home.
- 2 additional vehicle (car) passes. No extra vehicle passes will be issued.

15. Abbreviations

ACU – Auto Cycle Union,

ICGP - International Classic Grand Prix

SACU - Scottish Auto Cycle Union FIME - Federation International Motorcyclists Europe

FMN – National Federation