

# **The Lansdowne Classic Series**

## **Comprising the Bonhams British Historic GP Championship and The W.R.R. Lansdowne Cup**

**A series expressly for Thoroughbred Racing Motorcycles to be raced in as Original Specification as possible**

**Entry to the series is by invitation from the Lansdowne Classic Series Organisers**

**NO RIDER MAY COMPETE IN BOTH CHAMPIONSHIPS**

### **REGULATIONS FOR 2012**

#### **INTERPRETATION**

The interpretation of these regulations is entirely the province of the Lansdowne Classic Series (LCS) organisers

#### **THE W.R.R. LANSDOWNE CUP**

**There are no changes to the regulations as published on the website for 2011**

#### **General**

Competitors racing in this Series are enthusiasts seeking to support and uphold the objective of the series. This objective continues to guide the formulation of the machine requirements (set out below) and will govern the organisers' interpretation of those requirements. Recognising that it is not possible to frame eligibility rules with absolute precision all decisions/views on matters of "eligibility" taken by the organisers will be final and binding. That said, it is the hope of the organisers that participants in the Series will not wish to push the interpretation of this framework to the limit thus keeping need for intervention by the organisers to an absolute minimum (and enabling their main focus to be on developing and promoting the Series!)

#### **Machine Requirements**

1. From a distance of 10 paces, machines must be of an overall appearance that accords with the period and all cycle parts must perform the function they were originally designed for.
2. External engine parts must conform to a design & specification readily available from the manufacturer to private buyers up to the end of 1963. (In the case of Manx Nortons, this is to 31st December 1962 and by special exception 250cc/350cc 'long stroke' wet clutch Aermacchi's to 1964). In particular, all external castings must look original and be of the original type of material and dimensions.
3. Pre 1963 specials (e.g. the McIntyre Matchless and works machines) must be of European origin and be substantially the original machine (i.e. not a replica). Proof of provenance is on the rider
4. Replicas of 3. may (at the discretion of the organisers) be permitted to race if the original is not racing in the series and the bore & stroke does not infringe 12. below. This concession is with the particular intention of allowing machines to race of notable technical merit e.g. an Earles fork Manx Norton.
5. No fairings (either full or half) although flyscreens are permitted (if ACU legal).
6. Pre '63 original fitment drum brakes only. On the front wheel there must be no more than 2 leading shoes on either side.
7. No carbon fibre or titanium parts.
8. Exhaust pipes: Low Level (where used) must follow the original route which for most Lansdowne machines (e.g.: Manx's, G50's, 7R's) will be from the cylinder head, across the timing chest and exiting under the rider's off-side footrest; low pipes must also be of a constant diameter from the cylinder head to the mid-point of the gearbox. High Level pipes (where used) must accord with ACU requirements. Stepped or tapered High Level pipes are permitted but will be handicapped accordingly.
9. Unless the Regulations state otherwise, the ACU noise limit of 105dBA applies to all Lansdowne races. There must be no changes to the silencing system after passing a noise

test such that the machine is then used on the track outside the permitted limit. Contravention of this will as a minimum result in a zeroing of all championship points in relation to that meeting.

10. The following departures are allowed in the interests of safety and pragmatism
  - Belt primary drive along with aluminium or fibreglass guards/covers.
  - Silenced exhausts to ACU standards (obligatory at most meetings)
  - 5/6 speed gearboxes if fitted in the original style shell, free choice of ratios
  - Enclosed valve gear
  - PAL and other types of magnetos are permitted as long as they have mechanical points. Electronic circuit breakers will be handicapped accordingly.
  - 18" wheels although 19" wheels are encouraged under the handicap.
11. All bikes are subject to a handicapping system which adds or subtracts Championship points for particular features. Details of this can be found via the "handicap" button on the main page of the website and below – 'machine handicapping'.
12. Bore & Stroke Dimensions
  - Manx Norton 500cc max bore 86mm min.stroke 85.8mm
  - Manx Norton 350cc max bore 76mm min.stroke 76.7mm
  - Matchless G50 500cc max bore 90mm min stroke 78mm
  - AJS 7R 350cc max bore 75.5mm min stroke 78mm
13. **Carburettors** Period substitutes are permitted but will be handicapped accordingly.
14. Internal engine modifications are permitted within the strict parameters of these rules provided at all times (i) the inlet and exhaust valve angles in the cylinder head remain as per the manufacturer's original/catalogue specification (ii) the diameter of the carburettor inlet tract does not exceed 1.5" in diameter and (iii) the carburettor down draft is as per the machine manufacturers original specification. Explanatory Note: This relaxation from previous stipulations is specifically to stimulate development in order to redress the loss of power through the need to silence machines (and increasingly stringent enforcement) and to help 'future proof' against even tighter noise requirements.
15. All machines must weigh within minus 5 % of manufacturer's stated weight. Guidelines for the weights of the most commonly used machines are as follows.
  - 350 Manx Norton 307 lbs
  - 500 Manx Norton 312 lbs
  - 350 7R AJS 284 lbs
  - 500 G50 Matchless 290 lbs

### **Production (road based) engine racing machines**

These are permitted at the organiser's sole discretion to add interest to the grid if raced in the period against GP thorough bred machines and are in the spirit of the Series. The two under mentioned production (road based) engine machines may also be able to race for points, if cleared in advance with the organisers:

- genuine Clubman Goldstars (in racing trim)
- "Tom Phillis" Domiracer replicas
- Other road based machines may be permitted to race on an occasional basis at the organisers sole discretion, but not for points

### **Fuel**

Petrol only is permitted.

Petrol containing the following is expressly excluded from use:

1. Alcohol based substances (petrol sourced from pumps at main-stream petrol filling stations containing ethanol does not fall within the scope of this restriction, excepting E85)
2. Oxidizers of any description.
3. Any substance prefixed "nitro"

Alcohol fuels (and alcohol based fuels) are not permitted except for pre-war bikes

## Grid Formation

Grids for each 2012 meeting will be decided by practice times, where ever possible.

## Penalties

Infringements of rules or specification will result in championship points being docked or exclusion from the meeting/Series, or both at the organisers' total discretion, the organisers' decision to be final and binding.

## Dress Code

Black leathers are strongly encouraged

## Machine Handicapping:

All machines will be handicapped according to the rules and tables below The prescribed number of points will be added / deducted from the riders points score for each race.

The guiding principles are:

- Must be easy to implement, monitor, check and enforce.
- Faithful replica parts have the same status as original fitments.
- The handicap system should be viewed as further reinforcement of the main aims of the Series.

ITEM		2012	Comments
Front brakes	non original fitments	-1	post 31/12/62 brakes not eligible
Carburetors	Gardener	-2	
	Other Non Period fitments	-1	
Dating	pre 1948 machines	+ 1	
Exhaust Pipes	Low Level const diameter	+1	
	High Level const diameter	0	
	High level, stepped or tapered	-1/2	
Gearbox	4 speed	+1	
Ignition	Non mechanical circuit breaking ie electronic	-1	
Primary Drive Chain	If original fitment	+1	
Wheels	19"rims.Max WM3	+1	

## CHAMPIONSHIP POINTS

Old GP Scoring system of 15 points (1<sup>st</sup>),12 points (2<sup>nd</sup>), 10 (3<sup>rd</sup>), 9 (4<sup>th</sup>), 8 (5<sup>th</sup>), and so down to 1 point for 12<sup>th</sup> place.

Over the season a rider can drop his worst 4 race results

Fairings or half fairings will mean NO points.

If you are considering modifying or doing anything out of the ordinary to your machine, please check with the organisers that it will be accepted before getting the hack-saw out.

**Every rider / entrant must fill in** and return a "Machine spec" form before an entry will be accepted for a meeting, this enables us to handicap the respective bike. If you have a spare bike we need a form for that as well, and please tell Richard Adams which bike you are riding, or if you have changed the spec. of your bike he needs to know that as well. The onus is on you to do this. Machine spec. form can be downloaded as PDF page from the website

## THE BONHAMS BRITISH HISTORIC GP CHAMPIONSHIP 2012

### **MACHINE ELIGIBILITY**

This championship open to Group 1 (machines made specifically for racing in Grand Prix, TT and thoroughbred racing) classic racing motorcycles and certain Group 2 (machines converted from road bikes for racing) classic racing motorcycles conforming to these regulations. The LCS organisers reserve the right to invite guest riders on bikes of special interest, on a NO POINTS basis, so as not to affect the Championships.

Similarly owners of non conforming machines may apply to the organisers to be invited to race in the BHGPC but such invitations are solely at the organiser's discretion. Machines must be registered with the LCS organisers.

### **PERIOD CLASSIFICATION**

Ends 31<sup>st</sup> December 1963

### **CAPACITY CLASSIFICATION**

Maximum capacity – 500cc

### **CHAMPIONSHIPS OUTLINE**

**British Historic Grand Prix Championship (BHGPC):** This is a high profile championship for riders who want to demonstrate that they are the best of Group 1 Period 1 racing on the best of Group 1 Period 1 bikes. Riders wanting to take part in this championship must register as such with the LCS organisers. Note that any rider who has finished in the first three in any BHGPC race in any of the years leading up to registration will automatically be registered for the BHGPC.

### **Notes:**

1. Riders are not permitted to be registered for both BHGPC and Lansdowne championships at any one time
2. The LCS organisers reserve the right to enter riders into either championship as they think fit
3. Riders may apply to the LCS organisers to change their championship registration who are not obliged to agree to a change. In any event this cannot be done during a race meeting.
4. Motorcycles and their specification must be registered with the LCS organisers before an invitation to race will be offered. Registration forms will be available from the LCS organisers by post or on the LCS website

### **TECHNICAL REGULATIONS**

#### **(To be applied in conjunction with the championship specific regulations)**

All machines must conform to ACU (and FIM where applicable) regulations for Road Racing Motorcycles.

1. Original period motorcycles are eligible **provided the specification and appearance of the motorcycle is substantially unaltered**. Such machines could be 'one off's', ex factory machines or have been available 'over the counter'.
2. Replica motorcycles are eligible but only if they replicate machines which were raced in the period, were generally available 'over the counter', and are accurate in every substantive detail of engineering specification and appearance.
  - **In particular the following relates to the machine being replicated:** Engines should be an accurate representation of the original design. Gearboxes must replicate the exterior appearance; however 5 or 6 speed internals may be fitted. In the interests of longevity belt primary drives may be fitted. Frames, swinging arms and front forks (internals free) including fork yokes must be as exact replicas as possible. The maximum allowable carburettor choke diameter is 1.5". Brakes must replicate original, 'as supplied' type. Fuel and oil tanks, seats, rear suspension units and such like items must retain period appearance. Weights of replica machines must be similar to the, 'as supplied' weights and a list of minimum weights is

appended (Appendix A). Machines will be weighed 'wet' (with oil and fuel) and ready to race. Please apply to the organisers for minimum permitted weights for machines not quoted on the appended list.

3. The inlet and exhaust valve angles in the cylinder head must remain as per the manufacturer's original/catalogue specification. The carburettor down draft angle must be as per the machine manufacturers original specification
4. Short stroke motors are not permitted. For example the shortest stroke Manx Norton allowable is with the 86x 86 engines. Engines must be of STD height. Owners / riders are advised to contact the organisers for clarification if any doubt exists
5. Period presentation of machines is absolutely vital and is an integral part of the eligibility process. So for example if modern materials are used they must be given a period finish.
6. The maximum rim size allowable is WM3
7. Fuel must either be leaded to FIM specification (roughly 100LL Avgas) or unleaded 'pump' fuel to ACU / FIM specifications. Only fuel additives approved by FBHVC are allowed. E85 pump fuel is not allowed

### **SPECIFIC TECHNICAL REGULATIONS - BRITISH HISTORIC GRAND PRIX CHAMPIONSHIP**

Machines in this championship are expected to be of a very high standard of preparation and originality. In particular the following apply:

1. Wheel sizes must be as supplied in the period for the machine. So for example for Manx Norton's, Matchless G50's and so on this will be 19"
2. The sole tyre make will be Avon. See Appendix B for listings
3. Exhaust pipe runs must be as original. So for example for Manx Norton's, Matchless G50's and so on. In general this will be low level 'swept back' exhaust pipes
4. 'Stepped' exhaust pipes are not allowed. That is - the exhaust pipe external diameter must remain constant from cylinder head to silencer / megaphone
5. Carburettors must be as supplied in the period for the machine. So for example for Manx Norton's, Matchless G50's and so on this will be an Amal GP. 1 ½ inch max.
6. Ignition systems may be either magneto or electronic however if electronic systems are used they must closely resemble a magneto and be installed in the original position on the engine.
7. Fairings are not allowed
8. There will be no handicap system running in this championship

### **CHAMPIONSHIP POINTS**

Old GP Scoring system of 15 points (1<sup>st</sup>), 12 points (2<sup>nd</sup>), 10 (3<sup>rd</sup>), 9 (4<sup>th</sup>), 8 (5<sup>th</sup>), and so down to 1 point for 12<sup>th</sup> place

Over the season a rider can drop his worst 4 race results

Grids for each meeting will be decided by practice times, where ever possible.

### **Main Information Sources**

All regulations / entry forms / championship positions and so on will be published on the Lansdowne web site <http://www.lansdowneclassicseries.com/> See also Supplementary regulations and Final Instructions

## APPENDIX A - Table of Minimum Weights

Make / Model	Capacity	Minimum Weight (lbs 'wet')
Norton Manx	500	312
Norton Manx	350	307
Matchless G50	500	290
AJS 7R	350	284
McIntyre G50	500	295
Aermacchi	350	220
Moto Guzzi	250 / 350	215
Ducati	350	260

## APPENDIX B – Allowed Avon tyres for BHGP

Tyre	Usage	Spec	Compound
90/90 x 19" Roadrider AM26 Front	Manx, G50, 7R etc	14089C	A49
100/90 x 19" Roadrider AM26 Rear	Manx, G50, 7R etc	13760C	308
3.50 x 19" GP	Manx, G50, 7R etc	2833M	
3.25 x 19" Speedmaster MkII A25	Manx, G50, 7R etc	2917M	
110/80VB x 18" AM22 Front Fitment	Aermacchi etc	11382C	A49
90/90 x 18" AM26 Front	Aermacchi etc	13984C	A49
110/80 x 18" AM22 Rear Fitment	Aermacchi etc	13332C	308 (med)
110/80 x 18" AM22 Rear Fitment	Aermacchi etc	12116C	914 (soft)

### Notes:

1. 'Development' or 'test' tyres are not allowed in BHGP qualifying or races – only tyres supplied through the organisers may be used for qualifying and racing stamped with the above codes
2. 'Updated' tyres made available by Avon will become available through the organisers after they have approved such tyres