



Lord of Lydden & Sidecar Burn Up
20/21 October 2018
Supplementary Regulations

1. TITLE & JURISTITION

The Lord of Lydden and Sidecar Burn Up 2018 are promoted and administered by the Lydden Hill Motorsport Club in accordance with the National Sporting Code and Standing Regulations of the Auto Cycle Union and these Supplementary Regulations, together with any Final Instructions subsequently issued or Official Announcements made. The event status is a European Open event.

STATUS:	EUROPEAN OPEN	ACU PERMIT:	ACU53962	EMN NO:	TBC
VENUE:	LYDDEN HILL	LENGTH:	1.0 MILES	PCL NO:	003
STARTERS:	32 SOLO 20 SIDECAR	DIRECTION:	CLOCKWISE		

2. EVENT OFFICIALS

Clerk of the Course: Fraser Greenroyd (Snr), Lindsay Greenroyd (Dep)
 Chief Steward: Alan Povey
 Chief Marshal: TBC
 Chief Technical Official: Shaun Knox
 Secretary of the Meeting: Josh Bennett
 Timekeepers: Nick Hooper
 Incident Officer: Matt Bennett
 Child Protection Officer: Josh Bennett

3. CLASSES

Class	
Production 400 Open	Open to production based machines of 250 two stroke or 400 four stroke
MZ's	The BMZRC 2018 regulations will apply
Scooters	The 2018 BSSO regulations will apply
Supertwins	Open to all four stoke, twin cylinder machines up to 650cc including up to 820cc air cooled twins.
Open	Open to any motorcycle over 400cc Not open to under 18's
Lord of Lydden	The grid for the Lord of Lydden will be formed over the fastest 28 qualifiers from the Supertwins and Open categories. Not open to under 18's The organisers reserve the right to seed entries for the Lord of Lydden races.
Junior Lord of Lydden	Open to riders between 13 and 18
F1/F2 Sidecars	Open to any F1 or F2 sidecar
Classic Sidecars	Open to any Classic sidecar
Sidecar Burn Up	The grid for the Sidecar Burn Up will be formed from the fastest 20 qualifiers from the F1/F2 Sidecar and the Classic Sidecar categories. The organisers reserve the right to seed entries for the Sidecar Burn Up races.



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4. COMPETITORS ELIGIBILITY

Riders & Passengers – Open to Riders and Passengers who hold a current ACU, SACU, MCUI or FIM Europe Federation Competition Licence (any competitor who for what ever reason, fails to produce a current competition licence, will only be allowed to take part in the competition at the discretion of the Stewards of the Meeting).

Riders are responsible for declaring their eligibility to ride a specific type and size of machine at a given age on the event entry form as following current ACU Licence Grade & Age regulations in force at the time of the event.

For general eligibility by bike type & capacity vs. age see the 2018 ACU Handbook or the licence information at www.acu.org.uk

NOTE: Any junior riders must be accompanied by a parent or guardian throughout the event.

The organisers undertake to insure each rider and passenger, indemnifying him/her against any third-party claim, arising out of the races or official practice excluding claims by other riders, entrants, sponsors or mechanics. Competitors with licences issued by an FMN other than ACU / SACU, must produce a 'start permission' and proof of insurance from their own FMN (this includes MCUI licence holders).

5. ENTRIES

The official entry form must be fully completed (on paper) and submitted to the Secretary of the

Meeting: Josh Bennett
Lydden Hill Motorsport Club
Wootton
Nr Canterbury
Kent
CT4 6ET

The entry fee for the event will be as detailed on the official event entry form.

Cheques, if applying by post, must be made payable to Lydden Hill Motorsport Club.

Any entry received after the closing date may be subject to a late entry fee of £20.

Entries open upon publication of these regulations and close on the 5th October 2018

6. PROGRAMME

A provisional schedule will be made available in advance of the event and be circulated to competitors with the Final Instructions for the event.

All classes will have two races on Saturday and one on Sunday, all races will be run over a minimum of 6 laps and a maximum of 10 laps. The exception to this being the Lord of Lydden & Sidecar Burn Up races on Sunday which will run over a maximum of 15 laps.



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Should any race be stopped section 10 of the ACU Road Racing regulations will apply when deciding on restart lengths.

7. AWARDS

Trophies will be awarded to the first three finishers in each race. Classes of 6 riders or less will receive a first place award only. Prize money is not included in any class, the organisers reserve the right to add prize money to any class if a sponsor chooses to incorporate such within any sponsorship.

8. TECHNICAL INSPECTION

Unless otherwise stated, technical inspection will take place from 07:30 in the morning of the event. Machines will be checked for eligibility and the competitors clothing and helmets will be examined, competitors must be present. In the case of competitors aged under 18 their parent or guardian must be present throughout the technical inspection process. It is the competitors responsibility to ensure his/her machine complies with the regulations and is safe for competition. However, a technical official may refuse to verify a machine on grounds of eligibility, lack of cleanliness or safety.

Transponders – An AMB TranX260 or X2 rechargeable or direct wired transponder is required to be fitted to the machine in charged and operating condition at technical inspection.

Rain Light – All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Control. The team must ensure the light is switched on whenever a rain tyre is fitted to the motorcycle and/or when any practice or race is declared “wet” by Race Control.

Lights must comply with the following:

- a) Lighting direction must be parallel to the machined centre line (motorcycle running direction), and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- b) Mounted on the rear seat/rear bodywork approximately on the machine centre line, in a position approved by the Chief Technical Officer. In the case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
- c) Power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1/8 W (LED).
- d) The switch must be accessible.
- e) Rain light power supply may be separated from the motorcycle main wiring and battery.

Any machine involved in an accident must be re-inspected before resuming racing.

No rider will be deemed to have finished a race until the machine has been submitted and passes the final examination at parc ferme, if so required as detailed on the event timetable.

In signing the entry form, competitors are deemed to declare and confirm that all customs and excise duties have been paid on the fuel being used.



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Oil Containment – As described above, all riders have a responsibility to ensure their machines are fit for purpose. This extends to consideration towards the other racers to ensure the oil containment measures on machines are checked and maintained. Items such as: sump plugs, oil top up points and oil filters should be checked, tightened and lockwired. Oil coolers checked for leakage and external pressurised oil lines protected with braided steel outers with permanent end fittings installed by a reputable supplier, e.g. swaged couplings fitted by Pirtek or Goodridge. Documentation certifying the construction of these lines should be retained.

Substantial track time can be lost to oil spillages, often traced to poor maintenance. Riders causing such delays if found to be caused by poor maintenance risk disqualification from the meeting and/or a significant fine to be determined by the Clerk of the Course.

9. REPLACEMENT MACHINES

Riders may change machines during the event as long as the machine is of the same type and has complied with section 9 above. A change of make and type of machine is only permissible if the rider has qualified on that machine at the event or receives written dispensation from the Clerk of the Course, such dispensation will only be given with reasonable cause and where no advantage is sought.

10. CIRCUIT ENTRY

To enter any circuit, all personnel will need a circuit admission pass issued by the organisers.

Allocation:

Solos: 3 passes per competitor.

Sidecars: 5 passes per team.

11. MEDICAL

The organisers reserve the right for the Chief Medical Officer to carry out a medical examination on any competitor in order to ascertain his/her fitness to compete. The Chief Medical Officer's decision is final.

12. BRIEFINGS

Riders may be required to attend verbal briefings as notified in the Final Instructions. Failure to attend may result in disqualification.

13. PRACTICE

The practice schedule will be printed in the final instructions.

Grid positions will be allocated by the organisers for the first race for each class on order of entry received.



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Subsequent races will grid according to the fastest lap achieved by each rider in the previous race, even if the rider falls or suffers a mechanical failure that causes a dnf, the best laptime scored will be used. If a rider fails to register a laptime, their grid position for the following race will be at the back of the grid. Riders who are late to the collecting area may have to start from the back of the grid.

14. ROOKIE ORANGE JACKETS

It is a requirement of the ACU's Standing Regulations that Rookies must wear an orange jacket when on the track at all times.

15. GRID FORMATION

Grid formation will be as per the ACU Track Licence stipulations.

Grid positions for the first race for each class will be allocated in order of entries received. Grids for the subsequent races will be formed based upon the finishing positions from the previous race.

16. STARTS

The starting grid should be published as soon as possible subject to any judicial action being undertaken at the time.

Starts are made with engines running for all machines.

17. START PROCEDURE

1. Riders collect in the Assembly Area and proceed when directed to the Grid to take up their allocated Grid positions.
2. An Official will signal all the Riders to proceed on a warm-up lap (of the circuit being used for the race) by waving a Green Flag. On completion of the warm-up lap the riders each return to their allocated Grid positions.
3. Riders who do not go on to the Grid may join the warm-up lap from the Pit Lane on the instruction of the Officials, but in this case must start the race from the back of the Grid.
4. On the completion of the warm-up lap an Official will display a Red Flag at the front of the Grid.
5. When the grid is re-formed the Official with the Red Flag will leave the Grid indicating to the Riders that the race is about to commence.
6. Any Rider who stalls his engine on the Grid, or who has other difficulties, must remain on his motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.
7. A Red light will be displayed for up to 5 seconds. The Red Light will then be extinguished to start the race. Alternatively, the National Flag may be lowered to start the race.



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8. After the Riders have started the race, any riders waiting in the Assembly Area may be permitted to join the race at the discretion of the Clerk of the Course and under the instructions of the Officials.
9. Should there be a problem on the Grid, the Starter may display a Yellow Flag or Yellow lights to indicate a delayed start. The Clerk of the Course may decide that the Riders will complete another warm-up lap and the race distance may be reduced.

19. TYRE WARMERS

Tyre warmers are not allowed inside the assembly area or on the grid.

20. FINISH OF A RACE

The chequered flag will be displayed as the winner crosses the finish line and will be kept flying until the last rider finishes that lap. Thereafter riders crossing the finish line must leave the circuit at the point described in the Final Instructions. Those riders who complete a similar number of laps having their position determined by the order in which they finished. Only riders crossing the finish line within the time limit and/or distance laid down by the 2018 ACU Handbook will be declared finishers.

Should the end of the race signal inadvertently or otherwise be displayed before the leading rider completes the scheduled number of laps – or before the scheduled race time has been completed, the race will be deemed to have finished. If the chequered flag is given to the leader then a result will be drawn up accordingly. If the chequered flag has been given to a competitor other than the leader then the result will be from when the leader last crossed the finish line. Should the end of the race signal be delayed for any reason, the race will nevertheless be deemed to have finished at the correct moment and competitors classified accordingly.

21. EVENT STICKERS

The organisers may wish competitors to carry sponsors decals/logos, if required, this will be mandatory. Penalties will be applied if competitors are found to have breached this requirement.

22. RESULTS

All practice timesheets, grids and result sheets are deemed provisional until all machines are released by technical officials after post practice/race checks and after completion of any judicial or technical procedures.

23. WET & DRY RACES

All practice sessions and races will be categorized as “DRY” unless a “WET RACE” board is displayed in the collecting area. Under “DRY” conditions the event will be terminated or interrupted by the Clerk of the Course if he considers that climatic conditions affecting the surface of the track makes it likely that riders



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will wish to change tyres. Under “WET RACE” conditions the event is unlikely to be stopped simply because the climatic conditions change. It is the riders’ responsibility to make a selection from the type of tyre available to them under the class regulations and to adjust their riding to accommodate the weather conditions, even if they change. Riders who wish to change tyres must use the paddock to do so. When a wet race has been declared the rear facing red warning light must be switched on and remain on for the duration of the race.

24. FUEL

Competitors must affirm that all duty on fuel to be used at the events has been paid in accordance with the National Sporting Code.

Please note there is no fuel available on site, the nearest petrol stations are as follows;

Arter Bros Ltd
Barham Services,
Folkestone Road, Barham
Canterbury, CT4 6EX

Tesco Extra
White Cliffs Business Park
Honeywood Rd, Whitfield
Dover, CT16 3PS

25. FORCE MAJEURE

Notwithstanding the provisions of the ACU Standing Regulations for Road Racing and the National Sporting Code, in the event that the Lydden Hill Motorsport Club is unable to complete all or part of a meeting due reasons of force majeure including but not limited to, climatic conditions or the closure of the circuit by external authorities, the club shall not be liable to refund entry fees.