

Classic, Vintage & Modern Racing Club Ltd

Rubis International Motoring Festival 2024

Westmount Hillclimb, 1st & 2nd June 2024

Motorcycles Supplementary Regulations

Announcement

The Classic Vintage & Modern Racing club of Jersey Limited. Herewith referred to as the Organisers, will promote restricted Hill Climb on Westmount, St Helier 2-day event. 1st & 2nd June 2024. The length of the course is 637 meters with a sealed tarmac surface. Start time 09.00 to 18.00 hours.

The event will be open to all fully elected members of the organising club, the Jersey Old Motor Club, Vintage Motorcycle Racing Club, JMC & LCC, GMC & LCC, Guernsey Kart & Motor Club. NHAC.

Jurisdiction

The Meeting shall be governed by the National Sporting Code and the Standing Regulations of the ACU. These Supplementary Regulations and Final Instructions for the event and any written instructions that the organiser may issue.

Roads closed for the running of the above listed event, are closed in accordance with the provisions of an order made under the Road Racing (Jersey) Law 1946, as amended. Road Works and Events (JERSEY) Law: Article 50. 2016.

Permit and Track Licences

Track Licence No: 143(B)

Permit No: 203250

Clerk of Course:	Terry Gorvel
Deputy Clerk of Course:	Andy Bellee
Incident Officer:	Anita Buswell
ACU Steward:	Ron Allen
ACU Club Steward Safety Officer:	Andy Bellee
Safeguarding Officer:	Greame Mauger
Competition Secretary:	Anita Buswell
Chief Medical Officer:	Jason Hamon
Snr Technical Off:	Barry Clayden
Chief Timekeeper:	Mike Fleming
Chief Marshal	Alan Crook
Rescue:	Normandie Rescue

The event is part of the 50cc Challenge series and is open to any motorcycle and scooter running as per ACU Library regulations up to 50cc only.

ACU Library Can be found at acu.org.uk as there are no Handbooks being made. You download under Road Race and Track.

Classes

Classes will be made up as follows.

1. Up to 31st December 1967
2. 1st January 1968 = 31st December 1980
3. 1st January 1981 = 31st December 1993
4. 1st January 1994 to date of the event entered.
5. Class 1 and class 2 Side Car vehicles. Classes as per entered vehicles.

A. Road motorcycles. For standard production road bikes, machines must be in road legal condition to enter into this class, i.e. it must be able to be ridden to the event. To stay within the "Spirit of this class" it must have lights, speedometer and horn fitted and working. Indicators may be removed to limit damage in the event of an accident. Tyres must be road legal.

B. Modified motorcycles. For any machine in class A, which has any modifications. Such modifications must be period and tyres must be road legal and a maximum width of WM3. The minimum rim diameter shall be 18 inches.

C. Competition Motorcycles. For any machine which was manufactured solely for competition use, this includes race replicas, as per period specifications. Tyres must have a moulded tread pattern and a maximum width of WM3. The Minimum rim diameter shall be 17 inches. Unless larger or smaller diameter wheels are fitted as standard from manufacture from 1981 to 1993.

The classes will be as follows.

Up to 31st December 1981. As per each class as set out below.

1st January 1981 to 31st December 1993. As per each class as set out below.

1. up to 250cc
2. 251 to 350cc
3. 351 to 500cc
4. 501 to 650cc
5. Over 651cc

MODERN

Modern and Super Moto classes as below made from 1st January 1994 onwards.

1. Up to 125cc
2. Up to 250cc
3. Up to 350cc
4. Up to 500cc
5. Up to 700cc

Above classes must NOT have more than TWO cylinders.

Modern Motorcycles will be arranged into classes.

Multi cylinder two stroke race production machines post 1967 will only be allowed at the organiser's discretion, e.g., TZ's TD's RG500's.

These rules are intended to ensure that machines "look right" for their period. It is not possible to provide an exhaustive list of every machine and a machine may be deemed ineligible if it does not meet the "spirit" of the class. Each machine will be considered on an individual basis.

It is up to the competitor to provide provenance of their machine if required by the organisers. Replicas are eligible but must not **weigh less than 5 Kg of the original** manufactures stated figure.

Technical Regulations

Speed way type bikes are not permitted to enter.

Two stroke competition machines should be fitted with "stinger" type end cans.

All vehicles must be presented with competition numbers fitted as per ACU Library at technical inspection. All number plates to fixed in a professional manner.

Protective clothing must be worn and presented to the technical officer and comply with the ACU Library.

The spinning of rear wheels is only permitted within the designated area. Breach of this rule may result in a penalty of disqualification.

Technical Control

All vehicles must be presented for technical inspection at the time and place in the final instructions, with the required items of safety equipment. Please make sure oil plugs are wired as per 8.12 ACU library.

All vehicles must be in a clean condition with all numbers fixed. Any decals supplied by the organisers must be fixed to the machine and displayed throughout the event.

Any vehicle and rider must report any accident, and if a mechanical failure takes place the machine must be re-examined by the Technical Officer before any further competition is undertaken.

Tyres

As per above classes and ACU Library.

Tyre warmers will be permitted. Indication of use is required on the entry form. All generators to have an RCD fitted. If not fitted with RCD, then they/it will not be permitted to be used.

Fuel

All Fuel containers used at any event must conform to regulation as per the ACU Library and mental containers are preferred.

Competitors who have fuel at an event must also have a Fire Extinguisher of at least 2Kg, this to be near the fuel container.

Environmental Mats are to be used under all Motorcycles. Mat size is 160 X 75 cm each Mat must be able to absorb 1 litre of fluids and not allow passage to the ground.

All Oil and Drain bungs must be wired to stop them from coming undone.

Noise

Noise restrictions will be controlled according to the FIM method. All machines must comply with the general technical regulations of the ACU Standing Regulations.

Practise and Official Runs

Competitors will have a minimum of one, practise run and a minimum of 2, two, official runs further official runs may/will be undertaken until time restraints come into force.

Should a run be terminated due to force majeure or expiry of road closure time then only classes that have been completed will be eligible for their own class awards (IF ANY).

All Competitors will have the opportunity to walk the course freely prior to competition to acquaint themselves with the course.

Disqualification

The organisers reserve the right to disqualify any competitor for breach or any non-conformity of any regulations. The Rider of any vehicle who is not ready to start when called upon to do so, or who does not obey any official or marshal's instructions may be penalised. In the case of disqualification, entry fees will not be returned.

Awards are not presented at these events, however, class records are recorded and kept.

Results

Will be published in accordance with the ACU Library.

Protests

As Per ACU Library.

Start

Vehicles will start by being shown the word GO in green. Should the starting line equipment fail, the start will be by a green flag.

Finish

The finish line will be marked either side of the course by two boards bearing chequered flags. Competitors are required to shut the throttles after these boards, there will be 3, 2, 1 board's and by the number 1 board you will be expected to be doing no more than 10 mph.

Timing

Competitors will start individually, the starting signal will be with a green GO sign and the electronic beam will be triggered, with a timing strut or front wheel.

The timing equipment is a Wasco DT20 Grade E.

Abandonment

The organisers reserve the right to postpone or abandon the meeting for whatever reason. In the event of abandonment or postponement, entry fees shall be returned as follows: Up to 50 % of the entry fee may be retained for administration costs if the event does not start. Once the meeting has commenced all monies will be retained.

Flag Signals

A Green flag will be shown during practise sessions only.

If a RED flag or red lights are displayed, a competing vehicle must stop and await further instructions.

Safety

Safety is paramount and riders are asked to read the ACU Library as to safety clothing and current helmet specifications. You must comply with all safety requests, failure to do so will render you unable to compete.

Insurance

The club undertakes to ensure each competitor, Indemnify him / her against third party claims made arising out of the event competing in both in practise and official runs. Excluding claims by other competitors, entrants, spouse, or mechanic.

The CVMRC and JIMF or its agents will not be held liable for any damage caused to any vehicle/s that are required to be removed from the track during the event.

Interpretation

The Interpretation of these regulations will rest entirely with the Stewards of the meeting, subject to the provisions of the National Sporting Code of the ACU.

Eligibility

Junior Riders aged 16 will be restricted to machines of up to 125 cc. All competitors under the age of 18 must be accompanied by their Parent or Guardian, who must attend signing on and be available for the duration of the event.

It is a club rule that: No rider or driver will be allowed to compete whilst disqualified from holding or obtaining a driving licence in Jersey.

Licences

Competitors must be in position of a competition Licence issued by the ACU valid for these events. Club Membership cards and Competition Licences MUST be shown at signing on and will be inspected.

One day licences will be available to Channel Island & UK Residents under 70 years of age at a cost of £20. Club Membership cards and Driving Licences MUST be shown at signing on and will be inspected.

Entries

Entries will open on publication of these regulations; they will close on the 20th May 2024

All entries must be submitted on the official entry form, these are available on the club website site, Entries to **Competition Secretary; Anita Buswell**

All entries received must be accompanied by the correct monies, entries will not be accepted unless all monies are received by the closing dates.

Late entries may be accepted up to 4 days before the event at the organiser's discretion with a £40 penalty payment.

33% of the entry fee will be retained if cancellation of an entry is received up to 10 days prior to the event.

100% will be retained if the cancellation is made up to and including the event day.

There will be a minimum of 80 entries. Maximum is 110 for both ACU and Motorsport UK competitors.

Shared entries will be accepted at the organisers, discretion.

GDPR

Competitors are reminded that the information submitted, is stored on a computer database, and may be retrieved for future events.

Entry Fees.

Westmount Hillclimb Saturday.	£135.00
Westmount Hillclimb Sunday.	£135.00

Payment by Bacs transfer preferred, banking details will be provided when entry is accepted. Cheques however must be made payable to JIMF.

Late entries will incur an additional fee of £40

Events Format

Full details will be provided in the Final Instructions.

Travel and Accommodation

Should you wish to travel to the island for our events:

Our travel partner is Stewart Barrow. Tel 07797789075. E-Mail: deltaracingltd@gmail.com

Recommended Hotel: Merton Hotel Tel: 0845 800 5555. E-Mail: reservations@mertonhotel.com

Promotional code to use: **529471**

There will be social events planned information will be provided in the finals.

Please be aware that motor racing is a dangerous sport, you are requested to be alert and observe all safety Standards, as laid down within the ACU/ MSUK Library. Also, any instructions given by any officials of the events.