

1. TITLE & JURISTITION

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.

STATUS:	EUROPEAN OPEN	ACU PERMIT:	ACU59775	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), TBC (Dep)
Chief Steward:	Dave Bennett
Chief Marshal:	Andrew Elliott, Gordon Barnes (Dep)
Chief Technical Official:	Bernard Taylor
Secretary of the Meeting:	Simone Cornish
Timekeepers:	TSL Timing
Incident Officer:	Alf Whisker
Child Protection Officer:	C/O Lydden Hill Medical & Rescue Services

3. COVID-19

Due to the current pandemic which we all find ourselves in, competitors and officials should be aware that this event is, as with any other sporting event, subject to UK Government advice / guidance. As the governing body for motorcycle sport in Great Britain (less Northern Ireland), the ACU are bound to follow and adhere to current and up to date Government regulations. As such, the Permit for this event may be withdrawn subject to government advice/guidance issued leading up to the event.

Alternatively, again dependent on UK Government regulations in force leading up to the event, it may be necessary to reduce the duration of the event. Should this be the case all competitors / officials will be notified as soon as possible.

4. CLASSES

Class	
Production 400 Open	Open to production based machines of 250 two stroke, 400 two stroke and 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 twins Not 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.

5. COMPETITORS ELIGIBILITY

Riders & Passengers – Open to Riders and Passengers who are current holders of a licence issued by the ACU, SACU or other FIM Europe affiliated Federations (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

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).

6. 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.

7. EVENTS

Meeting Date	Circuit	Open Date	Close Date	Permit No.	PCL.	EMN.
24/25 October TBC	Lydden Hill	Upon Publication	09/10/2020	ACU59775		003

8. 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.

9. 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.

10. 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 of 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:

- 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.

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.

11. 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.

12. 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.

On entering the circuit, competitors and officials should follow the instructions given to them on arrival and ensure they follow and adhere to the signage on display regarding control measures put in place to minimise the risks of infection and at all times adhere to the up to date UK Government advice / guidance relating to Social Distancing.

Paddock Parking – A paddock plan will be in place to ensure vehicles are parked appropriately, adhering to social distancing requirements at the time of the event.

(Please note admission protocols will be subject to Covid-19 restrictions in place at the time of the event and will be confirmed in the Final Instructions)

13. 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.

If a competitor falls / loses contact with his machine during practice / racing, if able to do so, he is to give the Marshals 'the thumbs up' to indicate he is unhurt. If, however, the competitor is unable to do this, the Marshals will react in the normal manner and tend to the competitor wearing appropriate PPE (face masks / gloves). Medical support will be deployed as per the request of Marshals to Race Control. Competitors and Officials should bear in mind that due to Covid-19 restrictions; this may cause additional delays which may cause a delay to the race programme.

14. BRIEFINGS

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

15. 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.

16. 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.

17. GRID FORMATION

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

18. 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.

19. 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.
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 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.

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 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.

Paddock Facilities / Etiquette – Refreshments and toilet facilities and protocols for use of these facilities will be confirmed in the Final Instructions.

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.