



NG Road Racing

ACU National Post Classic Grand Prix 250/350

Technical Regulations and Eligibility

Nov 2024 V1

ANNOUNCEMENT

NG Road Racing (the Organisers/Promoters) shall run 2 National Championships for classes outlined below. Rights to the **National** title are owned and regulated by the Auto Cycle Union.

There shall be 3 points scoring races at each NG Road Racing Championship round, except for Oulton Park where there shall be 2 points scoring rounds. (the Oulton Park round consists of Friday test day, racing Saturday only)

2 CLASSES:

250cc class up to 31/12/1984

350cc class up to 31/12/1981

- The winner of the 250cc Championship shall be named:
"2025 ACU National Post Classic Grand Prix 250 Champion"
- The winner of the 350cc Championship shall be named:
"2025 ACU National Post Classic Grand Prix 350cc Champion"

ELIGIBILITY:

All riders must be fully paid-up members of the NG Road Racing Club and must hold a current Race License. Decisions regarding interpretation of these regulations rest solely with NG Road Racing and the Auto cycle Union whose decision shall be final. All machines must conform to current standing ACU Technical Regulation, and these regulations are written in addition to those rules.

TECHNICAL SPECIFICATIONS

ENGINES

The external appearance of all engine components must be maintained as per the original engine manufacturer's specification, unless it can be conclusively shown that any external modifications made were commonplace within the relevant period. The internal specification of engines is free from restriction but should remain within the parameters of the original engine and casting. Exhaust stubs should be forged onto the cylinder, retaining the correct external appearance. Accurate capacity must be declared on the machine registration form. The maximum total swept volume of any machine competing in our designated classes is 250cc and 350cc.

IGNITION SYSTEMS

Non original ignition systems including digital ignitions are permitted. However, ignition curves must be fixed prior to arriving at the circuit. Aids to enable instant ignition curve changes, such as map switches, are not allowed.

CARBURETTORS

Must be as per original fitment for the machine or period alternatives such as Lectron. Mikuni 'reverse slide' carburettors are allowed.

RADIATORS

After market radiators wider than the original fitment are allowed. Curved radiators are not permitted.

FRAMES AND SWINGING ARMS

All machines must use frames and swinging arms as produced by the manufacturer within the designated period. Independent period frame kits designed specifically for these 250 and 350 engines are also allowed.

FORKS

Must closely reflect original style and design (**35mm–36mm for 350cc, 40mm–41mm for 250cc**). Period style after market forks may be used (e.g. Standard Ceriani). Original Spondon 38mm forks are the exception, however they must be the *original* item. Any other fork manufactured to this diameter will not be permitted. Cartridge kits are allowed. Upside-down forks are not permitted.

PROTOTYPE PARTS

An eligible part must have been available to purchase for teams and customers within the specified period for your machine. In the case of prototypes that were reserved for professional Grand Prix machines, only the genuine *original* part may be used by prior special agreement and must be supplied with suitable professional authentication.

WHEELS

The only wheel diameter allowed is **18 inch**. Any type of wheel which was available and used for racing in the period can be used. In the interests of safety and availability, modern wheels that closely resemble wheels used in the period may also be used.

Subject to prior approval with the NG Road Racing team only: machines *originally* supplied by the manufacturer with 16 front wheels in period may use original fitment wheels, for example Decorite. You will be required to confirm an acceptable all-weather tyre prior to racing.

TYRES

All riders must use treaded racing tyres manufactured in accordance with ACU Standing Regulations for Road Racing Club events. The use of wet weather, slick, 'hand cut' tyres and tyre warmers is not permitted.

Example/recommended eligible tyres: AM22 110/80-18. AM23 130/650-18. AM23 130/70-18. For those running narrow rims AM26 90/90-18. Continental Road Attack 3CR: 110/80 R18 RA3 and 130/80 R18 RA3 CR.

BRAKES

Must either be as per the original fitment or period type alternatives such as Lockheed calipers – please note there were no four-pot calipers prior to 1981 (350cc classification).

For both 250 and 350 twin discs may be fitted with two-pot calipers only.

250s only: with a single disc you may use a four-pot caliper. This must be axial mounted, two-piece, for example: early Brembo Series Oro/Goldline.

Later than period integral type, side push master cylinders are permitted. Remote reservoir, radial master cylinders, distinctively modern shaped calipers, such as Pretech, are not permitted.

BODYWORK

Must be of the correct style and shape for the period of machine. Fuel tanks must be of the design and function of the period for your machine. If the fairing shape is correct for your particular machine but features later style vents, please blank them off or remove the air scoops.

Every machine must be fitted with a brake lever guard for all races and track sessions in accordance with current ACU Technical Regulations.

INSTRUMENTS AND CONTROLS

Must be of a type and style used in the period, discreet non-integral digital temperature gauges are currently acceptable due to the variable reliability of existing analogue alternatives.

To clarify: Electronic dashboards, lap timers, quick shifters, shift lights, mapping switches or any other non-period, measuring, analysing or data collecting instrumentation is not permitted. If you choose to use a lap timer on a test day it must be removed completely for the start of the meeting.

FUEL

Must conform to ACU specifications as listed in the [ACU handbook Road Racing Standing Regulations](#) and [Technical Safety Information](#) with the following exception – E85 pump fuel is not allowed. Additives including power and octane boosters are not permitted under ACU rules.

AVGas is a permitted race fuel but may need to be mixed 50/50 with unleaded pump fuel (<99 RON) to comply with ACU regulations for leaded fuels regarding octane measured in RON. Please see section 14.6 of the [Standing Regulations](#).

SPONSORSHIP

Stickers and sponsors graphics must be clearly displayed if/when instructed to do so. Such graphics shall be available from Race Administration. Failure to display graphics may result in no championship points being awarded.

SUMMARY

Any machine or components thereof considered to be not in-keeping with the intended period by the organisers and/or Auto Cycle Union shall be excluded from results without the right of appeal. It is in everyone's best interest and openly encouraged, for the rules and technical regulations to be self-policing in the interest of keeping the intended period of 2 stroke Grand Prix racing alive.

Championship Co-ordination

Steve Bostock

NG Road Racing

stevejbostock@gmail.com

NG Road Racing Membership and Entries Administration

Selina Bostock

RaceAdmin@ngroadracing.co.uk