

Yamaha Past Masters Racing Club.

Technical Regulations and Club Rules.

Revised 22nd December 2025.

Contents:

Technical Regulations:

1. Eligible Yamaha Models.
2. Parts to remain standard regardless of model.
3. Parts allowed to be modified regardless of model:
 - 3.1. Fuelling.
 - 3.2. Electrical
 - 3.3. Engine
 - 3.4. Chassis
4. Parts allowed to be removed regardless of model.
5. Model specific regulations:
 - 5.1. RD250/350 LC non-power valve 4L0 and 4L1.
 - 5.2. RD350 YPVS LC2, F1/N1, F2/N2, RD350R 31K,1UA.
 - 5.3. RD350 LC/YPVS Hybrid.
 - 5.4. TZR250 1KT, 2MA.
 - 5.5. TDR250 3CK, 2YK.
6. Fuel
7. Tyres
8. Technical Inspection.
9. Updates and queries

Club Rules:

1. The Season.
2. Points scoring.
3. Championships and rider status.
4. Membership.
5. Race numbers.
6. Awards.
7. The Dunlop Cup.
8. Team Championship.
9. Rule change proposals.
10. Coordinators remit.

Section 1 - Eligible Yamaha Models.

- 1.1 Road-going 250 and 350 parallel twin two-stroke motorcycles, model types:
- 1.2 LC Model is RD250LC 4L1 and RD350LC 4L0.
- 1.3 TZR Model is 2MA and 1KT parallel twin.
- 1.4 TDR Model is 3CK and 2YK.
- 1.5 YPVS Model is RD350 LC2, RD350 N, RD350 N2, RD350 F, RD350 F2, RD350 R.
- 1.6 Only models of the same specification as the officially imported model.
- 1.7 Reverse cylinder or V-twin model TZR's are not allowed.
- 1.8 Models with larger rim sizes or brake diameters than the official models are not allowed.

Section 2 - Parts to remain standard and not be modified regardless of model.

- 2.1 Frame and sub-frame except for minor modifications as permitted under sections 3.4.
- 2.2 Swingarm must be from the relevant model and be standard, other than the fitting of a compulsory lower run chain-guard. (LC exception rule 5.1, TZR exception rule 5.4).
- 2.3 Cush drive and sprocket carrier.
- 2.4 Primary drive gears.
- 2.5 Ignition control units must be from an officially imported model of the eligible motorcycle. No re-mapping or FIII kit boxes are permitted (LC/YPVS exemption rule 5.2).
- 2.6 No system is to be fitted that will affect a dyno's ability to take a correct power reading.
- 2.7 No redundant electrical systems are permitted.
- 2.8 Quickshifters are not allowed.

Section 3 - Parts allowed to be modified regardless of model.

- 3.1 Fuelling** – Internal petrol tank filters and taps may be modified or removed, but otherwise fuel tanks must remain standard for the eligible model. In cases of excess corrosion to fuel tanks, they may be modified to incorporate an internal tank. The internal tank must be securely mounted and isolated from the frame on rubber mounts. The original tank must form the cover to maintain the original appearance. Internal tank filler cap must conform to ACU specification in respect of sealing and venting. Fuel cap and outlets must be in original position as per standard tank.

The original tank mounting cross bracket may be modified or removed to allow the repair of the original, or the fitment of an internal tank. The original tank/cover must be securely mounted.

After-market aluminium tanks to replace the original tanks are allowed to be used, providing they are fully compliant with ACU requirements and retain the appearance of the standard tank.

Fuel tank cap can be modified or replaced, subject to ACU regulations.

3.2 Electrical – Static ignition timing may be altered.

Electrical components may be repositioned, and waterproofing measures taken.

Rotor lightening is allowed.

3.3 Engine – Barrels and head can be modified.

Crankcases must be from eligible model or model using same casting, e.g TZR/TDR 1KT, 2MA, 3CK or 2YK. TZR250 2XT crankcases are not permitted. Top crankcase may be flowed and blended to match transfer port entry and boost port entry.

The use of filler material is permitted but restricted to the transfer port passage in the top crankcase only. The use of fillers and packing in other areas is not permitted. Reed valve entry and mounting must remain original and not be modified.

The only permitted crank modification is the use of a full-circle crank.

Sprocket cover may be modified or removed.

Airbox may be modified or removed.

Radiators, cooling system and thermostat may be substituted or modified.

Rebores to a maximum of +2.75mm (no big bores).

Aftermarket billet clutch, pressure plate, extra plates and replacement springs are permitted.

Exhausts can be modified or replaced with alternatives. Any exhaust must conform to the relevant noise limits.

Powervalve control boxes may be modified with the use of dip-switches or re-soldering of the internal motherboard. The powervalve control box must be Yamaha OE for the eligible model, alternatively, the use of a Zeeltronic powervalve control unit is permitted.

3.4 Chassis – minor frame and subframe modifications are allowed for cosmetic reasons: bodywork fitment and steering damper rods, but not to change geometry, lightening or bracing. The drilling of holes for reasons of weight saving is discouraged. The final rear cross brace must remain in the standard position on all eligible models, cutting the rear subframe to this point is permissible to allow the fitting of non-standard seats.

Ancillary frame brackets can be removed, typically unused mounting lugs. Additional lugs may be added to assist the fitting of bodywork.

Chassis and wheel bearings may be upgraded to a superior specification but must be to standard diameter.

Fork internals, sliders and caps may be modified or replaced with cartridge kits of higher specification. Forks may be shortened.

Rear shock may be re-gassed, and the spring may be replaced to suit the riders requirements. Alternatively, any commercially available shock absorber may be used. This must be of single unit construction. No remote reservoirs, piggyback reservoirs or remote pre-load units are

allowed. The unit must be a direct fit to the existing mounts without modification to the frame or linkage. LC can use any shock if it is a direct fit.

Rear suspension tie-bars may be modified or replaced to alter the ride height.

A steering damper is allowed.

Handlebars can be modified, replaced and remounted.

Race bodywork can be fitted but must not alter the front silhouette of the eligible model. The seat unit may be replaced with any suitable unit.

Double bubble and tinted screens are allowed.

Wheel spindles must be at least of standard length. They may be lengthened to fit an R-hook.

Rear brake fluid reservoir may be replaced with the “HRC” tube modification.

Any master cylinder, including race-specific units, may be used for front and rear braking systems.

Section 4 - Parts allowed to be removed regardless of model:

Parts for road use like mirrors, horn, indicators, pillion pegs and ancillary brackets originally to support road-going parts.

Top chainguard (a bottom run “sharks’ fin” guard must be added as ACU regulations).

Mudguards.

Speedo, cable and speedo drive. The speedo drive can be substituted with a suitable spacer.

Charging system including regulator-rectifier and battery.

Oil tank and pump.

Airbox.

Kickstart mechanism.

Gearbox sprocket cover.

Thermostat.

Rear brake fluid reservoir.

Section 5 - Model specific regulations.

5.1 RD250/350 LC non-powervalve 4L0 and 4L1.

250LC is allowed twin discs and callipers from the 350LC.

YPVS forks, wheels and brakes can be fitted.

Swingarm bracing and period aftermarket swingarms are allowed.

Any class-legal YPVS bodywork/frame/swingarm part can be fitted, except for full fairings.

TZR forks, wheels, brake and rear wheel may be fitted. The “Blue-Spot” front calliper may be used if the bike is fitted with TZR forks. See TZR rules for full definition of this calliper.

Any shock can be used if it is a direct fit with no frame or linkage modification.

The “Pro-Am” fairing and belly pan are permitted.

Non-standard or modified carburettors are allowed.

YPVS conrods or crankshaft can be used.

Any ignition is allowed.

5.2 RD350 YPVS LC2, F1/N1, F2/N2, RD350R 31K, 1UA.

Any OEM Yamaha twin opposing piston calliper with an 83mm bolt pitch that will fit without additional mounting brackets is allowed.

Allowance of four piston brake callipers with 83mm bolt spacing from the following models to fit 350YPVS 31K or F2 forks without adapter plates – FZR400 3TJ, TZR 250 3MA, TZR 250 3XV, R1Z250, Triumph TT600 and 595 series. Master cylinder must remain 5/8” i.e 16mm.

Ignition systems can be a combination of eligible models or an aftermarket non-programmable YPVS replacement.

Non-standard or modified carburettors are allowed.

TZR forks, wheels and brake may be fitted, along with the rear wheel. The “Blue-Spot” front calliper may be used only if the bike is fitted with TZR forks. See TZR rules for full definition of this calliper.

5.3 RD350 LC/YPVS HYBRID.

Rules as RD250/350 LC (section 5.1) with the following exception:

Ignition must be as per YPVS rules and the powervalve system must be operational.

5.4 TZR250 1KT, 2MA.

Model 2XW-1 swingarm, shock and linkages are permitted as these were officially fitted to later model 2MA's imported to the UK.

Rear wheel can be replaced with a suitable 3.5-inch Yamaha wheel that will accept the standard spindle, cush drive and sprocket carrier.

We allow the use of any OEM Yamaha monobloc construction front caliper with 100mm bolt pitch that attaches directly to the fork leg without the need for an adaptor plate.

The TDR250 3CK or 2YK gearbox, and the R1-z gearbox can be used in the TZR250 1KT/2MA to offer greater availability of reliable, non-fatigued parts. Hybrids, i.e the mixing of parts from each gearbox, is not allowed.

Carburettor bodies must remain standard. F3 carburettor mod is not permitted. Jets and needles may be changed. Carburettor mount rubbers may be replaced with after-market items of same specification. Reed petals may be changed but standard reed spacer blocks must remain and may be modified. Standard reed cages may be modified or replaced with alternative items but must use original mount bolt spacing.

TZR/TDR wheel change eligibility:

Eligible front wheel options using the TZR250 1KT/2MA forks are listed below.

The conditions for use of a replacement wheel are:

The original specification 12mm 1KT/2MA wheel spindle must be used.

No adjustments to the forks or calliper can be undertaken to allow fitment.

Standard wheel must be able to fit directly back into the set-up using standard 1KT/2MA 12mm spacers, spindle and eligible calliper set-up.

The eligible front wheel must be from a Production Yamaha Motorcycle.

NOTE – All non-standard front wheels will require spindle size adjustment spacers, different wheel spacers and in some cases, machining of the disc face depending upon origin. The only direct fit wheel is the OE 2.15 stock front.

Model	ID Number	Size
TZR125R*	Brembo	2.75 x 17
TZR250 2XT	F44	2.75 x 17
R1-Z 250 3XC	F44	2.75 x 17
FZR250 3LN	F44	2.75 x 17
FZX250	F44	2.75 x 17
TZR125RR **	F49	3.00 x 17
TZR250 3MA and 3XV**	F49	3.00 x 17
FZR600 3HE		3.00 x 17
SZR660	Y-2 F49	3.00 x 17
FZR400**	F36	3.00 x 17

*The Brembo TZR125R front wheel is possible to fit with the Blue-Spot calliper, however the wheel will be off-set. The wheel will fit centrally with the standard calliper.

** A modification to remove 4mm from the wheel is required.

5.5 TDR250 3CK, 2YK.

Rules as TZR250 1KT, 2MA (section 5.4) with the following exceptions:

Footrest position may be altered by modifying or removing frame lugs allowing the fitment of aftermarket rear sets.

CDI and PV control units from eligible TZR models are allowed.

6.0 FUEL.

Pump fuel only.

Max 99RON, pre-mixed with 2-stroke oil if necessary.

No octane boosters or other additives allowed.

7.0 TYRES.

Any moulded, treaded tyre is allowed. Slicks are not allowed.

Wets are allowed.

8.0 TECHNICAL INSPECTION.

Random technical inspections will be carried out by YPMRC co-ordinators.

Any potential rule infringement will be referred to the BMCRC Chief Technical Official for appropriate action under BMCRC/ACU Regulations.

8.0 UPDATES AND ETHOS.

Any changes made to the regulations will be decided under the control of the YPMRC Coordinators with the interests of the Members at the forefront of any decision.

The overriding factors are safety, fairness and cost whilst retaining the original characteristics of the eligible models.

If an item isn't mentioned, it doesn't mean that it can be modified or added.

Changes to the regulations may also be made due to the requests of BMCRC and the ACU.

Members should not seek to look for any "holes" or vagaries in the regulations to gain an advantage.

Any non-approved modification that does not reflect the spirit of the club rules and regulations is not allowed.

Club Rules.

1. The race season will comprise the number of rounds as dictated by BMCRC, or as decided on by a members vote.
2. Points scoring for each championship race is as dictated by BMCRC, currently awarding 25 points for 1st place, 20 for second, through 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, and 1 for 15th place.
3. There will be 3 championships:

3.1 The Main Championship

All riders (National/Clubman/Junior Clubman or Rookie status) compete for the Main Championship. This is a BMCRC Championship, therefore membership of the YPMRC is not a requirement to score points. One-off guest riders who are not members of the YPMRC are eligible to score points in the main championship.

3.2 The YPMRC Clubman Championship.

A Clubman is defined as a Rookie who has completed their first season of racing, finishing more than 2 races. A Clubman can also be someone with a short racing history. A rider ceases to be a Clubman and move on to National level if they win the Clubman Championship, or finish within 105% of the Race Winners time on 10 occasions or more.

3.3 The YPMRC Junior Clubman Championship.

A Junior Clubman is a rider who is a Rookie (someone who has entered no more than 2 races previously) or a rider who has not been within 112% of the race winning time on 10 previous occasions or more. Entrants for this Championship will be determined by discussion with the coordinators before the season commences. **NOTE – BMCRC will** support this Championship, presenting a medal for the 1st place rider only at a race weekend. The YPMRC will award Championship Trophies for the top three finishers at the end-of-season presentation.

3.4 Rider Status.

New riders to the YPMRC must provide a brief racing history, evidence of results etc to allow the coordinators to establish their riding level and status. This is to be done before they compete so that their experience can be reviewed and they compete in the correct Championship.

The Club Bike Rider status must be established before they compete. The Club Bike Rider is granted member-status for the race weekend to score points in the YPMRC Championships and win spot prizes.

The aim is to provide a level playing field so that riders of equal experience compete for each championship. As such, a rider's status within the YPMRC is to be decided by the coordinators prior to the rider competing.

4. To be a member of the YPMRC a rider must complete and submit the membership form available on the YPMRC Facebook page and make payment. Valid, paid-up membership of the YPMRC, before the season commences, gives the following rider benefits:

- 4.1. Allowed to propose rule changes.
- 4.2. Allowed to vote on rule changes and other YPMRC matters. To be eligible to vote, a rider must be a paid-up member and have raced with the Club within the last 3 seasons.
- 4.3. Winning of spot-prizes.
- 4.4. Entrance into the Junior Clubman Championship, subject to rider status.
- 4.5. Or entrance into the Clubman Championship, subject to rider status.
- 4.6. Eligibility for the various end of season awards – Riders Rider, Most Improved Rider, Team Trophy, Marshalls Award etc.
- 4.7. Entrance into the YPMRC raffle.
- 4.8. Membership of the YPMRC is encouraged but is at the discretion of the Coordinators.

5. Each rider is allocated a race number and that same number must be used by that rider for the season. There is to be no duplication of numbers. If a rider uses someone else's bike, then the number must be changed. For race number availability and queries, please contact Den Grant.

6. Racing Awards:

- 6.1. Main Championship awards for 1st, 2nd and 3rd place.
- 6.2. Clubman Championship awards for 1st, 2nd and 3rd place.
- 6.3. Junior Clubman Championship YPMRC end-of-season awards for 1st, 2nd and 3rd place.

At the second Brands Indy Round:

- 6.4. The Paul Hogan Trophy – To compete for this Trophy, riders must have entered a minimum of 3 YPMRC rounds in the current season.
- 6.5. The Danny Whalin Challenge Cup - To compete for this Trophy, riders must have entered a minimum of 3 YPMRC rounds in the current season.

At a Cadwell Round (to be advised).

- 6.6 The King of the Mountain Trophy awarded to the rider scoring the most Main Championship points in the 2 Saturday races combined.

6.7 Additional awards include the Riders Rider of the Year, the Most Improved Rider of the Year, The Marshalls Award, and other special awards given at the YPMRC end of season presentation.

7. The Dunlop Cup.

This competition will run through the season and is for those riders using the Dunlop Sportsmart tyres. Riders must state their intention to compete for the Dunlop Cup before the season commences. Points will be awarded using the recognised system, the highest placed finisher using Dunlop Sportsmarts will be awarded 25 points, 20 for second place down to 1 point for the 15th place finisher using the eligible tyres. If a race is declared as "Wet", then no points will be awarded as wet tyres are a free choice.

8. Team Championship sponsored by G-Force Motorcycles.

A team comprises a pair of riders, being one National and either, one Clubman or Rookie, or two Clubmen, or two Rookies. A pair of National riders is not allowed. Points are awarded for each riders finishing position in their respective championship through the season.

The purpose of the Team Championship is to promote “buddying-up”, i.e having someone experienced to help and assist the lesser experienced rider. Prizes for the winners will be decided by G-Force Motorcycles.

9. Proposing of Rule Changes.

A racing member can propose a change or addition to the current rules. Any proposal must give a description of the change/addition, and must set out the anticipated cost of the change, and must clearly define the benefits of the change, be that on grounds of safety, cost, availability of parts etc. A rule proposal should be presented to the coordinators for consideration, and if the proposal is considered to have merit, it can then be voted on by riding members. To be passed, those in favour of the change must number 67% or more of the total number of votes.

10. Coordinators.

No individual coordinator can alter the rules and regulations of the YPMRC. It is a member's club, and the coordinators duty is to act in the best interests of its members. Any alterations to the rules and regulations must follow a democratic process. The coordinators reserve the right to refuse membership to any individual.

End. PW. 5.12.25.