

4rd BELGIAN CLASSIC TT GEDINNE 29-30 august 2009

SUPPLEMENTARY REGULATIONS

Art. 01 – Definition

The C.R.M.B. (Classic Racing Motorcycle Belgium, www.crm.b.e) will organize on 29 & 30 August 2009 a classic motorbike meeting with FMB championship races and IHRO races. These races are open to Belgian and foreign riders. The meeting will be held under the international FIM (Fédération Internationale de Motocyclisme) sport code, the European UEM (Union Européenne de Motocyclisme) sport code, the national FMB (Fédération Motocycliste de Belgique) sport code, the IHRO (International Historic Racing Organisation) sport code and the present supplementary regulations.

The clerk of course, in agreement with the organiser, can exceptionally modify the regulations. Modifications will be noticed to the riders before practice sessions or before the races.

These regulations are published in French, Dutch and English. In case of doubt regarding interpretation, the French version will prevail.

Art. 02 – Track

Track of Gedinne, length: 5050m. Races will run clockwise.

Art. 03 – Track capacity

Practices: Class 1: 48 motorcycles

Class 2 to 5 & class 9: 45 motorcycles

Class 6 & 7: 30 sidecars

Races: Class 1: 45 motorcycles

Class 2 to 5 & class 9: 42 motorcycles

Class 6 & 7: 26 sidecars

Parade: 60 motorcycles

Art. 04 – Licences (see 'Règlement Classic Bike' FMB-BMB : www.fmb-bmb.be)

A licence is requested for each category, also in de 'Parade'.

You have 3 possibilities :

- Yearly FMB national or international licence Classic Bike
- The classic bike licence of your national federation **with start permission of your federation**
- A 'One event' licence will be available at the race secretary (55€ including insurance for repatriation). A medical certificate, delivered by a doctor approved by your motorcycle's federation, is requested for your second participation with a 'one event' licence (*contact FMWB : +32/(0)2/736.87.07*)

Art. 05 – Technical regulation, equipment & classes

For IHRO races : see IHRO regulations.

The side car Post Classic category is allowed, but subject to free places on the starting grids in the sidecar categories.

N.B. : THE AUTHENTICS

See REGLEMENT CLASSIC BIKE 2009 "LANSDOWNE" class F.M.B. – B.M.B. This class is reserved for 350cc and 500cc pré-1963 real competition bikes or for replicas with identical technical specifications as the original ones and for some CLUBMAN BIKES up to 1965 (see F.M.B. rgs for Classic Bikes 2009 LANSDOWNE). Japanese bikes are not allowed. The AUTHENTICS 350cc will ride together with the 350Gr1 and the AUTHENTICS 500cc with the 500Gr1. Race numbers & plate colours are identical to those used in 350-500 Gr1, but preceded by the letter A. A separate classification will be allocated.

See 'Règlement Classic Bike' 2009 from the FMB: www.fmb-bmb.be

Cap./Categ.	Characteristics	Backgr./N°	Class
Vintage	--> 31/12/1949, see Spec.Tech. Classic Bike	Red/white	1
50cc Gr.1	--> 31/12/1972, no rotary valve, see Spec.Tech. Classic Bike	Red/white	
50cc Gr.2	--> 31/12/1972, rotary valve obliged, see Spec.Tech. Classic Bike	Red/white	
200cc Gr.1	--> 31/12/1972, European makes	Black/white	
200cc Gr.2	--> 31/12/1972, Japanese makes	Black/white	
250cc Gr.1	--> 31/12/1972, mono-cyl. 2Str & 4Str, bi-cylinder 4Str OHV (rocker)	Green/white	2
250cc Gr.2	--> 31/12/1972, other engine type	Green/white	
350cc Gr.1	--> 31/12/1972, mono-cyl. 2Str & 4Str, bi-cylinder 4Str OHV (rocker)	Blue/white	3
350cc Gr.2	--> 31/12/1972, other engine type, see Spec.Tech. Classic Bike	Blue/white	
500cc Gr.1	--> 31/12/1972, mono-cyl. 2Str & 4Str, bi-cylinder 4Str OHV (rocker)	Yellow/black	4
500cc Gr.2	--> 31/12/1972, other engine type	Yellow/black	
750cc	--> 31/12/1972, 4 Str. engine	White/Black	5
Side-car Gr1	See Spécifications Techniques Classic Bike	White/black	6
Side-car Gr2	See Spécifications Techniques Classic Bike	White/black	
Side-car GP600	--> 31/12/1950, See Spécifications Techniques Classic Bike	White/black	
Side-car GP500	01/01/1951 --> 31/12/1972, See Spécifications Techniques Classic Bike	White/black	
Side-car Gr3	See Spécifications Techniques Classic Bike	White/black	
Side-car Post Classic	--> 31/12/1982, See Spécifications Techniques Classic Bike	White/black	7
Unlimited	--> 31/12/1972, max. cylinder capacity : 4 Str. engine 1200cc, 2 Str. : 750cc	White/Black	
The Authentics	See Spécifications Techniques Classic Bike	A + Idem 350/500	
Parade	All bikes of special technical value and historical interest which the owner does not want to register for competition. Before 31/12/1979. See 'Spécifications Techniques Classic Bike' (02.6). Only the representatives of the 'Commission Technique Classic Bike' FMB, in accordance with the clerk of course, are allowed to give an eventual dispensation to other bikes.		

Art. 06 – Category 'PARADE'

A 'Parade' category as described in the 'Règlement Classic Bike' 2009 from the FMB is included in the program. That category's specific regulation will be STRICTLY applied

The 'Parade' category is not a race; there is NOT ANY COMPETITION SPIRIT IN THIS CATEGORY. Any behaviour (agressivity, irresponsibility ...) who wouldn't correspond to this way of thinking will be punished by a meeting exclusion of the pilot.

Art. 07 – Class 8 : category Post Classic 2 Stroke

The class 8 of the Belgian FMB Classic Bike championship is **not** invited in the program of the Belgian Classic TT 2009. The CRMB proposes, under the same entry conditions as the other solo bikes, a **RACE THAT IS NOT PART OF THE FMB BELGIAN CLASSIC BIKE CHAMPIONSHIP** for the bikes of the category Post Classic 2 Str. Gr1, 2 & 3 (see Règl Techn. Classic Bike FMB 2009). Only one general classification (Gr1, 2 & 3) will be done. This race will be grouped with the classes 5 & 9 of the FMB Classic Bike championship. The Post Classic 2 Str. bikes will be accepted at the start depending of the place availability on the starting grid. Priority is given to the classes that attribute points for the Belgian Classic Bike championship 2009.

Art. 08 – Entries

Entry fees amount are: 70€ for Vintage-50cc, 80€ for sidecars Gr1 & GP600, 120€ for other solos & Parades, 130€ for other sidecars.

A second bike or a second class is charged 70€, any additional one: 40€.

A reduction of 10€ is granted to CRMB members

The entry form will be sent back, **before 10 August 2009**, to:

CAMPION YVES
RUE DOCTEUR ELIE LAMBOTTE 243
BE-1030 BRUXELLES
BELGIQUE

(E-mail: belgianclassictt@crmb.be ; téléphone: +32/(0)2/425.89.91)

Payment only by bank transfer on account from :

(No cheque)

C.R.M.B., rue Docteur Elie Lambotte, 243 BE-1030 Bruxelles

IBAN code : BE 67 0682 1669 4387

SWIFT code : GK CC BE BB

Communication: Belgian Classic TT 2009 (pilot's name+ category)

Bank address :

Agence DEXIA, Grand'Rue 17, BE-7640 Antoing , Belgium

Committee can refuse entry if the class is full.

Confirmation will be send around the 01/08/2009 by e-mail only and if the document is correctly filled.

Send a picture of the bike or sidecar with your entry form.

It is the responsibility of the pilot and/or the owner of the motorcycle to present a bike corresponding to the eligibility regulations on pain of meeting exclusion without any registration fees refund.

Art. 09 – Access to the track & administrative control

Drivers and mechanics have to collect their passes as follow:

Friday 28/08/2009 from 14h00 to 21h00 at the race office on the track

Saturday 29/08/2009 from 7h00 to 12h00 at the race office on the track

Administrative control (licence) is absolutely necessary for all riders before technical verifications. It will take place at the race office on the track Friday from 14h00 to 19h00 and Saturday from 8h00 to 12h00.

The circuit will be closed on Saturday and Sunday from 7h00.

Art. 10 – ‘New Comer’ Pilot

It is insistently recommended to ‘new comer’ pilots (without at least one complete season experience in a similar championship) to wear a security jacket (green or yellow) above their leather equipment.

Art. 11 – Paddock

The paddocks will be open from Thursday 27 august at 8h00 till Tuesday 1 September 9h00

Art. 12 – Technical scrutiny & eligibility

Those controls (bike and equipment) are obligatory.

Open on : Friday 28/08/2009 : 14h00 - 20h00

Saturday & Sunday 29-30/08/2009 at least one hour before the practice.

Art. 13 – Insurance

The C.R.M.B. has contracted an insurance which covers the public liability of the riders in case of an accident during the event (practice sessions and races)

Art. 14 – Time-keeping

During the practices & the races we will use AMB transponders for the time-keeping.

It will be possible to rent (15€) such a transponder on the track (at the time-keeping college of the FMB).

If you have your own AMB transponder, be sure he's perfectly working and correctly loaded.

Art. 15 – Timetable

Saturday 29/08/2009 and Sunday 30/08/2009

8h00 : practices

13h00 : races

Races : 6 laps except for Class 1 (Vintage-50cc-200cc) : 5 laps

Parade : series of 15'

Art. 16 – Podiums

Saturday 29 and Sunday 30 August.

The 3 best riders of each category will be rewarded.

Art. 17 – Anti doping control

All riders & passengers can be submitted to an anti-doping and alcohol level control on 29-30/08/2009

Art. 18 – Particular cases

Particular cases will be solved by the clerk of course in agreement with the organizer.

Art. 19 – Officials F.M.B.

Clerk of the course: Marc Mouton

Race director: Willy Vanwoensel

Chief technical steward: Damien Périlleux

Chief time keeper:

Environmental officers:

Art. 20 – Officials C.R.M.B.

Chairman: Jean-Pierre Capel (tel. : +32/(0)472/322716 or capelracing@yahoo.fr)

Organisation official: Yves Champion (tel: +32/(0)2/425.89.91 or belgianclassictt@crmb.be)

Race office : Yves Champion – Miguël Parrent – Marc Parfait

Art. 21 – Security & environment

Keep your dogs on a lead. The use of mini-bikes, scooters and moppets is forbidden in the paddock. The use of a special environmental carpet on permeable soil is obligatory (possible to buy it in the paddock). There are special containers for used oils, filters... Please use waste bags.

Approved by FMB,
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