



MOTOR CYCLE UNION OF IRELAND

STANDING REGULATIONS FOR ROAD RACES AND SHORT CIRCUITS AND PRE 1973 CLASSIC RACING

Revised to 9th March 2008

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CHAPTER 1

STANDING REGULATIONS FOR ROAD RACES AND SHORT CIRCUITS

- 1 ANNOUNCEMENT ON OFFICIAL DOCUMENTS.** All Supplementary Regulations, Programmes, Announcements, Entry Forms or other official communications relating to any competition shall give a description of the Competition, whether it is International, National, Restricted or Closed, and shall be conspicuously marked with the words: "Held under the "General Competition Rules and Standing Regulations of the MCUI.", and the Centre concerned (if applicable). In the case of any documents relating to an International Competition, the words shall be: "Held under the International Sporting Code of the F.I.M. and the General Competition Rules, and Standing Regulations of the MCUI", and the Centre concerned (if applicable).

- 2 SUPPLEMENTARY REGULATIONS.** The Supplementary Regulations shall contain the following information together with any other information which the promoters wish to convey to entrants or competitors.
 - (a) Name of Promoters.
 - (b) Name and Title of competition.
 - (c) Name of Centre issuing the Permit, and permit number.
 - (d) Stewards of the meeting and appointing authority.
 - (e) Clerk of the Course and Licence number.
 - (f) Secretary of the meeting, with official address.
 - (g) Date and Venue of the Competition.
 - (h) Statement that Competition is held under the rules set out in 1
 - (i) Type of competition.
 - (j) Persons eligible to compete.
 - (k) Type of vehicle eligible to compete.
 - (l) Awards.
 - (m) Address to which entries are to be sent.
 - (n) Date and time of closing of entry list.
 - (o) Amount of entry fee, and other charges.
 - (p) Maximum and minimum number of entries acceptable.
 - (q) Right of refusal of entry.
 - (r) Time limit for drivers finishing after the winner.
 - (s) Statement regarding issue and wearing of identity discs.
 - (t) Statement as to type of insurance effected by promoter for drivers. Where handicap races are run, either separately, or in conjunction with scratch races, the Supplementary Regulations shall contain the following clause:

DETERMINATION OF PLACING ON HANDICAP. In determining placings on handicap, every driver who is still riding when flagged off the course at the completion of the race, i.e. when the first driver has completed the race distance will, for the purposes of handicap, be regarded as a finisher, provided he has completed not less than 3/4 of the full distance. If the number of laps then covered by the driver is less than full distance, the time taken by him to cover his last completed lap will be added to the time for his completed laps, in respect of each uncompleted lap, and the sum of these rules will be regarded, as the driver's time for the purpose of computing his handicap position only. In addition the type of handicap and method of notification to the driver must be clearly stated.

THE COURSE The following particulars shall be stated in the Supplementary Regulations or the final instructions.

- (a) Length of course.
- (b) Nature of course, and direction of racing.
- (c) Method of warming up.
- (d) Method of starting.
- (e) Order of starting.
- (f) Maximum number of starters permitted.
- (g) Method of practising.
- (h) Method of driver rescue.
- (i) Arrangements for refuelling, if any.

3. ELIGIBILITY. For national competitions both entrants and drivers must hold current EU or National Competition Licences issued by the MCUI, ACU or SACU. Entrants and drivers must hold International Licences for International events.

4. ENTRIES. A closing date will be set for receipt of entries, which shall, in the case of National Road Races, be not less than 14 days before the start of practice. After this date promoters must not accept, nor entrants attempt to obtain an entry

Entry forms accompanied by the correct fees as laid down in the Supplementary Regulations, complete in every detail, and signed by the driver and entrants (if any) shall be forwarded to the Secretary of the Meeting by this date Current competition licence numbers for the driver and entrant must be stated, the statement applied for" not being acceptable.

5. MEDICAL EXAMINATIONS. Every entrant must furnish to the promoters a Medical Certificate in respect of each and every driver nominated by him, or in respect of himself, if the driver.

This certificate shall be on the prescribed form, and furnished at the entrant's expense. No driver will be allowed to start in a competition unless this certificate has been produced. Notwithstanding anything contained in the above, the promoters have the right to call upon any driver to be examined by a doctor appointed by them, and at their expense at any time during a competition.

6. CHANGE OF DRIVER, PASSENGER OR MOTORCYCLE

- (1) It is not permitted to change a driver, passenger, make or capacity of motorcycle, after the start of any competition unless such change is authorised in the Supplementary Regulations.
- (2) Unless specifically prohibited, or otherwise provided for in the Supplementary Regulations, a change of driver, passenger, or the make or capacity of motorcycle may be considered by the Secretary of the Meeting after entries have closed, provided the entrant notifies him in writing at least twenty- four hours before the official starting time of the competition of some good and sufficient reason why,
 - (a) the entered driver, or passenger is unable to take part in any competition on that date, or,
 - (b) the entered motorcycle cannot be produced on that date.

- (3) If the composition of any team is affected by changes as authorised above, the entrant of that team, or his representative, may, up to the official starting time of the competition, replace the driver so affected, by any other entered driver otherwise eligible for the team, including the driver substituted for the original entry, provided always that the Supplementary Regulations do not otherwise provide for alterations for the composition of nominated teams.
 - (4) A change of both driver and make of motorcycle is not permitted unless the authority granting the permit has specifically approved the Supplementary Regulations providing for such changes being made.
 - (5) In the event of a change of rider, the replacement rider **MUST** be allocated a new number.
7. **LEGAL REQUIREMENTS.** Every motorcycle which takes part in a competition on a public road, other than when a road is closed to traffic by virtue of a Road Closing Order, shall comply with all legal requirements.
 8. **POSITIONS OF DRIVER AND PASSENGER.** During a race drivers should adopt a position with their feet on the footrests. If a driver adopts any other position, and this is deemed dangerous, he/she must be excluded by the Clerk of" the Course.

During a race the passenger, if any, must be effectively and continuously carried on the vehicle in the place provided for him/her. He/she may, however leave his/her seat when starting or on the bends of the course and when the motorcycle is stationary. The penalty of a breach of this rule is exclusion.

9. **FALLEN RIDERS AT ROAD RACES.** Once a rider has fallen from his/her machine he/she is not permitted to remount and continue racing. **This regulation does not apply at short circuit events.**
10. **SCRUTINY.** All motorcycles, protective clothing, including boots, gloves and helmets shall be worn by the competitor, and be presented to the official scrutineers prior to the start of practice or racing, to ensure that they are in a safe condition, and comply with the regulations. Machines must be presented with the fuel tank ready for removal, to facilitate inspection of the headstock for cracks, etc.

Any protest against the decision of a scrutineer, must be made immediately to the Clerk of the Course for transmission to the Stewards of the Meeting.

Notwithstanding anything contained in the above, the Clerk of the Course may exclude any machine the construction, or condition of which he deems to be dangerous.

11. **FINAL EXAMINATION OF MACHINES.** Every motorcycle finishing in a competition must, if so required, be submitted for final examination, and any motorcycle may be retained by the promoters for such period, as may be necessary for its examination. Such period shall not be unreasonable.
12. **MEASUREMENT OF ENGINES.** Where it may be necessary for promoters to verify the fact, this shall be done at the cost of the driver. If the measurement is to determine a protest, the party against whom the decision is made shall bear the costs, and the motorcycle may if the engine is found to be outside the category limits, be retained by

16. FLAGS USED TO PROVIDE INFORMATION TO RIDERS – NO FLAG SIGNAL, ALL CLEAR.

Yellow Flag with Red Stripes	Warning of slippery surface. (e.g. oil, rain, dirt, etc.) The adhesion on this section of the track could be affected by any reason. This flag is shown motionless at the flag marshals post.
White Flag	Warning that a non competing vehicle is on circuit. This could be for example an official vehicle such as a safety car, an ambulance, etc.
Yellow Flag with Black Cross	Last Lap flag, this flag is displayed to the rider from the start finish line and indicates that the rider is commencing his/her last racing lap of the circuit.

17. FLAGS USED TO PROVIDE DIRECT INSTRUCTION TO RIDERS – NO FLAG SIGNAL, ALL CLEAR.

Yellow Flag – Held Motionless	The Yellow Flag held motionless is a direct instruction to the rider to Slow Down . Overtaking is Forbidden. Should a rider inadvertently gain a position (ie. A preceding rider slows at a faster rate), once it is safe to do so, (s)he should return to the original position and may raise his/her hand to indicate same.
Yellow Flag – Waved	The Yellow Flag waved is a direct instruction to the rider to Slow Down and Prepare to stop, Overtaking is Forbidden Should a rider inadvertently gain a position (ie. A preceding rider slows at a faster rate), once it is safe to do so, (s)he should return to the original position and may raise his/her hand to indicate same.
* Red Flag	The use of the red flag indicates that Racing has been Stopped. Overtaking is forbidden. Riders shall slow down and may be instructed to return to the starting grid or paddock, as decided by the Clerk of Course (COC). A rider and may raise his/her hand to acknowledge a red flag.
Black Flag	The Black Flag will be displayed motionless with a board displaying a riders race number (usually at start finish line). There is a Serious Problem and the rider must pull off the racing line and stop in a safe position with the utmost care and attention. The Rider must report to the COC.
Chequered Flag	When the leading rider has completed the required number of laps (s)he will be shown the chequered flag by an official standing at the start finish line. The chequered flag will continue to be shown to all subsequent riders. Once a rider receives the chequered flag (s)he must proceed safely to the paddock using the designated route.
National Flag	The national flag may be used to start the race, In the event of the national flag being used you will receive clear instruction from the race starter.

*** RED FLAG:** To be shown on the authority of the Clerk of the Course at designated signalling posts when racing or practice, has been interrupted

18. FALSE START. A false start occurs when a driver under Starter's Orders moves forward from his prescribed position before the signal of start is given.

19. PENALTY FOR FALSE START.

- **Road Races.** In the case of a massed start the driver concerned shall be penalised by the addition of one minute to the time taken by him/her to complete the course.
- **Short Circuits.** In the case of a massed start the driver concerned shall be penalised by the addition of twenty seconds to the time taken by him/her to complete the course.

In the case where the Supplementary Regulations provide, the Clerk of the Course shall have the power to increase the amount of the above penalty, or to impose other penalties within the limits prescribed in such Supplementary Regulations where applicable, any such penalty shall immediately be notified to the depot, or the representative of the driver concerned.

20. FINISH OF A RACE. When the leading driver on the track has completed the designated number of laps or duration for the race, a chequered flag will be displayed as that driver crosses the finish line. The chequered flag will continue to be displayed to the subsequent drivers, until the last driver completes that lap. The onus of completing the required number of laps rests with the driver, but no driver will be allowed to start a fresh lap after the chequered flag has been displayed.

In case of a photo-finish between two, or more, drivers, the decision shall be taken in favour of the driver whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the drivers concerned will be ranked in the order of the best lap time made during the race.

Should for any reason the chequered flag be given before the leading driver completes the scheduled number of laps or duration, the race will be deemed to have finished. If the chequered flag is given to the leader then a result will be drawn accordingly, but if the chequered flag is given to a driver other than the leader then the result will be taken when the leader last crossed the finish line before the signal was given. Should the end of race signal be delayed for any reason, the race will be deemed to have finished when it should have finished and the drivers classified accordingly.

The results will be based on the most number of laps completed in the least time, corrected for group start time differences. To be counted as a finisher in the race and be included in the results a driver must have:

- i) Completed 75% of the number of laps carried out by the winner.
- ii) Crossed the finish line on the race track (not in the pit lane) after the race winner within 5 minutes. The driver (and passenger) must be in control of the machine when taking the chequered flag.

21. STOPPING AND RE-STARTING A RACE If it is necessary to interrupt a race due to an accident or if climatic conditions or some other reason make it hazardous to continue, then a Red Flag will be displayed at the start/finish line and at all designated Red Flag posts. The decision to stop a race can only come from the Clerk of the Course, or in circumstances outside one's control by the next in command. Drivers must immediately stop racing, slow down and return to the pits or as directed by the course marshals.

- A)** If less than three laps have been completed by the leader of the race, then the race will be null and void and a completely new race will be run. The following conditions will apply:
- i) The race will be re-started as quickly as possible, consistent with track conditions allowing.
 - ii) All drivers may re-start.
 - iii) Motorcycles may be repaired or changed.
 - iv) Refuelling is permitted.
 - v) The number of laps or the duration will be the same as the original race where circumstances allow.
 - vi) The grid positions will be as for the original race. The place of any driver unable to take part in the re-start shall be left vacant. Should the number of starters be less than the permitted total number of starters reserves may be allowed to start as prescribed in the Supplementary Regulations.
 - vii) If it is found impossible to re-start the race, then it will be declared cancelled and no points will be awarded towards any championship for which the race counts.
- B)** If three laps or more have been completed by the leader of the race and all other drivers on the same lap as the leader, the results will be calculated as in the principle set out in the following example:

Example of a race consisting of 30 laps:

If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other drivers, on the same lap as the lead driver (i.e. drivers that have not been lapped), have not completed the 9th lap, then the race result will be 8 laps completed, and the second part will consist of 22 laps.

If a Red Flag is shown when the leader and all other drivers, on the same lap as the lead driver (i.e. drivers that have not been lapped), are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 21 laps.

At the time when the red flag is displayed drivers who are not actively competing in the race will not be classified.

- C)** If the results calculated show that less than two-thirds of the original race distance rounded down to the nearest whole number of laps (or two-thirds of the original race duration) have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be considered as the first part of a two part race and the race will be re-started. The following conditions will apply:
- i) The race will be re-started as quickly as possible, consistent with track conditions allowing.
 - ii) Only riders who are on the intermediary placings may re-start.
 - iii) Motorcycles may be repaired or changed.
 - iv) Refuelling is permitted.

- v) The number of laps or the duration of the following race will be the number of laps or duration required to complete the original race distance where circumstances allow.
 - vi) The grid positions will be based on the intermediary placings.
 - vii) The final result of the race will be based on the results of each driver classified in each race added together. Drivers who have completed an identical number of laps will be placed according to the combined time for each race. In case of a tie, the result of the last race will be decisive.
 - viii) If it is found impossible to re-start the race, then the results will count and only half points will be awarded towards any championship for which the race counts.
- D)** If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps (or two-thirds of the original race duration) have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be deemed to have been completed and full points will be awarded towards any championship for which the race counts.
- E)** If the race is interrupted during the last lap, the procedure will be the following:
- i) For all the drivers to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
 - ii) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
 - iii) The complete classification will be established by combining both partial classifications as per the principle of most laps completed in the least time.
- F)** If a race includes more than one class, which may have been started separately, then all classes will be considered as a single race for the purposes of applying paragraphs A, B, C, D & E above.
- 22. OUTSIDE ASSISTANCE.** If a driver receives outside assistance during a race, other than any provided by the organisers for the removal of himself, or his machine from the course in the interests of safety, he shall be excluded from the results.
- 23. FOUL, UNFAIR OR DANGEROUS DRIVING.** The Clerk of the Course shall immediately exclude any driver who, in his opinion, is guilty of any foul, unfair or dangerous driving, either in practice or during the actual race. Deliberate lifting of the front wheel (Wheelieing) by a driver for the purposes of showmanship may result in exclusion, or any other action the Clerk of the Course may feel necessary.
- 24. ALTERATION OF PROGRAMME.** In the event of a race being cancelled due to insufficient entries having been received, the promoters shall have the right to offer the race time and prizes for a race of similar length, for machines in another class or category.

- 25. ABANDONMENT.** The promoters shall have the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone, or abandon any event, or the competition itself, if circumstances should arise which, in their opinion, render such action necessary.
- 26. ADVERTISING.** Advertising may be displayed on a motorcycle, and on the driver's and/or passenger's clothing, and helmet in any competition held under the permit of the MCUI, or a Centre of the MCUI, subject to the following conditions.
- (a) No advertisement shall be displayed within 5cms of any plate or number panel.
 - (b) No advertisement shall be displayed on a driver's or passenger's clothing below the knee
 - (c) The name of the motorcycle and/or sidecar and/or the name of the driver will not be regarded as advertising.
 - (d) Notwithstanding the above conditions the promoters of any competition may, at their sole discretion, prohibit the display of any advertisement, or any particular advertisement, on any motorcycle, or on the clothing or helmet of any driver or passenger.
 - (e) Where advertising, or any particular advertisement, is prohibited, all drivers will be notified at least seven days before the date of the meeting.
 - (f) The MCUI may prohibit the display of any advertisement, which it deems to be offensive, or not in the best interests of the sport.

NOTE: Advertising at International Competitions must be in accordance with provisions of the International Sporting Code.

- 27. INSTRUCTIONS TO DRIVERS.** Any instructions to drivers issued after the Supplementary Regulations have the same force as these Standing Regulations and the Supplementary Regulations.
- 28. PROTESTS.** Every protest shall be in writing, signed by the entrant, or driver, making the protest, clearly specify the matter protested against, which shall refer to a single subject only, and be accompanied by a fee of £25 the protest fee will only be returned if the protest shall be to be justified, or upon a direction by the Stewards of the Meeting, a Centre, or the MCUI.

During a meeting, protests shall be handed to the Clerk of the Course, or his representative, for transmission to the Stewards of the Meeting. At all other times protests shall be addressed to the Secretary of the Meeting for transmission to the Stewards of the Meeting.

A protest, as to the validity of entry, eligibility of entrant, or driver or vehicle, shall be lodged at least twenty-four hours before the start of any National Competition, save when the conditions under which the Competition is held render this impracticable. In such circumstances the protest shall be made with the minimum of delay, and at the latest within half an hour of the conclusion of the competition.

A protest against a decision of a Scrutineer, or of an Official measurement, shall be lodged immediately after the decision. A protest against any mistake, or irregularity, alleged to have occurred during the course of a race must be made within ten minutes of the finish of a race. No protest lodged after this time shall be considered, except with the special permission of the Stewards of the Meeting, who, before admitting a protest, must be satisfied that there has been no unnecessary delay on the part of the protester.

A protest concerning the results of a competition, and any matter not referred to above, shall be lodged within three days of the publication of the detailed results unless for any special reason, of which the Stewards of the Meeting shall be the sole judges, it could not have been lodged within that time. The results of a competition shall be deemed to have been published 24 hours after the date of dispatch to entrants and drivers. Proof of dispatch is to be furnished by the promoters if required.

- 29. INTERPRETATION.** The decision regarding the interpretation of the GCR, these Standing Regulations the Supplementary Regulations, and any Instructions to Drivers, shall rest entirely with the Stewards of the Meeting, whose decision shall be final and binding subject to the provisions of the General Competition Rules.
- 30. DISCLAIMER.** It is a condition of acceptance of entry that the promoters shall not be responsible for any damage to any motorcycle, or its accessories, howsoever caused, nor for the theft of any motorcycle during the meeting.
- 31. LIABILITY FOR DAMAGE.** An entrant shall be liable for any damage caused by himself, his driver, or passenger or any agent, representative or servants, acting on their behalf, during the meeting. The promoters shall be empowered to act as agents for such persons, to agree and pay for any damage, and entrants shall on demand reimburse the promoters for any such sum so paid.
- 32. COMPLIANCE WITH REGULATIONS.** Each and every entrant, driver, and passenger by entering, or being entered or nominated to take part in a competition thereby acknowledges that he will be bound by the General Competition Rules of the MCUI, these Standing Regulations, the Supplementary Regulations for the Competition, and any instructions to Drivers that may be issued, to all of which he undertakes to submit. He also expressly renounces the right to have recourse to any tribunal, or arbitration not provided for in the aforesaid Rules and Regulations.
- 33. MACHINE ELIGIBILITY.** Only purpose built machines are acceptable in Road Races and Short Circuits. Exceptions to this rule will only be permitted if the machine is certified as suitable by the Technical Committee. The decision of the Technical Committee of either Centre or Centres is final.
- 34. WET RACES.** The clerk of course allows riders time for change of tyres. Clerk of Course decision is final.
- 35. NEWCOMERS TO SHORT CIRCUIT RACING.** All newcomers to short circuit racing must complete a training day before being allowed to enter their first race.
- 36. SIGNING ON AT ROAD RACES.** Competitors at all road races are required to 'sign on' only once, this will cover both days racing. Competitors must report to race secretary on race day to receive race permit. If a competitor is not going to compete on race day, they must inform race secretary in writing 30 minutes before road closing time. No exceptions to the above rule.
- 37. COMMON START AT ROAD RACES UNIFORMITY.** Clubs must have the start flag / lights and the finish flag on the same side of the road, so that there can be no confusion with riders. Only Red flag to be used to stop a race prematurely.

- 38. NOISE LEVELS.** All machines must be silenced as per MCUI rules. This includes Classic Bikes. Maximum 105 DBA.
- 39. CHAIN GUARDS.** Compulsory fitting of a chain guard to all machinery from the rear fork (swinging arm) in front of the rear drive sprocket to beyond the lower chain run so that nothing can be caught between the chain and sprocket. Exclusion at scrutineering if not fitted.
- 40. LINE JUDGES.** Each promoting club will have a line judge for both the start and finish of racing.
- 41. ROAD RACING TASK FORCE REGULATIONS.** The following regulations were first approved by the MCUI Inter Centre Conference in 2001 and revised as indicated at Special Conference of the MCUI on 9th March 2008

No	Recommendation/Regulation
Course Improvements	
1	Close Temple Course (Saintfield circuit).
2	Close Leitrim Course.
3	Independent Risk Analysis to be completed every five years.
4	Promoters Risk Assessment to be completed annually.
5	Annual MCUI/Road Service inspection of each course to be completed.
6	Short Term Action List to be implemented following risk assessment.
7	Outstanding issues arising from risk assessments to be incorporated into routine maintenance by Roads Services and utility providers.
8	Safety and medical equipment needs to be identified and resourced.
9	Photographic record of all course furniture to be established and maintained.
10	Speeds to be artificially reduced at potentially dangerous locations as identified by independent risk analysis
11	Additional protective measures to be introduced to potentially dangerous locations - as identified in the risk analysis
12	Preference is for an independent common official to be responsible for safety measures at all courses. (Special Conference 9 th March 2008)
13	Paddock procedures and protocols to be developed.
Rider Improvements	
14	MCUI approved helmets, boots and protective clothing including gloves to be compulsory.
15	Accident-involved helmets to be permanently marked.
16	100% scrutineering for helmets. Zero tolerance to impact damage. (Special Conference 9 th March 2008).
17	Use of back protectors to be highly recommended.
18	Licence system to be reviewed to provide for restrictions, upgrades, and endorsements
19	Coloured jacket system to be strictly enforced for practice only, with riders having the option to wear the jacket during racing. (Special Conference 9 th March 2008)
20	All event organisers to appoint a rider welfare officer reporting to the common official.
21	All riders to be provided with a prohibited substances list and random dope testing to be introduced to all events. All competitors to be bound by the MCUI anti-doping policy, whose policy will determine sanctions imposed.
22	Random alcohol testing to be introduced to all events. Zero tolerance.
23	Compulsory course induction and familiarization to be introduced for all

	Newcomers. (Special Conference 9 th March 2008)
24	Previous evening or day practice to be compulsory for riders and promoters. No practice, no race. Exceptions will only be allowed for reasons of “force majeure” which mean that practice can not be completed on the previous day, such exceptions to be approved by the Stewards of the Meeting”. Reasons for ‘force majeure’ must be genuine, e.g. inclement weather, delays for accidents, etc; but not delays caused by poor course preparation, or poor organisation by the promoter. (Special Conference 9 th March 2008)
25	All riders to have a minimum of 5 laps practice.
26	All riders to have a minimum of one sighting lap.
27	All competitors in their first year in Irish National Road Racing are restricted to support races only, with the exception of year one competitors taking part in the 125cc and 250 cc classes who can take part in the 125cc and 250cc open classes at national races but not in any other open classes. International and Super ‘A’ licenceholders are ineligible to ride in the Support Classes. Exceptions to the above will only be permitted if approved by the MCUI Road Race Commission. (Special Conference 9 th March 2008)
28	Competitors in their second year of Irish Road Racing (National or International) are restricted to a maximum of 3 races per day. (Special Conference 9 th March 2008)
29	No rider to be permitted to enter more than 5 races per day.
30	Slow riders to be flagged off.
31	Rider training packages regarding fitness, mental preparation and riding techniques to be developed.
32	Both centres to provide an annual rider training programme.
33	Pump fuel to be required for all classes. Pump fuel is defined as fuel of maximum of 102 RON. (Special Conference 9 th March 2008)
34	The feasibility of central fuel supplies being made available through the paddocks to be investigated.
35	Establish, via FIM research, some guidelines on tyre usage and practice.
36	Develop best practice guidelines for use of protective safety material (bales etc).
37	Develop best practice guidelines for the design and construction of chicanes and other speed restricting devices.
Official and Marshalling Improvements	
38	Introduce up to 3 common officials.
39	Introduce rider welfare officer at each event.
40	Introduce and train a team of travelling marshals which shall include riders who have been competitive riders within the last 5 years.
41	Establish written guidelines for all officials.
42	Produce a motor cycle road racing marshal’s handbook.
43	Run an annual safety seminar for marshals.
44	Run an annual seminar for clerks of courses and common officials.
45	Establish a small marshal’s focus group.
46	Establish a qualification for, and a database of tutors.
47	Develop a recognised qualification for rider coaches.
48	Require annual training and / or a refresher course for all officials and marshals.
49	Review syllabi content, tutor training and resource material for (a) Clerk of Course training (b) Stewards’ training

	(c) Marshal and flag marshal training (d) Spectator marshal training (e) First aid and medical training
50	Each course and each race to have prescribed maximum number of starters.
51	Novices to have separate starts. (Special Conference 9 th March 2008)
52	The number of classes to be prescribed at all events.
53	Investigate the possibility of establishing helicopter stand-by for all events.
54	Establish an all-Ireland safety commission and require a formal annual report.
55	Establish a small medical and first aid committee.
56	Review and standardise general course instructions.
57	Computerise and extend accident reports.
58	Revise records to include race miles actually ridden per event (and if possible per machine).
59	Design and implement a new entry form.
60	Review first aid management and rewards.
61	Establish a forum or small focus group for:
62	(1) Riders.
63	(2) Stewards.
64	(3) Clerks of the course and common officials.
65	Commission an economic impact study.
66	Review MCU1 structure.
67	Review club structure.

CHAPTER 2

STANDING REGULATIONS FOR PRE 1973 CLASSIC RACING MACHINES

- 1. CATEGORIES.** A machine is categorised by the first year of manufacture, i.e. the chassis is the machine. Should the engine and/or proprietary parts post date the chassis, the age of the machine shall be determined by the engine and/or proprietary parts. Proprietary parts shall mean the brakes, engine, frame, gearbox, front and rear suspension units and wheels. The parts must be of a design that was manufactured and available within the relevant classic period.

The categories shall be as follows:

- (a) British and European four stroke machines up to and including 31st December 1972.
- (b) Japanese four stroke machines with no more than two cylinders up to and including 31st December 1968.
- (c) Japanese two stroke machines up to and including 31st December 1967.
- (d) British and European two stroke machines up to and including 31st December 1968.

- 2. CLASSES**

- (a) 250cc (up to 250cc)
- (b) 350cc (263-350cc)
- (c) 500cc (368-500cc)
- (d) 750cc (526-750cc)
- (e) 1000cc (788-1000cc)

To facilitate rebore, capacity may be enlarged within the following limitations:

- 250cc - by a maximum of 5%
- 350cc - by a maximum of 5%
- 500cc - by a maximum of 5%
- 1000cc - by a maximum of 5%

- 3. ENGINE.** Internal modifications will be permitted at the discretion of the owner. However, the external design of the engine may not be changed unless a similar modification was carried in the period for which the machine is eligible under Rule 1.
- 4. IGNITION.** Any ignition system may be used.
- 5. CARBURETTORS.** The carburettor(s) may be changed.
- 6. BELT DRIVES.** The use of belt drives is permitted.
- 7. FUEL.** As per MCUI rules.
- 8. WHEELS.** The wheels must be of wire spoke construction.
- 9. TYRES.** Slicks or hand-cut slicks are not permitted.
- 10. TANKS/SEATS/FAIRINGS.** These shall be of a style and pattern in use within the period specified for the category of machine as mentioned in Rule 1.

11. **REGISTRATION OF MACHINES.** All machines must be registered with, and approved by, the M.C.U.I. which shall issue a Certificate of Registration in respect of each machine registered.
12. **PRE 1980 MACHINES.** Pre 1980 machines should not be run in the same race at the same time as Classic machines.
13. All 'K' model Honda machines manufactured after the 31st December 1968 will be accepted as a continuation run of the 'K' model.
14. Front forks and/or front wheel can be changed but the exchange units must be of a type available in the period pre-dating 31st December 1968. Any change of frame must be of a design and type manufactured in the period up to, and including, the 31st December 1968 cut off date.
15. All twin or multi cylinder two stroke powered machines above the swept volume of 250cc will be deemed ineligible for classic racing after 1st January 1993.
16. All twin or multi cylinder two stroke powered machines up to, and including the swept volume 250cc.
 - (a) Carburettors and inlet choke dimensions must not exceed a maximum of 30mm.
 - (b) The external appearance of the engine parts/castings must remain as per the manufacturers specification.

Special Dispensation: The 850cc Norton engine will be accepted as a continuation of the 750cc Commando model.

17. The maximum rim sizes allowed on Classic race machines up to, and including, 500cc shall be WM3; over 501cc and up to 1000cc shall be WM4.
18. Riders of Classic machines taking part in a Classic race will have to produce their machine registration card in conjunction with their competition licence and medical certificate when signing on.