

The
BLACKFORD FINANCIAL SERVICES
2018
Pre T.T. Classic Road Race Meeting



Promoted by
Southern 100 Motorcycle Racing Ltd. - Isle of Man

A EUROPEAN OPEN COMPETITION

Held under the National Sporting Code of the Auto-Cycle Union (4th Edition)
And the 2018 Standing Regulations for Road Races of the Auto-Cycle Union

Permit No. A.C.U. 52225 and FIM E No. EMN10/432 and these Supplementary Regulations

On

FRIDAY 25th SATURDAY 26th And SUNDAY 27th

MAY 2018 * please note should Sunday not take place the races will run on the
Monday 28th May

To be held on

**THE BILLOWN CIRCUIT, near CASTLETOWN
ISLE OF MAN.**

SUPPLEMENTARY REGULATIONS

1. ANNOUNCEMENTS

(a) The promoting Club is Southern 100 Motorcycle Racing Ltd., Castletown, Isle of Man. hereinafter termed "The Club".

(b) The Title for the Event is **The Blackford Financial Services Pre T.T. Classic.**

(c) The Meeting will be held on the Billown Circuit, Castletown, Isle of Man

(d) **On Friday Saturday and Sunday 25th, 26th and 27th May 2018** should Sundays Races not be run they will be held on the Monday. **(this is in case the TT Race Practice is not held on the Saturday and gets moved to the Sunday)**

The Meeting will consist of the following races to be held on

SATURDAY 26th MAY & SUNDAY 27th MAY 2018. Or if postponed on MONDAY 28th

RACE 1 – SINGLES RACE – For solo single cylinder machines of over 120cc but not exceeding 350cc commencing on Saturday 26th May at 3-00pm this race will be divided into 2 classes:- Class A up to 250cc and Class B 251cc to 350cc and on completion followed by

RACE 2 -SIDECAR RACE 1 - For Classic three-wheeler machines of over 300cc but not exceeding 1300cc and Post Classic Sidecars to be run under FSRA Post Classic Sidecar Rules

RACE 3 – LIGHTWEIGHT RACE - For solo machines of over 175cc but not exceeding 250cc. commencing on Sunday 27th May at 1-30pm . And on completion followed by:-

RACE 4 -SENIOR RACE - For solo machines of over 351cc but not exceeding 500cc. and on completion followed by:-

RACE 5 – JUNIOR SUPERBIKE RACE for Post Classic Superbikes 230cc to 350cc Two Strokes plus 600cc Four Strokes Four Cylinder Machines and on completion followed by:-

***RACE 2B – SIDECAR RACE 2** - For Classic three-wheeler machines of over 300cc but not exceeding 1300cc and Post Classic Sidecars to be run under FSRA Post Classic Sidecar Rules

*Should there be sufficient entries to ensure all competitors get two races

RACE 6 – 850cc CLASSIC RACE - For solo machines of 400cc but not exceeding 850cc., comand on completion followed by:-

RACE 7 – JUNIOR RACE- For solo machines of over 251cc but not exceeding 350cc.

RACE 8 – SUPERBIKE RACE . for Post Classic Superbikes from 601cc to 1300cc

RACE 9 – CAMATHIAS CUP SIDECAR RACE - For three-wheeler machines of over 300cc but not exceeding 1300cc to include **Post Classic Sidecars to be run under FSRA Post Classic Sidecar Rules**

If entries are oversubscribed in Races 3,4,5,6,7& 8 a combined support race may be added on Sunday Afternoon.

(e) **Held under A.C.U. Permit ACU 52225 and FIM E Permit No. EMN10/432**

(f) **Permanent Course Licence No 028.**

(g) The Meeting which is European Open National Status, will be held under the National Sporting Code and Standing Regulations of the A.C.U., these Supplementary Regulations and any other further instructions issued or official announcements made. Each entry, if accepted, will form a contract between the Club and entrant/rider, which will be governed by and construed in all respects in accordance with Isle of Man Law. Each of the parties irrevocably submits to the jurisdiction of the Isle of Man Courts in respect of any legal action or proceedings arising out of the contract or the participation of the entrant/rider in the meeting

(h) The definition of a "Classic" machine is given in the appendix of these regulations, with the exception of Race 5/8 where machines must comply with the Post Classic Eligibility Rules Group One/Two and the Sidecars Race 2/9 where the Post Classic Sidecars must comply with the FSRA Post Classic Eligibility rules

(i) A Concours d'Elegance will be held at Castletown Market Square on Monday 28th May, between 2.00 p.m. and 4.00 p.m. All competitors are eligible to enter

2**OFFICIALS****A.C.U. Steward –****I.O.M. Centre Steward– TBA****Club Steward – Des Evans****Clerk of the Course: Peter Oates.****Deputy Clerks of the Course: Andy Clark and Ruth Costain****Incident Officer: Dave Ali****Chief Club Marshal: Peter Chadwick****A.C.U. Timekeeper in Charge: Kevin Brookes. Chief Technical Official: Dave Redmayne****Chief Medical Officer: Dr.Sally Simmons. Media Officer: Phil Edge****Secretary of the Meeting and Child Protection Officer; George Peach, Ellerslie, 128 Malew St., Castletown Isle of Man IM9 1LT (Phone 01624 822546 - Mobile 07624 471301) e mail: georgepeach@manx.net****3.****ELIGIBILITY**

Open to holders of the 2018 FIM Non Championship International/National Licences with a **minimum age of 18 years** issued by the ACU/SACU or a Federation (FMN) whose country is a member of the European Union.

4.**ENTRIES AND ENTRY FEES**

(a) All entries must be made on the Official Entry Form and sent to the Secretary of the Meeting.

(b) Entries will be made on the form supplied with these regulations to the Secretary of the Meeting at the following address :- **George Peach, Secretary of the Meeting, Ellerslie, Malew Street, Castletown, Isle of Man IM9 1LT. Tel. No. 01624 - 822546 - Mobile No. 07624 471301 email georgepeach@manx.net**

(c) All ACU/SACU licence holders are covered by the ACU's Public Liability and Personal Accident Cover. **The Public Liability policy covers for up to £30 million in each and every claim.**

Competitors from other Federations/MCUI will be required to provide a Start Permission from their respective FMN/MCUI which confirms that medical/repatriation cover is in place for the event.

Races Entry Fee	Entry Fee ACU/SACU	Entry Fee MCUI/FMN
First Solo Race Entered	£130-00	£70-00
Each Additional Race Entered	£40-00	£30-00
All Sidecar Races per crew	£180-00	£100-00

(d) Cheques and postal orders are to be made payable to Southern 100 Motorcycle Racing Ltd., The Club reserve the right to refuse any entry, and abandon, cancel or postpone the meeting or alter the programme of races and awards.

(e) Entry Fees will be refunded in full only if an entry is refused or the Meeting is cancelled or postponed for more than 24 hours.

(f) No Entry Form will be accepted if the Competition Licence No. is omitted or the words "applied for" inserted, or the Entry Form is not signed.

(g) Current Competition Licences must be produced when signing on. Any Rider who fails to do so may only be permitted to take part in the Meeting at the discretion of the Stewards of the Meeting and may be liable to a fine not exceeding £10-00.

(h) Insurance:

(1) The organisers undertake to insure each rider and passenger indemnifying them against any third party claim made, arising out of the races or the official practice excluding claims by any other rider or passenger, entrant, sponsor or mechanic.

(2). **All riders not holding a Licence issued by the ACU or SACU must carry proof of insurance and a written Start Permission document issued by their FMN NOTE: This includes all riders holding a licence issued by the MCUI, This must confirm that, during the meeting and the official practice, they are insured against the risk of personal accident in accordance with the FIM Sporting Code but with additional cover for Medical Treatment and Repatriation costs, as follows: - 25,000 Euros – Death. - 50,000 Euros - Temporary Partial Disablement , - 185,000 Euros - Medical Treatment,- 75,000 Euros - Repatriation costs**

(i)In the interest of safety, the Club would like to make it clear that entries must be of a standard equal to the status of the meeting. The Club reserves the right to withdraw any competitor/machine it considers not to be of the standard required to make the meeting as safe as possible

5**LIMITATION OF ENTRIES**

(a) **Up to 48 entries will be accepted in all solo races, however only 32 riders are permitted to start these will be made up of the fastest 28 riders in qualifying plus 4 nominated by the Club. In the sidecar classes up to 28 entries will be accepted however only 20 riders will be allowed to start, these will be made up of the fastest 17 riders and three nominated by the Club.**

(b) Entries will be considered in order of receipt as received by the Race Secretary, before the Official closing date of entries, **on 30th March 2018,**

(c) The Club reserves the right to refuse any entry.

(d) Riders will be notified within fourteen days of receipt of entry whether they have been accepted, held in abeyance, accepted as a reserve or refused. Reserve riders so nominated are offered the opportunity to withdraw, but if they elect nomination as same, they must accept in writing within 48 hours of receiving such notification. Any rider who attends the meeting, and is not called to ride in any event will have the entry fee refunded, less any Insurance Premium incurred to cover practising.

6. CHANGE of MACHINE or RIDER

As in A.C.U. N.S.C. Applications must be made to the Clerk of the Course in writing, c/o The Secretary of the Meeting at least 1 hour before the start of the race concerned,

7. AWARDS

RACE	1a	1b	2	3	4	5	2a	6	7	8	9
1 st	250	250	250	400	500	500	250	500	500	500	300
2 nd	150	150	150	250	300	300	150	300	300	300	200
3 rd	100	100	100	150	175	175	100	175	175	175	150
4 th	75	75	75	125	150	150	75	150	150	150	125
5 th	60	60	60	100	125	125	60	125	125	125	100
6 th	45	45	45	90	100	100	45	100	100	100	75
7 th				80	85	85		85	85	85	
8 th				60	70	70		70	70	70	
9 th				50	60	60		60	60	60	
10 th				40	50	50		50	50	50	
F/Lap	50	50	50	50	50	50	50	50	50	50	50

(a) Trophies will be awarded to the winner of each race. The first three finishers in each race will receive a replica. The winner will also receive a garland and the first three finishers will receive a commemorative hat. In the 500cc Race the rider of the first Twin Cylinder machine to finish will receive the **Cliff Gobell Trophy**. And the rider of the first Single Cylinder machine to finish will receive the **Peter Jarmann Trophy** In the 350cc Race the rider of the first Single Cylinder machine to finish will receive the **Eddie Byers Trophy** The highest placed **newcomer** in each race will also receive a trophy **and a cash award of £50**. The first three machines manufactured before 1993 in race 5 Junior Superbike will receive additional cash awards of 1st £200, 2nd £100 3rd £50

(b) All competitors flagged as finishers will receive a Finishers Plaque provided that they have completed two-thirds of the total number of laps for that race and finished within 5 minutes of the winner. Only one Finishers Plaque will be awarded irrespective of the number of races a competitor finishes.

(c) All competitors must collect their Finishers Awards and Trophies at the Prize Presentation in Castletown Square. **If you are unable to attend it is imperative that you inform the Secretary of the Meeting on Sunday evening 27th May before 7 p.m. so that alternative arrangements can be made. The onus is on the rider to notify the Secretary of the Meeting if he has not received a Finishers Award or Trophy that they are entitled to.**

All Cups and Trophies are for Annual Competition and shall remain the property of the Club. Prize Winners are requested to present cheques for payment within six months, or they will become void and the prize forfeited.

8. PROGRAMME OF RACES

Race	Class	Laps	Miles	Race	Class	Laps	Miles
1	250/350 Singles	6	25.50	2 b	*Sidecar Race 2*	4	17.00
2	Sidecar Race 1	4	17.00	6	850 Classic	8	34.00
34678	*Support Race*	6	25.50	7	350 Junior	8	34.00
3	250 Lightweight	6	25.50	8	Superbike	8	34.00
4	500 Senior	8	34.00	9	Camathias Cup Sidecars	4	17.00
5	Junior Superbike	8	34.00				

*SHOULD ENTRIES WARRANT

9. THE COURSE

The Course is 4.25 miles in length and has an average width of 25 feet with right and left hand bends. The road surface is tar macadam. All events will be run in a clockwise direction of the course.

10. TECHNICAL INSPECTION

- (a) Riders are required to produce their protective clothing, helmets, boots and gloves, and identification disc for checking by the Technical Officials at signing-on.
- (b) Before commencing practice each day and for every race all riders shall present their motorcycle to the Technical Officials for preliminary examination as is stipulated in A.C.U. N.S.C.
- (c) After Technical Verification all machines must remain in the park-ferme prior to practising or racing
- (d) For Classic Machines the A.C.U. have granted a waiver for this Meeting of the noise level permitted.
- (e) If competitors have a spare machine for a race (which must be qualified) they must let the Secretary know so that the necessary paperwork can be completed and the Technical Officials informed.

11. PRACTICE

Practising on the Course, which will be closed to the public, will be regulated and supervised by the Club and will be allowed only during the times set out hereunder, and practice when indicated, will be timed to help determine grid positions. Prior to practising all newcomers must complete 3 laps of the circuit. One lap will be after the signing on when the rider/driver will be taken around the course by a Club Official. A further 2 laps for sidecars and solos, who will each set off behind separate Travelling Marshals must be completed to familiarise themselves with the circuit. It is expressly forbidden to overtake the Travelling Marshal on this lap.

FRIDAY MAY 25th (evening)**Timed Practice**

	All Newcomers Familiarisation of Circuit	6-15 p.m. to 6-22 p.m.	
Race 1	250cc/350cc Single Cylinder Classic		6-23 p.m. to 6-35 p.m.
Race 4	500cc Senior Classic		6-45 p.m. to 6-57 p.m.
Race 5	Post Classic Junior		7-15 p.m. to 7-27 p.m.
Race 3	250cc Lightweight Classic		7-37 p.m. to 7-49 p.m.
Race 8	Post Classic Senior		7-59 p.m. to 8-11 p.m.
Race 7	350cc Junior Classic		8-21 p.m. to 8-33 p.m.
Race 6	850cc Classic		8-43 p.m. to 8-55 p.m.
Race 2&9	Sidecar Classic + Camathias Cup		9-05 p.m. to 9-20 p.m.

SATURDAY MAY 26th (afternoon)**Timed Practice**

	Familiarisation of Circuit	12-20 p.m. to 12-27 p.m.	
Race 1&3	250cc Singles and 250cc Lightweight Classic*		12-28 p.m. to 12-40 p.m.
Race 1 & 7	350cc Singles and 350cc Junior Classic*		12-50 p.m. to 1-02 p.m.
Race 2&9	Sidecar Classic + Camathias Cup		1-12 p.m. to 1-26 p.m.
Race 4	500cc Senior Classic		1-44 p.m. to 1-56 p.m.
Race 5	Post Classic Junior		2-06 p.m. to 2-18 p.m.
Race 6	850 Classic		2-28 p.m. to 2-40 p.m.
Race 8	Post Classic Senior		2-50 p.m. to 3-02 p.m.
	<i>*should a rider be entered in both classes</i>	<i>They will be allocated</i>	<i>An extra practice session</i>

unless varied by further instructions which will be announced.

Before commencing each practice every competitor shall present their motorcycle at Technical Control for preliminary examination as is stipulated in A.C.U. N.S.C.

11b QUALIFYING

Practice laps will be recorded only when completed within the times specified. A competitor/driver will not be allowed to start a race unless they have ridden at least four laps of the Course in practice, and a minimum of two practice laps on each machine entered by them one of which must be completed in the qualifying time. As follows:- in a 4 lap Race **130% in a 6 lap race 120% and in a 8 lap race 118%** of the average time of the three fastest riders in the class. (these times are set to avoid too many riders being lapped). A Passenger must qualify by accompanying the driver he intends to race with for at least two laps, (newcomer 4 laps) during the practice periods. Passengers may only race with the driver with whom they have qualified. Under exceptional circumstances, and when a competitor/driver has previous knowledge of the course, permission to race may be granted by the Clerk of the Course.

N.b. The Grid Lists will be published at the Race Office on Sunday Morning before 11 am and be put on the Southern 100 web site www.southern100.com. And our Facebook page

Under exceptional circumstances and with the permission from the Clerk of the Course a competitor may be allowed to practice out of class, or behind a sighting lap for a race, where they must stop at the start line and after the race has started proceed when indicated back to the paddock. Any such laps may be counted as qualifying laps but would NOT BE TIMED to help determine grid positions.

12. METHOD OF START

All Races will be clutch starts.

For all solo races there will be a massed start of up to 32 riders, machines will be lined up in rows according to published grid lists.

For the Sidecar race there will be a massed start of up to 20 riders, machines will be lined up according to published grid lists.

All Races will be started by turning off the red lights, which are situated on Race Control on the right hand side of the circuit. If orange lights are displayed when the red lights are on, this indicates a delayed start, and engines must be stopped.

For all races no mechanic or attendant will be permitted on the grid. Any infringement will result in disqualification.

13. FINISH OF A RACE

The chequered flag will be displayed as the winner crosses the finishing line and will be kept displayed thereafter until the last rider finishes that lap.

Only riders crossing the finishing line within five minutes after the winner, having completed at least two thirds of the total of number of laps for that event will be counted as a finisher.

14. TYRES

Maximum tyre size will be in accordance with CRMC Standing Regulations. The use of slick tyres (including hand-cut) will only be permitted in Race 2,5 8 & 9, in accordance with the standing regulations of the Forgotten Racing Club. Wet weather racing tyre will only be permitted for Sidecars and Post Classic Machines. Tyres should have short stem type valve (on slick tyres) and approved valve caps. All spoked wheels must have inner tubes fitted.

15. NUMBER PLATES

Which must be supplied by the competitor and must conform to the RAL colour table as per the 2018 ACU Handbook

250 Lightweight	350 Junior	500 Senior	850 Classic	Classic Sidecars	Post Classic Jnr	Post Classic Snr	Forgotten Era Sidecars
Green	Blue	Yellow	White	White	Orange	Red	Black

16. FLAG SIGNALS

As per Final Instructions. In the interest of course safety the following apply

(a) Red Flag means immediate stop.

(b) Yellow Flag WAVED imminent danger ahead Rider MUST be prepared to STOP.

Yellow Flag STATIONARY danger ahead riders must slow down there will be no overtaking until the Green Flag is displayed

(c) Green Flag course is clear to be shown after yellow flag

(d) Yellow and Red Striped Flag means lack of adhesion on the track

(e) A Black Flag with Orange Disc along with the rider's number will be displayed on the approach to Ballabeg Hairpin, Cross Four Ways and Castletown Corner where the rider must stop at the corner involved.

(f) A Black Flag along with rider's number will be displayed at the Start, the rider must return to the Paddock and cannot restart

(g) A White Flag with a Diagonal Red Cross (Rain Flag) shown motionless indicates rain or damp conditions causing deterioration of adhesion on this section of the course

17. TRANSPONDERS

Transponders (TranX260) or similar is compulsory for this meeting, please ensure that you let the Secretary know if you require to hire Transponder(s), by filling in the tick box on the Entry Form. The onus is on the Competitors to ensure that their Transponder is charged before each day of competition and is fitted in the approved position, they must not be mounted between the top and bottom yoke of the fork leg.

n.b. Each Machine must have a different transponder.

18. STOPPING A RACE

In the event of a race being stopped prematurely before half distance, it may be restarted or a result declared, at the discretion of the Clerk of the Course. If a race is stopped at half distance or more, a result will be declared.

19. FUEL

Only Fuels approved in the A.C.U. Regulations will be permitted. Refuelling of participating motor-cycles will not be permitted during any race comprising the meeting. Breach of this regulation will entail automatic disqualification

20 OIL CONTAINMENT

It is compulsory that all 4 stroke machines including Sidecars have an oil containment system fitted.

21. GENERAL

(a) If a rider stops for any reason, he must wheel his machine clear of any corner and generally must leave a perfectly clear course for other competitors.

RIDERS SHALL NOT RIDE OR WHEEL THEIR MOTORCYCLE IN A DIRECTION OPPOSITE TO THAT IN WHICH A RACE IS BEING RUN. During the course of an event, a rider may receive assistance only from his mechanic, and only in the defined 'Pit Area'. On the commencement of a race if the rider fails to start his machine, he must pull into the left hand kerb where he may receive the assistance of his mechanic. During the course of a race, outside assistance at any other part of the Course, and by any other person is prohibited. **BREACH OF THIS REGULATION MAY ENTAIL DISQUALIFICATION.**

(b) **RIDERS BRIEFING MEETINGS WILL BE HELD FOR ALL COMPETITORS AT THE SIGNING-ON, ON THURSDAY 24th MAY at Morton Hall at 7-00pm to 9-00pm All local competitors must attend on Thursday.**

ALL RIDERS MUST ATTEND A BRIEFING MEETING BEFORE BEING PERMITTED TO PRACTICE.

n.b. Any Competitors who are unable to get to the Island for the briefing meetings, must inform the Secretary of the Meeting so that an alternative briefing meeting can be arranged.

(c) Medical Certificates will not be required, but the Club may require any rider or passenger to undergo a medical examination by a Doctor or Medical Board.

(d) The Club reserves the right to measure any machine at the competitors' expense.

By order of the Committee, Southern 100 Motorcycle Racing Ltd.,

**George Peach, Secretary of the Meeting, Ellerslie, Malew Street, Castletown,
Isle of Man IM9 1LT Phone (01624-822546) Mobile 07624 471301**

IMPORTANT NOTICE - INSURANCE

No racing motorcycle may be driven on the open roads at any time, unless the person driving such a motorcycle is covered by insurance in accordance with the requirements of the Isle of Man Road Traffic Acts. Drivers using racing motorcycles not covered for insurance for ordinary road use, who wish to ride their machines to and from the start etc., must ensure that they arrange the necessary insurance cover themselves.

Any competitor who finds himself stopped around the course should be aware that once the roads are officially opened they must not ride their machine on the roads unless covered by their own insurance.

Third Party and Personal Accident Insurance (as stated in the ACU Handbook, no weekly benefits) during the races and official practices are included in the entry fee.

APPENDIX**ELIGIBILITY SPECIFICATION FOR CLASSIC RACE MACHINES**

Where a current CRMC registration certificate exists for a motorcycle, the details should be supplied with the entry form. Machines raced in Europe and manufactured during:

- i) 1st January 1945 to 31st December 1972 for four strokes
- ii) 1st January 1945 to 31st December 1967 for two strokes

Suitable solo racing motorcycles are those built primarily or exclusively for TT and Grand Prix racing, whether as one off works machines, or limited or series production racers, e.g. Norton Manx, Matchless G45/G50, AJS 7R, Velocette KTT, Aermacchi etc. It also includes specialist limited series Grand Prix chassis produced to accommodate specific Grand Prix racing engines e.g. G50 Matchless, Drixton Aermacchi etc. Such machines would be expected to retain substantially original appearance, although reasonable modifications may be permitted/required.

All components used must be of a type available prior to 31st December 1972 for four strokes and 31st December 1967 for two strokes, with the exception that Amal MkII carburettors may also be used. Power jet carburettors will not be permitted. Brakes must be drum or disc for 4 strokes, only drum brakes may be used for two strokes. Floating discs, 4 piston calipers and adjustable master cylinders will not be permitted.

Priority will be accorded to machines detailed above, but short circuits specials will be considered on their merits. These include machines built and developed for and in the course of short circuit racing, using genuine racing motorcycle or sports

production motorcycle as a basis. In the case of the former, this would include such machines as the McIntyre Matchless or Arter Matchless. Examples of the latter would be a BSA Gold Star fitted with factory race components or a Camp Ducati, which was a roadster, race kitted by the Concessionaire and supplied as a racer. These types of machine will only be considered if they can be shown to have a positive connection with racing on the Isle of Man.

Motorcycles with more than 3 cylinders will only be permitted by special arrangements with the organisers
Sidecars must comply with the ACU standing regulations. To be eligible, they must be of the 'front exit' type construction. Specific attention is drawn to engine eligibility, as follows.

i) 1st January 1945 to 31st December 1972 for four strokes

ii) 1st January 1945 to 31st December 1967 for two strokes

In all cases, the onus is on the rider or entrant to prove eligibility if required
General Preparation must be in accordance with A.C.U. standing regulations.

Post Classic Senior Superbike Class

- Up to 1300cc, air-cooled 4-stroke Machines Pre- 31/12/1986

- Up to 1300cc, liquid cooled 4-stroke Machines Pre- 31/12/1986

- Up to 750cc 4-stroke, 4 cylinder Machines Pre 31/12/1992

- Up to 1000cc 4-stroke, 2 and 3 cylinder Machines and Norton rotary-engined machines Pre- 31/12/1992

- 351cc - 750cc 2 stroke Machines Pre- 31/12/1992

- Up to 750cc 4 stroke, 2 cylinder Machines Pre- 31/12/1986

Engines may be rebored but no more than 2mm+(0.080") if the actual capacity would then exceed the capacity class size-

Post Classic Junior Superbike Class

Up to 250cc, twin cylinder 2 Stroke race machines manufactured 01/01/1993 – 31/12/2004 -

126cc -350cc 2 Stroke Machines Pre- 31/12/1993

126-250cc Grand Prix Factory Bikes Steel frame or period aluminium frame, and brakes, any wheels, cut off date 31st December 1985.

126-250cc Standard frames. Standard fairings, No airboxes. Any brakes, Cut off date 31st December 1992.

251-350cc Steel frame, and brakes, any wheels, cut of date 31st December 1985.

Up to 600cc 4 stroke, 4 cylinder Machines Pre 31/12/1986

The general eligibility is that machines are to be manufactured before 31st December 1985 or manufactured in subsequent years without substantial alterations,

Manufacturers may also incorporate components of a type manufactured before 31st December 1985 or manufactured after that date without substantial alteration.

In particular, and with reference to each machine

Wheels must be of a size available as at 31st December 1985

Suspension systems must be of a type available as at 31st December 1985 (Subject to the replacement of shock absorbers)

Forks must be of a type available as at 31st December 1985

Engines must be of a type available as at 31st December 1985 (with those manufactured after 31st December 1984 restricted to original capacity)

Carburettors must be of a type available as at 31st December 1985

Frames and swinging arms must be of a type available as at 31st December 1985

Except for two strokes under 350cc where there is no restriction on either brakes or wheels.

250 Grand Prix factory machines manufactured before 31st December 1985 are restricted to steel or period frames, whilst

250cc machines manufactured before December 1992 are restricted to standard frames and are not permitted to use airboxes.

There are no restrictions regarding exhaust or braking systems.

POST CLASSIC SIDECARS- will be run under the FSRA Post Classic Sidecar Rules

Chassis should be tubular or box section steel construction in keeping with the cut off date of 1981, with the exception of bona-fide "copies" in which case it is on the owner of the machine to prove to the FSRA the machine validity.

The Chassis should be of conventional design.

No long wheelbase sidecars.

The engine should be situated in the front of the driver and on line between the front and rear wheels.

Wheels may be of 10" 12" 13" or 16" both slick and threaded tyres are eligible.

Streamlining must be of an appearance in keeping with the period.

ENGINES

Twin Cylinder engines that started production by 1984 may be up to 1300cc four strokes.

Period 1 Multi cylinder engines and car derived engines may be up to 1300 cc two or four stroke of s type that started production by 1978 e.g. GS1000, Z1000. TZ750S etc.

Period 2 Multi cylinder and car derived engines may be up to 1300cc for strokes of a type that started production by 1984. e.g. GSX, GPZs etc.

The Club reserves the right to refuse an entry or to forbid the use of any particular machine which the Club considers not to be in the spirit of the event (see regulation