



2016



THUNDERSPORT GB 2016 CHAMPIONSHIP

1. TITLE & JURISTITION.

The Thundersport GB 2016 Championship is promoted and administered by Club Thundersport Ltd in accordance with the ACU Sporting Code and Standing Regulations and any further instructions issued by the organisers.

Club Thundersport Ltd is affiliated to the ACU as a Recognised Promoter and falls under the jurisdiction and authority of the National Sporting Code of the ACU and the Standing Regulations as published annually in the ACU Handbook, these Supplementary Regulations and any Final Instructions subsequently issued or Official Announcements made.

The Championship status is **EUROPEAN OPEN**.

2. CHAMPIONSHIP OFFICIALS.

Clerk of the Course	David Stewart
Deputy Clerk of the Course	John Ward / Paul Matthews
Assistant Clerk of the Course	Richard Day
Club Stewards	Janet Day / Sarah Smart
Chief Marshal	John Pedersen
Chief Technical Officer	Stuart Bailey / Phil Page
Noise Meter Operator	Rodger Wadey
Safety Officer	Mark Lumb
Judge	Jo Lumb
Starter	Dave Richardson / Mark Lumb
Timekeepers	Craig Smith (TSL Timing)
Child Protection Officer	Bernadette Stewart

3. CLASSES & TYRES.

Thundersport GP1	Slick or Treaded Tyres	"P" class
Golden Era Superbike	Slick or Treaded Tyres	"S" class
Pre-National Sport 600	Road Legal Tyres Only	"S" class
Golden Era Supersport	Road Legal Tyres Only	"S" class
Formula 600	Road Legal Tyres Only	"P" class
Formula 400	Road Legal Tyres Only	"S" class
Stocktwins	Road Legal Tyres Only	"S" class
Supertwins	Treaded Tyres	"S" class
Aprilia 125 Superteen	Dunlop Control Tyres Only	"S" class
Thundersport 500	Dunlop Control Tyres Only	"S" class
Aprilia RRV450GP	Dunlop Control Tyres Only	"S" class

(* Full Wet Tyres are permitted when a "Wet Race" has been declared)

4. COMPETITORS ELIGIBILITY.

Riders & Passengers:- Open to Riders and Passengers who hold a current ACU, SACU or UEM 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 and may be liable to a fine up to that stipulated by the ACU).

- All competitors must fulfill the age and experience criteria in accordance with the current ACU Regulations as laid out in the ACU Handbook 2016 or any Official Amendments subsequently made by the ACU Road Race Committee.
- **Minors Under 18 Please Note!**
- ***For each rider who is under 18 years of age the entry form must be accompanied by a fully completed Parental Agreement Form. The same Parent or Legal Guardian that signs the Parental Agreement Form, must remain at the meeting and be available for the entire duration of the event.***

The organisers undertake to insure each rider, indemnifying him 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 '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 and returned to the Secretary of the Meeting:

David Stewart
CLUB THUNDERSPORT LTD
Keepers Cottage
10, Hemington Lane
Lockington
Leicestershire
DE74 2RJ

The entry fee for each round shall be as detailed on the individual entry forms.

Cheques must be made payable to "Club Thundersport Ltd" / Entries should arrive by first post on the OPENING date for the meeting.

Any entry received after the closing date will be subject to a late entry fee of £10. Faxed entry forms are not acceptable without prior agreement from the secretariat.

Entries will be accepted on the basis of Championship commitment with "Premier" registered riders taking precedence over single event applications up to but not including the closing date. On the closing date if there are any spaces left in any classes these will be allocated on the basis of date of entry by registered riders and then with any remaining spaces being allocated to non-registered riders.

In the event of a competitor wishing to cancel an entry a FULL REFUND will be made if the request is received in writing prior to the stated opening date for that meeting. After this time and up to 7 clear working days prior to the start of the event, a refund, less admin charges (min £25.-) will be given, providing notification is received in writing with all passes/technical inspection card etc returned. Refunds will be given in the form of a Racing Credit Note and will be valid for a period of two years.

Any changes to the Machine or Rider must be made in writing (and be accompanied by a new Entry Form and Declaration in the case of a new Rider) no later than 24 hours before the commencement of practice.

The Secretariat may waive this time limit in exceptional circumstances, but any new rider must comply with #4 and must complete at least 3 laps of official practice satisfactorily before taking part in any races.

HOW YOUR ENTRY FEE IS MADE UP:-

Your Entry Fee consists of several different elements, some of which are subject to VAT and some of which are either exempt or zero rated. If you have a commercial sponsor, you need to be extremely careful when addressing any potential reclamation of VAT.

Part of your Entry Fee is Insurance, which is not subject to VAT (but is subject to Insurance Premium Tax @ 6%).

Itemised printed receipts are available on request from the office by contacting Bernadette on 07711 721638.

6. CHAMPIONSHIP ROUNDS.

Meeting Date	Circuit	Open Date	Close Date	Permit No.	PCL.
5-6 March European Permit Number = EMN	Brands Hatch	11 January	21 Feb	ACU46175	005
27-28 March European Permit Number = EMN	Donington Park	11 February	12 March	ACU---	009
1-2 May European Permit Number = EMN	Snetterton	11 March	21 April	ACU---	011
29-30 May European Permit Number = EMN	Cadwell Park	11 April	17 May	ACU---	012
1-2 July European Permit Number = EMN	Oulton Park	11 May	20 June	ACU---	004
30-31 July European Permit Number = EMN	Rockingham	11 June	21 July	ACU---	097
28-29 August European Permit Number = EMN	Anglesey	11 July	19 August	ACU---	022c
24-25 September European Permit Number = EMN10/144	Donington Park	11 August	17 Sept	ACU---	009GP
15-16 October European Permit Number = EMN	Cadwell Park	11 Sept	6 October	ACU---	012

7. POINTS SCORING.

Points will be awarded for each race on the following scale:

1st- 25, 2nd- 20, 3rd- 16, 4th- 13, 5th- 11, 6th- 10, 7th- 9, 8th- 8, 9th- 7, 10th- 6, 11th-5, 12th-4, 13th-3, 14th-2, 15th-1.

In classes where there is a "Cup Class" and a "Championship Class" all riders will score points in the "Championship Class" and those eligible will also score points in the "Cup Class".

If at the end of the season there is a tie on points, the winner will be decided by the greater number of wins, if still unresolved 2nds, 3rds and so on will be taken into account.

If the situation is still unresolved, the earliest win of the season in that championship will be the deciding factor. If during the season any class becomes un-competitive through lack of entries, the organisers reserve the right to remove that class from future meetings and the championship. The interpretation of the rules for this Championship rest on the decision of the Chief Executive of Club Thundersport Ltd.

8. AWARDS.

Trophies will be awarded to the first three finishers in each race and to the first three in each championship at the end of the season. Prize money is not included in this championship, the organisers reserve the right to add prize money to any meeting/championship if a sponsor chooses to incorporate such within any sponsorship package.

9. TECHNICAL INSPECTION.

Unless otherwise stated, inspections will take place from 07.30 on the morning of the event. Machines will be checked for eligibility and the competitors clothing and helmets will be examined,

competitors must be present. 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.

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

No rider will be deemed to have finished a race until the machine has been submitted and passes the final examination, if so required.

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.

10. REPLACEMENT MACHINES.

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

11. CIRCUIT ENTRY.

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

Allocation:

Solos 3 passes per competitor.

Entrants with ACU Entrants licence will receive 1 extra pass.

When available, pit lane garages will be allocated by Club Thundersport Ltd. Garage bookings are only taken from 9.00am on the Monday morning 3 weeks before each event.

12. 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.

13. BRIEFINGS.

Riders may be required to attend verbal briefings as notified in the Final Instructions. Failure to attend may result in disqualification. Briefing notes may also be sent with the riders Final Instructions, these also form part of the regulations for the event.

14. PRACTICE / QUALIFYING.

A minimum of 15 minutes practice will be allocated to each class. Each rider must complete at least 3 laps of practice/qualifying to be eligible to compete.

The practice / qualifying schedule will be printed in the final instructions.

Grid Positions will be allocated by the organisers in accordance with the timed qualifying criteria as laid down in the Final Instructions.

15. GRID FORMATION.

The grid formation will be 3 - 3 - 3 for all solo classes in accordance with the ACU course licence with each row nine metres apart.

16. STARTS.

All starts will be on the extinguishing of the red lights in accordance with ACU Standing Regulations. In the event of a technical fault with the starting lights a written notification will be made on a board at the start-line to inform all riders that the start will be made on the lowering of the National Flag.

The starting grid should be published as soon as possible, but in any event no less than 30 minutes before the race start and no more than 30 minutes after the completion of practice.

Starts are made with engines running for all modern machines. Start may be made with dead engines and push starts for classic machines (only if notified in writing prior to the event and in this case will automatically be on the lowering of the National Flag).

17. START PROCEDURE

- a) When instructed by the pit lane / assembly area marshal, riders must proceed to the grid and take up their official grid position.
- b) There may be display panels at the side of the track indicating rows to assist riders in locating their correct grid position.
- c) No mechanics or tyre warmers are allowed on the grid. Riders who encounter technical problems must go to the pit lane to make repairs/adjustments or retire to a place of safety immediately. There will be the minimum of delay.
- d) 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. When the last rider has cleared the pit lane exit, any riders waiting there will be allowed to join the warm up lap(s) under the instruction of the pit lane marshal. Any rider joining the warm up lap from pit lane must start from the rear of the grid.
- e) Ten seconds later the pit lane exit will be closed and any further qualified riders may be allowed to start the race from pit lane under the instructions of the officials.
- f) Any rider considered to be deliberately delaying the completion of the warm up lap(s) will be directed to the rear of the grid.
- g) Any rider who encounters a problem with his machine must either return to the pit lane to make repairs, or retire at a safe location and follow the instructions of the marshals. Such riders may be allowed to start the race from pit lane under the instructions of the officials.
- h) Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm to alert the start line officials. It is not permitted to attempt to delay the start deliberately by any other means.
- i) Completion of the warm up lap(s) is not compulsory. Riders not completing the warm up lap(s) may only be allowed to start from pit lane or the rear of the grid as authorised by the Clerk of the Course.
- j) At the completion of the final warm up lap a red flag will be displayed motionless on the start line in the centre of the track, or in a location noted in the Final Instructions for the event. Riders must approach the grid at a suitably safe speed considering the presence of the start line officials. The starting lights will not be illuminated at this time.
- k) When the grid is assembled correctly an official at the rear of the grid will display a green flag and the official at the front of the grid will raise the red flag. The starter will then instruct the official with the red flag to move to the side of the grid, having indicated to the riders that they are to watch the lights / starters national flag.
- l) The red light(s) will then be illuminated for between 2 and 5 seconds. The red light(s) will then be extinguished simultaneously to start the race.
- m) After the last rider has passed the pit lane exit, the official there may show the green flag/light to start any duly qualified riders still in pit lane.
- n) Should there be a problem on the grid that might prejudice the safety of the start then the official in charge of the start may display a yellow flag or yellow flashing light and the board 'Start Delayed'. When the problem is removed and the circuit is clear, the procedure will recommence with another warm up lap and the race distance will be reduced by one lap.
Any rider deemed responsible for the delay may be directed to the back of the grid or to the pit lane on the instructions of the Clerk of the Course.
- o) If, after the lights are extinguished, a rider stalls his machine then the start line marshals may assist the rider by pushing him along the track to attempt to start the engine. If after

a reasonable time (this is dependant upon circuit length) the engine will not start, the rider must assist the marshals in taking the machine to a place of safety. Only if the machine is pushed to pit lane may the mechanics assist the rider in restarting the engine. When the race leader has crossed the finish line at the end of lap two, any such riders will not be permitted to join the race.

18. TYRE WARMERS.

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

19. 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.

It is not permitted for any rider to start a fresh lap after the chequered flag has been displayed. Thereafter riders crossing the finish line must leave the circuit at the point described in the SRs or Final Instructions, or as directed by the course marshals. Those riders who complete a similar number of laps having their position determined by the order in which they finished. Only riders crossing the finishing line within the time limit and/or distance laid down in the Final Instructions will be declared finishers in accordance with current ACU regulations.

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, but if the chequered flag is given to a competitor other than the leader then the result will be taken 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 as published in the Final Instructions and competitors classified accordingly.

20. PIT LANE.

Travelling in the reverse direction with the engine running is prohibited.

Pit Lane "Walkabouts" may be organised and a time for these will be issued. Competitors who have garages must present themselves and their machines during this period and the garage doors must be open.

The pit lane is to be kept unobstructed at all times. Riders must take all due care.

21. CHAMPIONSHIP STICKERS.

The organisers may wish competitors to carry sponsors decals/logos, if so required this will be mandatory. The sizes of these logos to be; maximum 200 x 75mm on the front and sides of the machines.

22. RACES & RESULTS.

Races will be over a distance of approximately 15 miles (rounded to the nearest number of whole laps) with the classes being categorised as "P" or "S" as appropriate.

"P" classes will have 3 races over the course of each weekend with the Saturday Championship Race being over an additional 5 miles.

"S" classes will have 4 races over the course of each weekend with all races being over the standard distance.

The programme of events for each meeting will be published in the Final Instructions for that meeting and will be sent to all riders, teams and entrants 10 days before each event.

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

23. WET & DRY RACES

All races will be categorised as 'wet' or 'dry'. If the race is categorised as 'wet', a "WET RACE" board will be displayed on the grid and in the pit lane / assembly area. If no board is displayed the race will automatically be classified as 'dry'. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

A race or practice will be defined by the Clerk of the Course as 'wet' when more than 50% of the participants are using non 'road legal' tyres, or when the majority of the track is wet during the session. In both cases a 'wet race' board will be displayed in the pit lane/assembly area.

24. COURSES.

Brands Hatch Circuit, Fawkham, Longfield, Kent. DA3 8NG.

Indy Circuit - 1.226 miles with a minimum width of 10 metres (Clockwise).

Max number of starters 38 solo / 28 sidecar.

Snetterton 200 Circuit, Snetterton, Norwich, Norfolk. NR16 2JU.

Circuit length - 1.952 miles with a minimum width of 9 metres (Clockwise).

Max number of starters 40 solo / 30 sidecar.

Cadwell Park, Nr Louth, Lincs. LN11 9SE

Circuit length – 2.17 miles with a minimum width of 8 metres (Clockwise).

Max number of starters 38 solo / 22 sidecar.

Rockingham International Circuit, Corby, Northamptonshire. NN17 5AF

Circuit length – 2.17 miles with a minimum width of 10 metres (Anti-Clockwise).

Max number of starters 39 solo / 26 sidecar.

Donington Park GP, Castle Donington, Derby. DE74 2RP

Circuit length – 2.5 miles (GP) with a minimum width of 10 metres (Clockwise).

Max number of starters 40 solo / 30 sidecar

Donington Park National, Castle Donington, Derby. DE74 2RP

Circuit length – 1.9 miles (Nat) with a minimum width of 10 metres (Clockwise).

Max number of starters 40 solo / 30 sidecar

Oulton Park, Little Budworth, Tarporley, Cheshire. CW6 9BW

Circuit length – 2.692 miles with a minimum width of 9 metres (Clockwise).

Max number of starters 40 solo / 30 sidecar

Anglesey Circuit, Ty Croes, Anglesey. LL63 5TF

Circuit length – 1.55 miles with a minimum width of 9 metres (Clockwise).

Max number of starters 36 solo / 26 sidecar