1. **TITLE & JURISTICTION**

The Lord of Lydden and Sidecar Burn Up 2020 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.

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| **STATUS:** | EUROPEAN OPEN | **ACU PERMIT:** | TBC | **EMN NO:** | TBC |
| **VENUE:** | LYDDEN HILL | **LENGTH:** | 1.0 MILES | **PCL NO:** | 003 |
| **STARTERS:** | 32 SOLO20 SIDECAR | **DIRECTION:** | CLOCKWISE |  |  |

1. **EVENT OFFICIALS**

Clerk of the Course: Fraser Greenroyd (Snr), TBC (Dep)

Chief Steward: Dave Bennett

Chief Marshal: Andrew Elliott, Gordon Barnes (Dep)

Chief Technical Official: Shaun Knox

Secretary of the Meeting: Simone Cornish

Timekeepers: TSL Timing

Incident Officer: TBC

Child Protection Officer: C/O Lydden Hill Medical & Rescue Services

1. **CLASSES**

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| **Class** |  |
| Production 400 Open | Open to production based machines of 250 two stroke or 400 four stroke |
| MZ’s | The BMZRC 2020 regulations will apply |
| Scooters | The 2020 BSSO regulations will apply – Entries for scooters will be taken by BSSO directly |
| Ducati | Two valve air cooled and minitwin and supertwin Ducatis |
| Supertwins | Open to all four stoke, twin cylinder machines up to 650cc including up to 820cc air cooled twins.  |
| Open | Open to any motorcycle from 250GP machines up to 1200cc twinsNot open to under 18’s |
| F1/F2 Sidecars | Open to any F1 or F2 sidecar  |
| Classic Sidecars | Open to any Classic sidecar |
| Yamaha 600cc Production | Open to any production Yamaha 600cc pre 1986 motorcycle |
| Lord of Lydden | The grid for the Lord of Lydden will be formed over the fastest 28 qualifiers from the solo categories (excludes MZ’s & Scooters).The organisers reserve the right to seed entries for the Lord of Lydden races up to the maximum grid capacity for the circuit. |
| Sidecar Burn Up | The grid for the Sidecar Burn Up will be formed from the fastest 18 qualifiers from the F1/F2 Sidecar category. The organisers reserve the right to seed entries for the Sidecar Burn Up races up to the maximum grid capacity for the circuit. |

The organisers reserve the right amalgamate classes whilst on the circuit to make the best use of the track time available.

The organisers reserve the right to remove any class if there are less than 6 entrants.

1. **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 whatever reason, fails to produce a current competition licence, will only be allowed to take part in the competition at the discretion of the Steward 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 2020 ACU Handbook or the licence information at [www.acu.org.uk](http://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).

1. **ENTRIES**

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

Lydden Hill Motorsport Club

Wootton

Nr Canterbury

Kent

CT4 6ET

 Email: simone@lyddenhill.co.uk / Phone: 01304 830557

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 Race Circuit.**

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

1. **EVENTS**

Meeting Date Circuit Open Date Close Date Permit No. PCL. EMN.

24/25 October Lydden Hill Upon Publication 09/10/2020 TBC 003 TBC

1. **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 follow the following race format;

* 1 Qualifying Practice
* 3 Heats
* 1 Final

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.

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

1. **AWARDS**

Trophies will be awarded to the first three finishers in each **FINAL ONLY**, including the Lord of Lydden and Sidecar Burn Up Finals. 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.

1. **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.

TECHNICAL INSPECTION & SIGN-ON PROCESS UNDER COVID19 RESTRICTIONS

The following processes will be in operation until further notice, check the Final Instructions for the

event for updates:

**Inspection:** We would ask that riders disinfect the handlebar grips with wipes or spray

immediately prior to attending inspection. Please ensure you bring a paddock stand with you to the

Bay. Riders with solo machines should observe social distancing when queuing for inspection. When

directed by the Technical Official, place your bike on its stand and retire away from the machine for

inspection of the machine to take place. During this time, we suggest you attend one of the

Clothing Inspectors for your kit to be checked. Present with all kit on, including helmet. Clothing

Inspectors will conduct a visual check or your kit. On completion of inspections you will be handed a

Technical Inspection Card signed by the Inspectors and stickers for your helmet and bike – these

you should apply yourself. You will also need to sign the reverse of the card, before bringing that to

Race Office for sign-on. **You MUST use your own pen for this purpose**.

**Sign-On:** The Race Office will be open will be open for rider sign-on as usual – you should attend

with your completed Technical Card and your licence. You must observe social distancing rules and

there will be a queuing system in place at the venue to support this. The Race Office

team will be present, behind Perspex safety screens, to visually check licences and deal with any

issues and queries. Hand sanitiser will be widely available. You will show the front & back of your

Technical Card and then place it in a box in the Race Office as directed. The Race Office Team will

note your attendance and mark you off on our sheets – there is no longer a requirement for you to

physically sign-on. You will be handed a Practice Permit, take this with you on your first session – it

confirms to the Collecting Area staff that you have completed the sign-on process.

You will have accepted the ACU revised declaration regarding the Risks of Motorsport when you entered the meeting and by signing the same declaration that is on the reverse of your Technical Inspection Card.

If the Race Office is closed - Assistance if required is available via the Club’s main number 01304 830557 which will be answered live at the circuit. If unavailable, voice messages can be left and

these are received by email by our staff and we will call back as soon as possible.

Access to Race Control will be restricted to essential staff only.

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:

1. 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.
2. 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.
3. Power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1/8 W (LED).
4. The switch must be accessible.
5. 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.

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.

1. **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.

1. **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.

(Please note admission protocols will be subject to Covid19 restrictions in place at the time of the event and will be confirmed in the Final Instructions)

1. **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.

All competitors must provide a small first aid kit within their paddock area for minor injuries and ailments. Visits to the Medical Centre must be reserved for serious injuries or conditions. This will reduce the risk of the Medical Centre becoming contaminated with Covid19.

1. **BRIEFINGS**

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

1. **PRACTICE/QUALIFYING**

Each rider must complete the practice/qualifying session for their Class.

The practice / qualifying schedule will be printed on the official timetable.

Grid Positions will be allocated by the organisers for the first race for each class based on the best time achieved in the class’s qualifying session.

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.

1. **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.

1. **GRID FORMATION**

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

1. **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.

1. **START PROCEDURE**
2. Riders collect in the Assembly Area and proceed when directed to the Grid to take up their allocated Grid positions.
3. 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.
4. 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.
5. On the completion of the warm-up lap an Official will display a Red Flag at the front of the Grid.
6. 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.
7. 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.
8. 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.
9. 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.
10. 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.
11. **TYRE WARMERS**

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

1. **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 2020 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.

1. **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.

1. **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.

1. **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 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.

1. **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 Tesco Extra

Barham Services, White Cliffs Business Park

Folkestone Road, Barham Honeywood Rd, Whitfield

Canterbury, CT4 6EX Dover, CT16 3PS

1. **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.