

13TH BELGIAN CLASSIC Trophy

GEDINNE

24-25-26 august 2018

SUPPLEMENTARY REGULATIONS

Art. 01 – Definition

The C.R.M.B. (Classic Racing Motorcycle Belgium, www.crm.b.e) will organize on 24, 25 & 26 August 2018, a classic motorbike meeting with FMB championship races and IHRO races. These races are open to Belgian and foreign riders. The meeting will be held under the international FIM (Fédération Internationale de Motocyclisme) sport code, the FIM Europe (Union Européenne de Motocyclisme) sport code, the national FMB (Fédération Motocycliste de Belgique) sport code, the IHRO (International Historic Racing Organisation) sport code and the present supplementary regulations. Agreement number is IMN 196/08.

The clerk of course, in agreement with the organiser, can exceptionally modify the regulations. Modifications will be noticed to the riders before practice sessions or before the races.

These regulations are published in French, Dutch and English. In case of doubt regarding interpretation, the French version will prevail.

Art. 02 – Track

Track of Gedinne, length: 5050m. Races will run clockwise.

Art. 03 – Track capacity

Practices: Class 1: 48 motorcycles ; Class 2 to 5 & Class 8 & 9: 45 motorcycles ; Class 6 & 7: 30 sidecars

Races: Class 1: 45 motorcycles ; Class 2 to 5 & Class 8 & 9: 42 motorcycles ; Class 6 & 7: 26 sidecars

Parade: 40 motorcycles

Art. 04 – Licences (see ‘Règlement Classic Bike’ FMB-BMB : www.fmb-bmb.be)

A licence is requested for each category, also in de ‘Parade’.

You have 3 possibilities :

- FMB national or international licence Classic Bike
- The classic bike licence of your national federation; international or national **with start permission**
- A ‘One event’ licence ***that has to be requested via de FMB-BMB website www.fmb-bmb.be*** (85€ including insurance for repatriation).

Art. 05 – Category ‘PARADE’

The acceptance of a motorcycle in the Parade category (see ‘Regulations Classic Bike’ 2018) will be decided on base of a file (description, history & 1 picture of the bike) that has to be added to the registration form. The final and definitive selection will be done by the members of the Organisation Committee of CRMB. Their decision is definitive and incontestable. In case of non-selection, the registration fees will be fully reimbursed. The committee has the right to refuse a candidature if the category is full.

The ‘Parade’ category is not a race; there is NOT ANY COMPETITION SPIRIT IN THIS CATEGORY. Any behaviour (aggressivity, irresponsibility ...) who wouldn’t correspond to this way of thinking will be punished by a meeting exclusion of the pilot.

Art. 06 – Technical regulation, equipment & classes

IHRO : see rules & regulations IHRO.

ATTENTION : subscription through the CRMB website is obligatory also

CLASSES CLASSIC BIKE 2018

See 'Règlement Classic Bike' 2018 from the FMB: www.fmb-bmb.be Belgium Classic Trophy GEDINNE

Cap./Categ.	Characteristics	Backgr./N°	Class
Vintage Gr1	31/12/1949, rigid/girder frame only see Spec.Techn. Classic Bike	Red/white	1
Vintage Gr2	31/12/1949, any other frame type see Spec.Techn. Classic Bike	Red/white	
50cc Gr.1	--> 31/12/1972, see Spec.Techn. Classic Bike	Red/white	
50cc Gr.2	→31/12/1983, rotary valve, monocoque see Spec.Techn. Classic Bike	Red/white	
200cc Gr.1	--> 31/12/1972, European makes	Black/white	
200cc Gr.2	--> 31/12/1972, Japanese makes	Black/white	
250cc Gr.1	--> 31/12/1972, mono cyl. 2Str & 4Str, 2 cylinder 4Str OHV (rocker), see Spec.Techn. Classic Bike	Green/white	2
250cc Gr.2	--> 31/12/1972, other engine type see Spec.Techn. Classic Bike	Green/white	
350cc Gr.1	--> 31/12/1972, mono cyl. 2Str & 4Str, 2 cylinder 4Str OHV (rocker), see Spec.Techn. Classic Bike	Blue/white	3
350cc Gr.2	--> 31/12/1972, other engine type, see Spec.Techn. Classic Bike	Blue/white	
500cc Gr.1	--> 31/12/1972, mono cyl. 2Str & 4Str, 2 cylinder 4Str OHV (rocker), see Spec.Techn. Classic Bike	Yellow/black	4
500cc Gr.2	--> 31/12/1972, other engine type see Spec.Techn. Classic Bike	Yellow/black	
750cc	--> 31/12/1972, 2 and 4 Str. Engine see Spec.Techn. Classic Bike	White/black	5
Side-car Gr1	-->31/12/1972, till 750cc, wheels 16" or more see Spec.Techn. Classic Bike	White/black	6
Side-car Gr2	-->31/12/1972 till 750cc, wheels lesser than 16" see Spec.Techn. Classic Bike	White/black	
Side-car GP600	--> 31/12/1950, see Spec.Techn. Classic Bike	White/black	
Side-car GP500	01/01/1951 --> 31/12/1972, see Spec.Techn. Classic Bike	White/black	
Side-car Gr3	-->31/12/1972, till 1300cc 4str, or 750cc 2str see Spec.Techn. Classic Bike	White/black	
Side-car Post Classic	01/01/1973 → 31/12/1982, see Spec.Techn. Classic Bike	White/black	7
Post Classic 2 Stroke Gr1	01/01/1973 →31/12/1982, 250 & 350cc, see Spec.Techn. Classic Bike	Green/white 250 cc Blue/white 350 cc	
Post Classic 2 Stroke Gr2	01/01/1973 →31/12/1982, 250 & 350cc, see Spec.Techn. Classic Bike	Green/white 250 cc Blue/white 350 cc	
Post Classic 4 Stroke GR1	01/01/1973 →31/12/1982, 2 & 3 cil min 500 cc, max 1200cc see Spec.Techn. Classic Bike	Yellow/black 500cc White/Black >500cc	

Post Classic 4 Stroke GR2	01/01/1973 →31/12/1980, 4 cyl or more min 500 cc, max 1000cc see Spec.Techn. Classic Bike	Yellow/black 500cc White/Black >500cc	8
Post Classic GR3	01/01/1973 →31/12/1985, 1 cyl. 4 Str. min 500cc - max 650cc & Yamaha 350RDLC, Kawasaki 400KH/S3 see Spec.Techn. Classic Bike	Blue/White 350cc Yellow/black 500cc White/Black >500cc	8
IPC 125	01/01/1983 → 31/12/1994, 2 stroke, 125 &250cc, original racers, see Spec.Techn. Classic Bike	IPC 125 : Black/White	9
ClassicEvo	1/01/1983 → 31/12/1995 250cc 2 str. 2cyl., 400cc 4str. 4 cyl., 500 to 850cc 4 str 1 cyl. see Spec.Techn. Classic Bike	Yellow/Black	9
Parade	All bikes of special technical value and historical interest which the owner does not want to register for competition. Before 31/12/1982. see Spec.Techn. Classic Bike. No exception		
IHRO 1 & 2	See www.ihro.org.uk		

Art. 07 – Entries

Entry fees amount are: 100€for Vintage-50cc, 130€for sidecars Gr1 & GP600 or second sidecar, 165€for other solos & Parades, 190€for other sidecars. A second bike or a second class solo is charged 110€ any additional one: 60€ Of course highest first registration (165€or 190€) is token in account, the second bike will then be 110€or 130€

NO REGISTRATION ON THE TRACK

The entry form (Pdf or Word) has to be sent back by mail, **before 15 August 2018 to :**

C.R.M.B.

(E-mail: info@crmb.be)

Payment only by bank transfer on account from :

(No cheque)

C.R.M.B., rue du Mont-à-Leux, 66 BE-7700 Mouscron

IBAN code : BE 67 0682 1669 4387

SWIFT code : GK CC BE BB

Communication: Belgian Classic Trophy 2018 (pilot's name+ category)

Bank address :

Belfius Banque MOUSCRON – CHRIST, rue de la Marlière 2
BE- 7700 Mouscron, Belgium

Confirmation with racing number on our website after the 16/08/2018. Eventual troubles (payment, documents, motorcycle) will be mentioned there too.

A picture of the bike or sidecar without fairing is required with your entry form.

It is the responsibility of the pilot and/or the owner of the motorcycle to present a bike corresponding to the eligibility regulations on pain of meeting exclusion without any registration fees refund.

Art. 08 – Access to the track & administrative control

Drivers and mechanics have to collect their passes as follow:

Open :Thursday 23/08/2018 from 10h00 to12h00 and 13h00 to 19h00 at the race office on the track

Friday 24/08/2018 from 8h30 to 19h00 at the race office on the track

Saturday 25/08/2018 from 8h00 to 10h00 at the race office on the track

Administrative control (licence) is absolutely necessary for all riders before technical verifications. It will take place at the race office on the track Thursday from 10h00 to12h00 and 13h00 to 19h00, Friday from 8h30 to 19h00 and Saturday from 8h00 to 10h00.

The circuit will be closed on Friday, Saturday and Sunday from 7h00.

A briefing, for all pilots, will be organised on Friday around 09.00am

Art. 09 – ‘New Comer’ Pilot

It is insistently recommended to ‘new comer’ pilots (without at least one complete season experience in a similar championship) to wear a security jacket (green or yellow) above their leather equipment.

Art. 10 – Paddock

The paddocks will be open from Wednesday 22 august at 12h00 till Tuesday 28 August 9h00

The registration confirmation is requested to be allow to enter the paddock.

Art. 11 – Technical scrutiny & eligibility

Those controls (bike and equipment) are obligatory.

Open on : Thursday 23/08/2018: 14h00 - 20h00

Friday 24/08/2018: 8h00 - 18h00

Saturday 25/08/2018 at least one hour before the practice.

Art. 12 – Insurance

The C.R.M.B. has contracted an insurance which covers the public liability of the riders in case of an accident during the event (practice sessions and races)

Art. 13 – Time-keeping

During the practices & the races we will use AMB transponders for the time-keeping.

It will be possible to rent (25€) such a transponder on the track (at the time-keeping college of the FMB).

If you have your own AMB transponder, be sure he’s perfectly working and correctly loaded.

Art. 14 – Timetable

Friday 24/08/2018: 10h10: practices

Saturday 25/08/2018

8h00: practices

10h45: races (6 laps)

Sunday 26/08/2018

8h15: races (8 laps except for Class 1 (Vintage-50cc-200cc) : 7 laps)

Parade: 2 series of 15’, 1 of 25’ and 1 of 30’

Art. 16 – Podiums

Saturday 25 and Sunday 26 August.

The 3 best riders of each category will be rewarded.

Art. 17 – Anti doping and alcohol level control

All riders & passengers can be submitted to an anti-doping and alcohol level control on 24-25-26/08/2018

Art. 18 – Particular cases

Particular cases will be solved by the clerk of course in agreement with the organizer.

Art. 19 – Officials F.M.B.

Clerk of the course: Vanhooetghem P.

Administrative director: Van Woensel W.

1^{er} Assistant: Ledent E.

Chief technical steward:

Chief time keeper:

Environmental officers:

Art. 20 – Officials C.R.M.B.

Chairman: Jean-Pierre Capel tel. : +32/(0)472/322716 or capelracing@yahoo.fr

Organisation official: Miguël Parrent tel: +32/(0)486/91.22.00 or belgianclassictt@crmb.be

Race office : Miguël Parrent

Technical and eligibility officers : Eddy Dekeyser & Miguël Parrent

Coordination : Eddy Dekeyser +32(0)56 / 346 289 or (0)497/03.58.32, iletaitunefoiseddyetmartha@gmail.com

Security coordination : Yann Unissart yannmeteor@netscape.net

Art. 21 – Security & environment

The use of an environmental carpet under the motorbike is obligatory in the paddocks (possible to buy it on the track).

Keep your dogs on a lead.

The use of mini-bikes, scooters and moppets not corresponding to the Belgian legislation is forbidden in the paddock.

A 6kg powder fire extinguisher type ABC is recommended on each camping lot.

There are special containers for used oils, filters...

Please use waste bags.

Approved by FMB,
The

Annex 1: environmental FMB rules & regulations

It is of crucial importance all participants to sports events strictly respect the environmental rules and regulations; only then the organization of these events can be assured for the future. That is why all environmental related requirements as stated below will thoroughly be checked by FMB officials and by the organizing committee. The race director is empowered to call for sanctions in case of any violation.

*Always put a usable environmental carpet underneath your motorcycle as well as underneath any power unit.

*Only wash up your motorcycle at the indicated cleaning venue. Hand washing your motorcycle is allowed on your paddock emplacement only if no special venue to high pressure clean has been provided for. Detergents are prohibited. Only the use of clear water is allowed (the organizers are requested to promptly adapt in relation to the local situations)

*Sewages or wastewater coming from mobile homes or campers can under no circumstance be drained onto the camping site, neither can they be discharged along the road from or to the race track.

*Limit the noise level. Exhausts should be equipped with an adequate silencing system thus to meet the noise level limits as described in the FMB technical regulations.

*Used tires, oils, filters and any toxic materials must be brought to special containers clearly indicated to this purpose. In case these containers are full or out of use, all these waste materials should be taken home by the teams and the racers.

*The use of helmet "tear-offs" is forbidden.

*Leave your paddock emplacement the way you have found it and don't leave any trash on the soil.