



RULE & REGULATIONS 2024

1. ELIGIBILITY

1.2 Honda Cub

Honda Cub C90/70/50 derived step-through semi-auto bike not exceeding 90cc in standard production form pre-2004

1.3 Class Definition

STANDARD CLASS: 3-speed semi-automatic transmissions. Engine capacity not exceeding 90cc. PZ19 carburettor and standard inlet manifold. 2 valves per cylinder single overhead camshaft. Frame of step-through design

MODIFIED CLASS: - 4-speed semi-automatic transmission. Engine capacity not exceeding 110cc. PZ19 carburettor inlet manifold is free. 2 valves per cylinder single overhead camshaft. Frame of step-through design

1.4 Rider Eligibility

LICENCE: - The minimum requirement for an entrant to take part in a PLOP ENDURO on track is either a Full DVLA motorcycle licence or a recognised On/off road race licence, all participants will be required to register their licence details for verification.

1.5 Safety

HELMETS: - Helmet must have type approval and be of a full-face type and be fitted with a visor. Full-face Motocross helmets are permitted but must be worn with goggles. Helmets should be in good overall condition with no major scuffs or functional damage.

1.6 Riding Gear

RACE LEATHERS: - One- or two-piece leathers are the only attire accepted, two-piece leathers should be able to be zipped on top and bottom Full-length motorcycle boots only no short ankle boots accepted. Gloves should of sound construction and intended for motorcycle use . NO TEXTILES!

2. GENERAL REQUIREMENTS

2.1 Noise

All machines will be noise tested using the ACU standard method at scrutineering and during the event. The maximum permitted noise level will be determined by the circuit but in all cases must not exceed 105db at two-thirds throttle which will then be drive-by monitored trackside to ensure continued compliance.

2.2 Transponders

You must have a transponder fitted to the machine if you wish to take part. These can be hired from the organisers, or you may use your own. The transponder should be fitted to the righthand side of the machine away from possible electronic interference.

2.3 Pitting and fuel

You must bring enough fuel for the day and have a safe method of refuelling; fuel must be transported in a sealed container specifically designed for fuel. Some circuits there will be a designated fuel area which will be the only area for refuelling. Please ensure you are aware of the location of the fire extinguishers when refuelling.

2.4 Race Numbers

Please ensure that race numbers are clearly visible, from the front and on either side of the bike. Three adhesive race numbers will be provided by the organisers. Your race number will be your start position on the grid and is drawn at random prior to the event.

2.5 Scrutineering

Your machine and safety equipment MUST be in a safe useable condition. Scrutineers will be inspecting bikes and rider clothing prior to the start of the event as part of the signing-on process. Additional checks may be carried out at any time during the event in the paddock or pitlane. The organisers reserve the right to disqualify any entrant with either an inappropriately prepared machine or inadequate protective clothing.

2.6 Bike Preparation

Sump bungs and dipstick should be lock wired and the carburettor float bowl should be nut and bolted. It is the responsibility of the entrant/team that the machine is in a safe working condition at all times.

2.7 Fuel

Only pump fuel of a max 99 octane may be used. No performance additives or high-octane race fuels are allowed.

2.8 Riders / Pit Crew

Each team is allowed up to 4 riders it is permissible for 1 rider to take part in the whole event. Supporting team members/pit crew must be familiar with the rules and are bound by the same requirements as team riders.

ANY TEAM MODIFYING THEIR MACHINE POST-SCRUTINEERING AND FOUND TO BE OUTSIDE OF THESE RULES/REGULATIONS WILL BE IMMEDIATELY DISQUALIFIED FROM THE EVENT.

3. PERMITTED AND NON PERMITTED CHASSIS MODIFICATIONS 90 AND 110

CLASSES

3.1 The frames are to remain standard to that model of machine and must be of a Honda step-through derived motorcycle.

3.2 The front Forks(leading link} and swingarm are to remain standard to that model of the machine but may be strengthened/braced with additional damping added

3.3 The drum brakes must be standard Honda C50/70/90 size and design with direct cable or rod operation.

3.4 Bracing of the frame must not compromise the step-through design which must be retained and must not exceed a height of 23" from ground level.

3.5 Brake linings and brake operation may be changed.

3.6 Disc brakes and hydraulic brake operation are **NOT** allowed.

3.7 Handlebar-operated rear brake and modified operation are allowed.

3.8 Front and rear dampers may be removed and or upgraded.

3.9 Front and rear wheels must be of the type fitted to the make and model and not exceed 17 x 1.4 in size.

3.10 Fuel tank capacity must remain per the standard type for the machine model. Oversize or auxiliary tanks are **NOT** allowed.

3.11 Seating and or seat may be modified.

3.12 Tyres must be suitable for the purpose but are free.

3.13 Bodywork may be removed, and fairings or wind deflectors fitted.

3.14 Gearing may be changed to optimise performance.

3.15 A team may change components on the motorcycle, the only component not allowed to be substituted is the main frame.

4. HONDA C90 ENGINE RULES

THE BASE ENGINE (HONDA HORIZONTAL) SHOULD BE DERIVED FROM A PRE-2003 HONDA C50/C70/C90 2003 WITH 3-SPEED TRANSMISSION AND SEMI-AUTOMATIC CLUTCH. THE ENGINE CAPACITY SHOULD NOT EXCEED 90cc.

4.1 Engine

The cylinder head should be of the type fitted as standard and should have no more than 2 valves per cylinder and should be of a single camshaft design.

All engines must be of the carburetted single-cylinder type with a maximum of 90cc in its original specification form (i.e., no de-rated/restricted-sleeved higher-performance engines

Camshaft, valves, and piston design are free.

4.2 Gearbox

Three-speed gearbox only is permitted with a semi-auto clutch run directly from the end of the crankshaft as per standard configuration. Clutch material may be changed but the clutch must be of the same operating type.

4.3 Carburetion

A single standard Keihin PZ19 type carb (max 15mm slide / 19mm exit, as fitted to >1984 12V Honda C90's). A standard Honda C90/C70 inlet manifold is only to be used. Overboring of the carburettor is **NOT** accepted. Any type of air filter/airbox/ram-air system etc is permitted as are modified choke butterfly and/or jetting. Forced induction is **NOT** permitted (turbo). Fuel injection is **NOT** Permitted. The carburettor may be reorientated using a spinner.

4.4 Exhaust

Exhaust design including header and silencer are free but must not exceed max 105db @ 2/3 throttle opening. (Circuit-specific restrictions may apply).

4.5 Ignition

The ignition system is free.

4.6 General

The engine may be tuned/ported / polished/blueprinted etc to maximise performance gain, but must remain within the above rules

5. 'OPEN' CLASS RULES

THE BASE ENGINE SHOULD BE DERIVED FROM A PRE-2003 HONDA (HORIZONTAL) TYPE C50/C70/C90 2003 WITH 3 OR 4-SPEED TRANSMISSION AND A SEMI-AUTOMATIC CLUTCH. THE ENGINE CAPACITY SHOULD NOT EXCEED 110cc

5.1 Engine

The cylinder head should be of the type fitted to a horizontal C90 type engine and should have no more than 2 valves per cylinder and should be of a single camshaft design. The crankcases should be of the type fitted to the C90 and have the same oil pump drive and configuration.

All engines must be of the carburetted single-cylinder type with a maximum of 110cc in its original specification form (i.e., no de-rated/restricted-sleeved higher-performance engines

Camshaft, valves, and piston design are free.

5.2 Gearbox

Three or four-speed gearbox is permitted with a semi-auto clutch running directly from the end of the crankshaft as per standard configuration. Clutch material may be changed but the clutch must be of the same operating type.

5.3 Carburetion

A single standard Keihin PZ19 type carb (max 15mm slide / 19mm exit, as fitted to >1984 12V Honda C90s). The inlet manifold is free. Overboring of the carburettor is **NOT** accepted. Any type of air filter/airbox/ram-air system etc is permitted as are modified choke butterfly and/or jetting. Forced induction is **NOT** permitted (turbo). Fuel injection is NOT Permitted. The carburettor may be reorientated using a spinner.

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The ignition system is free.

5.6 General

The engine may be tuned/ported/polished/blueprinted etc to maximise performance gain but must remain within the above rules.

6. RULE REMINDERS

- 1. THE DECISIONS OF THE SCRUTINEERS AND EVENT ORGANISERS ARE FINAL.**

- 2. THE EVENT ORGANISERS RESERVE THE RIGHT TO ACCEPT OR REJECT ANY MACHINE. IT IS THE RESPONSIBILITY OF ALL ENTRANTS TO MAKE ENQUIRIES OF THE ORGANISERS PRIOR TO APPLYING FOR RACE ENTRY IF THERE IS ANY DOUBT OVER THE ELIGIBILITY OF THEIR MACHINE.**

- 3. THE RULES MAY BE CHANGED AT THE DISCRETION OF THE ORGANISERS AND SHOULD BE CHECKED PRIOR TO EACH EVENT.**

- 4. THE ORGANISER RESERVE THE RIGHT TO INSPECT ANY MACHINE DURING THE COURSE OF THE EVENT**

- 5. ALL FINISHERS MAY BE SUBJECT TO AN ELIGIBILITY INSPECTION POST-EVENT AND MUST PRESENT THEIR MACHINES INTO PARC-FERME IMMEDIATELY POST-RACE.**

- 6. TEAMS FOUND OUTSIDE THE RULES OR THE SPIRIT OF THE RULES WILL BE PENALISED WHICH COULD EXTEND TO AND INCLUDE EXCLUSION FROM THE EVENT**

- 7. IF IN ANY DOUBT THEN ASK - BUT IF YOU HAVE TO ASK YOU PROBABLY CAN'T!!!!!!**

The flags on the track are used to convey information and instructions to all riders whilst on the circuit. All riders must obey as instructed by the Marshalls any flag instructions. Any rider that breaches the flag rules will be imposed penalties.



NATIONAL FLAG

This flag will signal the start of the race



STATIC YELLOW

Proceed with caution – slow down, no overtaking up until the point where the green flag is shown. Riders not observing the caution or overtaking rule will be penalised.



WAVED YELLOW

Extreme caution. Be prepared to stop – slow down, no overtaking up until the point where the green flag is shown. Riders not observing the caution or overtaking rule will be penalised



YELLOW & RED FLAG

Caution, slippery surface
Ride accordingly.



GREEN FLAG

Track clear. Safe to Race.



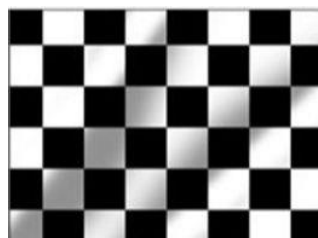
BLACK

(Shown with Riders number)
Mechanical/Riding fault – return to the pits and consult an official.



RED FLAG

Race Stopped **IMMEDIATELY SLOW** (with care) & proceed at touring pace to a stop area as indicated.



CHEQUERED FLAG

End of race. Return to paddock or park fermē.

