

ROAD RACING REGULATIONS

A. INTRODUCTION

In the spirit of the following text, any modifications must improve the safe and reliable aspect of the machine, but not so as to loose sight of the machines originality. In essence over modification is not acceptable.

It is accepted that as a proud owner of a racing machine you will not have a great choice of modifications. However, if your machine is already based on a roar machine, it will be certainly easier to accept improvement. On the other hand, older machines, more than 50 years old, could cause problems.

With all this in mind, any modifications and improvements must be in keeping with presentation right, as well as the safety of our machines. We involve ourselves in competition with the aim of giving pleasure and a show to the public, who often knows more about the classic machines than we, give then credit for. The regulation that follow are little constaining but do not pose any insurmountable problems. It is important that each competitor respects, understands and respects the regulations in the true spirit of the competition.

If however a competitor presents a machine to the scrutinizers that is outside of the regulations he will be refused permission to compete. In addition , if any machine outside of the different racing categories is presented, right of admission will be decided by the organizers.

B. GENERALITIES

B.1. All machine engaged in competition must conform to all technical requirements and regulations, in particular those concerning safety.

B.2. In the case of argument, ambiguity and no conformity to the regulations, the right of admission is reserved.

B.3. After a fall or accident, the competitor must represent his machine for examination to the scrutinizers to assert the safety of said machine after repair, before being allowed to continue racing.

B.4. Please note, proof will be required of newcomers to racing that they have taken part in practice or know the track, either in Belgium or in another country, and understand the disposition and competence required for safe racing.

C. ADMISSION

Capacity/ Category	Date/ Characteristic	Disc/ Number
Vintage	-> 31/12/1949 see specific regulation	Red/White
50cc/Gr1	-> 31/12/1972 see specific regulation	Red/White
50cc/Gr2	-> 31/12/1972 see specific regulation	Red/White
200cc/Gr1	-> 31/12/1972, european bikes	Black/White
200cc/Gr2	-> 31/12/1972, japanese bikes	Black/White
250cc/Gr1	-> 31/12/1972, one cyl. 2Str & 4 Str, 2 cyl. OHV 4Str	Green/White
250cc/Gr2	-> 31/12/1972, other engines	Green/White
350cc/Gr1	-> 31/12/1972, one cyl. 2Str & 4 Str, 2 cyl. OHV 4Str	Blue/White
350cc/Gr2	31/12/1972, other engines see specific regulation	Blue/White
500cc/Gr1	-> 31/12/1972, one cyl. 2Str & 4 Str, 2 cyl. OHV 4Str	Yellow/Black

500cc/Gr2	-> 31/12/1972, other engines	Yellow/Black
750cc	-> 31/12/1972, 4 stroke engines	White/Black
Unlimited	-> 31/12/1972, max. 4Str. 1200cc, 2Str. 750cc	White/Black
Side-car/Gr1	Wheels ≥ 16" Engine max. 750cc 4 Str. 2 valves- > 31/12/1972 see specific regulations	White/Black
Side-car/Gr2	At least ONE wheel ≥ 15" , Engine max. 750cc 4Str. or 500cc 2Str-> 31/12/1972 see specific regulations	White/Black
Side-car Gr3	Wheels < 15" , Engine max. 1300cc 4Str. or 750cc 2Str-> 31/12/1972 see specific regulations	White/Black
Side-car Grand Prix 600cc	All GP sidecar till 31/12/1950 see specific regulations	White/Black
Side-car Grand Prix 500cc	All GP sidecar from 01/01/1951 -> 31/12/1972 see specific regulations	White/Black
Parade	All bikes of special technical value and interest which the owner does not want to register for competition. Before 31/12/1979. See specific regulations	

C.1. All machines will have only 3 number discs, 1 on the front and 2 on each side of the machine. All discs must be fixed securely.

C.2. The discs on the side must be seen clearly with the rider in place. If the discs cannot be seen by the Timekeeper, he will not be able to classify your position.

D. GENERAL REGULATIONS

D.1. THE FRAME

D.1.1. Reinforcement is allowed.

D.1.2. Road machine must have all their road equipment removed.

D.1.3. Fairing are allowed. If absent, a mudguard must be mounted on the front wheel. If present it must be either original equipment or typical of the period. The same applies to the seat and oil/petrol tanks.

D.1.4. Stands must be removed.

D.1.5. The fork can be replaced with an approved model before 31/12/72 and must have period conformance.

D.1.6. The brakes must be drum except for side-car Gr2-Gr3-GP500, 750cc & Unlimited. Their model & conception must be anterior to 31/12/1972.

D.1.7. Shock absorbers : separate reservoirs are not allowed.

D.1.8. Tyres : a free choice is allowed except slicks, cut slicks & rain tyres. Tyres in a poor condition will not be allowed.

Modification to the frame, forks and rear swinging arm for the use of large tyres will not be allowed. All tyres must have a minimum tread of 2.5mm.

D.1.9. All wheels will be of wire construction and have a minimum of 18" diameter. Except for sidecar (**see regulations**).

D.1.10. All wheel nuts and calliper bolts must be wired in either steel, stainless steel or copper alloy.

D.1.11. All hand levers must be ball end type for safety reasons and secured tightly. The twistgrip or lever must be self closing.

D.1.12. The handle bars must be securely fixed and the ends completely plugged.

D.1.13. Front fork in 'stop-block' position, a hand with glove must be free of contact with petrol tank & fairing.

D.1.14. The foot rests, brake pedals and the gear selector pedal must have all sharp edges removed and if tubular, the ends must be plugged. Brake shafts & chain adjusters are protected by a plastic pipe.

D.1.15. There must be **normal acceptable play** in the steering column, rear arms, wheel bearings and mountings.

D.1.16. Brake cables must be in perfect condition and of the correct dimensions. Cables using nipples must be equipped with double nipples.

D.1.17. Wire wheels must have the correct spokes without play and with none missing.

D.1.18. Batteries must be secure and protected from sharp objects to avoid spillage and short circuit.

D.1.19. A plate covering & protecting the intersection point chain/rear cogwheel must be installed.

D.1.20. In general, it goes without saying that other parts such as the seat, the exhaust, the tanks etc... must be securely fixed using the correct fasteners.

Any parts deemed to be dangerous or creating an unnecessary risk in the opinion of scrutinizers will put the machine in the category of non-conformance and therefore ineligible to race.

D.2. ENGINE AND GEARBOX

D.2.1. Must be conform to the period of manufacture of machine.

D.2.2. There is free choice of internal components.

Externally, all parts must conform to the period of the machine.

D.2.3. It is acceptable to convert the gear selector from hand to foot operation.

D.2.4. Carburetors must conform to the period of the machine. Amal MK2 and Smoothbore authorized on side-car Gr2-Gr3-GP500, 750cc & Unlimited. Carburetors with accelerator pump are forbidden up to 500Gr1 & SC Gr1.

D.2.5. All filler and drain plugs including feed pipes must be secured by pipe in either steel, stainless steel or copper alloy.

D.2.6. All breather pipes must go themselves into an unbreakable container of no less than 250cc (500cc FMB) fixed securely in a vertical position and must be self venting through a small hole in the top.

D.2.7. Normal oil loss through leaks etc... must be absorbed by some sort of sponge felt or other and must not be allowed to drip on the track, tyres or brakes.

D.2.8. The bore/stroke specifications must be indelibly written on the engine.

D.3. TRANSMISSION

D.3.1. Primary transmissions must be covered with a chain guard.

D.3.2. Belt drive is acceptable.

D.4. IGNITION

D.4.1. No restrictions

D.5. EQUIPEMENT

D.5.1. Competitors personal equipment will consist of the following **mandatory** items :

D.5.1.1. A **one piece** combination leather suit.

D.5.1.2. A contemporary and homologated **integral monoblock** helmet conform to FIM legislation.

D.5.1.3. Leather boots and gloves.

D.5.1.4. A dorsal protection is **obligatory**.

D.5.2. Fluorescent or vivid bright colours are not allowed.

D.5.3. The joins between gloves and sleeves and boots and legs should be such as that when the normal racing position is adopted, no skin can be seen or is exposed.

D.5.4. Helmets must be in good condition without signs of damage or repair.

D.6. TECHNICAL CONTROL

D.6.1. Each competitor must join the scrutiny wearing his **COMPLETE equipment**.

D.6.2. The scrutinizers will be available for inspection in a well defined place in the paddock, notified in advance. In an effort to reduce delay and inconvenience to both the scrutinizers and competitors, you will present yourself for inspection in due time. Irritating as this maybe, these measures are designed for your safety and the safety of others.

D.6.3. SC equipped with fairing must be presented at the scrutiny with the fairing token off. It will be correctly placed & fixed during the scrutiny to allow a fastening control

D.7. TECHNICAL DOCUMENTS

D.7.1. All bikes & SC have to be presented at the conformance control

D.7.2. The conformance control happens at the same location, but just before the scrutiny

D.7.3. Technical certificates of conformance will be in your possession when subscribing to the club or if asking for it by the secretary. It allows a priority passing through the scrutiny

D.7.4. Three photos of your machine must be supplied showing the machine from different angles and detail without fairings to prove conformance.

D.7.5. The 1st certificate of conformance will be charged of 10€.(free of charge for CRMB members)

D.7.6. Further modifications or supplementary machines requiring a certificate will charged 10€.

D.7.7. When joining the club, each competitor will give the club secretary details of his date of birth and blood group.

D.7.8. The CRMC, VFV and IHRO certificates are admitted.

D.8. SOUND LEVEL

D.8.1. Max 105dB. A sound level meter is available to those members wishing to take advantage of this facility to bring sound level within the conformance agreed.

D.9. CLASSIFICATION

D.9.1. Points distribution:

1. 25pt, 2. 20, 3. 16, 4. 13, 5. 11, 6. 10, 7. 9, 8. 8, 9. 7, 10. 6, 11. 5, 12. 4, 13. 3, 14. 2, 15. 1

D.9.2. A club championship will be run through the year.

D.9.3. To enter in the championship, a participant must take part in a minimum of 3 events.

E. SPECIFIC CATEGORY REGULATIONS

E.1. BMW MOTORS

E.1.1. The models to and included serial 7 are tolerated.

Forbidden : head with 4 valves (exc. Apfelbeck), carburettors diam >42mm.

E.2. SIDECARS

E.2.1. **Sidecar Gr1**: bike wheels $\geq 16"$, disc brakes forbidden, sidecar's wheel tire max. 4" wide, cubic capacity max. 750cc 4St 2 valves, max. carburettors diam. 36mm, sitter position. Vincent 1000cc engines allowed

Sidecar Gr2: at least one wheel $\geq 15"$, disc brakes allowed, cubic capacity max. 750cc 4 St. or 500cc 2 St., max. carburettors diam. 36mm for 4St. or 34mm for 2 St. Vincent 1000cc engines allowed

Sidecar Gr3: wheels < 15", cubic capacity max. 1300cc 4 St. or 750cc 2 St.

E.2.2. **Hydraulic braking system of sidecar Gr3** must have twin master cylinders. One master cylinder must operate calliper on the rear and sidecar wheel. The other master cylinder must operate the front wheel calliper. The hand operator brake lever must command a second front wheel calliper.

E.2.3. The tandem system is allowed.

E.2.4. The nuts or bolts on the top of each fork must be thoroughly secured with a split or with iron, stainless steel or brass wire.

E.2.5. The nuts or bolts at the bottom of each fork must be either, wired as above, welded on or fitted with a suitable pin.

E.2.6. The ignition cut out switch **must be** of the "outboard" type.

E.2.7. Passenger boots must cover the ankle and give adequate protection.

E.2.8. Maximum width of wheels is 5.5" or 145mm in accordance to the manufacturer's marking on the tyre.

E.2.9. For sidecar with cardan transmission, a mechanical protection of the cardan/gearbox connection must be present. The seat/kneeler unit is accepted as protection

E.3. 50CC

E.3.1. No reed valves.

E.3.2. Wheel diameter must conform to a minimum of 17".

E.3.3. The expansion chamber must have an original aspect.

E.3.4. **Category Gr1**. Interdiction of rotary valve, monoshock, disk brakes, radiator in nose of fairing. If fitted a fairing must have round nose & belly.

E.3.5. **Category Gr2**. As above Gr1, except rotary valve obliged

E.4. Vintage

E.4.1. Bikes from the beginning till 31/12/1949, plunger rear suspension allowed, girder front fork . Telescopic front fork corresponding to the period allowed if proved by technical file. Ceriani GP or equivalent forbidden.

E.5. 350 Gr2

E.5.1. Yamaha 350 TZ water cooled allowed. Max. carburettors diam. 34mm. Powerjet forbidden.

E.6. PARADE CATEGORY

E.6.1. The central and/or lateral foot should be thoroughly attached or removed.

E.6.2. The headlight, rear light and direction lights should be removed or covered with masking tape.

E.6.3. No unreasonable loss of lubricant or gasoline. All filler and drain plugs including feed pipes must be secured by pipe in either steel, stainless steel, copper alloy or some silicone

E.6.4. No missing or broken spokes.

E.6.5. All parts must be in good conditions and firmly fixed.

E.6.6. All hazardous assembling may result into non-conformity of the bike.

E.6.7. Equipment

E.6.7.1. A combination leather suit (preferably in one piece).

E.6.7.2. A ratified integral (preferably monoblock) and conform to FIM legislation.

E.6.7.3. Leather gloves and boots or high shoes.

E.6.7.4. Dorsal protection is advised

E.6.8. A motorbike registered in Regularity can not, with the same pilot & during the same meeting, be also registered in a race category.

F. FLAGS

In accordance with the sport regulation of Belgian Motorcycle Federation