



# HANDBOOK

# 2010

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Women's Trial  
des Nations  
Champions  
Emma Bristow,  
Joanne Coles &  
Becky Cook



£8.00



# 2010 HANDBOOK

January 2010

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The ACU is the internationally recognized National Governing Body for motorcycle sport in the British Isles (less Northern Ireland). Formed in 1903, the ACU has a long tradition in the world of motorcycle sport being a founder member of the World Governing Body, the Federation Internationale Motocyclisme (FIM). The ACU has a major role in furthering the interests of motorcycle sport on a global basis. Domestically, the ACU provides for all forms of motorcycle sport ranging from Road Racing to all disciplines of Off Road activity and has successfully organized world class events such as Moto GP, World Superbikes, the Isle of Man TT Races and the Motocross of Nations.

The ACU aims to ensure that all people irrespective of their age, gender, disability, race, ethnic origin, creed, colour, social status or sexual orientation, have a genuine and equal opportunity to participate in motorcycle sport at levels in all roles. The ACU fully supports youth activity in all disciplines and through the ACU Academy, some of our young riders go on to become British, European and World Champions in their chosen sport.

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- To pursue the interests of motorcycling while protecting and promoting the needs of members.
- To facilitate British Motorcycle Sport in the most accommodating, de-regulated and user led manner possible.
- To make British Motorcycle Sport happen.

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**Note** *No discrimination is intended where references are made to 'he', rather than 'she', throughout this Handbook.*

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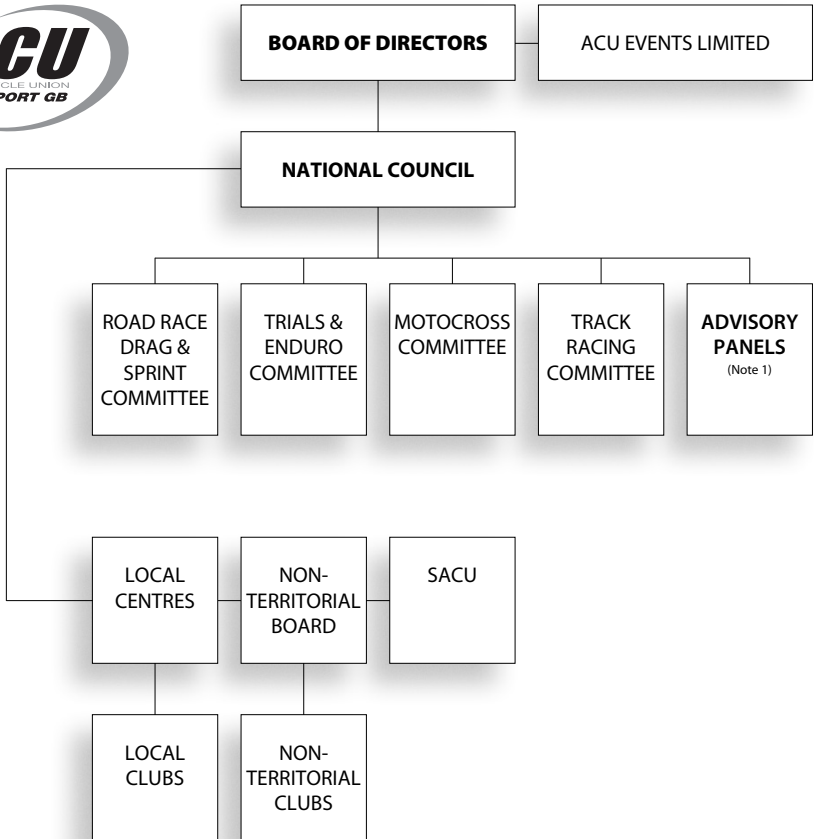
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# Auto-Cycle Union Limited structure



**NOTE 1**

- Technical
- Sustainable Event Management
- Medical
- International
- Adjudicators

# Who should I contact at the ACU?

Normal office hours are 09.00 – 17.00. Monday – Friday.  
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Geraldine Wilson – 01788 566400

## ACU EVENTS LTD

Maxxis Series Manager  
  
Isle of Man TT Race Manager  
  
Admin Officer

Brian Higgins – 01822 614355  
Mobile – 07793 494793  
Eddie Nelson – 01788 566431  
Mobile – 07860 281094  
Lucille Adams – 01788 566432

## THIEVING STOPS HERE

If the engine or frame number on your bike has been tampered with, don't bother taking it to an ACU event.

**There's a bike stolen every seven minutes, 120,000 are still missing the value of these in excess of £70m, result; sky-high insurance premiums, many existing riders forced off the road and newcomers who cannot afford the insurance**

Police experience has shown that a number of stolen machines, engines and parts end up on the race track. If there is no demand for them, there will be no market, and theft would diminish.

Help us to stamp out theft. Have nothing to do with dishonest dealers and those offering bikes and parts which are known – or suspected of – being stolen.

**Anyone found in possession of a machine with tampered or defaced engine or frame numbers will not be allowed to race.**

**THERE IS NO PLACE IN OUR SPORT FOR DISHONESTY**

## Anti-theft screw tightens

The ACU is determined to ensure that all motorcycle sport is conducted in a fair, honest, and sporting manner, so that every competitor has an even chance of success. Competitors using stolen engines, frames and components, which they disguise by altering or erasing the identification numbers are seeking unfair advantage. Whether they actually steal bikes themselves, or simply buy bits cheaply, “no questions asked”, the effect is the same; they seek an unfair advantage over the honest competitor, and contribute to the motorcycle theft epidemic, which affects all motorcyclists in the long run, racers or not.

The ACU is a partner in the Anti-Theft Initiative (ATI) piloted jointly by the Auto-Cycle Union, British Motorcyclists Federation and the Motorcycle Action Group and is also Secretariat to the Motorcycle Crime Reduction Group (MCRG). Scrutineers and specially trained ATI marshals will specifically check the authenticity of engine and frame numbers. Where “dodgy” numbers are found, the facts will be reported to the Clerk of the Course who will exclude suspect machines from competing. No ifs or buts.

The ATI marshals are fully briefed on how to conduct their examinations at the scrutineering point without interfering with the normal running of the meeting.

Good Motorcycle Sport depends on the trust of competitors and the support of the general motorcycling public. Using stolen bike parts is like any other form of cheating. The monstrous theft rate of motorcycles significantly deters people from buying and using them. Fewer riders means fewer race fans; fewer fans means less income for organising clubs; less income means fewer events; fewer purchases of motorcycles means that sales volumes decrease, and the cost of legitimate bikes and parts increases.

Everybody in the motorcycle world is affected by the scourge of theft, and the ACU will do everything possible to keep that scourge away from competitive sport.

**IF YOUR MACHINE HAS AN ERASED OR ALTERED FRAME OR ENGINE NUMBER, YOU WILL BE PREVENTED FROM RACING.**

**NON-TERRITORIAL BOARD**

**President:**

Mr. J. Parker, 172 Tower Road, Ware, Herts SG12 7LL. Tel: 01920 444205 eve: 01992 551564  
 Fax: 01920 468686  
 email: jim@neweramcc.org

**Chairman:**

Mr. J. Blower, Windyways, 195 Star & Garter Road, Stoke on Trent ST3 7HJ. Tel: 01782 311201 / 07929 987753

**General Secretary:**

Mrs. M. Mellish, 4 Douglas Avenue, Harold Wood, Romford, Essex RM3 0UT.  
 Tel/Fax: 01708 342684

**NON-TERRITORIAL CLUBS**

**0501 BRC**

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 Tel: 01920 444205 Fax: 01920 468686  
*RR, rr, PB, pb, SM, sm.*

**0500 British Armed Forces Motorcycling Association (BAFMA)**

Lt. Col. Bob Birrell, Advanced Training Wing, Defence School of Transport, Normandy Barracks, Leconfield, East Yorkshire HU17 7LX. Tel: 01904 665243  
 Fax: 01904 665298  
 email: hqbama@dst.mod.uk  
 website: www.bafma-online.co.uk  
*E, T, HH, SCE.*

**0502 British Motor Cycle Racing Club Ltd**

Mrs. Tracey Ringrow, BMCRC, Unit B5, Seedbed Centre, Davidson Way, Romford, Essex RM7 0AZ.  
 Tel: 01708 720305 / 01708 509161  
 Fax: 01708 720235  
 email: tracey@bemsee.net  
 website: www.bemsee.net  
*RR, rr.*

**0503 British Motorcycle Racing Club Marshals Association**

Mrs. Tracey Ringrow, BMCRC, Unit B5, Seedbed Centre, Davidson Way, Romford, Essex RM7 0AZ. Tel: 01708 720305 / 01708 509161 Fax 01708 720235  
 email: tracey@bemsee.net  
 website: www.bemsee.net  
*RR, rr.*

**0504 British Scooter Sport Organisation**

Mr. Paul Green, 2 Burnside Business Park, Turnpike Close, Grantham NG31 7XU.  
 Tel: 08707 561447 Fax: 08707 561448  
 email: info@scooterracing.org.uk  
 website: www.scooterracing.org.uk  
*SCR, SC, SCT, ST, SR.*

**0377 CJSC**

Mr. Chris Browning, MX Moto Ltd, CJSC POST, 12 Weeley Road, Little Clacton, Essex CO16 9EY. Tel: 07748 184228  
 email: cjsc@mxmoto.co.uk  
 website: www.cjsc.org.uk  
*mx.*

**0506 Classic Racing Motorcycle Club Ltd**

Mr. Nick Hooper, 7 Leyton Cross Road, Dartford, Kent DA2 7AP. Tel: 01322 220215 / 0207 1162862  
 email: hooperman100@btinternet.com  
 website: www.crmc.co.uk  
*RR.*

**0507 Clubmans Racing MCC**

Mrs. Jean Maslin, 105 Mill Sudio Business Centre, Crane Mead, Ware, Herts SG12 9PY. Tel: 01920 444205 Fax: 01920 468686  
*RR, rr, PB, pb, SM, sm.*

**0505 CSMA Club**

Mr. Tim Ingram, c/o Club Activities Dept, CSMA Club, Britannia House, 21 Station Street, Brighton BN1 4DE. Tel: 0845 3457444  
 Fax: 01273 744761  
 email: tim.ingram@csmaclub.co.uk  
 website: www.csmaclub.co.uk  
*RR, S, HC, MX, GT, LT, T, LDT, E, RAL.*

**0598 Ducati Sporting Club**

Mr. Chris Bushell, 103 Willow Park, Otford, Sevenoaks, Kent TN14 5NF.  
 Tel/Fax: 01959 522249  
 email: chris.bushell@ducatisportingclub.com  
 website: www.ducatisportingclub.com  
*RR.*

**0576 EBTC BikeTrial Our Sport**

Mr. David Bradley, 41 Burlington Gardens, Hadleigh, Benfleet, Essex SS7 2JJ. Tel: 01702 559137 email: dc\_bradley@tiscali.co.uk  
 website: www.ebtc.net  
*BT, bt.*

**0508 Federation of British Police Motorclubs**

Mr. Peter Edwards, c/o Fingerprint Unit, Bradford Park, 3 Bank Street, Clayton, Manchester M11 4AA. Tel: 0161 8560101  
email: pete.edwards@gmp.pnn.police.uk  
*RR, T, E, RAL, Social.*

**0509 Formula Sidemar Racing Association**

Mrs. Jane Banks, 27 Oak Road, Stone, Staffordshire ST15 8NG. Tel: 01785 616256 / 07790 371948  
email: banks.jane@yahoo.co.uk  
website: www.fsra.org.uk  
*RR.*

**0510 GRASA**

Mrs. Di Wain, 104 Purbrook Way, Leigh Park, Havant, Hampshire PO9 3SB. Tel/Fax: 02392 644061/ 07881 818089  
email: diwain@ntlworld.com  
website: www.grasa.co.uk  
*GT.*

**0627 Greeves Riders Association**

Mr. Mike Eady, 1 Winsford Close, Newhall, Walmley, Sutton Coldfield, West Midlands B76 1EU. Tel: 0121 329 3200  
email: mike@eadym.freereserve.co.uk  
*T, Social.*

**0282 KRC**

Mrs. Jo Marchant, The Cottage, High Street, Leigh, Tonbridge, Kent TN11 8RH. Tel/Fax: 01732 838500  
email: info@krcendurance.co.uk  
website: www.krcendurance.co.uk  
*RR.*

**0590 London Douglas Motorcycle Club Ltd**

Mr. Roger Gibbard, 12 Victoria Road, Chingford, London E4 6BZ. Tel: 0208 5291305  
*RAL.*

**0585 MR Thumpercross Club**

Mr. Adam Hooper, c/o Martins Rubber Co Ltd, 28-36 Orchard Place, Southampton SO14 3PE. Tel: 02380 213705 Fax: 02380 631577  
e-mail: mrthumpercross@thumpercross.com  
website: www.thumpercross.com  
*MX.*

**0609 Mercian Dirt Riders**

Miss. Gail Lucas, 34 Brookend Street, Ross on Wye HR9 7EE. Tel: 01989 763455  
email: mdrenduro@btinternet.com  
website: www.merциandirriders.co.uk  
*SCE, HH.*

**0511 Morgan Three Wheeler Club Ltd**

Mr. John Blower, Windyways, 195 Star & Garter Road, Lightwood, Stoke on Trent ST3 7HJ. Tel: 07989 353961  
email: johnblower@hotmail.co.uk  
website: www.mtwc.co.uk  
*RR, S, HC, T, LDT.*

**0513 Motor Cycling Club Ltd**

Mr. Peter Lawley, The Vicarage, Ashley Road, St. Georges, Telford TF2 9LF. Tel: 01952 613511 Fax: 01952 612923  
email: peterlawley@talktalk.net  
website: www.themotorcyclingclub.org.uk  
*T, LDT.*

**0514 Motor Cycle Club of Wales**

Miss. Anne Bates, Little Gigrin, Rhayader, Powys LD6 5NU. Tel: 01597 810435  
email: anne.trials@btinternet.com

**0515 National Association of Supertwins**

Mrs. Yvonne Mott, 15 Marigold Walk, Widmer End, High Wycombe, Bucks HP15 6BZ. Tel: 07785 926957 / 01494 713825  
email: ymott@its.jnj.com  
website: www.supertwins.co.uk  
*DR.*

**0577 National Bike Trial Club**

Mr. G. Ayre email: info@biketrialuk.co.uk  
0516 National Hill Climb Association  
Mr. Peter Isaac, 205A Berron Road, Burnham-on-Sea, Somerset TA8 2JG. Tel: 01278 786377  
email: pgisaac@tiscali.co.uk  
website: www.nhca.co.uk  
*HC, hc.*

**0517 National Sprint Association**

Mrs. Helen Greathead, 80 Ogilvy Drive, Bottesford, Scunthorpe, North Lincolnshire DN17 2PS. Tel: 01724 347801 / 07921 712266  
*S, s.*



**0518 New Era MCC Ltd**

Mrs. Jean Maslin, 105 Mill Studio  
Business Centre, Crane Mead, Ware, Herts  
SG12 9PY. Tel: 01920 444205 Fax: 01920  
468686

website: [www.neweramcc.org](http://www.neweramcc.org)

*RR, rr, PB, pb, SM, sm.*

**0519 N G Road Racing Club**

Mr. Neil Day, 16 Gardiner Close,  
Chalford, Stroud, Gloucestershire GL6  
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email: [neil@ngroadracing.org](mailto:neil@ngroadracing.org)

website: [www.ngroadracing.org](http://www.ngroadracing.org)

*RR, rr.*

**0680 Racesafe Marshals Association Limited**

30 Fir Cottage Road, Finchampstead,  
Wokingham, Berks RG40 4RY.

Tel/Fax: 01189 735546

email: [mike@racesafe.org](mailto:mike@racesafe.org)

**0520 RAF Motorsports Association**

Sgt. Paul Routledge, 4 Holmesfield,  
Bassingham, Lincoln, Lincolnshire LN5  
9LN. Tel: 01522 789232

email: [border\\_riever@hotmail.com](mailto:border_riever@hotmail.com)

website: [www.rafmsa.raf.mod.uk](http://www.rafmsa.raf.mod.uk)

*RR, SM, S, HC, MX, GT, E, T, SCE, HH.*

**0571 Royal Navy Motorcycle Club**

Mr. Ian Lunn, Qu Appelle, Lee Ground,  
Whiteley Lane, Fareham, Hampshire  
PO15 6RP. Tel: 01329 845723

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*MX, T, E, Social.*

**0521 Santa Pod Racers Club**

Mrs. Paula Marshall, SPRC, PO Box 12,  
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01933 313625 / 01933 311811 Fax: 01933  
355558

email: [paula.marshall@btconnect.com](mailto:paula.marshall@btconnect.com)

website: [www.eurodragster.com/sprc](http://www.eurodragster.com/sprc)

*DR.*

**0522 Sidacar Motocross Association of Great Britain**

Mr. Steve Tye, The Rookery, 3 Alanbrooke  
Road, Colchester, Essex CO2 8EG.

Tel: 01206 792182

email: [steve.tye@aspects.net](mailto:steve.tye@aspects.net)

*MX.*

**0523 Supermoto Racing Club**

Mrs. Jean Maslin, 105 Mill Studio  
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SG12 9PY. Tel: 01920 444205 Fax: 01920  
468686

website: [www.neweramcc.org](http://www.neweramcc.org)

*SM, sm.*

**0524 Trail Bike Enduro Club (TBEC)**

Mrs. Belinda Jarman, 13 Ellingham  
Avenue, March, Cambs PE15 9TA.  
Tel: 07749 499314

email: [chairman@tbec.co.uk](mailto:chairman@tbec.co.uk)

website: [www.tbec.co.uk](http://www.tbec.co.uk)

*HH.*

**0525 Triumph Owners MCC**

Mrs. Margaret Mellish, 4 Douglas Avenue,  
Harold Wood, Romford, Essex RM3 0UT.  
Tel/Fax: 01708 342684

*RR, RAL, Social.*

**0572 TT Supporters Club**

Mrs. Rose Hanks, 50 Lyndhurst Road,  
Erdington, Birmingham B24 8QS.  
Tel: 0121 3731035 / 0121 6863799

*Social.*

**0248 Tyke Trial Ltd**

Mrs. S. Scriven, Southfields Farm,  
Bellerby, Leyburn, North Yorkshire DL8  
5QN. Tel: 01969 624406

email: [sscriven@southfieldsfarm.fsnet.co.uk](mailto:sscriven@southfieldsfarm.fsnet.co.uk)

*BT, bt.*

**0654 Veteran Vespa Club**

Mr. Dick Townsend-Smith, 18 Tangier  
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01737 350651

email: [dick.townendsmith@btinternet.com](mailto:dick.townendsmith@btinternet.com)

website: [www.veteranvespaclub.com](http://www.veteranvespaclub.com)

*Social.*

**0526 Vincent HRD Owners Club**

Mr. Andrew Everett, PO Box 680,  
Orpington, Kent BR6 8WS. Tel/Fax: 0208  
5391101 email: [secretary998@voc.uk.com](mailto:secretary998@voc.uk.com)  
website: [www.voc.uk.com](http://www.voc.uk.com)

*Social.*

**0527 Vintage Motor Cycle Club Ltd**

Mr. James Hewing, Allen House, Wetmore  
Road, Burton on Trent, Staffordshire  
DE14 1TR. Tel: 01283 540557 Fax: 01283  
510547

*RR, S, D, SRR, GT, T, RAL.*

**0528 Welsh Trail Riders Association**

Mr. Steve Williams, 21 Tewdric Close,  
Llantwit Major, Vale of Glamorgan CF61  
1SZ. Tel: 01446 795938  
website: www.ukoffroad.info  
E.

**THE SPORTS COUNCILS****UK Sport**

40 Bernard Street, London WC1N 1ST.  
Tel: 0207 211 5100 Fax: 0207 211 5246

**Sport England**

3rd Floor Victoria House, Bloomsbury  
Square, London WC1B 4SE. Tel: 0207  
2731551 Fax: 0207 383 5740

**Sport Scotland**

Caledonia House, South Gyle, Edinburgh  
EH12 9DQ. Tel: 0131 317 7200 Fax: 0131  
317 7202

**Sports Council for Wales**

Sophia Gardens, Cardiff CF11 9SW. Tel:  
0845 0450904 Fax: 0845 8460014

**RECOGNISED PROMOTERS****200 MPH Ltd**

5 Carr Street, Brighouse, West Yorkshire  
HD6 4AZ.

**ACU Events Limited**

ACU House, Wood Street, Rugby,  
Warwickshire CV21 2YX. Tel: 01788  
566400 email: admin@acu.org.uk

**BSMC 2008 Ltd**

2 Haugh Farm, Haugh Fold, Newhey,  
Rochdale, Lancs OL16 3RF.

**Club Thundersport Limited**

Unit 8, Mallory Park Circuit, Kirkby  
Mallory, Leicestershire LE9 7QE.

**Dirtbike Action**

21 Crowberry Drive, Harrogate HG3 2UF.

**Foxhill Promotions Limited**

The Estate Office, Shawdene, Newbury,  
Berkshire RG14 3AJ. Tel: 01635 528826  
Fax: 01635 528827  
email: fairhurst@btconnect.com

**GMC Events Ltd**

Brodawel, Llanbister, Llandrindod Wells,  
Powys LD1 6TH. Tel: 07779 091014 email:  
jonty.edmunds@attglobal.net  
website: www.jontyedmunds.com

**Hottrax Motorsport Racing Club Limited**

PO Box 7506, Milton Keynes MK11 9DH.  
Tel: 01908 561198  
email: info@hottrax-motorsport.co.uk  
website: www.hottrax-motorsport.co.uk

**Hucklebridge Events Ltd**

85 Pinewood Way, Colerne, Wiltshire  
SN14 8QU.

**L & M Events**

3 The Old Court House, Tenterden Street,  
Bury BL9 0AL. Tel: 0161 7052075  
email: info@lmeventsuk.com  
website: www.lmeventsuk.com

**Mildenhall Stadium**

Hayland Drive, West Row, Bury St  
Edmunds, Suffolk IP28 8QU. Tel: 01638  
711777 Fax: 01638 510967

**Mini Bike Masters**

James Breckon, Unit 7, Hanworth Lane,  
Chertsey KT16 9LG. Tel: 01932 567325  
Fax: 01932 571072

**Motorcycle Promotions Ltd**

Unit 5, Aspley Business Park, Lincoln  
Street, Huddersfield HD1 6RX.

**MotorSport Vision Racing (MSVR)**

MotorSport Vision Centre, Brands Hatch,  
Fawkham, Longfield, Kent DA3 8NG.  
Tel: 01474 872331 fax: 01474 874766  
email: info@msvracing.co.uk  
website: www.motorsportvision.co.uk/msvr

**MWTRA Promoters**

Greenfields, Kerry, Nr Newtown, Powys  
SY16 4LH. Tel: 01686 670596 Fax: 01686  
670354 email: vi.madeley@btconnect.com

**Newtown & District Automobile Club Ltd**

31 Market Street, Newtown, Powys SY16  
2PG. Tel: 01686 626641 Fax: 01686 628618  
email: contact@bajaGB.co.uk

**Nora-Mx**

Willow House, Church Lane, Hampton  
Poyle, Oxford OX5 2QF. Tel: 07860  
668434

**Norfolk Arena**

Saddlebow Road, Kings Lynn, Norfolk  
PE34 3AG.

**Premier Off Road Events**

Cwtching, Main Street, Boothby Graffoe,  
Lincoln LN5 0LE.

**Ride Offroad UK**

Harrogate. Tel: 07802 572023 / 07725  
161581 email: info@rideoffroaduk.co.uk  
website: www.rideoffroaduk.co.uk

**Shorttrack UK Limited**

Windy Ridge, Main Road, Burgh on Bain,  
Market Rasen, Lincolnshire LN8 6JY. Tel:  
01507 313829  
email: peter.boast1@btinternet.com  
website: www.shorttrackuk.com

**UXC Promos**

Wheeldon Farm, Hatwell, Totnes, Devon  
TQ9 7JY.

**RECOGNISED ASSOCIATIONS**

**0564 British Motorcycle Federation (BMF)**

PO Box 9036, Enderby, Leicester LE19  
9BE. Tel: 01162 795111  
email: enquiry@bmf.co.uk  
website: www.bmf.co.uk

**0565 British Schoolboy Motorcycle Association (BSMA)**

Mrs. N. Selwyn, Oakgates, Bussage, Nr  
Stroud, Gloucester GL6 8BB. Tel: 01453  
883771

**0625 Funefarm Off Road Riders Club**

Mr. Robert Hern, c/o Chapel Farm,  
Blunsdon, Swindon, Wiltshire SN26 8DD.  
Tel: 07749 797335 Fax: 08706 091317  
website: www.funefarm.co.uk email:  
les@funefarm.co.uk

**0568 The Imps Motorcycle Display Team**

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Motorcycle Display, Folkestone Road,  
Newham, London E6 6DJ. Tel: 0560 239  
9821  
email: info@impsonline.com  
website: www.impsonline.com

**0581 International Historic Racing Association (IHRO)**

Mr. Graham Boothby, Ferme de Labry,  
02250 Bosmont sur Serre, France email:  
info@ihro.org.uk

**0579 Junior Road Racing Association,**

Mr. Adrian Pallett, 3 Osbaston Hollows,  
Nuneaton, Warwickshire CV13 0HP.  
Tel: 07854 681766  
rr.

**0596 Motorcycle Industry Association (MCIA)**

1 Rye Hill Office Park, Birmingham Road,  
Allesley, Coventry CV5 9AB. Tel: 02476  
408000 Fax: 02476 408001

**0685 Moto Syko Pitbike Racing Association**

Mr. T. Spiers, Level Inn House, Colby  
Level, Colby, Isle of Man IM9 4AG.  
Tel: 01624 833515 / 07624 459866  
Fax 01624 833515  
e-mail: motosyko@manx.net

**0681 Rally Tours**

Gordon French, 5 Charnhill Crescent,  
Mangotsfield, Bristol BS16 9JU. Tel: 01179  
560109 / 07808 403552  
email: gordonfrench@blueyonder.co.uk

**0582 Riders for Health UK**

Andrea Coleman, 3 New Street, Daventry,  
Northants NN11 4BT. Tel: 01327 300047  
Fax: 01327 308760 email: rfh@riders.org

**0684 Torbay Motor Club Ltd**

Mr. Rodger Harvey, 154 Duchy Drive,  
Preston, Paignton TQ3 1EW. Tel: 01803  
522752  
e-mail: rodgerharvey@blueyonder.co.uk  
website: www.torbay-mc.co.uk

**0555 Y.S.M.A. Ltd**

Mr. J. Holden, P.O. Box 931, Sheffield S26  
5UX. Tel: 07973 779051

**USEFUL ADDRESSES**

**BRITISH MOTORSPORTS PROMOTERS LTD (BMP LTD)**

Silverstone Drive, Silverstone Circuit,  
Silverstone, Northants NN12 8TN. Tel:  
01327 320349

**BRITISH SPEEDWAY PROMOTERS ASSOCIATION (BSPA)**

BSPA Office, ACU House, Wood Street,  
Rugby, Warwickshire CV21 2YX. Tel:  
01788 560648 Fax: 01788 546785  
email: office@britishspeedway.plus.com

**ISLE OF MAN TT MARSHALS ASSOCIATION LTD**

Isle of Man TT Marshals Office, Douglas,  
Isle of Man IM2 6DA. Tel/Fax: 01624  
618191 email: info@iomttma.com

**MCUI**

Mr. Andrew Campbell, 24 Ballyminstragh  
Road, Killinchy, Co. Down, Northern  
Ireland BT23 6RE.  
email: mcui@ireland.com

**MCRCB**

PO Box 6450, Woodford Halse, Daventry  
NN11 3ZD. Tel: 01327 264010 Fax: 01327  
264034

**MCRCB – EVENTS LTD. – BSB RACE**

**ORGANISERS**

Silverstone Circuit, Silverstone, Northants  
NN12 8TN. Tel: 01327 320252

**MOTOR SPORTS RISK SERVICES**

Lockton International, 19 Spring Gardens,  
Manchester M2 1FB. Tel: 0161 828 3300  
Fax: 0161 828 3335  
email: dawn.luby@uk.lockton.com

**MSA**

Motor Sports House, Riverside Park,  
Colnbrook, Slough SL3 0HG. Tel: 01753  
765000 Fax: 01753 682938  
website: www.msauk.org

**NEW ERA MARSHALS ASSOCIATION**

Andy Lyons, c/o New Era MCC, 105 Mill  
Studio Business Centre, Crane Mead,  
Ware, Herts SG12 9PY. Tel: 01920 444205

**SPEEDWAY CONTROL BUREAU**

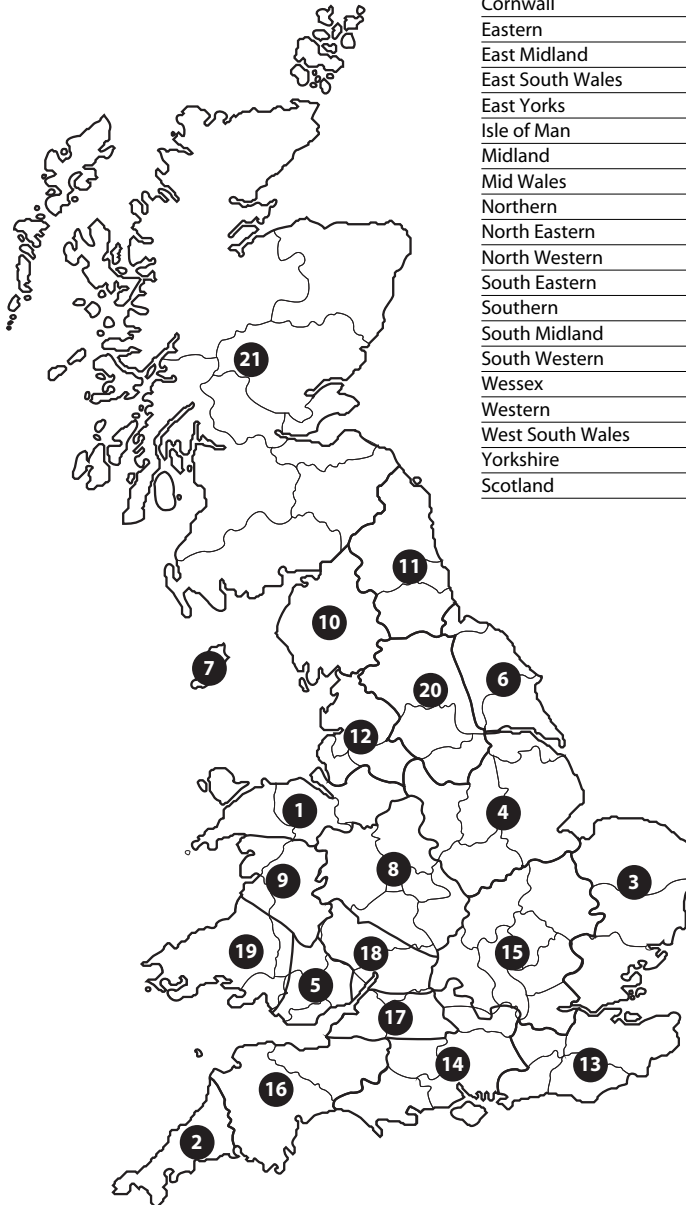
ACU House, Wood Street, Rugby,  
Warwickshire CV21 2YX. Tel: 01788  
565603 Fax: 01788 552308 email:  
office@scbureau.plus.com

**THE TRAIL RIDERS FELLOWSHIP**

P.O. Box 196, Derby DE1 9EY.

**TT RIDERS ASSOCIATION**

Frances Thorp, Mountain View, Glen  
Maye, Isle of Man IM5 3BJ. Tel/Fax: 01624  
843695



Cheshire & North Wales	1
Cornwall	2
Eastern	3
East Midland	4
East South Wales	5
East Yorks	6
Isle of Man	7
Midland	8
Mid Wales	9
Northern	10
North Eastern	11
North Western	12
South Eastern	13
Southern	14
South Midland	15
South Western	16
Wessex	17
Western	18
West South Wales	19
Yorkshire	20
Scotland	21

Under each Club listed there is a key to the activities they offer, as follows:

	Adult	Youth
Road Racing	RR	rr
Pocket Bike	PB	pb
Sprint	S	s
Drag Racing	DR	dr
Hill Climb	HC	hc
Supermoto	SM	sm
Motocross	MX	mx
Quad Motocross	QMX	
Supercross / Arenacross	AC	ac
Beachcross	BC	
Moto Ball	MB	
Grass Track Racing	GT	gt
Sand Racing	SR	sr
Quad Grass Track	QGT	
Short Track	ST	
Trial	T	t
Arena Trial	AT	at
Long Distance Trial	LDT	
Quad Trial	QT	qt
Bike Trials	BT	bt
Enduro	E	
Short Course Enduro	SCE	
Hare & Hounds	HH	
Road Rallies	RAL	
Social	Social	
Scooter Racing	SCR	scr

## 1 CHESHIRE & NORTH WALES CENTRE

**Area** *Cheshire (excluding those areas of the Halton and Warrington Districts situated north of the estuary of the River Mersey and north of the Manchester Ship Canal). Those areas of the Trafford, Manchester, Stockport and Tameside Districts of Greater Manchester situated south of the Rivers Mersey and Tame; the Wirral District of Merseyside, Clywd/Powys/Clywd boundaries through Maentwrog to the Meirionnydd District Boundary, the Newcastle-under-Lyme and Stoke on Trent Districts of Staffordshire.*

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**0007 Congleton & DMCC**

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website: www.cheadleautoclub.org.uk  
*T, t.*

**0081 Clubmans Racing Club (East Midlands)**

Dr. Paul King, 3 Branston Avenue, Barrow upon Soar, Leicesters LE12 8XL. Tel: 01509 227573 / 01509 416369  
email: p.d.king@lboro.ac.uk  
*RR.*

**0505 CSMA Club**

Mr. Tim Ingram, c/o Club Activities Dept, CSMA Club, Britannia House, 21 Station Street, Brighton BN1 4DE. Tel: 0845 3457444  
Fax: 01273 744761  
email: tim.ingram@csmaclub.co.uk  
website: www.csmaclub.co.uk  
*RR, S, HC, MX, GT, LT, T, LDT, E, RAL.*



**0082 Darley Moor MCRRC Ltd**

Miss. Sandra Nelson, Anvil House, Derby Road, Old Tupton, Chesterfield, Derby S42 6LA. Tel: 01246 866537 Fax: 01246 861480

email: admin@darley Moor.co.uk

website: www.darley Moor.co.uk

*RR, rr.*

**0083 Derby Phoenix MCC Ltd**

Mr. David Smith, 14 Leaper Street, Derby DE1 3ND. Tel/Fax: 01332 204198

email: dave.smith@dpmcc.co.uk

website: www.derby-phoenix.co.uk

*RR.*

**0084 Earl Shilton Trials Club**

Mrs. Gail Tuley, 7 Ashford Road, Hinckley, Leicester LE10 0JL. Tel: 01455 450814 email: gail.tuley@ntlworld.com

website: www.estc.co.uk

*T, t.*

**0085 Early Stocks Racing Club**

Miss. Cassandra Beardmore, Edelweiss, Glebe Road, Kingsley, Stoke on Trent, Staffs ST10 2AQ. Tel: 01538 757183

Fax: 01538 750833

email: cass.steve@btopenworld.com

website: www.earlystocks.co.uk

*RR.*

**0614 East Coast Trials Club**

Mrs. Lisa McDowell, Broadway, Spilsby Road, Halton Hologate, Spilsby, Lincs PE23 5NY. Tel: 01790 754718

email: peter@lpmcdowell.plus.com

**0086 East Midland Racing Association**

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website: www.eastmidlandracing.co.uk

*RR.*

**0087 Forgotten Racing Club**

Mr. Brian Beck, 41 Fishponds Drive, Crigglestone, Wakefield, West Yorkshire WF4 3PB. Tel: 07786 233385 Fax: 01226 296713

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*RR.*

**0089 HumberSide Hawks MCC**

Mr. Neil Holcombe, 33 Woodsley Avenue, Cleethorpes, North East Lincs DN35 8TU. Tel: 07894 401637 / 01472 237049

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*T, t.*

**0090 Ilkeston & District MC & CC**

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Tel: 07957 295252 Fax: 01159 177926

email: ilkandis@hotmail.com

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*T, RAL, Social.*

**0618 Leicester Area Riders Fellowship (LARF)**

Mr. Noel Aucott, PO Box 9209, Leicester LE9 0BQ. Tel: 07779 728258

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*T, LDT, E, SCE, HH, Social.*

**0091 Leicester Grass Track Club**

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*GT, gt.*

**0092 Lincoln MC & LCC Ltd**

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**0093 Loughborough & DMCC**

Mr. Richard Hodges, 122 Main Street, Thringstone, Coalville, Leicester LE67 8NB. Tel: 01530 222082 / 07949 443316

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*ST, QST.*

**0095 Mansfield Maun MCC**

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*T, t.*

**0191 Newark Pocket Bike Club**

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2RB. Tel/Fax: 01636 673322  
*PB.*

**0097 North Derbyshire Youth MCC**

Mr. Alan Nixon, 542 Kedleston Road,  
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559813  
*T, t.*

**0098 Pathfinders & Derby MC Ltd**

Mr. Bryan Tuxford, 15 Westhall Road,  
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*T, t.*

**0182 Peak Classic Trials Club**

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**0099 Pegasus MC & LCC Ltd**

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Grantham, Lincolnshire NG31 8AF.  
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Pegasusmotorcycleclub/  
*T, t, Social.*

**0100 Peterborough MCC**

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*T, t.*

**0101 Retford & DMC Ltd**

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Ordsall, Retford, Notts DN22 7TH.  
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*RR.*

**0578 Rev and Go MCC**

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770368  
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website: www.rev-n-go.org  
*mx, gt.*

**0102 Scunthorpe MCC**

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*T, t, BT, bt.*

**0103 Sheffield & Hallamshire MC**

Mrs. Judy Farrer, 1 Newstead Close,  
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**0104 Skegness MCC**

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*T.*

**0106 Sutton Falcons MC**

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**0107 Velocette Owners Club**

Mr. Richard Adams, The Folly, Evesham  
Road, Alcester, Warwickshire B49 5PH.  
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*RR.*

**0108 Wainfleet & District Sporting MCC**

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Wainfleet Bank, Wainfleet St. Mary,  
Skegness, Lincoln PE24 4JP.  
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email: reg.blackbourn@btopenworld.com  
*GT, gt, LT.*

**5 EAST SOUTH WALES CENTRE**

*Area Gwent, South Glamorgan, those parts of  
Mid Glamorgan and the Brecknock District of  
Powys situated east of a line from Porthcawl  
through Aberdare to Builth Wells.*

**Secretary / Treasurer / Permit Secretary**

Mrs. S. Payne, Colbost, Newport Road, Caldicot,  
Magor NP26 3BZ. Tel: 01633 880442  
email: gwentschoolboystrialsclub@btinternet.com

**Chairman**

Mr. A. L. King, 95 Marlborough Road, Cardiff CF2 5BW. Tel: 029 2048 2559  
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**Grass Track Recorder**

Mr. G. Rogers, 735 Newport Road, Rumney, Cardiff CF3 8DD. Tel: 01222 777576

**ACU Delegate / Police Liaison Officer / Child Protection Officer / Benevolent Fund Officer**

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**0110 Abergavenny Auto Club**

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*MX, T, t.*

**0665 Blackwood & District Motor Club Ltd**

Mrs. Sharn Gibbs, 63 Beech Court, Bargoed CF81 8NS. Tel: 01443 829419 / 07792 208530 Fax: 01443 829419  
email: sharn.badmc@excite.co.uk  
website: www.bad-mc.co.uk  
*QMX, QT, RAL.*

**0113 Caerphilly & District MC & LCC**

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Tel: 02920 832592  
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*T, LDT.*

**0505 CSMA Club**

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email: tim.ingram@csmaclub.co.uk  
website: www.csmaclub.co.uk  
*RR, S, HC, MX, GT, LT, T, LDT, E, RAL.*

**0667 Foreshore MXC**

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**0119 Gwent Schoolboy Trials Club**

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**0122 Merthyr Motor Club**

Mr. Geoffrey Snow, 14 Park Crescent, Thomastown, Merthyr Tydfil, South Wales CF47 0EU. Tel: 07802 230028  
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**0125 Pontypool & DMCC**

Mr. Robert Cobley, 175 Uplands Drive, Trevethin, Pontypool, Gwent NP4 8HD.  
Tel: 01485 769039  
email: rcobley@talktalk.net  
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**0126 Rhondda Motor Club**

Mr. Reiner Stecker, Balaton, Pen-Yr-Eglwys, Llantwit Fardre, Pontypridd CF38 2HJ. Tel: 01443 204105 / 07977 427675  
email: balaton@tiscali.co.uk  
website: www.rhonddamotorclub.co.uk  
*T, t, RAL.*

**0616 South Wales Enduro & Trail Bike Club**

Mr. Anthony Williams, 45 Rockhill Road, Pontypool, Gwent NP4 8AR. Tel: 01495 760729 / 07739 579233  
email: awmotorcycles@hotmail.co.uk  
*E, HH.*

**0127 Trials Cymru**

Mr. Mike Rees, 15 Cherry Trees, Markham, Blackwood, Gwent NP12 0QW. Tel: 01495 223728 email: mikerees65@hotmail.com  
*T, t.*

**6 EAST YORKS CENTRE**

*Area that part of Stockton Borough situated south of the River Tees, Middlesbrough Borough, Redcar & Cleveland Borough, that part of North Yorkshire situated East of the railway line from Northallerton to the boundary of York (including York), and east of the main York – Barby – Howden to the East Yorkshire boundary and the area of East Yorkshire situated North of the Rivers Humber and Ouse.*

**Secretary / President**

Mrs. A. Watson, Dunriding, High Street, Castleton, Whitby YO21 2DB. Tel: 01287 660577  
email: aec@watson577.fsnet.co.uk

**Chairman**

Mr. D. Willoughby, 33 Meadowfield, Stockesley, Middlesborough TS9 5EL. Tel: 01642 711393. email: willoughby.moto@googl email.com

**Permit Secretary & Police Liaison Officer**

Mr. J. W. Filer, 23 Rievaulx Way, Guisborough TS14 7AR. Tel: 01287 634404 email: william@filer9844.freemove.co.uk

**Benevolent Fund Officer**

Mrs. E. Race, 20 Broadlands Drive, East Ayton, Scarborough, North Yorkshire YO13 9ET. Tel: 01723 863987 email: erace@hotmail.co.uk

**0129 Auto 66 Club**

Mr. Peter Hillaby, The Circuit Office, Oliver's Mount, Scarborough, North Yorkshire YO11 2YW. Tel: 01723 373000 Fax: 01723 373111 e-mail: office@auto66.com website: www.auto66.com RR, rr, SM, sm, S, s, HC, hc.

**0505 CSMA Club**

Mr. Tim Ingram, c/o Club Activities Dept, CSMA Club, Britannia House, 21 Station Street, Brighton BN1 4DE. Tel: 0845 3457444 Fax: 01273 744761 email: tim.ingram@csmclub.co.uk website: www.csmclub.co.uk RR, S, HC, MX, GT, LT, T, LDT, E, RAL.

**0580 East Coast Off Road Club MX**

Mr. Mark Reville, 10 The Close, Stutor by Stow, Lincoln LN1 2AG. Tel: 01427 670556. website: www.eastcoastmx.co.uk MX, mx.

**0131 Eboracum MCC of York**

Mr. Rodney Drake, 36 Pentland Drive Huntington, York YO32 9PQ. Tel: 07925 388336 / 01904 767679 email: eboracumtrials@hotmail.co.uk website: www.eboracumtrials.org.uk T, t.

**0132 Guisborough & DMCC Ltd**

Mrs. Ann Watson, Dunriding, High Street, Castleton, Whitby, North Yorkshire YO21 2DB. Tel: 01287 660577 email: aec@watson577.fsnet.co.uk website: www.guisboroughdmc.co.uk T.

**0133 Hull Auto Club**

Mrs. Jayne Peace, Catterbridge Farm, Kirkybymoorside, York YO62 6NF. Tel: 01751 433271 T, t.

**0134 Hull & District MCC**

Mr. Alan Barker, The Sycamores, 14 Carr Lane, Willerby, East Yorkshire HU10 6JW. Tel/Fax: 01482 650454 / 07887 592400 email: lindaandalanbarker@hotmail.co.uk MX, mx.

**0136 Middlesbrough & DMC**

Mr. Peter Moon, 39 Bedford Road, Nunthorpe, Middlesbrough TS7 0BY. Tel: 01642 317594 email: peter.moon2@ntlworld.com HC, T.

**0137 Northallerton & District Motorcycle Club Ltd**

Mr. Geoffrey Simpson, 4 Cooks Close, Ingleby Arncliffe, Northallerton, North Yorkshire DL6 3NW. Tel: 01609 882566 T.

**0138 North Yorkshire Road Racing Supporters Club**

Mr. Jason Dobson, 19 Quarry Road, Ripon, North Yorkshire HG4 2NN. Tel: 07976 894185 email: jason\_dobson149@hotmail.com website: www.nyrrsc.net Social.

**0140 Pickering & DMC**

Mr. D. A. Brown, 4 Brockfield Road, Huntington Road, York YO31 9DZ. Tel: 01904 622274 email: dblueman@tiscali.co.uk MX, mx, GT, gt, T, t.

**0595 Ryedale Motorcycle Club Ltd**

Mr. David Beal, Bellafax Grange, Marishes, Malton, North Yorkshire YO17 6UG. Tel/Fax: 01653 668231 / 07946 430478 email: d.beal@tiscali.co.uk E.

**0141 Scarborough & DMC**

Mrs. Eileen Race, 20 Broadlands Drive, East Ayton, Scarborough, North Yorkshire YO13 9ET. Tel/Fax: 01723 863987 email: erace@hotmail.co.uk website: www.scarboroughdmc.co.uk T, t.

**0143 Thirsk & DMC**

Mr. Mark Reynolds, 12 Admirals Court,  
Sowerby, Thirsk, Yorkshire YO7 1RP.  
Tel: 07811 513456  
*MX, T, t.*

**0613 Two Wheel Centre**

Mr. John Haines, Two Wheel Centre,  
Chapman Street, Hull HU8 7BH.  
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email: john.haines@hullcc.gov.uk  
*mx, qmx, t, bt.*

**7 ISLE OF MAN CENTRE**

**Area** *Isle of Man.*

**Secretary**

Mr. Tony Temple, Uplands, Main Road, Glen  
Vine, Isle of Man IM4 4AZ. Tel: 01624 852842  
email: tonytemple@manx.net

**Rights of Way Officer**

Mr. Peter L Cain, Two Ways, Llerghy Cripperty,  
Union Mills, Isle of Man. Tel: 01624 851644

**Benevolent Fund Officer**

Mrs. W. Evans, 3 Mount View Terrace, Onchan,  
Isle of Man IM3 1AB. Tel: 01624 621296 / 01624  
622755 Mob: 07624 433540  
Fax: 01624 618055 email: desandwyn@manx.net

**0145 Andreas Racing Association Ltd**

Ms. Sarah Blake, Po Box 92, Douglas, Isle  
of Man IM99 3NG. email: ara-race-  
sec@hotmail.com  
website: www.andreasracing.com  
*RR.*

**0146 Isle of Man Schoolboy Motor Cycling Club Ltd**

Mrs. Catriona McIntosh-Thompson,  
Roylin, Shore Road, Port St Mary, Isle of  
Man IM9 5LZ. Tel: 01624 833139 / 07624  
451056  
email: mcthomson@manx.net  
*MX, mx.*

**0147 Isle of Man Youth Trials Club Ltd**

Mrs. Sue Keown, 7 Albert Terrace,  
Douglas, Isle of Man IM1 3LQ. Tel: 01624  
620661 / 07624 433663  
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*T, t.*

**0542 Manx Grass & Sand Racing Motorcycle Club**

Mrs. Alison Collister, Farmhill Lodge,  
Farmhill Lane, Douglas, Isle of Man IM2  
2EF. Tel: 07624 485779

email: apex@manx.net

*MX, mx, QMX, qmx, GT, gt, SR, sr, QGT, E.*

**0148 Manx MCC Ltd**

Mrs. Caroline Etherington, MMCC  
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Road, Douglas, Isle of Man IM2 6DA.

Tel: 01624 644648

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*RR.*

**0149 Peveril MC & LCC Ltd**

Mrs. Judith Teare, 9 Hillary Close,  
Ballachurry, Onchan, Isle of Man IM3  
4BF. Tel: 01624 676428 Fax: 01624 626448  
email: judithteare@manx.net  
*MX, mx, BC, QMX, T, t, AT, at, E.*

**0150 Ramsey MCC Ltd**

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**0151 Southern MCC Ltd**

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**0152 Southern 100 MCR Ltd**

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1LT. Tel: 07624 471301 Fax: 01624 822546  
email: georgepeach@manx.net  
website: www.southern100.com  
*RR.*

**0153 Vintage MCC Ltd (IOM Region)**

Mr. Anthony East, The Old Vicarage,  
Main Road, Kirk Michael, Isle of Man IM6  
2HD. Tel/Fax: 01624 878242  
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*T.*

**8 MIDLAND CENTRE**

**Area** *Shropshire: The Stafford, South Staffordshire, Cannock Chase, Lichfield, Tamworth, East Staffordshire and the Staffordshire Moorlands, Districts of Staffordshire; West Midlands; Warwickshire, those areas of Hereford and Worcester and Gloucestershire, north of a line from Brimfield through Worcester, Evesham and Moreton-in-the-Marsh to the junction of the Oxfordshire and Warwickshire boundaries.*

**Secretary**

Mr. B. Webster, 2 Silverstone Drive, Sutton Coldfield, West Midlands B74 2BD.  
Tel/Fax: 0121 353 5857

email: brian1.webster@talktalk.net

**Chairman**

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**Treasurer**

Mr. J. Wells, Wagster Cottage, Newtown Lane, Shustoke, Nr. Coleshill, Birmingham B46 2SE.  
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**Permit Secretary, Police Liaison Officer & Trials Recorder**

Mr. R. Gill, 23 Hillwood Ave, Shirley, Solihull, West Midlands B90 4XR. Tel: 0121 246 5823  
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**Motocross Recorder**

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**Grass Track Recorder**

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**Centre Trials Secretary**

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**Centre Grass Track Chairman**

Mr. M. Wear, 57 Roseway, Harlescott, Shrewsbury, Shropshire SY1 4HW. Tel: 01743 464183 email: matthewwear\_666@hotmail.com

**Trials Recorder**

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**Grass Track Numbers Registrar**

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**Benevolent Fund Officer**

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**0154 Antelope MCC (Coventry) Ltd**

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*Social.*

**0155 Avon Park International Racing Association**

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*DR, dr.1*

**0156 Bewdley MCC**

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*GT, T, E, Social.*

**0157 Birmingham Motor Cycle Club**

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**0505 CSMA Club**

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email: tim.ingram@csmclub.co.uk  
website: www.csmclub.co.uk  
*RR, S, HC, MX, GT, LT, T, LDT, E, RAL.*

**0158 Dudley & District MCC**

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*T, t.*

**0159 Evesham MCC**

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**0663 Grassroots MCC**

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**0161 Kings Norton MCC**

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**0162 Leamington Victory MC & LCC**

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**0163 Market Drayton MCC**

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**0640 Midshires Grasstrack Club**

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*GT, gt.*

**0165 Minsterley MC**

Miss. Nicola Edwards, 48 Standen Avenue, Hornchurch, Essex RM12 6AD. Tel: 07793 114987 / 01708 445889  
email: nikkiedwards77@yahoo.co.uk  
*GT, gt.*

**0166 Redditch MCC**

Mr. John Fletcher, 18 The Ridgeway, Astwood Bank, Redditch, Worcestershire B96 6LT. Tel: 01527 893687  
email: anne\_fletcher@btinternet.com  
*T.*

**0168 Salop Motor Club**

Mr. D. Williams, 49 Boscobec Drive, Heath Farm, Shrewsbury, Shropshire SY1 3DS. website: www.hawkstonemx.co.uk  
*MX, mx, BT, bt.*

**0169 South Birmingham Motor Club**

Mr. Tim Fairbrother, 14 Spring Grove Road, Kidderminster, Worcester DY11 7JA. Tel: 01562 754827  
email: tim.fairbrother@btinternet.com  
*T.*

**0170 South Shropshire MCC**

Mr. Ian Spence, 11 Burway Road, Church Stretton, Shropshire SY6 6DL. Tel: 01694 722894 e-mail: fly666@btinternet.com  
Website: www.southshropshiremcc.co.uk  
*T, t.*

**0171 Stafford Auto Club**

Mrs. Judy Mills, 113 Doxey, Stafford ST16 1EG. Tel: 01785 211121  
*T, t.*

**0173 Staffs Moorlands MCC**

Mr. Pat Trafford, 7 Rownall View, Leek, Staffs ST13 8JN. Tel: 01538 385016  
email: p.Trafford@sky.com

**0174 Stourbridge Trials Club**

Mr. Jeff Wells, Winter Nellis, Uphampton Lane, Oldfield, Ombersley, Worcester WR9 0JW. Tel: 0121 5586191  
*T, t.*

**0172 Stratford Upon Avon MCC**

Mr. David Hayward, 25 St Andrews Crescent, Stratford upon Avon, Warwickshire CV37 9QL. Tel: 01789 296484  
email: dave.hayward@yahoo.co.uk  
website: www.stratford-upon-avonmcc.org.uk  
*T, t, LDT.*

**0175 West Bromwich MC & LCC**

Mr. Keith Cole, 153 Coronation Road, Wednesbury, West Midlands WS10 0TW. Tel: 0121 502 3722  
*Social.*

**0585 Worcestershire Grass Track Club**

Mrs. Ann Skinner, Halfway Lock Cottage,  
Upper Gambolds Lane, Stoke Prior,  
Bromsgrove, Worcester B60 3HB.  
Tel: 01527 879636 / 07751 184701  
email: ann.406skinner@btinternet.com  
*GT, gt.*

**0177 Wrekin Bantam Grass Track Club**

Mr. Adrian Guest, 33 St Christophers,  
Handsworth Wood, Birmingham B20 1BP.  
Tel: 0121 5512208 / 07977 240406  
email: bemyguest@sky.com

**9 MID WALES CENTRE**

*Area that part of Meirionnydd district of Gwynedd situated south of a line from the junction of the Gwynedd/Powys/Clwydd boundaries through Maentwrog District boundary. The Montgomery and Radnor districts of Powys, those parts of the Brecknock district of Powys and the Ceredigion District of Dyfed situated north of a line from Aberystwyth to Builth Wells.*

**Secretary & Police Liaison Officer**

Anne Bates, Little Girgin, Rhayader, Powys LD6 5NU. Tel: 01597 810435 / 07903 829447  
email: anne.trials@btinternet.com

**Chairman**

Mr. Bevis Glover, Bank Cottage, Stapleton,  
Presteigne, Powys LD8 2LS.

**Treasurer**

Karen Madeley, Glen Haven, Abermule,  
Montgomery, Powys SY15 6ND. Tel: 01686 630542 email: scott.poston@btinternet.com

**Permit Secretary**

Mr. Vic Madeley, Greenfields, Kerry, Newtown,  
Powys SY16 4LH. Tel: 01686 670596 Fax: 01686 670354  
email: vi.madeley@btconnect.com

**Grass Track Recorder**

Mr. Mike Kilvert, Windy Waye, Nantoer,  
Newtown, Powys SY16 1HH. Tel: 01686 610089

**Child Protection Officer**

Marianne Walford, Glanbachog, Staylittle,  
Llanbrynmair, Powys SY19 7BU. Tel/Fax: 01686 430522

**ACU Forestry Liaison Officer**

Mr. Vic Madeley, Greenfields, Kerry, Newtown,  
Powys SY16 4LH. Tel: 01686 670596

**ACU Delegate**

Anne Bates, Little Girgin, Rhayader, Powys LD6 5NU. Tel: 01597 810435

**Benevolent Fund Officer**

Mr. M. Bates, Nant-yr-Wyn, Llanbister Road,  
Landrindod Wells, Powys LD1 5UP. Tel: 01547 550393

**0178 Aberystwyth & DMCC**

Mr. Chris Jones, Dyffryn Cain, Llandre,  
Aberystwyth, Ceredigion SY24 5BS.  
Tel: 07976 060936  
email: admcc@admcc.co.uk  
website: www.admcc.co.uk  
*E, HH, T, t.*

**0181 Bro Cader MCC**

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Blaeneu Ffestiniog Gwynedd, North Wales LL41 4AF. Tel: 01766 831075  
email: hughescolin@manodrd72.fsnet.co.uk  
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*T, t, HH.*

**0179 Builth Wells Motor Club**

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Street, Builth Wells, Powys LD2 3BN.  
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**0183 Central Wales Auto Club**

Mr. David Vaughan, Bank House, Rhos-yr-  
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*E, T, HH.*

**0184 Clive MCC Ltd**

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Powys SY21 9BQ. Tel: 01686 626677 /  
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email: postmaster@kvsshahanah.  
force9.co.uk  
website: www.clivemcc.co.uk  
*T, t, RAL.*

**0505 CSMA Club**

Mr. Tim Ingram, c/o Club Activities Dept,  
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*RR, S, HC, MX, GT, LT, T, LDT, E, RAL.*



**0187 Diamonds MCC**

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**0185 Hafren Dirt Bike Club**

Mrs. Kate Jones, Cefngwilyg Fawr, Gorn Road, Llanidloes, Powys SY18 6LA.  
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website: www.hafrendbc.co.uk  
*E, HC.*

**0186 Llanfyllin & District MCC**

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**0596 Mid Wales & Border Counties Track Racing Club**

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*GT, T.*

**0604 Mid Wales Dirt Track MC & QC Ltd**

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**0658 Mid Wales MX Ltd**

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website: www.coast2coastmx.co.uk  
*MX, mx, QMX, HH.*

**0188 MWTRA Ltd**

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*E, SCE, HH.*

**0189 Rhayader MC & LCC Ltd**

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**10 NORTHERN CENTRE**

**Area Cumbria.**

**Secretary**

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**Chairman**

W. J. W. Harding, 25 The Front, Haverigg, Millom, Cumbria LA18 4EP. Tel: 01229 773532

**Vice Chairman**

Mr. D. Hail, New Mill Farm, Gosforth, Cumbria LA20 1BH.

**President / Benevolent Fund Officer**

Mr. K. Quinn, 7 Arkholme Close, Carnforth LA5 9XF. Tel: 01524 732089

**Treasurer & Police Liaison Officer**

Mr. Hugh Irving, 11 Derwent Drive, Kendal, Cumbria LA9 7PB. email: the.irvings11@googlemail.com

**Permit Secretary**

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**Rights of Way Officer**

Mr. R. Wilson, 180 Burneside Road, Kendal, Cumbria.

**Motocross Recorder**

Mrs. Hail, New Mill Farm, Gosforth, Cumbria LA20 1BH.

**0192 Bootle Scrambles Club**

Mrs. Anne Leece, "Riverside", Hallthwaites, The Green, Millom, Cumbria LA18 5HP. Tel: 01229 772502 / 01229 773900  
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*T, t.*

**0505 CSMA Club**

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3457444 Fax: 01273 744761  
email: tim.ingram@csmclub.co.uk  
website: www.csmclub.co.uk  
*RR, S, HC, MX, GT, LT, T, LDT, E, RAL.*

**0193 Cumberland County MCC Ltd**

Mr. Frank Smith, 215 Blackwell Road,  
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**0196 East Cumbria Moto X Club**

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Maryport, Cumbria CA15 6PA. Tel: 01228  
545333 / 01900 817202 Fax: 01228 545333  
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*MX, mx.*

**0197 Lakes Grass Track Racing Club**

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*T, t, Social.*

**0198 Lakes Motorcycle Trials Association Ltd**

Mr. Mick Wren, Levenside, Newby Bridge,  
Ulverston, Cumbria LA12 8LZ. Tel: 01539  
531082 email: mick.wren@virgin.net  
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**0199 Northern Youth Motocross Club**

Miss. Ruth Byers, 37 Falcon Drive, Gretna,  
Dumfriesshire DG16 5JU. Tel: 01461  
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*MX, mx.*

**0497 West Cumbria Motocross Club**

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861225  
email: westcumbriamx@btconnect.com  
website: www.deanmoormotocrosspark.  
co.uk  
*MX, mx, QMX, qmx.*

**0202 Westmorland Motor Club Ltd**

Mrs. Tracey Dent, 57 Appleby Road,  
Kendal, Cumbria LA9 6ES. Tel: 01539  
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website: www.westmorlandmotorclub.co.uk  
*HC, T, t, BT, bt, HH.*

**11 NORTH EASTERN CENTRE**

*Area Northumberland, Tyne & Wear, those parts  
of Durham and Cleveland situated north of the  
River Tees.*

**Secretary**

Mr. Steve McCauley, 1 Brecon Close, Wansbeck  
Manor, Ashington, Northumberland NE63 0HT.  
Tel/Fax: 01670 854612  
email: motomcfrog@aol.com

**President**

Mr. B. Maxwell, 13 Whitfield Drive, Newcastle  
on Tyne NE12 8LD. Tel: 0191 266 8717

**Vice Presidents**

Mr. R. W. Burdis, 61 Abbott Court, Gateshead  
NE8 3JY.

Mr. Alan Mills, 20 Sunnyside Road, Sunnyside,  
Newcastle upon Tyne NE16 5NE.

**Chairman**

Mr. F. Nicholson, 9 Highbury Avenue,  
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**Police Liaison Officer**

Mr. S. McCauley, 1 Brecon Close, Wansbeck  
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Tel: 01670 854612

**Trial Recorder & Hon. Treasurer & Permit  
Secretary**

Mr. H. Norman, 19 Burnthouse Road, Whitley  
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email: harry.norman1@blueyonder.co.uk

**Motocross Recorder**

Mr. S. McCauley, 1 Brecon Close, Wansbeck  
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Tel: 01670 854612

**Road Racing Recorder**

Mr. R. W. Burdis, 61 Abbott Court, Gateshead  
NE8 3JY.

**Rights of Way Officer**

Mr. Bob Neill, Unit 4 Prince Consort Ind Est,  
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NE31 1EH. Tel: 0191 4839483  
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email: wheelsproject@onetel.net.uk

**Forestry Liaison Officer**

Mr. Martin Bell, 25 Laybourn Close, Ouston  
DH2 1TD. Tel: 07768 774384

**Environmental Officer**

Mr. Fred Nicholson, 9 Highbury Avenue,  
Springwell, Gateshead, Tyne and Wear. Tel: 0191  
417 8326.

**Benevolent Fund Officer**

Mr. John Guthrie, 9 Hillside Gardens,  
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**0203 Bedlington & DMC**

Mr. Colin Battensby, 30 Honister Way,  
Woodlands Park, Blyth, Northumberland  
NE24 3XB.  
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website: www.bedlingtonmotorclub.co.uk  
*T, t.*

**0583 Castleside Trials Club**

Mr. Stephen Robson, 1 Whinny Place,  
Castleside, Consett, Co Durham DH8  
9QZ. Tel: 01207 503787  
*T, t.*

**0204 Consett & DMC**

Mr. Paul Egan, 42 Romney Avenue,  
Columbia, Washington, Tyne & Wear  
NE38 7EB. Tel: 07846 791316 / 0191  
4192492  
*T, t.*

**0505 CSMA Club**

Mr. Tim Ingram, c/o Club Activities Dept,  
CSMA Club, Britannia House, 21 Station  
Street, Brighton BN1 4DE. Tel: 0845  
3457444  
Fax: 01273 744761  
email: tim.ingram@csmclub.co.uk  
website: www.csmclub.co.uk  
*RR, S, HC, MX, GT, LT, T, LDT, E, RAL.*

**0205 Durham County TC**

Mr. Fred Nicholson, 9 Highbury Avenue,  
Springwell, Gateshead, Tyne & Wear NE9  
7PX. Tel: 0191 4162041 / 0191 4178326  
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**0206 Falcon Motocross Club**

Mr. Steve McCauley, 1 Brecon Close,  
Wansbeck Manor, Ashington,  
Northumberland NE63 0HT. Tel: 01670  
854612  
*MX, mx.*

**0207 Hartlepool & DMC**

Mr. Eric Swan, 10 Pendock Close,  
Brookfield, Middlesbrough, Cleveland  
TS5 8HT. Tel: 01642 592423  
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*Social.*

**0208 Iveston & Satley MCC**

Mr. Paul Anderson, Unit 1a, Durham  
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Bishop Auckland, Co Durham DL13 3JW.  
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Fax: 01388 529182  
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*MX, mx, QMX,*

**0209 Newcastle & DMC**

Mrs. Denise Martin, 13 Whitfield Drive,  
Benton, Newcastle upon Tyne NE12 8LD.  
Tel/Fax: 0191 2668717  
*T, t.*

**0210 North Durham MCSC**

Mrs. Josey Barwick, 26 Wolsingham  
Terrace, Annfield Plain, Stanley, Co.  
Durham DH9 8QJ. Tel: 01207 239406  
*T, t, Ral, Social.*

**0211 North East Enduro Club**

Mr. Ian Bell, c/o The Bike Place, 163-167  
Ponteland Road, Cowgate, Newcastle  
upon Tyne NE5 3AE. Tel: 07989 386820  
*E.*

**0213 North East Motocross Club**

Mr. Chris Blair, PO Box 158, Consett, Co  
Durham. Tel: 07759 088315  
website: www.nemxc.org.uk  
*MX, mx.*

**0212 North East Motor Cycle Racing Club**

Donna Davison, 7 Goschen Street, Blyth,  
Northumberland NE24 1NJ. Tel: 01670  
797013 e-mail: nemrcr1962@yahoo.co.uk  
website: www.nemrcr.co.uk  
*RR.*

**0214 Northumbrian Classic MCC**

Mr. Raymond Newell, 2 Store House, Low  
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7PL. Tel: 0191 2527373 / 01207 561890  
*RAL, Social.*

**0611 N.X.C. (Northern Cross Country)**

Mr. Martin Bell, 25 Leyburn Close, Ouston,  
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Tel/Fax: 0191 2619229 / 0191 4920035  
email: service@olde-inorlde-  
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*E.*

**0215 Seaton Delaval & DMC**

Mr. Harry Norman, 19 Burnt House Road,  
Whitley Bay, Tyne & Wear NE25 9DZ.  
Tel: 0191 2528641  
*T, t.*

**0216 South Shields & DMC**

Mr. John Guthrie, 9 Hillside Gardens,  
Sunderland, Tyne & Wear SR2 9AR.  
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T, t.

**0599 Stanley Trials Club**

Mr. Paul Egan, 42 Romney Avenue,  
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T, t.

**0217 Tweed Valley MCC**

Mr. John Palmer, 12 Prince Charles Road,  
Scremerston, Berwick on Tweed,  
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302057  
email: palmer001@btinternet.com  
T, t.

**0218 Tynemouth & DMC**

Mr. Ken Soulsby, The Clubhouse, Billy  
Mill Lane, North Shields, Tyne & Wear  
NE29 8LP. Tel: 0191 2577686  
website: www.tynemouthmotorclub.co.uk  
T, t.

**0219 Tyne Valley Motocross Club**

Mr. Ronald Barker, 38 Park Dale Rise,  
Whickham, Newcastle upon Tyne NE16  
5JR. Tel: 07707 634665  
MX, mx, QMX, qmx.

**0220 Weardale & DMC**

Mrs. Lynn Grange, 3 Holdforth Crest,  
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T, t.

**0139 Wheels Project**

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4212134  
email: wheelsproject@talktalkbusiness.net  
website: www.wheelsproject.co.uk  
T, t.

**12 NORTH WESTERN CENTRE**

*Area Lancashire; those parts of Greater  
Manchester situated north of the Rivers Mersey  
and Tame, those parts of Cheshire situated north  
of the estuary of the River Mersey and north of the  
Manchester Ship Canal; Merseyside (excluding  
Wirral District).*

**Secretary**

Ms. A. Williams. Tel: 01772 435145 / 07973  
523359 email: angieboomoo@btinternet.com

**President**

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email: wbrenton37@ntlworld.com

**Chairman**

Mr. K. Wilson, 102 Waddicar Lane, Melling,  
Liverpool L31 3DY. Tel: 0151 5472286  
email: kwillo@suaman.com

**Treasurer & Permit Secretary & Police Liaison  
Officer**

Mr. E. Adcock, 19 Oxbow Way, Whitefield,  
Manchester M45 8SG. Tel: 0161 767 9239  
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**Benevolent Fund Officer**

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**Grass Track Recorder**

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**Road Race Recorder**

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**Trials Recorder**

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**Motocross Recorder**

Mr. M. Brookes, 90 Lowther Crescent, Leyland,  
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**Rights of Way Officer**

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**0222 Aintree MC Racing Club Ltd**

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Parbold, Wigan, Lancs WN8 7HB.  
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email: jollyjack1@tiscali.co.uk  
website: www.aintreemotorcyclering  
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*RR.*

**0224 Ashton U Lyne & DMC**

Mr. Hughie McIvor, 526 Huddersfield  
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*Social.*

**0225 Bolton Motorcycle Club**

Mr. David Fallows, Morada, Eagly Bank,  
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*T, t.*

**0226 Bury & DMCC**

Mr. Jack Isherwood, Kirklea, Jack Hill,  
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*MX, T.*

**0227 Chorley MX Club**

Mr. David Jagger, 4 Claytongate Drive,  
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*MX, SCE, HH.*

**0505 CSMA Club**

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3457444  
Fax: 01273 744761  
email: tim.ingram@csmclub.co.uk  
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*RR, S, HC, MX, GT, LT, T, LDT, E, RAL.*

**0228 Darwen MC & CC**

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website: www.darwentrialsclub.co.uk  
*T, t.*

**0229 East Lancs MC & LCC**

Mr. David Banks, 681 Preston Old Road,  
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Tel: 01254 201906  
*Social.*

**0230 Fleetwood & District MCC**

Mr. Peter Richardson, 21 Kendal Avenue,  
Little Carleton, Blackpool, Lancs FY3  
7LG. Tel: 01253 353450 / 01253 396991

**0232 Lancashire Grass Track Junior Riders Club**

Mrs. Julie Lowe, Liversage House, 83  
Under Lane, Groten, Oldham, Lancs OL4  
5RN. Tel: 0161 624 1795  
email: info@lancashiregrasstrack.co.uk  
website: www.lancashiregrasstrack.co.uk  
*GT, gt, mx.*

**0233 Lancs County MCC**

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*T, t.*

**0221 Lucky Devils Mini Moto Racing**

Miss. Dominica Ward, 29 Devon Street,  
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website: www.phoenix-minimoto-  
racing.co.uk  
*PB, pb.*

**0234 Manchester Ace MCC**

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**0236 Marshals North West**

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*Social.*

**0237 Mersey MCC**

Mr. Alan Owens, 125 Rhodesia Road,  
Aintree, Liverpool L9 9DT. Tel: 0151 474  
5785  
*S.*

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**17 WESSEX CENTRE**

**Area** *The part of Somerset situated north of a line from map reference ST293520, eastwards to ST360520, southwards to ST360470, eastwards to ST480470, southwards to ST480380, eastwards to ST770380 (The Somerset/Wiltshire county boundaries) that part of Wiltshire situated north of a line east/west through Trowbridge, part of Gloucestershire situated south of a line east/west through Dursley.*

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**Chairman**

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E, T, LDT.

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**0442 Swindon Youth Grasstrack Club**

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T, t.

**18 WESTERN CENTRE**

*Area Those parts of Hereford and Worcester and Gloucestershire situated south of a line from Brimfield through Worcester, Evesham and Moreton-in-Marsh to the junction of the Oxfordshire and Warwickshire boundaries and north of a line east/west through Dursley.*

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**19 WEST SOUTH WALES CENTRE**

*Area West Glamorgan, those parts of South  
Glamorgan and of the Brecknock district of  
Powys, situated west of a line from Porthcawl  
through Aberdare to Builth Wells, that part of  
Dyfed situated south of a line from Aberystwyth  
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T, t, HH, E.

**20 YORKSHIRE CENTRE**

*Area That part of the Teesdale District of Durham situated south of the River Tees, that part of North Yorkshire situated west of the railway line from Yarm to Northallerton to the boundary of York (excluding York) and the west of the main York-Barlby-Howden Road to the Humberside boundary; West Yorkshire and South Yorkshire.*

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**0480 Huddersfield Falcon MCC**

Mr. Michael Washington, The Beeches, 2  
Leak Hall Road, Denby Dale,  
Huddersfield, West Yorkshire HD8 8NJ.  
Tel: 01484 683670 / 01484 865562 / 07976  
226084 Fax: 01484 688474  
email: michael.washington2@  
btinternet.com  
website: www.falconmcc.co.uk  
*T, t, bt.*

**0481 Ilkley & DMC Ltd**

Mr. Maurice Rispin, 10 Smithy Lane,  
Cookridge, Leeds LS16 7LY. Tel: 01132  
672268 email: rispin04@tiscali.co.uk  
*T, t.*

**0482 North Riding Enduro Club**

Ms. Adele Willis, NREC, PO Box 638,  
Elsecar, Barnsley, South Yorkshire S73  
3BG. Tel: 07818 672894  
e-mail: nrec@lavabit.com  
website: www.enduro-neec.org.uk  
*E, HH.*

**0484 Richmond Motor Club Ltd**

Mrs. Rhona Peacock, Hipswell Hall,  
Hipswell, Richmond, North Yorkshire  
DL9 4BG. Tel/Fax: 01748 835514  
email: rhona@richmondmotorclub.com  
website: www.richmondmotorclub.com  
*BT.*

**0485 Ripon MC Ltd**

Mrs. Judith Blythe, 1 Bay Horse Cottage,  
Melmerby, Ripon, North Yorkshire HG4  
5HA. Tel. 01765 640319 / 01765 640339  
*T, t.*

**0487 Spen Valley MCC**

Mr. Stephen Smithies, 23 The Gardens,  
Heath Road, Halifax, West Yorkshire HX1  
2PL. Tel: 01422 344139  
email: s.smithies@sky.com  
website: www.spenvalleytrials.co.uk  
*T, t.*

**0488 Stocksbridge MCC**

Mr. Peter Stewart, 72 Church Street,  
Oughtibridge, Sheffield S35 0FW. Tel.  
0114 2863847  
*T.*

**0491 West Leeds MC Ltd**

Mrs. Penny Ludgate, 12 Greenwood  
Avenue, Upton, Pontefract, West  
Yorkshire WF9 1NS. Tel: 01977 648046  
email: penny.ludgate@sky.com  
website: www.westleeds.co.uk  
*T, t.*

**0492 Wetherby & DMC Ltd**

Mrs. Margaret Myers, The Bungalow, Low  
Lane, Darley, Harrogate HG3 2QN. Tel.  
01423 781539  
*T, t.*

**0493 Yeadon – Guiseley & DMC Ltd**

Mrs. Janet Harrison, 18 Villa Road,  
Bingley BD16 4ER. Tel: 01274 567047  
email: yaedonguiseleytrials@hotmail.co.uk  
website: www.yeadon-guiseleytrials.co.uk  
*t.*

**0496 Yorkshire Classic MCC Ltd**

Mr. Keith Blackburn, 52 Rudding Avenue,  
Allerton, Bradford, West Yorkshire BD15  
7DS. Tel: 01274 49446  
*T.*

**0495 Yorkshire Enduro Club**

Mr. Andrew Smith, Mayfield, Hopton  
Lane, Lower Hopton, Mirfield, West  
Yorkshire WF14 8JZ. Tel: 07711 034598  
email: akls@btinternet.com  
website: www.enduroneec.org.uk  
*E.*

**0494 Yorkshire Junior Grass Track Club**

Mrs. Jackie Parkinson, 31 Holly  
Approach, Ossett, West Yorkshire WF5  
9TD. Tel: 01924 265766  
email: secretary@yorkshiregrasstrack.co.uk  
website: www.yorkshiregrasstrack.co.uk  
*MX, mx, GT, gt.*

**21 NATIONAL CLUB****Scottish Auto-Cycle Union Ltd**

Mrs Yvonne Kelly, Office Manager, Mr Eric Jones, Policy/Planning and Finance Officer, Miss Stella Clusker, Admin Assistant, Mrs Ann Lee, Admin Assistant 28 West Main Street, Uphall, West Lothian EH52 5DW. Tel: 01506 858354 Fax: 01506 855792 email: office@sacu.co.uk ykelly@sacu.co.uk  
website: www.sacu.co.uk

**Motocross Recorder (Adult)**

Mr. Gordon Paterson, 48 Forthview Walk, Tranent EH33 1FE. Tel: 01875 615309

**Motocross Recorder (Youth)**

Mrs. V. Smith, 20 Marywell Brae, Kirriemuir, Angus DD8 4BJ. Tel: 01575 570040

**Road Race Recorder**

Mr. Tommy Miller, 5 Bellfield Court, Hurlford KA1 5EY. Tel: 01563 526078

**Trials Recorder**

Mr. John Moffat, 43 Oakdene Court, Inverness IV2 7XL. Tel: 01463 794010

**Enduro Recorder**

Mr. Charles Mackenzie, 12 Craiglockhart Road, Edinburgh EH14 4RE. Tel: 0131 443 4275

**ACU/SACU Benevolent Fund Officer**

Mr. A. Brownlie, 119 Carnegie Hill, East Kilbride G75 0AE. Tel: 01355 225921

**Child Protection Officer**

Mrs. Y. Kelly, 28 West Main Street, Uphall, West Lothian EH52 5DW. Tel: 01506 858354  
email: ykelly@sacu.co.uk

**Environmental Officer (FIM)**

Mr. J. West, 59 Brock Street, North Queensferry, Fife KY11 1JF. Tel: 01383 418212

**Aberdeen & District MCC**

Mrs. M. Gray, 14 Bydand Gardens, Inverurie, Aberdeenshire AB51 4FL.  
Tel: 01467 625932  
website: www.aberdeen-and-district-mcc.com

**Arran Motocross Club**

Amanda Trotter, Old Coastguard House, Kildonan, Isle of Arran KA27 8SD.  
Tel: 01770 820264

**Avon Valley MCC**

Mr. Douglas Meek, 25 Overton Road, Strathaven, Lanarkshire ML10 6JP.  
Tel: 01357 520091

**Bon Accord MCC**

Mrs. Diane Stuart, 3 Woodview Place, Stonehaven AB39 2TD. Tel: 01569 763025  
email: diandjimstuart@goggl email.com

**Bo'ness Hillclimb Revival Ltd**

Mr. Bill Drysdale, Kirklands, Summerhill, Ayton, Eyemouth TD14 5QZ. Tel: 01890 781540 email: bill@kirklands904.plus.com

**Borders Motocross Club**

Mrs. G. Deazley, 27 Ewart Drive, Newton Stewart DG8 6DX. Tel: 01671 403747

**Buchan Off Road Motorcycle Club**

Mr. E. Beaton, 4 Kirkton Crescent, Fraserburgh AB43 9SL. Tel: 01346 517877 / 07801 555174  
email: erniebeaton@yahoo.co.uk

**Caithness MCC**

Michelle Murray, Neterside, Castletown, Caithness KW14 8SN. Tel: 01290 552130  
email: michellem@talktalk.net

**Dalmellington MCC**

Heather Anderson, 4 Gateside Cottages, Sanquhar, Dumfriesshire DG4 6JP.  
Tel: 01659 50137  
email: hqueenie4@sky.com

**Dunbar & District MX and Quad Club**

Mr. D. Boomer, 6 Summerfield Road, Dunbar EH42 1DS. Tel: 07521 305720  
email: d.boomer@hotmail.co.uk

**East Lothian Road & Trail Club**

Ms. Caroline Thomson, 40 Gallowhill Road, Kirkintilloch G66 4AJ. Tel: 0141 7768275  
email: atholl2caroline.cam40@ntlworld.com

**East of Scotland Kart Club**

Mr. Norrie Pattie, c/o Ballacraigne, Church Street, Freuchie KY15 7ER. Tel: 01337 857950

**Edinburgh & District MC Ltd**

Mr. Jim McColm, 10 Lower Granton Road, Edinburgh EH5 3RX. Tel: 0131 5523927 email: jmccolm@hotmail.co.uk

**Edinburgh St. George MC**

Ms. C. Dalling, Newland Cottage, Newlandrigg, Gorebridge, Midlothian EH23 4NS. Tel: 01875 820349  
email: creen@dalling.orangehome.co.uk

**Fife Community Off Road Club**

Mrs. Isabel Wemyss, 12 Castlemount Terrace, Kirkcaldy, Fife KY2 6YA.  
Tel: 07746 228686 Fax: 01592 262024  
email: i.wemyss@btinternet.com

**Galloway & District MCC**

Mr. George Glendinning, 126 High Street, Dalbeattie DG5 4BU.

**0574 Glenrothes Youth (BYMX)**

Mrs. Lyn Macdonald, 54 Kelythill Road, Kely KY4 0AH. Tel: 01383 830481

**Grampian MCC**

Mr. Barry Hamilton, 28 Duff Place, Elgin, Moray IV30 3DX. Tel: 01343 540185  
website: www.gmccsite.com

**Hawick & Borders MCC**

Mr. James Steel, Sunnyside, Denholm, Hawick TD9 8NA. Tel: 01450 870505  
email: jimmiesteel@hotmail.com

**Highland Motocross Club**

Mr. Alan Macdonald, 31 Anne Crescent, Nairn IV12 5DL. Tel: 01667 453043  
website: www.highlandmotox.com

**Inverness & District MCC**

Mr. Dave Mackay, 18 Burnbrae Terrace, Westhill, Inverness IV1 5HD. Tel: 01463 792775 email: secretary@idmcc.co.uk

**Isle of Skye Trials Club**

Mr. Alastair Robertson, Larch House, Portnalong, Isle of Skye IV41 8SL.  
Tel: 01478 640321

**Kingdom Off Road MCC**

Mr. Dave Paton, 3 The Turnstiles, Methil, Leven KY8 3JZ. Tel: 07921 857283

**Kirkcaldy & District MC Ltd**

Mr. Dougie Brotherton, 19 South Row, Coaltown of Wemyss, Fife KY1 4LX.  
Tel: 01592 650871  
email: secretary@kdmc.co.uk

**Lanarkshire MCC Ltd**

Mr. Alan Scott, 144 Ambrose Rise, Dodridge, Livingston EH54 6JX.  
Tel: 01506 463893  
email: alan@scottsspeed.co.uk  
website: www.lmcc.co.uk

**Lochaber & District MCC**

Mrs. J. Hail, Tom Dubh, Glenfinnan, Invernesshire PH37 4LT. Tel: 01397 722270 email: jhail@btinternet.com

**Lochinver Motorcycle Club**

Mr. Duncan Hutchison, Westwood, 3 Canisf Road, Lochinver IV27 4LH.  
Tel: 01571 844229  
email: duncdskunk@yahoo.com

**Loch Lomond MCC**

Mr. George Tame, Loxley House, 62 Robin Hood Way, Winnersh, Wokingham, Berkshire RG41 5JH.

**Mallaig & District Trials Club**

Mr. G. Henderson, Bracodene, Mallaig PH41 4RH. Tel: 07798 658997

**Melville MC (Scot) Ltd**

Diana Dyce, 12 Garleton Drive, Haddington EH41 3BL. Tel: 01620 825488  
email: diana.dyce@tesco.net

**Mid Argyll Motocross Club**

Mr. Stewart Campbell, 17 Balliemor, Kilmichael Glassary, Lochgilphead, Argyll PA31 8QD. Tel: 01546 606852

**Moffat & District Motor Club**

Mr. Colin Harris, Buccleuch Arms Hotel, High Street, Moffat DG10 9ET. Tel: 07812 017213 email: moffatmotorclub@googlemail.com

**North Lanarkshire Quad & Scramble Club**

Mr. Bob Reid, Park Ranger, Strathclyde Country Park, Motherwell. Tel: 01698 880483  
website: www.nlsqbc.com

**Perth & District MC**

Mr. Doug McNaughton, 134 Crieff Road, Perth PH1 2NY. Tel: 01738 620260

**Quad Racing Scotland**

Mrs. M. Graham, Rosebank Orchard, Rosebank Road, Overtown Wishaw ML2 0RT. Tel: 07766 774848

**Rhins MCC**

Mrs. Ann Slavin, Inch Cottage, Castle Kennedy, Stranraer DG9 8RU. Tel: 01776 705684

**Scottish Borders Enduro Club**

Mrs. R. Patrick, April Cottage, Luggate Burn, Haddington EH41 4QA. Tel: 01620 890065 email: familypatrick40@aol.com

**Scottish Classic Racing MCC**

Mrs. Agnes Cadger, Cronk-Ny-Mona, Caddell Farm, Salcoats KA21 6NE.  
Tel: 01294 833320

**Scottish Sidecar Racing Club**

Mr. A Brownlie, 119 Carnegie Hill, East  
Kilbride G75 0AE. Tel: 01355 225921

**Scottish Vintage Racing Club**

Mr. Andrew Johnston, 32 Regent Place,  
Edinburgh EH7 5BG. Tel: 0131 6612290

**Scottish Speedway Training and  
Development Club**

Mr. A. McDade, 5 Wellpark Terrace,  
Neilston, Glasgow G78 3JY. Tel: 0141 580  
2202

**0575 Scottish Youth (BYMX)**

Mrs. Nicola Perfect, Viewfield House,  
Viewbank View, Bonnyrigg, Midlothian  
EH19 2HU. Tel: 0131 6639852

**Shetland Motocross Club**

Mr. Alex Sharp, Scalloway Motors, Berry  
Road, Scalloway, Shetland ZE1 0UJ.

**Stevenson & District MCC**

Mr. Norman Lamont, 40 Seafeld Court,  
Ardrossan KA22 8NS. Tel: 01294 466346  
website: [www.stevensonmcc.co.uk](http://www.stevensonmcc.co.uk)

**Strathmore Motocross Club**

Lindsay Paterson, Mains of Arthurstone,  
Ardler, By Meigle PH12 8QY. Tel: 07850  
719216

**Western Isles Motocross Club**

Mr. S. McKay, 28 Lewis Street, Stornoway,  
Isle of Lewis HS1 2JW. Tel: 01851 701690

**ASSOCIATE MEMBER CLUBS OF THE SACU****Scottish Motorcycle Marshals Association**

Mr. Gordon Dingwall, 14 Viewforth  
Street, Kirkcaldy, Fife KY1 3DG.  
Tel: 01592 655962

**VMCC Central Scottish Section (CSS)**

Mr. Arthur Merchant, 56 Carlogie Road,  
Carnoustie, Angus DD7 6EY. Tel: 01241  
852369

**VMCC Highland Section (HS)**

Mr. Robert Fraser, Rowanvale, Culloden  
Moor, Inverness IV1 2EG.

**VMCC North East Scotland Section (NESS)**

Ms. Jacqui Watson, Newton of Gask,  
Greeness, Turriff AB53 8HY. Tel: 01888  
544710

**VMCC Stirling Castle Section (SCS)**

Mr. A. Moffat, Ryedale, 33 Culbowie  
Crescent, Buchyvie, Stirlingshire FK8  
3NH. Tel: 01360 850501  
email: [moffats4@vwclub.net](mailto:moffats4@vwclub.net)  
website: [www.stirlingcastlevmcc.co.uk](http://www.stirlingcastlevmcc.co.uk)

**Lothians & Borders Police**

Mr. Colin Shillito, Fettes Avenue,  
Edinburgh. Tel: 01313 313131

**Rural & Urban Training Scheme**

Mr. I. Stoddart, 23 Station Road,  
Newtongrange, Midlothian EH22 4NB.  
Tel: 0131 6635736

**Strathclyde Police**

Inspector Ian Broadhurst, Strathclyde  
Police Force Training Dept, Eaglesham  
Road, East Kilbride G75 8GR.

# Timekeepers & timing equipment

## AUTHORITY

The ACU appoints all grades of timekeeper annually from 1st January each year.

Persons operating timing equipment to an accuracy of greater than 1 second must be licensed.

All timing equipment used at licensed events must be certified in accordance with the table below. All certificates of accuracy must be available for inspection at each event.

## DUTIES

Each timekeeper is responsible for the authenticity of the times taken and the results issued, substantiated by having the correct licence for the grade of event and by using the appropriate correct identifiable equipment for the type and grade of the event.

Timekeepers are categorised as follows:

**FIM TIMEKEEPERS.** Who may take charge of the timing of any event as licensed by the FIM. They are particularly appointed to take charge of the timing at events counting towards a World Championship or FIM title and at World Record attempts.

**GROUP 1 TIMEKEEPERS.** Chief timekeeper for National or International meetings.

## DUTIES AND RESPONSIBILITIES OF A GROUP 1 TIMEKEEPER

In order to achieve the grade of Group 1 timekeeper, the applicant must have served at and taken charge of at least ten events over two consecutive seasons under the supervision of senior timekeepers. At least two of those events will be subject to the appraisal of an approved mentor, at one venue known to the applicant and one nominated venue.

Individually, all Grade 1 timekeepers may be subject to appraisal and interview by at least one senior timekeeper nominated by the ACU.

Appointments to International grade remain the sole responsibility of the ACU.

In exceptional circumstances the timescales quoted above may be altered after reference to the respective organizers, Chief timekeepers and / or the ACU.

The ACU reserves the right to amend and

change the grades of all timekeepers.

The applicant will be appraised in accordance with the following criteria:

## PLANNING

The timekeeper will demonstrate an ability to plan the equipment requirement for the event. He / she will ensure that the needs of the organisers are met as follows:

- The timing equipment selected for the event is appropriate and matches the requirements of the organisers.
- The timing equipment selected has the correct and valid certificate of accuracy.
- The beams, cabling and associated equipment are compatible with the timers.
- The results equipment is appropriate for the service required, and if electronically linked to the timing equipment, the two are compatible.
- The backup equipment is appropriate for the event.
- The timer and associated equipment is checked for readiness for use.

## PLANNING THE PERSONNEL

- The licence grades and competencies of the personnel are appropriate for the event.
  - The number of personnel is adequate for the event.
  - All personnel are informed of their duties in adequate time.
  - Transport arrangements, accommodation and arrival times are clear and appropriate
- The timekeeper will be able to identify risks in the planning and deal with any contingencies.

## ORGANISATION AND MANAGEMENT

- The range of duties needed for the event is identified
- All timing service personnel sign the ACU disclaimer.
- Duties are allocated according to the competencies of individuals.
- Duties and requirements are explained and understood by all team members.
- Appropriate lines of communication between the timing team and the organisers

are identified, agreed and established.

- Prior to and throughout the event risks are identified and dealt efficiently and effectively.
- All team members are treated in a courteous manner.
- Identify risks in the above and deal with any contingencies.

#### **COMMUNICATION WITH OFFICIALS, COMPETITORS, COORDINATORS AND OTHER RELEVANT PERSONS**

- The roles, responsibilities and identities of the officials and other event personnel are understood by the timing team.
- All persons are dealt with in a courteous and polite manner.
- All requests for information or services required from the team are assigned to the appropriate personnel to answer or provide.
- Such requests are dealt with in a clear and concise manner without undue delay.
- Identify risks in the above and deal with any contingencies.

#### **IDENTIFICATION AND DEVELOPMENT OF TIMING PERSONNEL NEEDS**

- The competencies and abilities of the timekeepers are identified.
- Appropriate training programmes are identified to match individual requirements.

**GROUP 2 TIMEKEEPERS.** Take charge of events up to Club level.

**GROUP 3 TIMEKEEPERS.** Assistant to the Chief timekeeper at events.

**GROUP 4 TIMEKEEPERS.** Trainee, they are encouraged to assist more senior timekeepers.

**RACE RECORDERS.** Assist the timekeeper by recording the number of laps and finishing order, with including retirements of competitors at a race event.

The differing type of events licensed by the ACU means that the organising club must identify an event's timing needs, with the Chief Timekeeper.

#### **TIMEKEEPERS EXPENSES**

Expenses are subject to agreement between the organising Club and the Chief Timekeeper prior to the event.

#### **TIMEKEEPING SUB PANEL**

Mr. R. J. Langdale – Chairman

Mr. M. Corfe

Mr. R. Hutton

Mr. G. Lond

Mr. A. Smith

Mr. S. Taylor

Mr. J. A. Ward

#### **TIMEKEEPING EQUIPMENT TESTERS**

Certification of equipment may be carried out by the following. A fee will be charged, for details please contact those listed direct:

**T. Saunders**, 48 Broadlands Drive, Malvern, Worcester WR14 1PW. Tel: 01684 894884/01684 561966

**J. A. Ward**, 8 Ash Grove, Kingsbury, Tamworth, Staffs B76 2JW. Tel: 01827 873926

<b>Equip</b>	<b>Description</b>	<b>Suitable for</b>	<b>Cert Class Laboratory</b>
G/A	Vehicular actuated apparatus incorporating printout. Issue times to 0.001 sec	Race	NAMAS or National Observatory
D/A	Vehicular actuated apparatus incorporating printout. Issue times to 0.01 sec	Any Event	NAMAS or National Observatory
D	Vehicular actuated digital display Issue times to 0.01 sec	International Speed	NAMAS or National Observatory
E/A	Vehicular actuated apparatus incorporating printout. Issue times to 0.01 sec	International (non FIM)	ACU
E/A (10)	Vehicular actuated apparatus incorporating printout. Issue times to 0.01 sec.	National	ACU
E	Vehicular actuated apparatus Issue times to 0.01 sec	National Speed Events	ACU
E/B	Apparatus with multi-memory split and digital display. Issue times to 0.1 sec.	National	ACU
E/C	Apparatus with split time function Issue times to 0.1 sec	Clubman Speed	ACU
F	Vehicular actuated apparatus Issue times to 0.1 sec	Clubman Speed	ACU
R	Time of day with split. Issue times to 1 sec	Clubman	ACU
R01	Time of day with split. Issue times to 0.1 sec	Clubman	ACU

**FIM TIMEKEEPERS**

For a list of current FIM Timekeepers please contact the ACU head office on 01788 566405.

**GROUP 1 TIMEKEEPERS**

- J. Barnett**, 5 Rosemary Close, Claughton, Birkenhead, Wirral CH43 7AZ. Tel: 0151 6527835
- K. Brookes**, Cronk Mooar, Truggan Road, Port St Mary, Isle of Man IM9 5AX. Tel: 01624 834612
- C. Burrige**, 87a Station Road, Taunton, Somerset TA1 1PB. Tel: 07708 733901
- K. Cooper**, 144 Healey Wood Road, Brighouse, West Yorkshire HD6 3RR. Tel: 01422 347734
- M. Corfe**, 28 Straker Avenue, Ellesmere Port, Cheshire CH65 3BE. Tel: 0151 3567230
- E. Cowill**, 4 Cedar Close, Sandbach, Cheshire CW11 4JS. Tel: 01270 763509
- M. Craggs**, 5 Carlton Mews, Waringborough, Lincoln LN4 1RB. Tel: 01522 794770
- M. Davies**, 39 Briar Vale, Monkseaton, Whitley Bay, Tyne & Wear NE25 9AZ. Tel: 0191 4888800
- M. Gregory**, 11 Peel Street, Westhoughton, Bolton, Lancs BL5 3SP. Tel: 01942 818702
- H. D. N. Hanson**, 17 Majestic Drive, Onchan, Isle of Man IM3 2JJ. Tel: 01624 623195
- N. S. Hooper**, 7 Leyton Cross Road, Wilmington, Dartford, Kent DA2 7AP. Tel: 0207 1162862
- R. Humphrey**, 11 Shepherds Avenue, Earley, Reading, Berkshire RG6 1AY. Tel: 07850 598886
- S. Hunt**, 23 Oak Place, Meir, Stoke on Trent, Staffs ST3 5PN. Tel: 01782 316946
- R. Hutton**, Westhome, Homedowns, Fiddington, Tewkesbury, Gloucester GL20 7BQ. Tel: 01684 295281
- D. Jones**, STS, Unit 9 Lymedale Enterprise Centre, Dalewood Road, Lymedale Business Park, Newcastle, Staffs ST5 9QH. Tel: 01782 563380
- J. Keutgen**, 88 Wrentham Avenue, London NW10 3HG. Tel: 020 8960 5533
- R. Langdale**, 1 Union Street, Louth, Lincs LN11 0ES. Tel: 01507 601872
- G. Lond**, 7 Kinnington Way, Backford, Chester CH1 6PB. Tel: 01244 851422

- K. Madeley**, Glen Haven, Abermule, Montgomery, Powys SY15 6ND. Tel: 01938 555785
- V. Madeley**, Greenfields, Kerry, Newtown, Powys SY16 4LH. Tel: 01686 670596
- G. Marshall**, 11 Walgrave Close, Congleton, Cheshire CW12 4TS. Tel: 01260 276996
- D. McGee**, 15 Rowan Close, Stone, Staffs ST15 0EP. Tel: 01785 812209
- D. Morley**, 31 Albert Road, Heaton, Bolton, Lancashire BL1 5HF. Tel: 01204 493070
- J. Quayle**, Invertay, Croit E Quill Road, Lonan, Isle of Man IM4 7JJ. Tel: 01624 861041
- J. Schreier**, 10 Rowan Drive, Hall Green, Birmingham B28 0YH. Tel: 0121 7456990
- D. B. Sharp**, Ravenslea, Melrose Road, Galashiels TD1 2AT. Tel: 01896 752447
- A. Smith**, Frith House, 7 Hot Lane, Biddulph Moor, Stoke on Trent, Staffs ST8 7HP. Tel: 01260 275708
- C. Smith**, 2 Newton Croft, Sudbury, Suffolk CO10 2RW. Tel: 01787 313648
- G. Smith**, 18 Coleridge Close, Sandbach, Cheshire CW11 3NN. Tel: 01260 275708
- R. Smith**, 12 Roman Way, Long Melford, Sudbury, Suffolk CO10 9LN. Tel: 01787 313775
- W. A. Smith**, 'Hillcrest', Six Arches Lane, Scorton, Preston, Lancashire PR3 1AL. Tel: 01524 791772
- G. Taggart**, Fernlea, West Baldwin, Douglas, Isle of Man IM4 5EY. Tel: 01624 682221
- S. Taylor**, 21 Holbein Close, Bedworth, Warwickshire CV12 8TA. Tel: 07879 478874
- B. Underwood**, 9 Shannon Way, Evesham, Worcester WR11 3FF. Tel: 01386 442705
- J. Ward**, 8 Ash Grove, Kingsbury, Tamworth, Staffs B78 2JW. Tel: 01827 285666
- D. Webb**, 31 The Crescent, Carterton, Oxon OX18 3SQ. Tel: 07808 740134

**GROUP 2 TIMEKEEPERS**

- D. Barnett**, 17 Kings Lane, Bebington, Wirral CH63 8NN. Tel: 0151 6456092
- K. Barton**, 7 Orchard Close, Chalgrove, Oxford OX44 7RA. Tel: 01865 400497
- P. Cain**, 15 Malvern Road, Douglas, Isle of Man IM2 5AR. Tel: 07624 496325
- R. Carver**, 6 Ashley Road, Weston by Welland, Market Harborough, Leicester LE16 8HR. Tel: 01858 565797



- S. Compton**, 115 High Street, Harrishead, Stoke on Trent, Staffs ST7 4JU. Tel: 01782 517804
- P. Jeffries**, 40 Collingwood Way, Westhoughton, Bolton BL5 3TS. Tel: 01942 790488
- D. Jewell**, 7 Moor Lane, Hutton, Weston Super Mare, Somerset BS24 9QJ. Tel: 01934 814833
- R. Jones**, 45 Church Street, Talke, Stoke on Trent, Staffs ST7 1NX. Tel: 01782 772169
- R. Joyce**, 35 Dalesford Crescent, Macclesfield, Cheshire SK10 3LE. Tel: 07962 426209
- P. Kneen**, Fairholm, 59 Bray Hill, Douglas, Isle of Man IM2 5BS. Tel: 01624 674346
- J. Lloyd-Jones**, Esgair, Llanwnnog, Caesws, Powys SY17 5PB. Tel: 01686 688123
- V. Madeley**, Greenfields, Kerry, Newtown, Powys SY16 4LH. Tel: 01686 670596
- A. McMahon**, 16 Cronk Ny Greiney, Douglas, Isle of Man IM2 5LW. Tel: 01624 677724
- T. Morgan**, Seonag, 23 Brackley Way, Totton, Southampton, Hampshire SO40 3HP. Tel: 07920 065998
- T. Pettit**, The Nook, Roman Road, Bleadon, Weston Super Mare, Somerset BS24 0AB. Tel: 01934 815432
- Jon. Planas**, 42 Dordon Road, Dordon, Tamworth, Staffs B78 1QN.
- Jonathan Planas**, 15 Whitburn Road, Bedworth, Warwickshire CV12 0LT.
- S. Poston**, Glen Haven, Abermule, Montgomery, Powys SY15 6ND. Tel: 01686 630653
- J. Print**, 11 Roundhouse Road, Coventry CV3 1DA. Tel: 02476 831881
- E. Reading**, 3 Regent Mews, High Street, Chard, Somerset TA20 1QH. Tel: 01460 63904
- P. Redmayne**, 19 St Pauls Close, Low Moor, Clitheroe, Lancs BB7 2NA.
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### TECHNICAL OFFICIAL GRADING

- 1 INTERNATIONAL TECHNICAL STEWARD
- 2 SENIOR TECHNICAL OFFICIAL
- 3 TECHNICAL OFFICIAL

Also: **Technical Assistant(s)** acts in a supportive capacity to the Technical Team. May be appointed by the Senior Technical Official

for the duration of an event, at any level of competition. Working under strict supervision.

### TECHNICAL OFFICIAL

Authorised by the Permit Issuing Authority to form part of a Technical Control Team, applicants should have knowledge of motorcycle engineering practice, be familiar with the Technical Rules in the current ACU Handbook and the National Sporting Code and have attended a suitable training seminar. They may officiate at any discipline. They may take charge of a Closed to Club or Restricted meeting at disciplines for which they are trained, other than Road Racing related events. They must attend a training course every 3 years, which may be held on a regional basis. Minimum age 18 years.

### UPGRADING TO SENIOR TECHNICAL OFFICIAL

The applicant must be able to demonstrate a need to upgrade (i.e. will be taking charge of a meeting within the following 12 months). The applicant should have assisted at a minimum of ten meetings in two years and attended a National Technical Official's Seminar as a Technical Official at ACU House, Rugby. Questions on relevant ACU and FIM Rules will be asked. Reference to handbooks will be permitted. An application for upgrading must be supported by the applicant's service record and recommendations as to suitability from two International FIM Technical Stewards. Due account will be taken of any discipline specialisation.

The Technical Panel will consider fast track upgrade to Senior Technical Official status for candidates who are Chartered Engineers or have equal experience.

### SENIOR TECHNICAL OFFICIAL

Authorised by the Permit Issuing Authority to take charge of the Technical Control Team at events of National status and below, may also assist at higher status and take charge at lower status events. They are able to officiate at all disciplines or at disciplines as licensed. Persons holding this licence must attend a training course/seminar at ACU House, Rugby every 3 years.

This is the minimum qualification required

to take charge at a road race related event.

**UPGRADING TO INTERNATIONAL TECHNICAL STEWARD (FIM)**

The applicant must have attended Technical Steward Seminars, passed the FIM Examination and have attained a three year qualification. Must be an authorised ACU Measurer and Sound Inspector, and have demonstrated an ability to organise and control the Technical Control Team as an effective Manager, be able to report fully to an International Jury or Clerk of the Course and have an above average knowledge of General and Technical Regulations and of motorcycle engineering practice.

Must have been recommended by the Clerk of the Course at ten National meetings while acting as Senior Technical Official and by the International Technical Steward at five International meetings while acting as Deputy to the Chief Technical Official.

**INTERNATIONAL TECHNICAL STEWARD (FIM)**

May take charge of the Technical Control Team at all International events and may also take charge or be a Team Member at any status event. They are by definition capable of officiating at all disciplines and at all levels.

**APPLICATIONS FOR RENEWAL OR UPGRADING**

Shall be made to the Secretary of the ACU Technical Panel by 1st October each year. Applications must be accompanied by a recent passport photograph and the applicants service record. Downgrading or withholding of a Technical Official's licence may occur due to adverse reports, lack of Technical Duties in any one season or non attendances at a National Technical Officials Seminar within the last 3 years. All regrading will be at the absolute discretion of the Technical Panel.

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**SOUND LEVEL TESTING**

Sound Inspectors are licenced by the ACU.

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- K. Wilson**, 102 Waddicar Lane, Melling, Liverpool, Merseyside L31 1DY. Tel: 07836 506761
- B. Withers**, 8 Misburg Close, Shepton Mallet, Somerset BA4 5GB. Tel: 01749 343611
- M. Withers**, 42 Sycamore Road, Erdington, Birmingham B23 5QR. Tel: 02476 718408
- R. Withers**, Station House, West Pennard, Glastonbury, Somerset BA6 8ND. Tel: 01749 890424
- G. Wooster**, Manor View, Thornhill Road, South Marston, Swindon, Wiltshire SN3 4RY. Tel: 01793 823069
- K. Wooster**, 59 Oxford Road, Stratton Saint Margaret, Swindon, Wiltshire SN3 4JB. Tel: 01793 823069
- P. Worsfold**, 8 Vyne Close, Alton, Hampshire GU34 2EH. Tel: 01420 82796
- A. Wright**, Chamomix, La Ruette D'Avranches, St Lawrence, Jersey JE3 1GJ. Tel: 07797 716680
- D. Young**, 29 The Crescent, Bomere Heath, Shrewsbury, Shropshire SY4 3PQ. Tel: 01939 290159

# Sound level control

The maximum permitted sound level in each discipline will be controlled by the following internationally approved method. The sound level meter microphone to be placed 500mm from the exhaust pipe end, at an angle of 45 degrees measured from the exhaust centre line as near as possible to the height of the exhaust end, at least 20cm above the ground.

If on a sidecar machine the exhaust discharges beneath the platform the microphone shall be positioned 200mm above the ground, 500mm from the sidecar and directed toward that area giving the highest sound level.

During a sound level test, machines not equipped with a gear box neutral must be placed on a stand.

The driver shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified RPM. Measurements must be taken when the specified RPM level is reached. The RPM depends upon the mean piston speed corresponding to the stroke of the engine (see table).

Temporary silencers, bypass pipes or the inclusion of temporary parts to achieve silencing requirements are prohibited.

## FIM & ACU MAXIMUM SOUND LEVELS

See current Standing Regulations

## ROAD RACING AND TT

See Road Race Standing Regulations

## MOTOCROSS

96 dBA for 2 strokes and 94 dBA for 4 strokes. Operate according to the FIM method, that is, instead of using the machine piston stroke to calculate the test R.P.M., the fixed R.P.M. according to the capacity must be used, with the exception of over 500cc four strokes.

Up to 85cc	8,000 R.P.M.
Over 85cc up to 125cc	7,000 R.P.M.
Over 125cc up to 145cc	6,500 R.P.M.
Over 145cc up to 250cc	5,000 R.P.M.
Over 250cc up to 500cc	4,500 R.P.M.
Over 500cc	4,000 R.P.M.

There is no 2 stroke/4 stroke rev differential below 500cc. Due to the influence of

temperatures on sound tests, all figures are correct at 20°C. For tests taken at temperatures below 10°C there will be a + 1 dB/A tolerance. For tests below 0°C, a + 2 d/BA tolerance. There will be a + 2 d/BA tolerance allowed for post race sound tests.

## TRIALS & ENDURO

94 dBA measured (50cm from the exhaust outlet) at 11 m/sec, mean piston speed for both two and four stroke engines.

The noise test methods and noise limits for 4 stroke machines are currently under review and are liable to change within the forthcoming year.

## GRASS TRACK, LONG TRACK & BEACH RACE

98 dBA measured at 13 m/sec, mean piston speed for two stroke engines and 11 m/sec MPS for four stroke engines. In certain Classes the use of an FIM Homologated silencer will be compulsory on four stroke machines. See Track Racing Regulations.

## SPEEDWAY

98dBA measured at 11 m/sec, mean piston speed, other than classes using FIM Homologated Silencers.

## GENERAL

The ambient sound level within a 5 metre radius from the machine being tested should be at least 10 dBA below the maximum level permitted for the discipline.

Sound level meter minimum standard for enforcement  
IEC 651 Type 2 BSI 5969 Grade 2.

**SOUND CONTROL – RPM FIGURES – APPLICATION**

**13metres/sec** – TWO STROKES i.e. Road Racing, and Grass Track where applicable.

**11 metres/sec** – FOUR STROKES i.e. Road Racing, Motocross and Grass Track where applicable and ALL Trials and Enduro machines (two and four stroke)

<b>Stroke in mm</b>	<b>Mean Piston Speed 13 m/sec</b>	<b>Mean Piston Speed 11 m/sec</b>	<b>Stroke in mm</b>	<b>Mean Piston Speed 13 m/sec</b>	<b>Mean Piston Speed 11 m/sec</b>
30	13000	11000	66	5909	5000
31	12580	10645	67	5820	4925
32	12187	10313	68	5735	4853
33	11818	10000	69	5652	4783
34	11470	9706	70	5571	4714
35	11142	9429	71	5492	4648
36	10833	9167	72	5416	4583
37	10540	8919	73	5342	4521
38	10263	8684	74	5270	4459
39	10000	8462	75	5200	4400
40	9750	8250	76	5132	4342
41	9512	8049	77	5065	4286
42	9285	7857	78	5000	4231
43	9069	7674	79	4937	4177
44	8863	7500	80	4875	4125
45	8666	7333	81	4815	4074
46	8478	7174	82	4756	4024
47	8297	7021	83	4699	3976
48	8125	6875	84	4643	3929
49	7959	6735	85	4588	3882
50	7800	6600	86	4535	3837
51	7647	6471	87	4483	3793
52	7500	6346	88	4432	3750
53	7358	6226	89	4382	3708
54	7222	6111	90	4333	3667
55	7090	6000	91	4286	3626
56	6964	5893	92	4239	3587
57	6842	5789	93	4194	3548
58	6724	5690	94	4149	3510
59	6610	5593	95	4105	3474
60	6500	5500	96	4063	3438
61	6393	5410	97	4021	3402
62	6290	5323	98	3980	3367
63	6190	5238	99	3939	3333
64	6093	5156	100	3900	3300
65	6000	5077			

# Fuel regulations – National ACU

## PURPOSE OF REGULATION

The purpose of these Articles is to ensure that the fuel used in competition is unleaded 'pump petrol' as this term is generally understood. These detailed requirements are intended to achieve this purpose whilst allowing the use of consistent petrols for racing purposes. Any petrol which appears to have been formulated in order to subvert the purpose of this regulation will be deemed to be outside it. Lead replacement petrol (LRP) is not considered to be unleaded petrol.

## FUEL, FUEL/OIL MIXTURES

UNLEADED PETROL as defined by European Committee for Standardisation (CEN), EN 228 (2004) or BS EN 228 (British Standards BS7070) must be used for Road Racing (exceptions in Road Racing rules), Motocross, Trials, Enduro and some classes in Drag Racing, Sprint, and Track Racing. (See individual discipline rules).

Unleaded petrol must comply with the ACU/FIM specification in the table at the foot of the page.

**And other characteristics according to the current ACU/FIM specification. Available from the Technical Secretary, ACU, Rugby.**

Any infringement of the fuel specifications will automatically result in the exclusion of the competitor from the entire meeting. The result of the competitors' fuel sample analysis (A or B Sample) more favorable to the competitor will be taken into account.

## AIR

Only ambient air may be mixed with the fuel as an oxidant. Unless otherwise specified in Standing Regulations, fuel additives are not permitted.

## BIO-FUELS

E85 Bio-ethanol pump fuel may be used where specifically allowed by the sporting discipline Committee.

E85 Bio-ethanol fuel is defined by CWA 15293:2005 (automotive fuels, ethanol E85, requirements and test methods) standards and is a road legal, publicly available fuel.

## SAMPLING

Fuel samples may be taken, to ensure compliance with the ACU/FIM Fuel Regulations at any time or place during the course of an event.

- The Chief Technical Officer with the agreement of the Clerk of the Course may take or supervise the taking of up to 1.5 litres of fuel from any competition machine.
- Containers used must be clean and of a type certified suitable for holding petrol samples.
- Each sample taken must be divided into two and placed in separate 1 litre containers. (1 litre approximately in one and 0.5 litre approximately in the other). The containers must be sealed immediately and identified by reference to the machine from which the sample was taken. This information must be entered on a certificate which must certify the date, place and time of taking the sample and the seal numbers of both the 1 litre (the 'A' sample) and 0.5 litre (the 'B' sample) containers.
- Sample 'A' must remain in the control of the

Property	Units	Min.	Max.	Test method
RON		95.0	102.0	ISO 5164
MON		85.0	90.0	ISO 5163
Oxygen	%m/m		2.7	ASTM D 5622 ASTM D 4815
Nitrogen	% m/m		0.2	ASTM D 4629
Benzene	% v/v		1.0	EN238

Chief Technical Officer for delivery to an ACU approved 'Fuel Test Laboratory'. Sample 'B' must be given to the rider or his authorised representative who must sign the fuel sample certificate, acknowledging receipt.

- Samples taken for routine control must be tested for compliance with at least three of the characteristics listed – A fuel test result will be said to be 'in compliance with' or 'not' in compliance with the characteristics tested for.
- When fuel is tested for any other reason all characteristics listed must be proved.

### **FUEL TEST COSTS AND PENALTIES**

When following routine testing fuel found to be not in compliance with the ACU/FIM Fuel Regulations the competitor involved will be liable for the relevant testing costs.

When fuel is tested as a result of a protest the protest fee must be accompanied by a 'Nominal Testing Charge' of £600 and the losing party will be liable for all the testing costs. In the event of the protest being upheld the 'Nominal Testing Charge' will be returned. Any competitor who fails to provide a fuel sample when requested to, or who's fuel is found to be not in compliance with these regulations will:

- Have his/her licence suspended for a minimum period of six months of the 'season' March to October inclusive.
- Will be excluded from the results.
- Will lose any championship points that may have been earned at the meeting.

# ACU approved protective helmets and visors

Helmets bearing any one of the undermentioned "standard" marks could be approved by the ACU if deemed to conform with certain additional criteria considered necessary for helmets used in motorcycle sport. Helmets so approved will carry the ACU transfer in gold or silver.

**British Standards Institution** BS 6658-A

**British Standards Institution** BS 6658-B

**UN ECE Regulation 22** ECE 22-05

**Snell Memorial Foundation** Snell (individual approval only) M2005 or M2010

**European Community** ECE 22-04 – (Youth Automatic 50cc Motocross only, Helmet may be granted 'White' approval)

The only indication that a helmet is suitable for immediate use in motorcycle sport is the ACU gold or silver stamp firmly affixed. It is considered that any person selling a helmet for competition use as "ACU Approved" without an approval stamp firmly affixed is making a false trade description.

**YOUTH SPORT:** The choice of helmet type 'full face' (integral) or 'open face' with or without detachable chin guard, is at the discretion of the licence holder AND the parent or legal guardian of the licence holder. Great care must always be exercised in choosing a full face helmet for a young person, too large a size must not be selected in order to ease head entry or to allow for head growth. Packing must not be used to improve the fit of a helmet too large in original size.

**GOLD APPROVAL** The minimum standard for Road Racing, Sprints, Drag Racing, Hill Climb and any speed events held wholly or part on bound metal surfaces.

**SILVER APPROVAL** The minimum standard for Motocross, Grass Track, Enduro, Speedway, Grass Hill Climb and all speed events held entirely off road.

**WHITE APPROVAL** Minimum requirement for Youth Automatic 50cc Motocross only.

## EXEMPTION

A rider or passenger from another Country holding a licence endorsed by his/her FMN and carrying proof of insurance issued by his/her FMN, may wear a helmet without an ACU Approval Stamp but complying with FIM Art. 01.67 (displaying a recognised International Helmet Standard).

## HELMET MODIFICATIONS

Please note that any modification to a helmet structure immediately invalidates ACU approval. Any helmet modified by the cutting, drilling or puncturing of the shell in any way subsequent to its leaving the manufacturer, will be rejected at scrutineering and the ACU approval stamp must be removed.

## HELMET PAINTING

Painting of helmets of laminated composite construction (glass fibre, Kevlar etc.) is permitted. However, parts bonded on, such as the visor aperture surround or the energy absorbing lining **must not** be removed even by professional customisers. The removal of the visor pivots, vents and controls should only be done if attached by screws etc. "sprung in parts" should be carefully masked around before painting, as bonded items. Moulded plastic helmets of polycarbonate, ABS etc **must not** be painted.

Further information can be obtained from the ACU Technical Department, including names of professional customisers agreeing to conform to guidelines on helmet painting derived between the ACU and leading helmet manufacturers.

## HELMET SECURITY

Many helmets have a type of buckle (Double 'D' Ring or Sliding Bar) requiring strap tension to maintain security. Riders should be aware that strap slip can occur through this type of buckle even on new helmets, be sure to maintain some strap tension at all times.

Even during the relatively short period of a race, strap slip can be sufficient to increase the



risk of helmet loss in the event of an accident. It can be minimised by securing the flapping strap end by some means such as a rubber band.

### HELMET PROJECTIONS

(Fins, stabilisers etc.)

Attachments to the shell surface exceeding 20mm height are not permitted in Road Racing.

### VISORS/GOGGLES

For Road Racing, visors to the highest British Standards Institution grade of impact and abrasion resistance are recommended.

### HELMET STAMPING

Helmets which are to be mailed for approval and stamping should be sent to:

**ACU, ACU House, Wood Street, Rugby, Warwickshire CV21 2YX. Tel: 01788 566400**

A fee of £15.00 should also be enclosed which covers return post and packing charges.

Helmets may also be inspected and perhaps approved by most International Technical Officials at a cost of £5.00.

### TECHNICAL INSPECTION OF HELMETS

The Senior Technical Officer of an event has the power to impound for the day, any helmet he considers is not in a fit condition to be used. He is authorised to remove the ACU approval sticker, which remains the property of the Auto Cycle Union. The helmet may be submitted for a second opinion to the Technical Secretary, but in any case may not be used without being re-checked.

The Union recommends that all types of helmets used in regular competition should be replaced after three years.

Competitors with long hair – Long hair must be contained within the helmet or clothing.

### MOULDED PLASTIC HELMETS

Many helmets with moulded plastic shells of thermo plastic material meet with ACU requirements and bear the Union's mark of approval. However, it must be stressed that helmets manufactured from this material may be seriously damaged by substances such as petrol, paint, adhesives, cleaning agents and decorative stickers.

### HELMET STAMPS

Helmets are examined at scrutineering in order to assess wear and tear, general deterioration and to ensure that an ACU Approval Stamp is displayed. The only stamp eligible for competition use, except trials is displayed below.



### TEN FITTING TESTS FOR HELMETS

1. Obtain correct size by measuring the circumference of the head immediately above the eyes in cm.
2. Check there is no side to side movement.
3. Tighten strap securely.
4. With head forward attempt to pull up back of helmet to ensure helmet cannot be removed in this way.
5. Check ability to see clearly over shoulder.
6. Make sure nothing impedes your breathing in the helmet and never cover nose or mouth.
7. Never wind scarf around neck so that air is stopped from entering the helmet. Never wear a scarf under the retention strap.
8. Ensure that visor can be opened with one gloved hand.
9. Satisfy yourself that the back of your helmet is designed to protect your neck.
10. Always buy the best you can afford.

Make sure that the helmet has an ACU Approval Stamp affixed.

**Never buy from mail-order** unless you are satisfied with the above tests.

Do not hesitate to return the helmet unused if it does not fit you.

## Competition licence/trial registration

A Competition Licence (or Registration in the case of Trials) is required by every rider and passenger participating in any competition held under the National Sporting Code of the ACU.

It is the responsibility of the competitor, or in the case of minors the parent or legal guardian, to ensure that their licence is valid and issued for the correct class. The issuing of a licence does not guarantee an entry into, or acceptance into, any competition. All licences are valid from 1 January to 31 December of the year of issue.

Licence fees are non-refundable.

Duplicate ACU licences can be obtained on request at a cost of £10.00. Duplicate FIM/UEM licences can be obtained through the ACU at the appropriate fee.

## One event licences

A One Event licence grants all the benefits of an annual licence for the duration of one named event only. The Supplementary Regulations for the event will state whether this type of licence can be used.

One Event licences are valid only for adult and youth riders in the undermentioned events:

- i) Motocross, Supermoto and Enduro events up to and including National Status.
- ii) Grass Track, Sprint, Drag and Hillclimb events below National Status.

**Note:** One Event licences are not issued for Trial or Road Race events.

The One Event licence fee is £10.00. This fee is non-refundable and cannot be redeemed against the cost of an annual licence.

## Associate membership

Associate Membership is available to any individual who does not hold a current Competition Licence/Registration. The annual fee of £10.00 allows the individual to enjoy a range of benefits and discounts that have been secured by the ACU for its' members.

Benefits include significant discounts on a range of motorcycle related products as well as travel and accommodation. To view an up to date list of benefits please visit the ACU website. Associate members also receive free copies of the ACU magazine.

# ACU Benevolent Fund

## ADMINISTRATIVE COMMITTEE

For contact details please refer to the Committees and Panels section.

**R. Hanks** (Chairman)

**Mrs. M. Carter JP**

**R. Collins**

**Mrs. W. Evans**

**Trustees:** Mrs. M. Carter, R. Collins, Mrs. W. Evans, R. Hanks, F. J. Henley, Mrs. J. Macphee, R. W. Smith.

**F. J. Henley**

**Mr. C. Pattison**

**Mrs J. Macphee**

**R. W. Smith** (Treasurer)

It is first of all most essential to establish that the ACU Benevolent Fund is not a form of insurance. It is a registered charity that endeavors to give assistance to past and present members of the ACU including their family and dependants who are suffering hardship following an accident or illness. No one has an automatic right to expect assistance.

Every competitor should be aware that due to the present limitations on accident insurance cover in respect of injuries it is now even more important to consider making alternative arrangements to provide their own personal cover in the event of an injury.

Areas the Ben Fund may be able to assist with is in the initial period when help is needed following an accident or injury prior to any state benefits being made available, also to help with travel costs when someone is hospitalised some distance from home.

Any request for help should be made via your own Benevolent Fund Officer as listed over the page or direct to the Ben Fund Secretary at the Rugby Office, a standard form will be

supplied asking for certain details which should be completed and returned to either your local Ben Fund Officer or the Rugby Office, all requests for assistance received and any information given is completely confidential and will never be divulged to any other person or body.

The Trustees of the Fund will always give very sympathetic consideration to all requests for help, our funds are however restricted and rely almost entirely on the generous financial help of our clubs, centres and other supporters, without this we would not be in a position to carry out our work of giving help and support where needed. If the Benevolent Fund has been able to help you in the past why not contact your local club or centre and offer your assistance in helping to raise funds for the future.

The Trustees recognise and appreciate the generous support of the Auto Cycle Union.

To all our many supporters our sincere thanks for providing us with the means to continue our work.

**BENEVOLENT FUND OFFICERS**

**Cheshire** Mr. R. Weale, Old Brow, 18 Jacksons Edge Road, Disley, Stockport, Cheshire SK12 2JE. Tel: 01663 765794  
e-mail: rjweale@msn.com

**Cornwall** Mr. J. Bassett, Carniggie Cottage, Greenbottom, Chasewater, Truro, Cornwall TR4 8QL. Tel: 01872 561457

**Eastern** Mr. M. Cross, Magrathea, East Hanningfield Road, Sandon, Chelmsford, Essex CM2 7TQ. Tel: 01245 478275  
e-mail: xfamily@nildram.co.uk

**East Midlands** Mrs. A. Boyle, 126 Uttoxeter Road, Hill Ridware, Rugeley, Staffordshire WS15 3QX. Tel: 01543 492212  
Mob: 07866 605082  
e-mail: annie126@btopenworld.com

**East South Wales** Mrs. S. Payne, Colbost, Newport Road, Magor, Caldicot, Gwent NP6 3BZ. Tel: 01633 880442

**East Yorks** Mrs. E. Race, 20 Broadlands Drive, East Ayton, Scarborough, North Yorkshire YO13 9ET. Tel: 01723 863987  
e-mail: erace@hotmail.co.uk

**Isle of Man** Mrs. W. Evans, 3 Mount View Terrace, Onchan, Isle of Man IM3 1AB. Tel: 01624 621296 / 07624 433540  
e-mail: desandwyn@manx.net

**Midland** Mr. & Mrs. G. Daniel, 25 Doidge Rd, Erdington, Birmingham B23 7SQ. Tel: 0121 3502601  
e-mail: gerrydan@blueyonder.co.uk

**Mid Wales** Mr. M. Bates, Nant-yr-Wyn, Llanbister Road, Landrindod Wells, Powys LD1 5UP. Tel: 01547 550393

**Northern** Mr. K. Quinn, 7 Arkholme Close, Carnforth LA5 9XF. Tel: 01524 732089

**North Eastern** Mr. J. A. Guthrie, 9 Hillside Gardens, Sunderland, Tyne & Wear SR2 9AR. Tel: 0191 522 6260  
e-mail: guthaz@ntlworld.com

**North Western** Mr. D. Harrison, 93 Yarrow Road, Chorley, Lancashire PR6 0LU. Tel: 01257 410448  
e-mail: quizdave@yahoo.co.uk

**Southern** Mr. S. Earle, 8 Quebec Gardens, Burlesdon Green, Southampton, Hampshire SO31 8GP. Tel: 02380 560031

**South Eastern** Mr. J. Bacon, 57 Napier Road, Isleworth, Middlesex TW7 7HP. Tel/Fax: 0208 892 1191

**South Midland** Mr. F. J. Henley, 33 Connaught Road, Aylesbury, Bucks HP20 1PS. Tel: 01296 481539  
e-mail: frederick@fhenley.wanadoo.co.uk  
Mr. N. Fisk, 52 Greenlands, Leighton Buzzard, Beds LU7 3UJ.

**South Western** Mr. C. Pattison, 6 Churchfields, Wincanton, Somerset BA9 9AJ. Tel: 01963 33001

**Wessex** Mr. M. Bracey, 3 Burden Close, Bradley Stoke, Bristol BS32 8BL. Tel: 01179 236867

**Western** Mr. T. Hunt, Daren View, Bishopstone, Hereford HR4 7JE. Tel: 01981 590325

**West South Wales** Mr. A. Brinsden, Norton Lodge, Llanteg, Narberth SA67 8PS. Tel: 01834 831775 e-mail: brinsden\_2@supanet.com

**Yorkshire** Mrs. M. Carter JP, Hunters Gap, Thorpe Lane, Guiseley, Leeds LS20 8JH. Tel: 01943 878666  
e-mail: mcarterhuntersgap@btinternet.com

**Scottish Auto-Cycle Union** Mr. A. Brownlie, 119 Carnegie Hill, East Kilbride G75 0AE. Tel/Fax: 01355 225921

# Price List

*Payable to the Auto Cycle Union Ltd.*

## **PERMIT FEES (ISSUED BY HEAD OFFICE & INCLUDING VAT)**

### **INTERNATIONAL**

(excluding FIM Inscription Fee)

Speed Events, all Stadium Events and Hare & Hounds Events	£300.00
Trials and Enduro	£75.00

### **UEM CONTINENTAL & NATIONAL**

Speed Events, all Stadium Events and Hare & Hounds Events	£50.00
Trials, Enduros, Road Rallies	£35.00

### **ALL OTHER PERMITS BELOW UEM CONTINENTAL AND NATIONAL ISSUED BY HEAD OFFICE**

Speed Events, all Stadium Events and Hare & Hounds Events	£50.00
Trials, Enduros, Road Rallies	£35.00
Test Days	£50.00

### **SOCIAL GATHERING PERMIT** £35.00

### **RECORD ATTEMPTS** £35.00

Per Meeting/Day

### **COACHING & PRACTICE PERMITS** Contact ACU office for details

### **BIKE TRIALS** £15.00

### **YOUTH PERMITS**

International	£50.00
UEM Continental, National and National Restricted	£25.00
All other Youth Permits issued by Head Office	£10.00
Basic Insurance Permit	£50.00
PR5 Parade Permit	£40.00

### **PROTEST FEES**

International Competition	£100.00
National/Restricted/Closed Competition	£50.00

*Engine Measurement & Fuel Testing charges can be found in discipline regulations and Fuel Regulations within this Handbook.*

### **APPEAL FEES**

To the Final Tribunal of Appeal	£5000.00
Competitors first appeal to FTA	£500.00
Licensed Officials first appeal to FTA	£500.00
To the Auto-Cycle Union	£300.00
To the ACU Local Centre	£150.00
To the Stewards of the Meeting	£50.00

### **FINES**

Levied by ACU Court	Unlimited
Levied by National Club, Centre or Stewards	Maximum £500.00
Levied by Clerk of the Course	Maximum £500.00
Non production of licence	£5.00

### **CLUB AFFILIATION FEES (PER ANNUM)**

Less than 50 registered members	£10.00
Between 50-99 registered members	£20.00
Between 100-199 registered members	£40.00
200+ registered members	£50.00

### **ADMISSION TICKETS**

per 1000 including VAT & postage per roll	£15.00
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### **BLUE MARKER TAPE**

including VAT & postage per roll	£25.00
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### **WARNING NOTICES**

Paper, as per current handbook – prices include VAT

Type A ( <i>Motor Sport Can Be Dangerous</i> )	£1.75
Type B ( <i>Prohibited Area</i> )	£1.75
Type C ( <i>Warning Notice</i> )	£1.75

# The ACU Academy

## Elite Young Rider Development Programme

Passion, history and national pride are all intrinsic parts of the culture of motorcycle sport in Britain. With a long list of World Champions and a growing number of domestic Championships across the whole sphere of the sport, there has never been a better time to be a young competitor.

Recognising this growth in youth interest, the ACU launched its 'Elite Young Rider Development Programme', the Academy, in 2000.

The Academy is currently made up of competitors from Road Race, Motocross, Grass Track, Speedway and Trials riding.

The riders, or athletes as they are encouraged to think of themselves, are then enrolled on a balanced and detailed athlete development programme, utilising the latest ideas in Sports Science and Sports Psychology. In addition to

this, our athletes are given coaching in presentation and media skills.

The Academy also works with the 'on bike' skills of its members. Former Champions and specialists work with riders on an individual development programme at our elite athlete training days.

Our athletes are now regularly selected to compete at the highest levels in the UK and abroad, securing rides with some of the country's top racing teams.

The ACU Academy is now recognised nationally as the premier scheme for developing excellence in youth through motorcycle sport. For more details of how to join contact the Sporting Committee Secretary for your discipline.

# LASU

The ACU's Local Authority Support Unit (LASU) was launched in January 2005 with funding from Motorsport Development UK (MDUK). Its remit is to offer assistance to Local Authorities, Police Forces and other interested parties who are experiencing problems as a result of illegal off road motorcycling.

The main issues facing Local Authorities are the social disruption and safety concerns caused by the inappropriate and often illegal use of motorcycles in public areas. These problems have been exacerbated by the effects of increased popularity for the activity coupled with a lack of provision throughout the country. Local Authorities, Police Forces and communities are faced with two options to deal with the problem:

1. Police the issue away with enforcement
2. Organise well planned provision, with targeted enforcement

The first option, policing the issue, is often seen as the best solution but has, in the past, simply moved the problem elsewhere, only to see it return to a community over time.

LASU believes that providing a legal and safe place to ride with targeted enforcement is the best solution. Where LASU has established provision for mini motos, there has been a significant drop in the number of complaints received regarding illegal mini moto use.

By contacting LASU, Local Authorities and Police Forces have access to professional assistance to identify the type of problem, its size, nature and location as well as receiving help to create a workable solution.

For off road problems, LASU can provide assistance with the following issues:

- Feasibility Studies
- Land Access and Planning
- Course and Venue Design
- Insurance
- Environmental Issues
- Noise Monitoring and Testing
- Training of Officials, Marshals and Instructors
- Codes of Best Practice
- Creating Community Projects
- Practice Tracks

To help Local Authorities and Police Forces

to provide safe and legal riding for mini motos, LASU has written a set of guidelines that will enable them to create a LASU Registered Recreational Mini Bike Club on a piece of available tarmac.

The Guidance includes advice on:

- Health and Safety
- Child Protection
- First Aid
- Training for Clerks of the Course, Marshals and Instructors
- Running a Mini Bike Session

The mechanism LASU can deliver is extremely cost effective when compared to costs incurred by Local Authorities and Police Forces in enforcement. In addition, it provides young people with a chance to enjoy their motorcycling environment, safe from prosecution and bike seizure.

For more information on Off Road Provision or Mini Moto Recreational Club Guidelines, please contact LASU personnel as follows:

**Secretary:** Debbie Walmsley Tel: 01788 566419  
email: [dw@acu.org.uk](mailto:dw@acu.org.uk)

**Field Officer:** Luci Adams Tel: 01788 566412  
email: [Lucille@acu.org.uk](mailto:Lucille@acu.org.uk)

## 2010 REGISTERED OFF ROAD PROJECTS

- Bridge Centre Project, East Lothian,  
Tel: 01620 829817
- MX Challenge Project, Dover,  
Tel: 01304 202244
- RUTS Project, Midlothian,  
Tel: 0131 6635736

## 2010 MINI BIKE PROJECTS

- Bikewise Mini Bike Club, Durham, contact John Bowman 0191 375 2136,  
0345 6060365 ext 2399  
e-mail: [john.bowman@durham.pnn.police.uk](mailto:john.bowman@durham.pnn.police.uk)
- Racesafe, Newcastle, contact James Ferry  
Tel: 0191 4770084  
e-mail: [jamesferry179@btinternet.com](mailto:jamesferry179@btinternet.com)
- Red Lion Mini Moto, Northampton, contact Chris Bates  
e-mail: [chris.bates@northants.pnn.police.uk](mailto:chris.bates@northants.pnn.police.uk)

- Stevenage Mini Bike club, contact Paul Lawlor 01438 757176  
e-mail: paul.lawlor@herts.pnn.police.uk
- St Pauls, Cheltenham, contact Tim Meadows Tel: 01242 244440 e-mail: timothy.meadows@gloucestershire.police.uk

### ACU REGISTERED TRAINING PROVIDERS

The ACU Training Department maintains a register of Training Providers who comply with our minimum standards,

To gain entry onto the Register, a training provider must:

- Use only instructors/coaches who hold a current and valid ACU Coach Certificate
- Carry adequate Public Liability Insurance
- Publish and work to a training syllabus with identifiable outcomes and objectives

The ACU Register of Training Providers will enable anyone looking for training in motorcycle sport to identify appropriate schools who use properly qualified staff, working to a published syllabus.

The ACU Register of Training Providers is open to any training school which can satisfy the above requirements.

For more information, please contact the ACU Training Dept on 01788 566419 or [dw@acu.org.uk](mailto:dw@acu.org.uk)

### 2010 REGISTERED TRAINING PROVIDERS

- Mick Boddice Track Training School – Road Race  
Tel: 01562 751770 Mob: 07779 418336  
e-mail [boddts@blueyonder.co.uk](mailto:boddts@blueyonder.co.uk)
- Mr Ady Smith KTM Off Road School  
Tel: 01283 740147  
e-mail: [offroadschools@tiscali.co.uk](mailto:offroadschools@tiscali.co.uk)

*\* All above information relating to ACU Registered bodies is correct at time of going to print. To check the current status of any ACU Registered body please contact the ACU Training Department on 01788 566419 or email [dw@acu.org.uk](mailto:dw@acu.org.uk)*



# LARA

## The motoring organisations' Land Access & Recreation Association

Back in the good old days, motorcycle sport in the countryside seemed just to have happened, without any serious problems. Farmers were, in the main, quite happy to allow a grass-track event to take place on a stubble field, and trials to use an old quarry, two or three times a year. A bottle of whisky at Christmas, and a couple of tickets to the club's dinner, were all that was required to keep everything running smoothly. Then, in the late sixties, along came the Competitions and Trials Regs, the Countryside Act, and so on, and our response was to set up the ACU-BMF Countryside Committee to help sort out problems on green lanes, many of which are used in competition. Since then, rules have been piled onto rules, and the pressure on motor sport has grown to the extent that there is hardly a club which has not lost a major venue in the last year or two. There are even moves to ban motor sport altogether from some of our best countryside – some events are already banned on 'environmental grounds'.

LARA grew out of the ACU-BMF Countryside Committee, by drawing in a range of other organisations, from the noncompetitive TRF, through the four-wheel drive groups, to the MSA. All of the members have an interest in motor sport and recreation in the countryside, and by working together we hope to be able to resist the pressure, and even, eventually, to turn back the tide of restrictions and closures.

Last year it was the threat to change the planning regulations (14/28 Day Rule) fought successfully by LARA, this year and next further threats are in the pipeline.

How does LARA work? There are two offices; one at its HQ in Market Drayton, and the other is in Newcastle-upon-Tyne.

Tim Stevens is LARA's Motor Recreation Development Officer (MRDO). He is based at LARA's HQ in Market Drayton and is responsible for all vehicular rights of way matters. He also co-ordinates LARA's County Respondents who are the local contacts for changes to the rights of way network. Properly

speaking, this is an ACU function, as we are the Prescribed Body set out in the regulations for consultation but, in practice, the job is done by a range of volunteers from LARA's member organisations. Tim also produces the LARA Access Guide and responds on behalf of all LARA members to all official consultations.

Alan Kind is LARA's Motorsport Planning Officer. He is based in Newcastle-upon-Tyne and looks after the access and planning aspects checking, for instance, that every local plan and recreation strategy says positive things about motor sport. This is becoming more vital by the day, as it is these local authority documents that are the bibles for development, and for deciding who is eligible for funding from the National Lottery Sporting Fund. Alan's planning knowledge and experience also provides excellent back up to the MSDO in LARA's fight to retain, and develop facilities. Clubs are encouraged to contact Alan in order to obtain a copy of the LARA Planning Guide: an invaluable source of information.

So, how can you help? First and foremost, by having in the front of your thought at all times that motor sport is under threat. All LARA officers can recall conversations with those who oppose us, on the lines of 'It's not you we are against, you have a sensible code of conduct. It's the others'.

Just don't be one of the others, Not even if you know that no-one is looking.

### LARA: part of the solution.

Tim Stevens, LARA Motor Recreation Development Officer  
PO Box 40, Knighton, LD7 9AE.  
Tel: 01547 529946  
email: admin@laragb.org

Alan Kind, LARA Motorsport Planning Officer  
P. O. Box 142, Newcastle-upon-Tyne NE3 5YP.  
Tel: 0191 236 4086 Fax: 0870 0522857  
email: msp@laragb.org  
website: www.laragb.org

## THE DRIVERS' & RIDERS' COUNTRYSIDE CODE OF CONDUCT

1. Use only Vehicular Rights of Way – not all green roads have vehicular rights. LARA groups can help with information.
2. Keep to the defined track, and deviate only to pass immovable obstructions. Report obstructions, including low branches and very soft ground, to the highway authority. If the correct route is not obvious on the ground, ask local users, or check the details held at highway authority and local record offices.
3. Travel at a quiet and unobtrusive pace, alone or in small groups. Remember that others seek to get away from bustle.
4. Ensure that you and your vehicle are fully road legal, and obey traffic and LARA signs. Green roads are subject to the same laws as surfaced roads. There is no public right to drive away from a road on common land, moorland, sand dunes, or beach.
5. Pay attention to 'the Four W's'  
**Weather** – Do not travel on green roads when they risk being damaged beyond a point of natural recovery when the weather improves.  
**Weight** – Do not use the roads which may be seriously damaged by the wheel pressure of your vehicle. LARA does not support use of heavy vehicles on green roads.  
**Width** – Do not use roads which are too narrow for your vehicle. Avoid damage to trees, hedges and boundaries.  
**Winches** – Only use when unavoidable. Always avoid damage to trees, walls, and surface while recovering.
6. Respect the life of the countryside. Be courteous to all other users, and take great care when passing horses. Be prepared to stop your engine if needed. Always fasten gates and take care near livestock.
7. Remember that wildlife faces many threats and green roads can be valuable habitats. Take special care in spring and early summer.

All ACU clubs are represented in LARA by the ACU, currently through: Alan King, 95 Marlborough Road, Roath, Cardiff CF2 5BW. Tel & Fax: 02920 482559.

## THE LARA COMPETITIONS CHARTER NOISE

- a) Do ensure that your vehicle complies with the noise limits applicable to the event.
- b) Do not continue competing with a defective or damaged exhaust system. Remember that you will be excluded from an event if you continue in spite of an excessively noisy exhaust.
- c) Do not rev the engine needlessly in service areas, paddock, and start areas, etc.
- d) Do respect official instructions in respect of quiet zones.

## ENVIRONMENTAL POLLUTION

- a) Do ensure that your vehicle is free from leaks of oil and other fluids which may not only present a hazard to yourself and others but also contaminate the countryside.
- b) Do not carelessly spill fluids nor discard used, broken components. Always properly dispose of all waste materials.
- c) Do not drop litter, take it home.

## RESPECT

- a) Always respect officials and their instructions, they are for a purpose and your benefit.
- b) Do not be abusive towards officials this is bad manners and carries extreme penalties which might shorten your sporting career.
- c) Always respect other users and the public in general, however abusive or obstructive. Let the officials deal with such problems, and do not make them worse.

## LARA REGIONAL SPORTING OFFICERS

**John Arnold**, Wharfe Cottage, Langden Upon Tern, Telford, Shropshire TF6 6LQ.

**Mike Askins**, 93 Penny Hill Park, Penrith, Cumbria CA11 9JW. Tel: 01768 864973

**Kath Barber**, 71 Tidnock Avenue, Congleton, Cheshire. Tel: 01260 277745

**B. Billingham**, 182 Elmer Road, Middleton-on-Sea, Bognor Regis PO22 6JA. Tel: 0124 369 5128

**Colin Boniface**, 44 Southampton Street, Farnborough, Hants GU14 6BG. Tel: 07785 296316

**Denis Cardell**, Penyrheol Cottage, Cathedine, Brecon, Powys LD3 7SZ. Tel: 01874 730216

**Martin Chinnery**, 36 Churchside, Vigo, Kent DA13 055.

**Phil Cork**, contact via LARA Headquarters.

**Ray Clayton**, 30 Boweswell Road, Ilkeston, Derby DE7 8EE. Tel: 01159 321884

**Jim Cullimore**, 124 Westerleigh Road, Downend, Bristol BS16 6UX. Tel: 0117 956 0908

**Allan Dean-Lewis**, 'Byways', 44 Penrhyn Isaf Road, Llandudno LL30 3LT. Tel: 01492 546688

**Bob Drane**, 8 Haytor Close, Braintree, Essex CM7 3NZ.

**Dave Evison**, 21 Fernhill Lane, Gobowen, Oswestry SY11 3PP.

**C. H. Fletcher**, 1 Fairclose, Whitchurch, Hampshire RG28 7AN. Tel: 01256 892436

**John Fletcher**, The Oaks, 18 The Ridgeway, Astwood Bank, Redditch, Worcs B96 6LT. Tel: 01527 893687

**G. Forrester**, 'Clints Cottage', Blindcrake, Cockermouth, Cumbria CA13 0QP. Tel: 01900 825642

**Phillip Gammon**, 59 MacPherson Robertson Way, Mildenhall, Bury St. Edmunds, Suffolk IP28 7RS. Tel: 01638 515913

**Terry Golds**, 21 Buckingham Drive, Luton, Beds LU2 9RA. Tel: 01582 455714

**Tim Gooderson**, 179 The Green, Welling, Kent DA16 2PB. Tel: 0181 3016822

**Chris Hewitt**, Park Corner Cottage, Quidhampton, Nr. Salisbury, Wilts SP22 9AG. Tel: 01722 712788/ 01772 742622

**Adrian Hughes**, 'Viberian', 339 Tolladine Road, Warndon, Worcs WR4 9NG.

**C. L. Hunt**, 1 Halgavor Road, Bodmin, Cornwall PL31 1BW.

**Colin Jebson**, 12A Mulberry Close, Keelby, Grimsby DN7 8EX. Tel: 01469 560574

**Tony Kempster**, Knelle Hill Lodge, Beckley, Rye, East Sussex TN31 6UE. Tel: 01797 252371

**Ray Kennard**, 14 Brookside, Calcot, Reading, Berks RG3 7PJ.

**Anthony Kenny**, 250 Point Clear Road, St. Osyth, Clacton on Sea, Essex CO16 8JL. Tel: 01255 820295

**R. Langdale**, 1 Union Street, Louth, Lincs LN11 0ES.

**Keith Lee**, 2 Thornton Hill, Exeter, Devon EX4 4NS. Tel: 01392 422995

**Vernon Leigh**, 2 Marton Green, Adswold, Stockport, Cheshire SK3 8LT. Tel: 0161 4774994

**Dave Lucas**, 29 Avondale Close, Kingswinford, Dudley, West Midlands DY6 7HJ. Tel: 0121 235 4654

**Brian Mogford**, 938 Heol Tiefertonydd, Penrhys, Ferndale, Rhondda.

**George Myatt**, 'Dungrievie', AE, Dumfries DG1 1RG. Tel: 01387 86375

**Martin Pratt**, 32 Shavington Avenue, Hoole, Chester CH2 3RD. Tel: 01244 347245

**Bryan Puckett**, 32 Hoel Derwen, Cimla, Neath, West Glamorgan SA11 3YS. Tel: 01639 767851

**Barry Robinson**, 9 Melville Grove, Ilkley, Yorks LS29 8NX. Tel/Fax: 01943 609722

**Jack Romain**, 'Torrisholme', 17 The Avenue, Woodland Park, Prestatyn LL19 9RD. Tel: 01745 854265

**M. Rushton**, 1 Westminster Road, Macclesfield SK10 3AH.

**David Smith**, 20 Chedworth Drive, Witney, Oxon OX8 5FS. Tel: 01993 708418 (7-9pm only).

**Rob Smith**, 18 Alma Street, Melbourne, Derbyshire DE73 1GA. Tel: 01332 864581

**Andy Watson**, 2 Bellhaven Terrace Lane, Glasgow G12 9LZ. Tel: 0141 339 7536

**Ron Weale**, 18 Jackson's Edge Road, Disley, Stockport, Cheshire SK12 2JE. Tel/Fax: 01663 765794

The LARA Regional Sporting Officers provide a local source of advice and information on all the above and represent both car and motorcycle interests. If you would like to assist the MFU, in its fight to protect the rights of motorsport, by becoming a Regional Officer would you please forward your brief details to the MFU Office for consideration. Make no mistake, the full might of the environmental lobby is now being ranged against motorsport. Despite having organised responsible events for nigh-on 100 years our clubs are losing venues hand-over-fist through no fault of their own.

**LARA needs more regional officers to help co-ordinate the fight back**

# The Motor Vehicles (Off Road Events) Regulations 1995

## **DANGEROUS, CARELESS AND INCONSIDERATE RIDING – APPLIES NOT ONLY TO THE PUBLIC HIGHWAY.**

From 1 July 1992, the offences of dangerous, careless and inconsiderate driving of a mechanically propelled vehicle on the road (sections 1,2 & 3 of the 1998 Road Traffic Act as amended by the RTA 1991) have also applied to a Public Place. This change was driven by the absence of effective legislation to control illegal driving by underage drivers in public places which are not necessarily a public road.

This extension of road traffic law to public places had far reaching consequences for those who take part in or organise events involving motor vehicles in fields, parks or other areas where the general public is admitted either free of charge or on payment of entry fee. Consequently provision was made in the legislation in order that the legislation does not apply to those taking part in 'authorised' motoring events when driving in a public place other than a road, provided they are driving in accordance with the appropriate authorisation for the event. Consequently, in most instances it is anticipated that ACU licensed riders participating in ACU authorised events will have nothing to fear.

It is not illegal to organise or take part in an unauthorised motoring event in a public place, but drivers and riders should be aware that they are liable for prosecution if in doing so they drive dangerously or carelessly. It should be assumed that what may be regarded as fair competitive riding on a race circuit may be regarded as dangerous or careless in an unauthorised place.

Consequently, any rider who may be attracted to ride in any other events should ensure that the events are authorised in accordance with the Motor Vehicles (Off Road Events) Regulations 1995. The responsibility for ensuring that an event is authorised lies equally with riders and organisers.

The precise definition of 'event' or 'public place' cannot be given. Authorising Bodies have

to consider whether the event requires drivers/riders to drive/ride dangerously.

## **NAVIGATIONAL SCATTER EVENTS**

The Motor Vehicles (Competition and Trials) Regulations 1969 is specific legislation governing motoring events held on the public highway. The Road Traffic Act makes it illegal to race or trial of speed on the public highway, unless it is of a sort permitted by the 1969 legislation and authorised in accordance with it. It is legislation which makes it illegal to run a treasure hunt of more than 12 vehicles, unless a specific authorisation permit is obtained.

The authorisation procedures are quite involved and can be expensive to administer. However, a Navigational Scatter Event is considered to be automatically authorised so long as it conforms to these various conditions:

- Regulations/information sheet should clearly state the type of event, along with an estimate of the mileage likely to be covered.
- The places to be visited must be detailed to the competitors by way of points on a map, or on a list. However, there **MUST BE NO REQUIREMENT** for the control points to be visited in any specific order.
- Competitors should be given random choice of points to visit, and not be required to visit more than 75% of them.
- The control points should be safely positioned so that there is no danger to either riders or the general public. Paying special attention to traffic speed at, pull-off points, advanced signing, parking, number of riders that may be at any one control point at any time, access to private land, vicinity of house, noise levels, church service times, other events which may be taking place in villages on route at the same time (funerals, carnivals, garden fetes etc.).
- Competitors must be free to visit control points in any order.
- Riders should be obliged to get off their bikes to reach the actual control point.
- No form of timing should be employed on

the public highway sections, although a finish time may be specified providing it gives reasonable and adequate time to visit the required number of control points.

### **POLICE**

Although there is no requirement to notify the police, it is wise to do so by simply sending the police authority/ies through which your event runs, a copy of a publicity sheet, or event diary, highlighting the date and location of checkpoints, and mark it “for information only”.

### **INSURANCE**

Where any part of an event takes place in circumstances where the Road Traffic Act applies, i.e. in a public place, competitors must be covered by their own Motor Insurance Policy. Most organisers understand that if someone is injured or damage is done to property as a result of acting negligently an action for compensation may be brought against them. The ACU will provide a permit and insurance cover to clubs in order that officials and members may be safeguarded against legal liability as much as possible. If organisers don't currently carry cover, then please obtain details of the ACU's Clubs Insurance Scheme and make use of it.

# ACU Environmental Code

## 1. INTRODUCTION

The realisation that society is rapidly destroying natural resources and polluting the environment to meet its own needs has now spread from pressure group thinking to the mainstream. In particular, increasing attention is now being paid to the concept of sustainable development that meets the needs of the present generation, without compromising the ability of future generations, to meet their own needs.

All activities have an impact on the environment, through the resources they use, the processes they undertake, and the waste created. Pressures to change our way of operating are now being brought to bear on all types of sport and recreation.

The governing body of motorcycle sport, at both National and International level, has two objectives to achieve in developing an Environmental Code.

- i) To ensure that it manages our activities in a way that is sustainable within the environment.
- ii) To put itself in a position where it can demonstrate to Local and National Governments that it is a responsible member of the community, with both the ability and willingness to contribute to the protection of critical aspects of our environment.

## 2. GENERAL PRINCIPLES

- 2.1 Motorcycle activities fall clearly into three main categories: competitive sport, recreation, and transport.
- 2.2 Motorcycle sport is a major constituent of the International and National sporting calendars, attracting an ever-increasing audience and producing significant economic benefits. It is a sport that, like most other sports, and human activities in general, creates an impact on the environment.
- 2.3 Motorcycle riding, as a means of transport or recreation, continues to increase and, therefore, should also be looked at from an environmental point of view.
- 2.4 The ACU considers it to be of major

importance to develop a coherent environmental policy, taking into account the legislative and regulatory requirements of the United Kingdom, and the European Community.

- 2.5 The ACU environmental policy, as defined in this Code, is based on mutual respect for the needs of the environment and for the reasonable practices of motorcycling in general.
- 2.6 The ACU seeks to co-operate closely with all appropriate organisations in order to ensure that motorcycle activities are, at all times, environmentally acceptable.
- 2.7 The ACU shall adapt its Rules and Standing Regulations in order to give proper recognition to environmental matters and to the principles of the Code.
- 2.8 According to the above General Principles, this Code seeks to improve the relationship between motorcycling and the community at large. These main principles refer, in particular, to:
  - a) noise, fuel, protection of the ground, and cleaning issues;
  - b) behaviour of all persons, either directly or indirectly, involved in motorcycling.
- 2.9 The ACU will seek to establish, at all times, the appropriate environmental standards during the organisation of motorcycle events, at all levels, and will promote environmental consciousness.
- 2.10 In order to ensure that this Code is respected, the ACU has added environmental responsibilities to the duties of the Clerk of the Course.

## 3. ENVIRONMENTAL RESPONSIBILITIES

At each event the Clerk of the Course will be responsible for all environmental issues associated with that event. The Clerk of the Course can delegate the duties (but not the responsibilities) to another suitably qualified official (i.e. An official with a National Track Racing Clerk of the Course Licence can undertake the Environmental Duties at a National Motocross Event)

For International Events, these

responsibilities must be undertaken by an official in possession of a current FIM Environmental Officials Licence as specified in the FIM Sporting Code.

The Clerk of the Course will:

- Ensure that the ACU Environmental Code is respected.
- Have access to all information relating to the event and must be able to, prior to, during, and after, the event, take appropriate action or make recommendations on all aspects of the event which may have environmental consequences.
- Report to the Stewards of the Meeting on environmental aspects of the event, and make recommendations to the Stewards or the Environment Panel on issues which may have future environmental consequences.

## 4 SOUND

### 4.1 MOTORCYCLES

- Avoid all unnecessary running of engines.
- The sound levels, in all disciplines, must comply with the particular discipline's Standing Regulations.
- The ACU maximum sound levels for all disciplines will be enforced, controlled by licensed officials with approved equipment. For details, which vary slightly between disciplines, refer to the sporting rules.
- Adequate consideration must be given to the siting of the course, and in particular the start areas, in relation to local residential properties.

### 4.2 COMMUNICATION

- Separate address systems for riders' paddock and the public area are preferable.
- Position of loud-speakers: inclined towards the ground and directed towards the centre of the track or the course.
- Maintain the sound level as low as possible.
- A public address system can cause more annoyance outside the track than the actual sound of motorcycles. Make arrangements with the people in charge of the system to reduce the sound volume to an absolute minimum between races/ practice sessions.

## 5 FUEL

- It is a requirement that regular unleaded

fuel, commercially available, without additives, except oil for two stroke engines, is used.

- For Track Racing, the use of methanol is permitted.
- The use of alternative fuels which are more environmentally friendly, when sanctioned by the regulations, are permitted.
- Fuel tests are carried out according to the procedure laid down in the Technical Rules.
- Samples of the test are sent by the organisers of the event to a laboratory selected by the ACU.

## 6. PROTECTION OF THE GROUND

- Measures must be taken to prevent discharges of fuel, oil, cleaning fluids, degreasants, cooling and brake fluids, etc. into the ground. For all off-road disciplines, competitors are required to use an environmental mat at all points where machines are serviced.

### Specification of Environment Mat

**Dimensions** 160cm x 100cm

(Track Racing Solo –  
160cm x 75cm)

**Absorption Capacity** Minimum One Litre

**Thickness** Minimum 5cm

- Environment mats must also be placed under mobile generators and oil / fuel storage facilities to avoid pollution of the ground.
- Containers/facilities to recover rubbish, oils, detergents, etc. must be provided by the organisers.
- Leave no long-term evidence of any activity.

## 7. CLEANING OF MOTORCYCLES

- Cleaning of motorcycles can only be carried out at places designated by the organisers.
- No detergents are permitted.
- Cleaning facilities must be constructed and managed to avoid pollution of the ground.
- The requirements for cleaning facilities are described in the rules of the discipline concerned.

## 8. ACTION TO BE TAKEN BY COMPETITORS

- Each competitor is responsible for the waste generated by his team during the event.
- Where organisers provide the necessary

containers for waste they must be used as directed.

- Waste must be retained by the team until the approved facilities provided by the organisers can be used.
- Where refuelling or servicing of a motorcycle is being undertaken at an off-road event, competitors must provide an environment mat to protect the ground. These mats must be removed by the competitor after use.
- Where competitors provide generators powered by petrol or diesel engines, they must be placed on an environment mat, and that mat must be removed by the competitor after use.
- These requirements should be mentioned in the Supplementary Regulations for the event.
- Any infringement by the competitor of the ACU Environment Code can result in disciplinary action being taken.

## 9. RECOMMENDATIONS FOR THE PUBLIC

- Visitors to a motor sport circuit, track, rally or event can play an important role in keeping the environment clean and undamaged. Here are some suggestions:
- In co-operation with the police, select the routes to and from the venue which will cause as little annoyance as possible within the surrounding area.
- Provide clear signs to the venue.
- Do not allow parking on vulnerable areas (verges, green lanes, etc.), or where soil damage may occur (eg after heavy rain).
- Avoid concentrations of people in sensitive areas.
- Provide sufficient sanitary facilities and ensure secure / prompt treatment of effluent.
- Inform the public about responsible behaviour on the site.
- Specify, in contracts with catering firms, that all drinks and food packaging is to be removed from the site.

## 10. RECOMMENDATIONS FOR ORGANISERS AND CIRCUIT/TRACK MANAGERS

### 10.1 ENVIRONMENTAL PROVISIONS

- Make arrangements to prevent pollution of the ground in the rider's paddock, on the

track, and within the surroundings.

- Look after the protection of verges along access roads, fence off (tape) vulnerable areas, to prevent indiscriminate parking.
- The facilities for training, racing, rallies, and the surrounding areas, must be protected as much as possible from pollution.
- Measures must be taken to prevent:
  - i) leakage of fuel, oil, cleaning fluids, degreasants, cooling and brake fluids, etc., into the ground.
  - ii) waste from participants, helpers, spectators and selling points not collected in waste-bins or containers and being left on the ground at the site. Sanitary facilities being connected improperly to the sewerage system.
  - iii) waste being collected and removed in an illegal way.
  - iv) ACU sound levels for motorcycles during the event (including practice) being exceeded.
  - vi) excessive sound levels at all motorcycle events.
  - vii) the composition of fuel not conforming to the ACU regulations.
  - viii) the maximum number of events and/or practising time being exceeded.

### 10.2 EVENT MANAGEMENT RECORDS

It is important for every organised motorcycling event organiser to maintain a "logbook" in which is recorded all activities and measures that have been taken, what meetings have taken place and with whom, what permissions have been sought, and those that have been granted. If permission is given only for use of the facilities for a certain period of time, the exact time when it is used must also be recorded.

Together with the logbook it is useful to have a check-list for the management of the facilities.

This checklist must include at least the points identified in the "prior assessment" undertaken before the event, and the remedial measures implemented.

### 10.3 PUBLICITY AND ADVERTISING

- Place billboards and posters only after having obtained permission from the owner of the property, and the local highway authority if appropriate.



- Take Government regulations into account when positioning billboards.
- Do not distribute leaflets/pamphlets under windscreen-wipers of cars, on motorcycles, nor to spectators (do not allow others to do so during an event).

**10.4 RIDER'S PADDOCK/RESTRICTED AREAS**

- Present every participant, on arrival, with a rubbish bag and instructions.
- Provide sufficient containers for the rubbish bags.
- Take care that there are enough containers for used oil. These containers must be marked "waste oil only" and have an opening sufficiently large to avoid spillage.
- Provide containers for oil filters and cleaning rags.
- Provide sufficient and clean sanitation, for all personnel, with proper provisions for collecting waste and water.
- Provide a special wash area in accordance with the appropriate discipline regulations for events where the cleaning of motorcycles is permitted.

**10.5 AFTER THE EVENT**

- Signposts, billboards and posters must be removed immediately after the event.
- Clear away tapes and markers around the event site.
- The event site must be returned to its original condition as soon as possible.
- Arrange for prompt removal of all waste and rubbish.
- At regular intervals make an evaluation of the event; correct any shortcomings and prevent future errors.

**10.6 CIRCUIT/TRACK MANAGEMENT**

- Managers of motor sport facilities are able to take a large number of measures when managing and maintaining a venue.
- Keep up maintenance and take care that the site is kept clean and tidy at all times.
- Ensure regular maintenance so that the circuit/track gives a neat and tidy impression.
- Take all necessary care, when making changes/adjustments to the site, to consult the appropriate authorities.

- Use natural colours for buildings, fences, etc. and provide suitable trees and vegetation.
- Repair defects on the outside of buildings.
- Materials used for maintenance/improvements should be checked by the appropriate authorities to ensure they are not contaminated.
- Where temporary water features are provided at events as part of the course, ensure that arrangements are in place to dispose of the water on completion of the event in accordance with local regulations.
- Ensure proper disposal of waste from sanitary facilities.
- Provide facilities for bike washing to be undertaken without contamination of the ground, if cleaning is to be permitted.
- Act carefully when making alterations to the terrain and buildings and consult the appropriate authorities beforehand.
- When locating the starting area, take acoustic effects into consideration.
- Respect sensitive areas and close these to the public.
- Only remove trees when absolutely necessary and only after obtaining the necessary permissions.
- Clear away all remains afterwards.
- Take into account the sound-absorbing function of trees, bushes etc (when replanting them).
- Ensure soil/sand supplied by others be examined for possible pollution before it is used.
- Remove mud from public highways and remove direction signs etc.

**11. RECOMMENDATIONS TO ROAD USERS**

**11.1 RIDER CONDUCT**

- Individual motorcyclists should develop riding habits to ensure full integration with other types of users.
- Ride safely and avoid aggressive and competitive riding.
- Save petrol and reduce pollution by avoiding unnecessary idling of engines.
- Ride politely and limit noise pollution by using your horn only in an emergency.
- Noise annoys. Use a legal exhaust system and keep audio systems at a low level.
- Use only routes which are legally available

to motorcyclists.

- Ride responsibly at all times.
- Respect nature by not travelling on routes that risk being damaged beyond a point of natural recovery.
- Protect wildlife and its natural habitat by riding intelligently.
- Take responsibility for ensuring that your used oil, tyres, batteries and other recyclable items are properly disposed of.
- Encourage fuel efficiency and space economy by riding motorcycles instead of driving automobiles.

### **OFFICIALS WHO HOLD AN FIM ENVIRONMENT STEWARDS LICENCE**

**M. Bates**, 4 Wanton Lane, Terrington St.

Clements, Kings Lynn, Norfolk.

**C. Boniface**, 44 Southampton Street, Farnborough, Hampshire GU14 6BG.

**C. Durno**, 136 Damson Lane, Elmdon Heath, Solihull B92 9JS.

**P. Edwards**, 68 Marlborough Road, Bexley Heath, Kent DA7 4UL.

**P. Gregory**, 9 The Green, Saltburn, Cleveland TS12 1NF.

**A. L. King**, 95 Marlborough Road, Roath, Cardiff CF2 5BW.

**A. F. G. Noel**, 9 Finch Croft Lane, Prestbury, Cheltenham, Gloucester GL52 5BD.

**Mrs. S. Smith**, 39 Lodge Gate, Denholme, Bradford BD13 4BB.

**J. West**, 59 Brock Street, North Queensferry KY11 1JF.

**J. Willis**, 1 Gannet Close, Brockworth, Gloucester GL3 4UT.

**D. Willoughby**, 33 Meadowfield, Stokesley, North Yorkshire TS9 5EL.

# Equal opportunities/sports equity policy statement

- The Auto-Cycle Union (ACU) aims to ensure that all people irrespective of their age, gender, disability, race, ethnic origin, creed, colour, social status or sexual orientation, have a genuine and equal opportunity to participate in motorcycle sport and leisure at all levels and in all roles. That is as a beginner, participant or competitor, and as a coach, manager, administrator, official or spectator.
- It is the aim of the ACU to ensure that all present and potential members/employees of the ACU receive equal and fair treatment.
- It is the aim of the ACU to provide all its services in a way which is fair to everyone.
- It is the aim of the ACU in its relationship with its members/employees and in its provision of services not to disadvantage any individual by imposing any conditions or requirements which cannot be fully justified.
- In pursuance of this policy the ACU may take special measures/positive action for any group which is currently under represented in its membership, representative bodies or workforce, taking account of the Race Relations Act (1976) and the Sex Discrimination Acts (1975, 1986).
- In pursuance of this policy the ACU reserves the right to discipline any members/employees of the ACU who practice any forms of discrimination on the grounds of a persons age, gender, disability, ethnic origin, creed, colour, social status or sexual orientation.
- The ACU will monitor and evaluate this policy on an ongoing basis and will inform the members/employees of its impact.

## **DISABILITY POLICY STATEMENT**

- The Auto-Cycle Union has a policy of encouraging and supporting the motorcycling ambitions of anyone with a disability making motorcycle sport an activity that is genuinely open to anyone who wishes to take part.
- The ACU has a framework of requirements and assessments to ensure that everyone can enjoy the sport, in whatever capacity and to whatever level they are capable.

# Insurance

The following policies have been arranged to protect Auto Cycle Union Ltd (ACU), ACU Sporting Events Ltd, ACU Events Ltd and Auto Cycle Union (ACU) and/or their affiliated clubs or any local Association or Organisation approved by the ACU and their Officials in addition to “signed-on” Competitors who are members of the ACU but only when an ACU permit or certificate of exemption has been issued for the event. An event can comprise Practice or Competition. The policies arranged by the ACU are:

- Public Liability for injury or damage to other people or property (see exclusions and limitations on the following page)
- Personal Accident to Officials
- Personal Accident to Competitors or Participants (Premier Cover only)

The policies are arranged through Motor Sports Risk Services, Manchester and copies of them may be seen by arrangement with the General Secretary at ACU House, Wood Street, Rugby, Warwickshire CV21 2YX.

A summary of Key Facts for Competitors and officials appears later in this Section.

## PUBLIC LIABILITY COVER

Any person allegedly injuring another or damaging another person's property may have an action for compensation brought against them. This is as true of motor sport activity as of any other and it is for this reason that the ACU has arranged Public Liability insurance to protect its Affiliated Clubs, Local Centres, Officials, Sponsors and others who are involved in organising or running ACU permitted events. For these potential legal liabilities to be covered under the ACU policy, the Organisers must obtain an appropriate Permit or exemption from the ACU.

The indemnity limit for any one accident is £30 Million under Premier cover and £10 Million under Basic cover. The cost of defending Organisers, and their Officials, against allegations that might become the subject of indemnity under this insurance (including prosecution by the Health and Safety Executive) is also met by the Insurers subject to

them taking over the conduct and control of any such defence.

The cover applies to associated activities necessary to an event such as, setting up and dismantling a course.

Training days are covered subject to prior notification, approval of procedures and issue of a Training Permit, by the Training Department after payment of the appropriate fee. A per capita charge may be made for insurance cover provided.

The Policy extends to protect all persons appointed to act as an Official of any permitted event in respect of their third party liabilities arising from their official duties, subject to the terms, conditions and exclusions of the Policy.

Officials' private vehicles, whilst being used by an Official in his official capacity as part of a permitted event, will, if damaged, be regarded by the Insurers as third party property and the ACU cover will apply subject to a £100 excess.

## LANDOWNERS

The ACU and its members need to retain the goodwill of Landowners so that land continues to be made available for events. For this reason the ACU policy indemnifies Landowners in respect of their potential legal liability to third parties following an accident in connection with a permitted event for which they have made available the use of their land. The indemnity protects them against being drawn in to a claim if there is an accident during the event and also indemnifies the Landowner if an allegation is made that cause of injury or damage was due to some defect in the Landowner's premises. The amount of Indemnity provided depends on the cover selected by the Organisers of the event.

Many Landowners expect that if an event results in damage to their property (for example a wall is knocked down) that the ACU or Organiser will indemnify the Landowner. The policy covers this type of incident subject to £100.00 excess.

However, the policy is a legal liability policy and will only pay for damage to a Landowners property if it is considered that the Organiser has been in some way at fault and has a legal

liability. Motor Sports Risk Services will willingly check the adequacy of Landowner's cover if the Organiser is in any doubt and refers the matter with full details to them.

### **CONTRACTUAL LIABILITY**

Contractual liability is the term used in insurance to indicate an obligation imposed in a contract which goes beyond the position that would exist otherwise under the law. Insurers customarily exclude such obligations because they do not wish to be bound by prior commitments made by their policyholders unless they have been given notice of the commitment and agreed to it.

It is not uncommon for Landowners making their land available for an event to make it a condition that damage will be made good. Thus the liability of the Organiser to the Landowner may not arise from common law because the Organiser has been negligent, or failed to exercise proper care, but purely as the result of the contract between the landowner and the Organiser.

The ACU policy is extended within its normal limits to cover this situation, however for this to apply details of any correspondence, contract or agreement between the Organiser and the Landowner shall be advised to the ACU at the earliest opportunity and by the very latest when the permit is applied for in order to check if the obligation goes beyond policy limits.

### **WHAT IS NOT COVERED**

It is important to understand what is not covered by the policy, the main points are:

#### **Participant to Participant Liability –**

Claims by one Competitor against another Competitor are not insured whilst competing in the permitted event. Competitor means rider, passenger, entrant or sponsor.

#### **Road Traffic Act Liability** i.e. Road Risks –

Where any part of an event takes place in a public place riders are strongly recommended to confirm with their normal motor insurers that their participation in the event is covered. Without such a precaution it is possible that a rider could both be prosecuted and find himself personally liable for damages without insurance protection. The ACU can arrange short term RTA cover for an event where required and

application should be made to Motor Sports Risk Services by the Organiser when applying for the permit.

#### **Liability arising out of the use of Motor Vehicles loaned or hired to participants.**

**Damage or loss of property** – Either belonging to the Organiser, hired or held in the custody or control of the Organisation running the event. Note this exclusion also applies to motorcycles held in a Parc Ferme but can be varied on application with full details to Motor Sports Risk Services.

**Borrowed Motor Vehicles** – It is possible that an Organiser may borrow or hire a vehicle such as a tractor or JCB to assist with the task of setting up or dismantling a course. The Organiser must ensure that the proposed use of the borrowed or hired vehicle is covered either by the owner's existing Insurer or by making alternative arrangements separately. Loss of or damage to property in the custody or control of the organisers is excluded.

**It is a condition of the policies that ACU Codes, Regulations and Supplementary Regulations are observed and complied with. Failure to comply could prejudice the operation of the cover.**

**Unusual Activities** – If these involve any high hazard aspects such as a freestyle jumping competition, firework displays or sports such as ballooning, or bungee jumping, they should be referred to Motor Sports Risk Services for approval.

**Aviation** – The policies do not provide cover in respect of risks arising from the movement of aircraft. If any ancillary attraction involves aircraft, details should be submitted to Motor Sports Risk Services well in advance of the event. Where airfields are used for events, the airfield must be non-operational for the period of the meeting or details of the proposed location in relation to the "air side" activities at the aviation site submitted to Motor Sports Risk Services for approval in advance.

**Excess** – The first £100 of each and every property damage claim.

### **PUBLIC LIABILITY – ACTION PRIOR TO THE EVENT AND IN THE EVENT OF ACCIDENT**

1. Prior to the Event: so that Clubs may be certain that cover is operative for any event

they undertake the following steps should be taken:

- 1.1 Apply to the ACU for an appropriate Permit or exemption certificate.
- 1.2 Officials should be briefed prior to the event on risk assessment and procedure in the event of an accident.
- 1.3 Consider if specific advice is needed from Motor Sports Risk Services about the event e.g.
  - Increased indemnity limit above £30 Million.
  - Attractions other than normal competition e.g. flight displays, ballooning, bungee jumping, free style displays, bouncy castles.
  - Contractual liabilities incurred to property owners or landlords.
  - Use of vehicles on public roads i.e. RTA cover.
  - Aviation activity on site.

If there are any special exposures that fall outside normal competition as shown in this handbook and therefore are not covered by the standard ACU liability insurance, full details of the event should be made available to Motor Sports Risk Services in good time for them to be able to respond on the implications for cover and cost.

- 2 In The Case of a Serious Accident or Incident involving a Competitor, Official, Spectator or Property contact:
    - Road Race Events Eddie Nelson 07860 281094
    - Off Road Events Gary Thompson MBE BEM 07976 548375
- 2.1 Efforts must be made immediately to collect the names and addresses of witnesses, which together with an account of the accident by the marshals/observers, should be passed to the Clerk of the Course who will make the information available to the ACU Steward. They are jointly responsible to report the incident to the Sports Committee Secretary at Rugby within 3 days.
  - 2.2 A full report must also be provided within 3 days to Motor Sports Risk Services. (24 hours in the case of a fatality)
  - 2.3 Organisers should retain a full record of the event i.e. copy programme,

Supplementary Regulations, final instructions, passes, scrutineers reports and list of senior officials for a minimum period of four years, or until each competitor in the event has reached 21 years of age, whichever is the longer period.

2.4 A return must be made to Motor Sports Risk Services, of the details of injured parties, on the Incident/Accident report form provided, with brief details of the injury to each. If a fatal or serious accident occurs the original entry form must be retained for a period of four years to comply with the law. Any fatal or potentially fatal accident must be notified to Motor Sports Risk Services and to the ACU office at Rugby, preferably by telephone/fax or e-mail, within 24 hours.

2.5 Changes to the Civil Justice System came into effect on 26th April 1999 which impact on the claims procedures. They are designed to improve pre-action contact between the two parties, lead to a better exchange of information and put both parties in a position to settle cases quickly and fairly. Following an incident organisers may receive a letter from a solicitor which should take the form of two copies of a “letter before action”. Such letters should not be acknowledged but must immediately be sent to Motor Sports Risk Services. Insurers will then have 21 days to acknowledge this letter followed by a period of 90 days to investigate the claim and make a decision on liability. Failure to meet these deadlines can result in judgement by default with the attendant adverse penalties and costs accruing to the defendant.

2.6 Organisers, competitors or officials who are involved in an accident will be defended by Solicitors chosen by ACU’s insurers. The costs of a club, competitor or official appointing their own Solicitor are not covered under the Master Policy.

2.7 Claim forms will be sent direct to competitors who request them from Motor Sports Risk Services.

### **MEDICAL MALPRACTICE INSURANCE**

The Master policy is automatically extended to provide medical malpractice cover for volunteer

paramedics registered with the (HPC) Health Professions Council. Cover also applies to qualified nurses registered with the (RCN) Royal College of Nursing, medical assistants and event officials at ACU permitted events. The limit of indemnity is £5,000,000 in the aggregate for each period of 12 months. Cover is subject to an excess of £250 each and every claim.

**INSURANCE POLICY SUMMARY – KEY FACTS FOR COMPETITORS (PREMIER PERMITTED EVENTS ONLY)**

This policy summary provides important information about the Public Liability and Personal Accident Insurance. This applies each time you are eligible to compete in any ACU permitted event or event for which a Certificate of Exemption has been issued or run in accordance with the International Sporting Code of the FIM. These are not the full terms and conditions. The full terms and conditions can be found in the insurance policy a copy of which can be viewed on application to the

ACU’s Company Secretary at ACU House, Wood Street, Rugby. The insurance is governed by English Law.

**Making a Claim:** To make a claim please contact Motor Sports Risk Services 0161 8283300

**Complaints:** If you are not satisfied with the service you receive from us you should contact in the first instance the Customer Relations Manager, Adrian Crick at Brit Insurance Limited, 55 Bishopsgate, London EC2N 3AS. If we are unable to satisfactorily resolve your problem you may be eligible for the Financial Ombudsman Service.

**Financial Services Compensation Scheme:** In the event that Brit Insurance is unable to meet its liabilities you may be entitled to compensation from the Financial Services Compensation Scheme. Further information is available from the FSCS website <http://www.fscs.org.uk>

**The Insurer:** Brit Insurance Limited and QBE

Features and Benefits	Significant exclusions and limitations										
<p><b>Public Liability</b> You are covered for legal liability you may incur for injury caused to third parties and damage to their property</p> <p><b>Limit of indemnity</b> Premier cover £30,000,000 each and every claim Basic cover £10,000,000 each and every claim</p> <p><b>Personal Accident (Premier Cover only)</b></p>	<p>Injury caused to any other participant during a race</p> <p>Road Traffic Act liability unless specifically provided for the event</p> <p>The organising club will be responsible for the first £100 of each claim in respect of third party property damage</p>										
<table border="0"> <tr> <td>Death</td> <td style="text-align: right;">£10,000</td> </tr> <tr> <td></td> <td style="text-align: right;">(£7,500 for 11–15 year olds)</td> </tr> <tr> <td>Permanent total disablement</td> <td style="text-align: right;">£20,000</td> </tr> <tr> <td>Quadriplegia</td> <td style="text-align: right;">£40,000</td> </tr> <tr> <td>Hospital Benefit</td> <td style="text-align: right;">£2,000</td> </tr> </table>	Death	£10,000		(£7,500 for 11–15 year olds)	Permanent total disablement	£20,000	Quadriplegia	£40,000	Hospital Benefit	£2,000	<p>Personal accident cover for competitors does not apply to events run with only Basic insurance</p> <p>Temporary total disablement. Illness of any kind. Suicide or attempted suicide. Your own criminal act. Being under the influence of alcohol or drugs. Terrorism.</p> <p>Hospital Benefit is payable in a single payment after 28 days hospitalisation following an accident, within a 12 month period of the accident (14 days in respect of trials riders). No benefits are payable to persons under the age of 11 years.</p>
Death	£10,000										
	(£7,500 for 11–15 year olds)										
Permanent total disablement	£20,000										
Quadriplegia	£40,000										
Hospital Benefit	£2,000										
<p><b>Operative Time</b> Cover for both sections only applies whilst you are signed on at events held under permit or certificate of exemption including setting up and dismantling at the event</p>	<p><b>Territorial Limits</b> Cover is only provided for events taking place within Great Britain, Isle of Man and the Channel Islands</p>										

**PERSONAL ACCIDENT TO RIDERS AND PASSENGERS WHO ARE MEMBERS OF THE ACU**

**(A) Optional Arrangements**

The ACU Policy only provides a foundation under Premier cover, and competitors requiring more than this limited cover can obtain additional benefits by paying a seasonal premium to the ACU. Full details and premiums charged are available from ACU or Motor Sports Risk Services.

**(B) Below International Motorcycle Union of Ireland (MCUI) Permitted Events**

The ACU's Personal Accident to Riders and Passengers Master Policy may be extended in respect of authorised participation. All Competitors should contact the ACU prior to entry/departure.

NOTE: Competitors without appropriate insurance or authorisation may not be allowed to compete.

**(C) Youth Events**

Motor Sports Risk Services are able to provide seasonal event Personal Accident Insurance, at competitive rates, to meet the specific needs of youth competitors.

**(D) Minors**

IT IS MOST IMPORTANT that any injury to a minor (under 18 years of age) reported on an accident report form should clearly indicate the age of the injured person.

**(E) Events with Foreign Competitors**

It should be noted that only ACU or SACU registered members or licence holders are covered by the ACU's Premier Personal Accident Policy. No cover applies to events run under Basic insurance. Holders of licences issued by other FMNs are required to make their own arrangements.

Please note that the scale of benefits is that specified by the ACU to apply to ACU licence holders competing in Events within ACU territory. (Article 110.2 of the FIM Sporting Code).

**PERSONAL ACCIDENT INSURANCE FOR OFFICIALS**

The ACU has effected a Personal Accident Insurance policies (Premier and Basic) all of which provide benefits on the scale below to officials acting at ACU permitted meetings who suffer injury. The cover applies to associated activities necessary to an event such as, setting up and dismantling a course and travelling to and from the event. The ACU will consider sympathetically the provision of counselling where appropriate.

**TABLE OF BENEFITS**

The benefits under the Personal Accident policies are either payable for death, loss of Limb(s) and/or Eye(s) OR Permanent Total Disablement OR Temporary Total Disablement (this applies to Officials only). Officials who are unemployed receive weekly benefit only whilst hospitalised or housebound. Compensation is payable in accordance with the following table of benefits in Respect of an accident resulting in

1. Death
2. Loss of or loss of use of two limbs or the sight of two eyes or the loss of use of one limb and one eye, the loss of or loss of use of a limb or the sight of an eye.
3. Permanent Total Disablement.
4. Temporary Total Disablement
5. Fracture
6. Dislocation
7. Physiotherapy

Benefit	1	2	3	4	5	6	7	8
Officials age over 16	£65,000	£65,000	£65,000	£150 per week (Max. 104 weeks)	£2,500	£1,000	£500	£2,000 following hospitalisation of 4 weeks or more
Officials age 14 to 16 In full time education	£7,500	£20,000	£20,000	£75 per week for home tuition & care fees	£2,500	£1,000	£500	£2,000 following hospitalisation of 4 weeks or more



## 8. Hospitalisation

*Note: Repatriation costs are not covered.*

### COMPETITION OUTSIDE OF THE UK

When competing abroad it is a condition of the FIM/UEM Sporting Code that the Rider's own Federation – in our case the ACU – ensures that riders are insured for stated benefits. This requirement offers some safeguards to the event organiser in the event of having to deal with injured or incapacitated competitors, as well as offering some level of security to competitors.

### FIM INSURANCE COVER

Motor Sports Risk Services have arranged on behalf of ACU Licence Holders a benefit package for riders competing in overseas events. Full details of cover and premium rates are available upon request from the ACU Rugby.

Your entry form must be sent via the ACU office at Rugby for endorsement for each event. It is advised that the entry form and insurance premium for each event should be sent to the ACU Office at least six weeks prior to the event.

The ACU office requires a minimum of seven days notice in order to process your insurance and start permission document. Any requests not giving seven days notice may be surcharged £10 plus any costs of post, fax or telephone.

You must obtain an insurance document for each overseas event in which you ride, unless you take out a Full Seasonal Policy, which covers you for the whole year. The issuing of these documents does not guarantee an entry into, or acceptance into, any competition. The onus of eligibility remains the sole responsibility of the competitor.

A copy of your competition licence, insurance documents and start permission should be presented to the event organiser. In some cases you may also be asked to produce your driving licence.

Speedway competitors riding abroad must obtain an 'Authority to Ride Abroad' form from the ACU. This is to be signed by the competitor, the competitor's promoter, and the BSPA, and forwarded to the ACU with all the relevant papers to obtain start permission.

### NOTES:

- i) Youth Competitors should note the maximum payable on Death is limited to £7,500 by UK Statute.
- ii) If any rider intends to claim that he already has private personal accident insurance cover in place, which is equivalent to the FIM and UEM basic requirements, and wishes to contract out of the ACU Motor Sports Risk Services arrangements, the rider must submit such private policies, with the current renewal receipt or confirmation, to the ACU at least 21 days before endorsement of his entry is required.
- iii) Riders are reminded that FIM/UEM/ACU Cover is NOT travel insurance. It covers the Competitor for the benefits listed only during official practice or competition.
- iv) All applicants for FIM/UEM International Licences must hold a current medical certificate.
- v) FIM Cover comes with 24 hour International Emergency Medical assistance (World Wide), and includes pre-travel advice, injury or illness consultation or second opinion facility and emergency message relay.

### CHECKLIST OF ESSENTIAL DOCUMENTS TO TAKE WITH YOU WHEN COMPETING ABROAD

- ACU/UEM/FIM Competition licence of appropriate grade. (See ACU Competition Licence Application Form).
- Necessary competition insurance – according to the ACU/FIM scales.
- A current European Health Insurance Card for each member of the team in order to receive reciprocal health benefits in most and many other, countries.

**We strongly recommend that full travel insurance is arranged for your trip, in addition to FIM Insurance cover which only provides protection during the event itself.**

### OTHER RECOMMENDED DOCUMENTATION

- Passport with Visa if appropriate.
- Drivers licence.
- International Driving Permit (IDP) – where necessary (from AA or RAC).

- Bail Bond – where necessary (from AA or RAC).
- Vehicle insurance documentation for all vehicles. Check with your insurance broker, as requirements vary from company to company. Green Cards are not a requirement for all insurers when travel is confined to the European Union and many insurance certificates now feature statements in other languages. Some insurers require only to be notified and will issue a standard accident report form.
- Vehicle registration documents – V5 or VE103 or letter of authority if you do not own the vehicle.
- Travel Insurance – including medical and repatriation cover where not otherwise arranged.
- Credit Card – the ACU credit card (MasterCard) is very widely recognised throughout the World.
- Competitors who travel with assistants, or as part of a team, should not overlook their needs including travel insurance.
- International identification plate (GB) for vehicles.

### OPTIONAL INSURANCE

In addition to the Personal Accident scheme already explained there are other schemes available to Clubs and Competitors, details of which can be obtained from Motor Sports Risk Services.

### ACU ROAD TRAFFIC ACT INSURANCE SCHEME

If any event takes place on the public highway, event regulations should indicate this. It is the responsibility of competitors to ensure that they are Insured accordingly. Organisers may wish to make provision for those riders whose own Motor Cycle Insurance does not extend to cover them whilst their vehicle is being used in competition.

Organisers of National Trials and National Enduro events do not need to apply for cover, as it will be automatically activated upon issue of the permit. Cover for Non-National events should be applied for on the relevant form, available from Centres or Motor Sports Risk Services.

All riders wishing to take advantage of the scheme must meet the following requirements:

- Be over 21 years of age and have held a full motorcycle licence for at least 6 months.
- Have had not more than one fault accident in the last three years.
- Have no more than six speeding points on a licence.
- Have no physical or mental disabilities.
- Have no other facts to disclose which are likely to influence the acceptance or assessment of the risk.

Competitors who are unable to comply with any of the above requirements must complete an individual Declaration (REF No: ACU/RTA/DEC) and send it direct to Motor Sports Risk Services 10 days prior to the event to allow sufficient time for a Letter of Acceptance to be issued.

### ABANDONMENT INSURANCE

The ACU has negotiated £100 worth of event cancellation cover to be included automatically within its Master insurance programme for the benefit of affiliated clubs. This cover operates for cancellation following bad weather, where it is deemed unsafe to proceed or the use of land is withdrawn by the owner due to anticipated excessive damage to the land surface.

It will not cover lack of attendance, financial causes or pre-existing conditions which are already known about.

However Motor Sports Risk Services can offer to provide additional cover for the unrecoverable costs associated with events which have to be cancelled or abandoned prior to commencement due to unforeseen circumstances. Clubs which depend on the success of an event to cover their costs can be left financially exposed. Cancellation may be for any number of reasons, including weather, withdrawal of land by owner, local emergency or even death of a VIP. Contact Motor Sports Risk Services for more details. Applications must be made 28 days prior to the event.

### YOUTH ACCIDENT BENEFITS

No Personal Accident Benefits apply for competitors under the age of 11 years or to those in Bike Trial events, a per capita scheme is available from Motor Sports Risk Services to

provide benefits designed to cover costs of caring for youths at home following accident at an event. Details available on application.

### CLUBS

Now that public liability cover for ACU affiliated Clubs' social events is included in the ACU Master Liability Policy you may like Motor Sports Risk Services to review your present cover.

Motor Sports Risk Services has a scheme providing for the general insurances often needed by Clubs. Under this scheme buildings and contents, trophies, equipment, public and employers liability covers are available to complement the cover provided by the issue of an ACU permit.

### ACCIDENTAL DAMAGE TO MACHINES

Motor Sports Risk Services have arranged a scheme to cover accidental damage, fire and theft (other than when being ridden) for off-road competition machines. Rates and details are available from Motor Sports Risk Services.

#### Contact Address

Motor Sports Risk Services  
Lockton International  
19 Spring Gardens  
Manchester M2 1FB  
Tel: 0161 828 3300 (All enquiries) Fax: 0161 828 3335 e-mail: dawn.luby@uk.lockton.com

An increasing number of Foreign riders now compete in events run under ACU permits and this is to be encouraged, however serious problems can arise when a Rider is injured far from home and requires Repatriation. Traditionally this is provided by the Competitors' home FMN along with Personal Accident Insurance and Medical expenses to FIM levels. Evidence of such cover is contained in a "Start Permission" document provided by the Competitor's home FMN and is inspected by the Secretary of the Meeting at "sign-on" before the rider is allowed to compete. Times change and it is evident that with increasing freedom of movement between European Countries many riders do not obtain insurance or a "Start Permission" from their home FMN before setting out for events run in England or Wales. Thus they are often uninsured and place a severe burden on the organising Club. A further point

worthy of note is that Competitors with full FIM cover do not bring with them any Liability insurance to deal with an accident in the paddock, an "off" into the crowd or any other injury or damage caused through negligence, neither do they provide any PA benefits for Officials. This cover is of course provided by the ACU's insurers but it is only right that Foreign riders pay their share of the premium in the same way as ACU Members.

This page is designed to assist organisers and event secretaries, especially those taking entries on the day.

**For avoidance of doubt, Foreign riders are Competitors affiliated to MCUI or any other FMN (except SACU) who do not hold an ACU Competition Licence or an ACU Registration in the case of Trials. Where a Foreign Rider takes part in an ACU permitted event the following guidelines apply:**

1. Road Race, Drag, Sprint, Hill Climb and Grass Track: Competitors **with** a valid competition licence **and** a "Start Permission" from their home FMN or evidence of FIM insurance cover pay £3.00 per day for liability and PA benefits for officials. Note: Competitors' PA benefits and Repatriation expenses are not covered.
2. Road Race, Drag, Sprint and Hill Climb: Competitors **without** a valid competition licence issued from their home FMN and evidence of FIM level insurance cover are not allowed to compete without specific authorisation from the ACU's Road Race Department.
3. Other events: Competitors **in possession of** a "Start Permission" from their home FMN or evidence of approved FIM insurance cover, pay the same "per capita" insurance premium as ACU licence holders for which they receive the same benefits.
4. Other events: Competitors including those in Grass Track events who are **not in possession of** a "Start Permission" from their home FMN or evidence of FIM standard insurance cover, pay the normal event entry fee including "per capita" insurance premium **PLUS an additional £12.00**. This sum comprises £8.50 for

Repatriation cover plus £3.50 as payment in lieu of an ACU Competition licence.

**Notes:**

- (i) Repatriation is restricted to member countries of the UEM. Apply to Motor Sports Risk Services for countries outside UEM.
- (ii) The above payment of £12.00 is to be passed to ACU HQ without Centre or Non-territorial Club discount.

Examples of how this will work are:

**Motocross with an Entry Fee of £30.00 inclusive of per capita insurance premium:**

An ACU Licence holder pays £30.00. A Foreign Rider providing evidence of FIM cover also pays £30.00 whilst a Foreign Rider NOT holding FIM cover pays £42.00.

**Trial with an Entry Fee of £15.00 inclusive of per capita insurance premium:**

An ACU affiliated Trials rider pays an entry fee of £15.00. A Foreign Rider providing evidence of FIM cover also pays £15.00 but a Foreign Rider NOT holding a release from his FMN or evidence of FIM cover pays £27.00.

**ACTIONS TO BE TAKEN BY SENIOR OFFICIALS AFTER AN INCIDENT INVOLVING SERIOUS INJURY TO A COMPETITOR, AN OFFICIAL OR A SPECTATOR.**

Active post incident management and adopting a pro-active approach to investigations after an incident has occurred should ensure the circumstances of the incident are accurately recorded.

If incidents are investigated at an early stage and a pro-active approach adopted it should then be possible to place Insurers in the position where if a claim is received they are able to respond immediately with all necessary evidence to hand.

In that context it is important to recognise that all personal injury incidents have the following key issues:

- Who has been injured?
- The nature of extent of the injury?
- Who was responsible for the incident?
- Understand the position clearly on the question of responsibility (liability) for the incident?

It is essential therefore to investigate all fatalities and serious personal injury incidents that occur

at a motor sports event immediately after they have occurred, to gather the necessary information and documentation as quickly as possible after the incident and to help Insurers by having all the evidence to hand in the event a personal injury claim is made or to deal with any threat of prosecution.

**ROLES AND RESPONSIBILITIES**

**Governing Bodies** – the governing bodies permit motor sport events

**Steward** – the on site representative of the governing body at a motor sport event

**Clerk of the Course / Race Director** – overall control of the meeting

**Insurance Broker** – arranges the insurance for the governing bodies, circuit owner, organiser, venue operator, promoter, track day hirer and the like

**Specialist Loss Adjusters** – investigates the incidents on behalf of the insurer

**Insurer** – Brit Insurance PLC

**PROTOCOL**

The following flowchart has been adopted by the Auto-Cycle Union and is delegated to the Clerk of the Course / Steward responsible for the event or in the case of a track day event the Organiser or Venue Operator.

**ACTIONS TO BE TAKEN BY SENIOR OFFICIALS AFTER AN INCIDENT INVOLVING SERIOUS INJURY TO A COMPETITOR, AN OFFICIAL OR A SPECTATOR**

**A full investigation is required in the event of the following:**

Fatalities, loss of sight or limb/s, paralysis, serious head injuries, potential fatality or paralysis  
 (It is the responsibility of the Steward/Clerk of the Course to use experience/common sense)



**Telephone:**

In the event of a fatality telephone  
 1) Police  
 2) Gary Thompson MBE BEM, General Secretary ACU (07976 548375)  
 3) Advise ACU as soon as possible



**Immediate information gathering for Insurer by the Steward / Clerk of the Course / Organiser / Venue Operator**

- Photograph Scene
- Impound vehicles
- Obtain witnesses' names, addresses and telephone numbers
- Seek and obtain video and photographic evidence from any source. Be cautious if asking spectators.



**Information to be forwarded to Governing Body / Insurer**

- Steward's Report
- Marshal / Observer Reports
- Any other witnesses' reports
- Medical Log / Report
- Scrutineer's Report
- Racing / Radio Log
- Signing on sheet
- Risk Assessment



**Forward to Insurer:**

- Documents provided by Steward / Organiser as listed.
  - Event Regulations
- Event Final and Supplementary Instructions
- Event Programme
  - Track Plan
- Copy of Permit

**MEDICAL SERVICES – TERMINOLOGY**

**Medical Officer (MO) – Doctor** A medical practitioner (doctor), who holds both full registration and a licence to practice from the General Medical Council (GMC). A doctor should also NOT be subject to working in a GMC Approved Practice Setting (APS). They should also hold personal medical malpractice cover, appropriate for pre-hospital immediate care. NHS Crown Indemnity is not applicable.

**Paramedic (PM)** A State Registered Paramedic with the HPC (Health Professions Council). If a paramedic is present at an event as an individual volunteer (being paid expenses) and not present in a commercial capacity, then they are indemnified for Medical Malpractice under the ACU's insurance policy. This concession also applies to Junior Doctors with full GMC registration (Not GPs or Consultants).

**Ambulance** A vehicle registered as an ambulance with the DVLA (Driver and Vehicle Licensing Agency) or similar government licensing authority and complying with FIM minimum equipment regulations for a type C vehicle; that is:

- Medical: A stretcher (preferably standardised), oxygen supply, apparatus to immobilise limbs and vertebral column.  
First aid medicaments and materials.
- Technical: Radio communication. Visible and audible signals
- Staffing: An ambulance must be staffed by 2 First Aid Personnel who can be the two minimum First Aid Personnel required at an event.  
An ambulance may act as a Medical Centre **but** if so it must be a vehicle additional to the minimum ambulance requirement.

**First Aid Personnel** A person holding a current certificate of First Aid competency.

**GENERAL**

For each motorcycle sporting discipline, the individual 'minimum medical requirements' are listed in the Handbook within their own sections under the heading 'Medical Services'. This is because, understandably, the minimum medical requirements' vary between the types of motorcycle sport.

The points listed below, where relevant to a

discipline, will apply to ALL competitive motorcycle sports and the wording will be the same for all:

1. If only one Ambulance is listed as the minimum requirement at an event Organisers are reminded that if it has to leave the event all practising and racing must stop until its return or replacement. It is incumbent therefore on organisers of events to remember their commitment and duty of care to competitors in ensuring that sufficient medical services for the type of event, dictated by a risk assessment of the expected number of injuries, are in place prior to the start of practising and racing and remain in place until the event has completely finished.
2. When medical cover is required at an event, the Doctors and Paramedics should have available resuscitation drugs conforming to Resuscitation Council Guidelines and a supply of parenteral and oral analgesics. Organisers should ensure that such systems, equipment and supplies are available at the venue by discussion with their medical provider. Any further drugs and equipment that may be deemed to be appropriate by way of specialist expertise are the responsibility of the individual doctor.
3. Auxiliary vehicles, such as 4x4 with a stretcher, cannot replace an Ambulance but such vehicles might, at certain event sites, be used in addition to and as the final form of transportation to the Ambulance for the event.
4. If there is a requirement for first aid personnel to be present then they can be the two crew members of an Ambulance, assuming that one is present as a minimum requirement, but they must be available for all the practices and races. Such first aid personnel are an additional requirement to any doctors or paramedics required to be present at the meeting.
5. If there is a requirement for full first aid equipment, including a stretcher, then this can be the same equipment as that defined in the minimum equipment requirements for an Ambulance.
6. If the minimal medical cover required is for

only one doctor or only one paramedic to be present then, if the only one available has to leave, for whatever reason, the practices or races must stop until their return or replacement.

7. If a doctor is required at an event then they must be on site. It is not sufficient to have the name and address of a distant doctor, who would or might be available if required.
8. The nearest hospital, with an Accident & Emergency Department, must be notified in writing of the time, date and place of the meeting.
9. If a doctor is involved in the treatment of competitors or spectators at an event, they should not normally be involved with drug or alcohol testing of competitors.
10. If a medical centre is available at a circuit or the site of an event then it should be fully operational and independently staffed. If deemed acceptable, an Ambulance or similar unit may act as a medical centre but if so, it must be additional to the minimum Ambulance requirements.
11. If no MO or PM is required at an event then at least one of the two Ambulance crew must be qualified as an IHCD Emergency Technician (EMT) or the Voluntary Aid Society (VAS) equivalent, rather than just a first aid person.
12. If a competitor is involved in an incident involving potential injury, but is not, at the time, taken to Hospital for further treatment, then a relative, or a member of their crew, should be given a copy of the medical assessment or Ambulance report form completed by the event medical personnel following the incident.

# Requirements for safety precautions at all speed events held under an ACU permit

It should be generally realised that the organisers of speed events have a legal responsibility to the general public and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public.

Whilst organising clubs are insured under the Promoters Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with the National Sporting Code and any additional requirements as may be specified by the Permanent Course Licence or Temporary Course Certificate.

Clubs failing to do so stand in grave danger of any claims being repudiated to the club by the insurers under the terms of the policy covering legal liability.

The safety precautions to be adopted are provided with the Permanent Course Licence or Temporary Course Certificate for the particular course but the following general requirements must be observed.

The attention of organisers is drawn to the provision of the NSC which stipulates that no alteration of the requirements contained in the Permanent Course Licence or Temporary Course Certificate shall be made without the prior approval, in writing, of the ACU.

It is recognised that circumstances may arise in which it is necessary to make certain alterations to the course on the day of the meeting but any such alterations must be approved by the Stewards of the Meeting and details given in their report to the authority granting the permit.

## WARNING & PROHIBITION NOTICES

The following requirements regarding the display of notices are applicable to all speed events.

### WARNING NOTICE (A) (29 x 20 INCHES.)

Warning notices as detailed opposite must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock.

These notices, mounted on stakes, must be prominently displayed and with the top of the notice at least 4ft. from the ground and where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit.

Where it is not possible to define the limits of the site and to control admission of the public (e.g. War Department and heath land) warning notices must be profusely displayed around the course and also in the car parks. These notices must be mounted on stakes, and the top of the notices must be at least 4ft. from the ground.

## NOTICE WARNING TO THE PUBLIC MOTOR SPORT CAN BE DANGEROUS

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.  
**THEY ARE CONCERNED WITH  
YOUR SAFETY**

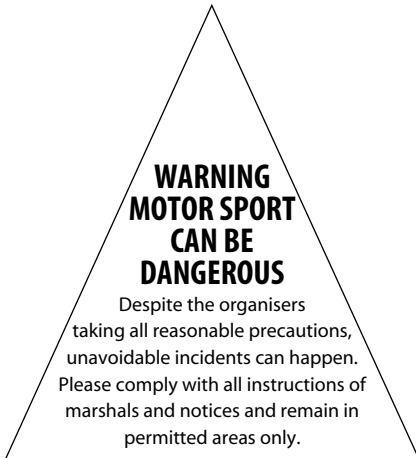


**WARNING NOTICE (A2) (29 x 17 INCHES.)**

Warning notices as detailed opposite must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock.

These notices, mounted on stakes, must be prominently displayed and with the top of the notice at least 4ft. from the ground and where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit.

**Where it is not possible to define the limits of the site and to control admission of the public (e.g. War Department and heath land) warning notices must be profusely displayed around the course and also in the car parks. These notices must be mounted on stakes, and the top of the notices must be at least 4ft. from the ground.**



**PROHIBITED AREA NOTICE (B) (29 x 20 INCHES.)**

Areas where the public are not permitted must be clearly defined by the display of an adequate number of "Prohibited Area" notices mounted on stakes. These notices must also be displayed in the prohibited area between the "double roping" and facing the public. Warning Notice (A) should also be erected in these areas but they must be used in addition and not in place of Prohibited Area Notice (B). Notices should be displayed within the prohibited area, facing the public and mounted on stakes or fixed to the inner fencing.



**WARNING NOTICE (C) (20 x 15 INCHES.)**

Those parts of the course to which the public may be admitted and where it is neither practical nor necessary to erect a rope barrier, e.g. those parts of the course which are straight and are only used by the public to reach other parts of the course, may be indicated by the erection of the special type of Warning Notice (C). These notices mounted on stakes with the top of the notices at least 4ft above ground level should be displayed at least 30Ft from the course. It is recommended that the limit of these areas should also be defined by a boundary tape affixed to the stakes supporting the notices.



**DECLARATION – ADMISSION TICKETS, PASSES, ARMLETS, ETC.**

Subject to the provision of the Sunday Observance Act 1780, no person may be allowed to any part of the circuit without a suitable pass or ticket. All tickets and passes must bear the following wording shown below in full and if the wording appears on the reverse side then the words “For Conditions of Admission See Over” must be clearly printed on the face thereof. Where a ticket is cancelled by being torn in half, the full wording and, where applicable, the “For conditions of admission see over” must appear on each half.

Where a charge is made for admission into special or “reserved” enclosures a ticket bearing the approved declaration must be issued in exchange for payment to enter these enclosures. All vehicle passes must bear the same wording and comply with the above requirements.

**WARNING  
MOTOR SPORT CAN BE  
DANGEROUS**

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.  
**THEY ARE CONCERNED WITH  
YOUR SAFETY**

**OFFICIAL PROGRAMME**

The declaration as outlined above should be printed in full on the outside front cover of all Official Programmes. Where this is not possible it must be printed in full in the programme and the words “For conditions of admission see inside” printed on the outside cover.

**SIGNING ON**

All riders, passengers, officials and assistants, press and team crew must sign a declaration on the relevant signing on form (available from the ACU).

**AGE LIMITS FOR OFFICIALS & ASSISTANTS**

All event Executive and Administrative Officials shall be 18 years of age or over.

**Marshals:** All Assistant Officials whose function is to be carried out at the immediate track-side must be at least 16 years of age with the exception of marshals who are in membership of a recognised corps of cadets/scouts/other discipline groups who must be at least 14 years of age.

**Trials Observers:** Trials Observers must be at least 12 years of age.

**Parental Agreement and responsible**

**Persons:** All Assistant Officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing-on signature must be countersigned by someone who is responsible for the official at the event.

**General:** When using the services of minors (persons under 18 years of age) for any official duties at any event special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

**MANDATORY SIGNING FOR PUBLIC SAFETY AT MOTORCYCLE ENDUROS**

This signing should be the responsibility of the Safety Officer. It should be erected and removed as a separate task from the route marking itself.

The aims are to advise other users of the countryside that the event is taking place, to reduce the prospect of conflicts and complaints, to add to the event's safety precautions.

Unless spectators are to be catered for, the signs should not 'advertise' the event. However each should be carefully positioned to be clearly visible to those members of the public (or competitors and marshals) for whom its message is intended. The notional plan opposite shows where the signs should be located but every venue requires the exercise of local knowledge and experience.

**Note: use of signs F or G does not enable a footpath, bridleway or byway to be incorporated in a timed special stage.**

These signs may be obtained from:

Mr. V. Madeley, Greenfields, Kerry, Newtown, Powys SY16 4LH. Tel: 01686 670596

**NOTICE** A  
**WARNING TO THE PUBLIC**  
**MOTOR SPORT CAN BE DANGEROUS**

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.

**THEY ARE CONCERNED WITH YOUR SAFETY**

**CAUTION** B

This right of way and other parts of the forest will be in use during the weekend for an authorised MOTORCYCLE COMPETITION

Tel: ACU 01788 566400

**WARNING** C

You are approaching a Motorcycle Enduro. You are present in vicinity of the course by your own choice & should exercise the utmost caution

Tel: ACU 01788 566400

**CAUTION** D

Motorcycle Competition in progress

Tel: ACU 01788 566400

**THANK YOU** E

Tel: ACU 01788 566400

**CARE** F



Tel: ACU 01788 566400

**CARE** G



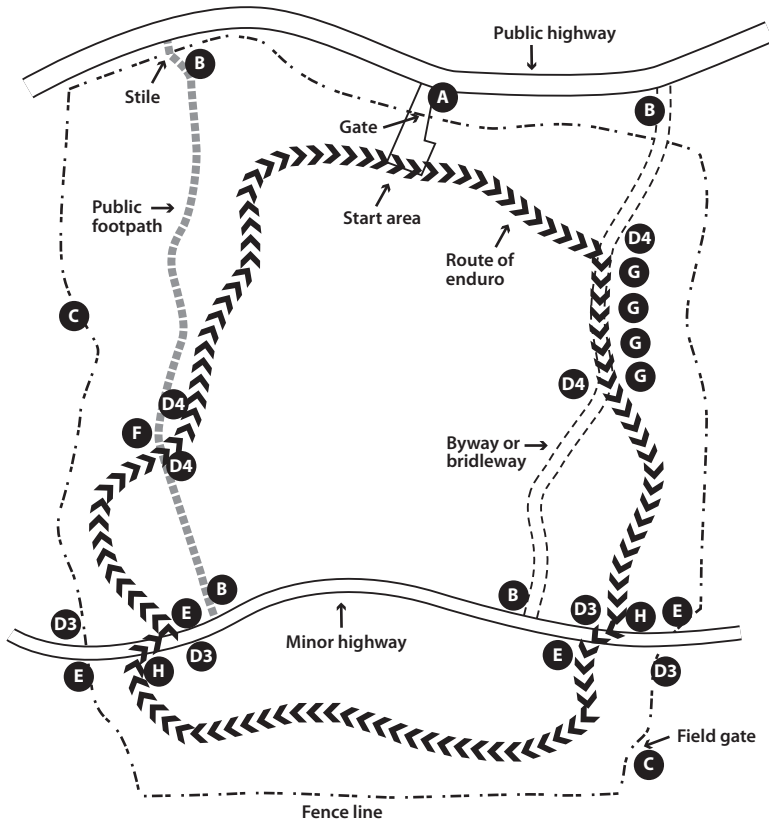
Tel: ACU 01788 566400

**!** H  
**ROAD AHEAD**

Tel: ACU 01788 566400

Sign	Colour	Size	Description
A	Black on White	29"x20"	ACU Warning Notice (A)
B	Black on White	A4	'Caution – This right of way etc'
C	Black on White	A4	'Caution – This part of the forest etc'
D3	Black on Yellow	A3	'Caution – Motorcycle Competition in Progress'
D4	Black on Yellow	A4	'Caution – Motorcycle Competition in Progress'
E	Black on Yellow	A4	'Thank You'
F	Black on Yellow	A4	'Footprint'
G	Black on Yellow	A4	'Footprint and Horseshoe'
H	Red/Black on White	A3	'! Road Ahead'

# National plan of signing for public safety at motorcycle enduros



This signing should be the responsibility of the Safety Officer.

The aims are to

- advise other users of the countryside that the event is taking place.
- reduce the prospect of conflicts and complaints.
- add to the event's safety precautions.

Unless spectators are to be catered for, the signs should not advertise the event.

Each should be carefully positioned to be clearly visible to those members of the public or competitors or marshals, for whom its message is intended.

Every venue requires the exercise of local knowledge and experience.

Signs should be erected and removed as a separate task from the route marking itself.

Note: Use of signs F and G does not enable a footpath, bridleway or byway to be incorporated in a timed special stage.

# section two

**STANDING REGULATIONS**

# Motocross

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**The National Sporting Code of the ACU and the Standing Regulations together with the Supplementary Regulations and any Final Instructions shall apply to all Motocross Events held under an ACU Permit.**

## SECTION 1 MEETINGS

### 1.1 DEFINITIONS

- **FIM** – Federation Internationale de Motorcyclisme – The international governing body of motorcycle sport
- **UEM** – Union Européenne de Motorcyclisme – European governing body for motorcycle sport
- **FMN** – Federation Motorcycliste Nationale – FIM affiliated National federations
- **ACU** – Auto Cycle Union – The FMN of the FIM for the British Isles excluding Northern Ireland
- **SACU** – Scottish Auto Cycle Union
- **MCUI** – Motor Cycle Union of Ireland – The FMN of the FIM for Ireland
- **IMN** – International Meeting Number issued by the FIM

### 1.2 CATEGORIES OF MEETINGS

- International Meetings
- European Open Meetings
- National Meetings
- Open Meetings
- Restricted Meetings

#### 1.2.1 INTERNATIONAL

- 1 The Permit shall be issued by ACU Headquarters for a meeting inscribed on the International Calendar of the FIM and having an FIM International Meeting Number (IMN).
- 2 An International meeting is open to Entrants and Riders of more than one nation who must hold an International Licence or a National licence issued by the ACU, the SACU or their FMN valid for the particular meeting concerned.
- 3 All riders not holding a licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

#### 1.2.2 EUROPEAN OPEN

- 1 The permit shall be issued by ACU Headquarters for a meeting inscribed on the Calendar of the Union of European Motorcycling (UEM) and having a European Meeting Number (EMN).
- 2 A European Open meeting is open to Entrants and Riders of more than one European nation who must hold the appropriate Competition Licence valid for the particular meeting concerned.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

#### 1.2.3 NATIONAL

- 1 The Permit shall be issued by ACU Headquarters.
- 2 A National meeting is open to Entrants and Riders who are the holders of a National or International Licence issued by the ACU, SACU or any FMN. valid for the particular meeting concerned.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

**1.2.4 OPEN**

- 1 The Permits for events run under basic or basic+ insurance are issued by ACU Headquarters.
- 2 The Permits for events run under Premier insurance are issued by the Centre to which the club is affiliated.
- 3 An Open meeting is open to Entrants and Riders who are the holders of a Licence issued by the ACU, SACU or any FMN valid for the meeting concerned.
- 4 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

**1.2.5 RESTRICTED**

- 1 The Permits for events run under basic or basic+ insurance are issued by ACU Headquarters.
- 2 The Permits for events run under Premier insurance are issued by the Centre to which the club is affiliated.
- 3 A Restricted meeting is open to Entrants and Riders who are the holders of a current Licence issued by the ACU, SACU or any FMN valid for the meeting concerned.
- 4 The Supplementary Regulations issued for the event must specify all restrictions and requirements of eligibility.

**Note:** This includes all riders holding a licence issued by the MCUI.

**1.3 SUPERCROSS**

- 1 Arena / Supercross is defined as a motorcycle event conducted in a stadium type facility, open or fully closed, using Motocross motorcycles.
- 2 The permits for Supercross events are issued by ACU Headquarters.
- 3 Supercross events may be run under any of the above categories.

**1.4 BEACHCROSS**

- 1 The permits for Beachcross are obtainable from ACU Headquarters.
- 2 Beachcross events may be run under any of the above categories.

**1.5 MINIBIKE**

- 1 The permits for Minibike events are obtainable from ACU Headquarters.
- 2 Minibike events may be run under any of the above categories.

**1.6 ELIGIBILITY OF FOREIGN RIDERS IN NATIONAL, OPEN AND RESTRICTED MEETINGS**

- 1 The Supplementary Regulations issued for the event must specify the licence qualification and eligibility requirements of foreign riders.
- 2 All riders must have a current Licence and Start Permission from their own Federation valid for the event.
- 3 Foreign competitors who are not in possession of a start permission of their home FMN or evidence of FIM standard insurance cover pay the normal event entry fee including per capita insurance premium plus an additional £12. This sum comprises £8.50 for repatriation cover plus £3.50 as payment in lieu of a competition licence.
- 4 Repatriation insurance is restricted to competitors from member countries of the UEM.

**1.7 PRACTICE MEETINGS AND TEST DAYS**

- 1 Permits for Practice Meetings and Test Days may be issued on application to ACU Headquarters.
- 2 No such event may be held unless the appropriate Permit and Insurance has been issued.

**1.8 CONDITIONS FOR MOTOCROSS MEETINGS**

- 1 The organiser must be affiliated or approved by the ACU.

- 2 The venue must hold a current Track Certificate issued by the ACU.
- 3 The permit issuing authority must approve the Supplementary Regulations for the event and issue an ACU Permit prior to publication and circulation.
- 4 The race office must remain operative with all equipment in place until the end of the period provided for the lodging of a protest or appeal, and all officials and marshals must remain at the circuit and available to the Clerk of the Course and the Stewards during that period.

## **SECTION 2 ELIGIBILITY**

### **2.1 LICENCES**

- 1 For National competitions, entrants, riders and passengers must hold a current competition licence for International or National events issued by the Auto Cycle Union, Scottish Auto Cycle Union or any FMN.
- 2 For all competitions of below National status, a current competition licence of the appropriate grade is required.
- 3 Day Licences. A One Event Competition Licence grants the same benefits of an annual licence for the duration of one event only and is available for Motocross, Supercross, Beachcross or Minibike events up to and including National status.
- 4 Riders in possession of a Motocross Dual (youth open / national MX) licence may compete in either youth or adult motocross events. Riders must choose the class at the time of entry as it is not permitted to compete on both Youth and adults races at one meeting. (This is not applicable to Supercross).
- 5 Details of eligibility will be found in the Supplementary Regulations of the event.
- 6 Youth only: All new applications must be accompanied by a photocopy of the rider's birth certificate.

### **2.2 CAPACITY AND LICENCE RESTRICTIONS**

<b>Age on 1st Jan</b>	<b>Grade</b>	<b>Engine Capacity</b>	<b>Max Wheel Size / Specification</b>
<b>Youth Solo</b>			
6-7 years 6-8 Years	Automatic A Automatic B	Maximum 50cc 2 or 4 stroke automatic no manual clutch	12 inch rear, 15 inch front
7-10 years	65cc Junior	Maximum 65cc 2 stroke or 110cc 4 stroke	12 inch rear, 14 inch front
9-12 years	85cc Small Wheel Intermediate	Maximum 85cc 2 stroke or 150cc 4 stroke	14 inch rear, 17 inch front
11-15 years	85cc Big Wheel Senior	Maximum 85cc 2 stroke or 150cc 4 stroke	16 inch rear, 19 inch front
14-17 years	Open (Youth)	Maximum 145cc 2 stroke Minimum 200cc 4 stroke Maximum 250cc 4 stroke	19 inch rear, 21 inch front
<b>Adult Solo</b>			
15 Years	Junior  Expert	Minimum 120cc up to maximum 250cc 2 stroke Minimum 175cc up to maximum 450cc 4 stroke	
17 Years	Junior  Expert	Minimum 120cc 2 stroke 175cc 4 stroke Minimum 650cc 2 or 4 stroke	

Age on 1st Jan	Grade	Engine Capacity	Max Wheel Size / Specification
<b>Sidecar</b>			
16 Years	Driver	Over 350cc and up to 1000cc 4 stroke and up to 750cc 2 stroke	
16 Years	Passenger		
<b>Adult Quad</b>			
16 Years		Up to 550cc max 2 cylinders 2 stroke	
16 Years		Up to 800cc 4 stroke max 1 cylinder	
<b>Youth Quad</b>			
6–7 years	50cc Production	50cc Automatics	For the first year of racing riders may only race 50cc Automatic Quads built by the manufactures. There will be no modifications allowed to engine, exhausts etc. Engines must not have exceeded 50cc at time of manufacture
7–9 years	50cc Modified	50cc Automatics	Modifications are allowed to the engine up to a maximum of 50cc. Frame and engine must be by the original manufacturer. Engines must not have exceeded 50cc at time of manufacture
8–13 years	100cc Standard	Max 100cc 2 stroke Auto Max 150cc 4 stroke Auto	Standard Quads. No modifications allowed to engine or exhaust etc. Frame and engine must be by the original manufacturer. Only A Arm rear axles may be modified. Engines must not have exceeded 100cc 2 stroke or 150cc 4 stroke at time of manufacture
9–13 years	100cc Race Production & Modified	Max 100cc 2 stroke Max 150cc 4 stroke	Automatic machines. Modifications allowed to the engine, A Arm and Suspension. Frame and engine must be by the original manufacturer. Engines must not have exceeded 100cc 2 stroke or 150cc 4 stroke at time of manufacture
10–14 years	100cc Geared	Max 100cc 2 stroke Max 150cc 4 stroke	Modifications allowed to the engine, A Arm and Suspension. Engines must not have exceeded 100cc 2 stroke or 150cc 4 stroke at time of manufacture
12–16 years	250cc Standard	200cc 2 stroke. 250cc aircooled 4 stroke	No modifications are allowed to enhance the engine performance. Engines must not have exceeded 200cc 2 stroke or 250cc 4 stroke at time of manufacture

Age on 1st Jan	Grade	Engine Capacity	Max Wheel Size / Specification
12–16 years	250cc Race & Production & Modified	200cc 2 stroke. 250cc aircooled 4 stroke	Modifications allowed to the engine, exhaust, suspension etc. Frame and engine must be by the original manufacturer. Engines must not have exceeded 200cc 2 stroke or 250cc 4 stroke at time of manufacture.
14–17 years	250cc Open	250cc 4 stroke	Modifications allowed to the engine, exhaust, suspension etc

Age on 1st Jan	Grade	Specification
<b>Adult Mini Bike</b>		
15 Years	50cc Pro Mini	<i>Wheel size:</i> must be maximum 10" rear and 10" or 12" front <i>Engine</i> – Must be maximum 50cc. No stroker cranks. Permitted engine mods include: Piston, Cylinder head porting, (valves are to remain stock Honda XR/CRF50 size), Camshaft, carburettor, racing ignitions, air filter and exhausts. <i>Transmission:</i> Must be stock semi automatic, Permitted mods include replacement semi auto clutch units, close ratio transmissions, heavy duty clutch springs. <i>Rolling chassis</i> – Unlimited mods allowed
15 Years	10" Pro Mini	<i>Wheel size:</i> must be maximum 10" rear and 10" or 12" front <i>Engine</i> – Must be maximum 140cc, using stock Honda stroke/crank and 52mm bore. Any cylinder head, camshaft, piston permitted. Any ignition. <i>Transmission:</i> Can use manual clutch, close ratio transmission. <i>Rolling chassis</i> – Unlimited mods allowed.
15 Years	Superstock Midsize	This is a one make class based around the Kawasaki KLX110. The only other permitted bike in this class is a 2005 Suzuki DRZ110. <i>Wheel size:</i> must be maximum 12" rear and 12" or 14" front. <i>Engine</i> – Must be maximum 110cc. using stock cylinder head – no head modifications allowed. Replacement camshaft permitted, Must use stock piston and cylinder – no stroker cranks. Carburettor must be stock, including choke, air filter, <i>Transmission</i> – Must use stock clutch, heavy duty clutch springs permitted. Chain and sprockets permitted, <i>Rolling chassis</i> – must use stock frame and swingarm – replacement rear shock absorber allowed. <i>Forks</i> – must use stock forks sliders and fork legs – replacement springs and internal mods permitted. <i>Wheels</i> – Must use stock hubs, rim and spoke upgrades permitted. Oil Coolers can be used. Can change Handle bars, Handlebar clamps, Throttle, cables, seat, plastics, footpegs and footpeg mount, gear shifter, brake pedal, skid plate, tyres.
15 Years	Midsize	<i>Wheel size:</i> must be maximum 12" rear and 12" or 14" front <i>Engine</i> – Must be maximum 160cc. Any cylinder head, camshaft, piston permitted. Any ignition. <i>Transmission.</i> Can use manual clutches and close ratio transmission. <i>Rolling chassis</i> – Unlimited mods allowed

Age on 1st Jan	Grade	Specification
Youth Mini Bike		
6–9 Years	50cc	Machines are to be based on a horizontal single cylinder four stroke with a maximum capacity of 50cc. Wheel size must not exceed 10" rear. Exhaust pipes, bars, wheels tyres, sprockets, shocks and rev-boxes, CDI's can be upgraded, but the engine must remain as stock. No cams, no modifications of stock parts on engine. No Stroker cranks allowed.
9–12	88cc	Machines are to be based on a horizontal single cylinder four stroke with a maximum capacity of 88cc. Carburettors must not be bigger than 20mm. The head must be stock, Twin sparks and super heads are not allowed. Wheel size must not exceed 10" rear. Exhaust and suspension upgrades are allowed. Big valved heads are allowed along with Takawa super heads and other brand heads. No Stroker cranks allowed.
12–15	111cc	Machines are to be based on a horizontal single cylinder four stroke with a maximum capacity of 111cc. Full tuning of engine is permitted provided the displacement rule of 111cc is not exceeded. Wheel size must not exceed 12" rear 14" front. Full exhaust and suspension modifications are permitted.

Riders may continue in the youth open class until the end of the year in which their 18th birthday falls.

After reaching 15 years of age riders can apply for an adult solo Motocross licence and still retain a youth open licence until the end of the year in which their 18th birthday falls.

After reaching 16 years of age riders can apply for an adult quad Motocross licence and still retain a 250 youth licence until the end of the year in which their 18th birthday falls.

### 2.3 YOUTH

- 1 Within the above limits youth riders will compete during the 2010 season in classes determined by date of birth. Riders may ride in a lower class for experience on a non-award basis.
- 2 No rider may compete before his/her sixth birthday.
- 3 When a rider reaches the maximum age limit for his/her group, he/she may continue to compete in that group until the end of the calendar year.
- 4 On reaching the minimum age for the next group, the rider may upgrade. Please note that any rider who chooses to upgrade cannot then move back to the lower capacity class once they have competed at the higher level. (With the exception of competing in the British MXY2 or Supercross Championships).
- 5 Any rider upgrading before the required minimum age is reached will be subject to disciplinary action unless officially upgraded by the Motocross Department.
- 6 An assessment will be required for any rider wishing to ride in a class of which they do not reach the age requirement to be arranged by the rider following application to the ACU Motocross Department.
- 7 The parent or legal guardian must accompany a youth competitor under the age of 18 to any meeting and stay for the entire duration of the time that the rider is present.
- 8 Riders in possession of a Motocross Dual (youth open / national MX) licence may compete in either youth or adult motocross events. Riders must choose the class at the time of entry as it is

not permitted to compete on both Youth and adults races at one meeting. (This is not applicable to Supercross)

#### **2.4 ADULT**

- 1 An assessment will be required for any rider wishing to ride in a class of which they do not reach the age requirement to be arranged by the rider following application to the ACU Motocross department.
- 2 The parent or legal guardian must accompany a youth competitor under the age of 18 to any meeting and stay for the entire duration of the time that the rider is present.
- 3 No rider will be permitted to compete in the adult classes until they reach the minimum required age.

#### **2.5 PHYSICAL ELIGIBILITY / PROFICIENCY ASSESSMENT**

All youth riders should be able to sit astride their machines and with one foot firmly on the ground must be able to control the gear lever or the foot brake with the other foot.

### **SECTION 3 CLASS VARIATIONS**

#### **3.1 AUTOMATIC CLASS**

- 1 Automatic classes must be run separately from other classes preferably on a separate course.
- 2 Where there is direct conflict between large and small machines, clubs at their discretion may separate them into two classes.
- 3 Parents are permitted to hold the rear of the machine immediately prior to the start of the race, they must be signed on and wearing an appropriate identification bib or sash to assist their rider before going on to the course.
- 4 Clubs may choose whether they run Automatic A or Automatic B classes but must state clearly which class will be run in the Supplementary Regulations.

#### **3.2 65CC JUNIOR CLASS**

The Junior Class must be run separately from all other classes.

#### **3.3 85CC SMALL WHEEL (INTERMEDIATE) AND 85CC BIG WHEEL (SENIOR) CLASSES**

Clubs may run 85cc Small Wheel (Intermediate) and 85cc Big Wheel (Senior) together.

#### **3.4 OPEN CLASS (YOUTH)**

The Open Class will not be permitted to run in a joint class with the Senior Class nor with adult competitors.

#### **3.5 MX2**

120 cc to 145 cc twostroke or 175 cc to 250 cc fourstroke.

#### **3.6 MX1**

146 cc to 250 cc twostroke or 251cc to 450 cc fourstroke.

#### **3.7 OPEN (ADULT)**

All solo machines 120 cc twostroke or 175cc fourstroke up to 650 cc two or fourstroke.

#### **3.8 FORMULA CLASSES**

For older machines can also be catered for at events i.e. pre 65, pre 75, twinshock.

**3.9 50CC QUAD CLASS**

50cc Quad classes may be run together but must be run separately from all other classes.

**3.10 100CC QUAD CLASS**

100cc Quad classes may be run together but must be run separately from all other classes.

**3.11 250CC QUAD CLASS (YOUTH)**

250cc Quad classes may be run together but must be run separately from all other classes.

**SECTION 4 LICENCES AND REGISTRATIONS (OFFICIALS)**

Motocross Race Officials are required to hold an ACU Licence of the appropriate grade for the performance of their duties. The minimum age for motocross licenced officials is 18 years. Licences for officials will be issued free of charge.

**4.1 LICENCED OFFICIALS**

Motocross, Supercross, Beachcross and Minibike Officials who require a Licence

	See Note Below	Licence Required	Attendance at Seminar/ Training Session
Clerk of the Course	1	YES	3 YEARS Every Third Year maximum
Steward / Referee	2	YES	3 YEARS Every Third Year maximum
Chief Technical Officer	3	YES	3 YEARS Every Third Year maximum
Sound Inspector		YES	3 YEARS Every Third Year maximum
Measurer	4	YES	3 YEARS Every Third Year maximum
Timekeeper	5	YES	By Assessment

Clubs and Centres shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels organise seminars that are compulsory for certain officials. A Licence, obtained following the successful completion of a seminar, is valid for 3 years.

**4.1.1 CLERK OF THE COURSE**

- 1 **DEFINITION.** Refer to the National Sporting Code
- 2 **AGE LIMITS.** There are no upper age limits for Motocross Clerks of the Course of all grades. A Clerk of the Course must be physically able to reach all parts of the circuit to carry out his or her duties.
3. **GRADES – Motocross/Supercross**
  - a) **National.** A Clerk of the Course who may officiate at any event held under an ACU permit. May officiate as Deputy or Assistant to an FIM International Clerk of the Course.
  - b) **Regional.** A Clerk of the Course who may officiate at any event held under an Open or Restricted Permit.
  - c) **Note: Supermoto Clerk of the Course.** Supermoto (R) events. Must hold a National A or National B Licence for Road Racing. Supermoto (X) events can be a National Motocross grade or a National C Road Race grade.
- 4 **Upgrading.** To upgrade from Regional to National an official must have the recommendation of their club, centre or region or be recommended by the Motocross Committee.

**4.1.2 STEWARD / REFEREE**

- 1 **DEFINITION.** Refer to the National Sporting Code



**2 GRADES**

- a) There are two grades of licence for a Steward at Motocross events, National or Regional.
- b) There is one grade of licence for a Referee at Supercross events, National.

**3 AGE LIMITS.** There is no upper age limit for Stewards/Referees at Motocross events. A Steward/Referee must be capable of inspecting the entire circuit without assistance prior to the event starting. (A Steward could use an ATV for this purpose in Motocross).

**4.1.3 CHIEF TECHNICAL OFFICER**

- 1 The Chief Technical Officer will be licensed by the Technical Panel to be in charge of the technical control at an event. The Technical Panel may restrict the disciplines of licence holders.
- 2 A regional Technical Officer will be trained in a centre or region but will be registered through the ACU at Rugby and may take charge of a meeting of below National status.

**4.1.4 MEASURER**

The licence is issued by the Technical Panel and may be restricted by discipline.

**4.1.5 TIMEKEEPERS**

Timekeepers will be required to renew and pay for their licence annually.

**4.2 UNLICENCED OFFICIALS**

Motocross, Supercross, Beachcross and Minibike Officials who do not require a Licence

Officials	Notes	Attendance at Seminar/Training Session
Incident Officer	1	None required
Secretary of the Meeting	2	Will receive training at events receive instruction from the Clerk of the Course
Technical Official		Will receive training via a Chief Technical Officer at meetings.
Club Stewards	3	May attend Regional or ACU HQ Seminars for information purposes
Chief Marshal		May receive training at ACU HQ or Regional Training Days
Marshal	4	May receive training at Regional Training Days and at meetings via the Chief Marshal.
Medical Officer	5	None required

- 1 All other Technical Officials, Race Day Officials (e.g. Secretary of the Meeting, Incident Officer, Club Stewards) and Marshals may be registered, free of any charge. All such Officials may or may not be required to attend a Seminar. Registration will be renewed annually. Registered Officials and Marshals will receive an appropriate form of identification from the ACU.
- 2 All assistant officials whose function is to be carried out at the immediate trackside must be at least 16 years of age.
- 3 All assistant officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing on signature must be countersigned by someone who is responsible for the official at the event.
- 4 When using the services of minors (persons under 18 years of age) for any official duties at any event special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

**4.2.1 INCIDENT OFFICER**

- 1 Will collate all information and documentation, and prepare reports relating to serious accidents and to all incidents involving Officials or Spectators.

- 2 A Deputy Clerk of the Course may undertake these duties. An Incident Officer may be nominated to attend a Clerk of the Course Seminar as part of their training.

#### 4.2.2 SECRETARY OF THE MEETING

Will be responsible for all administration connected with the organisation of a meeting.

#### 4.2.3 CLUB STEWARDS

Will together with the Chief Steward form the judicial authority over the running of the meeting.

#### 4.2.4 MARSHAL

- 1 Marshals who are in membership of a recognized corps of cadets/scouts/other discipline groups must be at least 14 years of age.
- 2 Flag Marshals must be provided with a tabard / waistcoat clearly identifiable.

#### 4.2.5 MEDICAL OFFICER

See medical section of ACU Handbook.

## SECTION 5 SPECIFICATION OF MOTORCYCLE

(CATEGORY 1) All Motorcycles in group A1 (Solo), B1 (Sidecar) and G (Quad) shall comply with the National Sporting Code Appendix D and the following:

### 5.1 BRAKES

- 1 Motorcycles must be equipped with one efficient brake operating on each wheel and be operated independently from the driving position.
- 2 For B1 (Sidecar) motorcycles brakes are not required on the sidecar wheel.
- 3 For group G (Quad) motorcycles brakes must be capable of operating, as a minimum, to both rear wheels.

### 5.2 TYRES

- 1 There is no restriction as to the tyres that may be used other than as may be laid down in the Supplementary Regulations but chains and other non-skid devices will not be permitted.
- 2 Scoop or paddle (continuous radial rib) tyres and/or tyres with lugs having a height of more than 9.5mm are forbidden.

### 5.3 MUDGUARDS

Category A (Solo) and B (Sidecar) motorcycles must be fitted with two mudguards giving protection to the driver. The rear mudguard must cover 35 degrees of the upper rear wheel.

### 5.4 CLUTCH AND BRAKE LEVERS

- 1 Clutch and brake levers must be, in principal, ball ended, the diameter of the ball to be at least 12.5mm.
- 2 This ball can also be flattened but in any case the edges must be rounded.
- 3 These ball ends must be permanently fixed to form an integral part of the lever.

### 5.5 FOOTRESTS AND HANDLEBARS

The ends of the footrests must be rounded with a radius of not less than 8mm. The ends of the handlebars on all motorcycles shall be rounded or otherwise protected. For group G (Quad) motorcycles nerf bars must be fitted.

### 5.6 LAMPS

- 1 For motorcycles group A1 (Solo) and B1 (Sidecar) lamps, registration plates and licence holders

must be removed.

- 2 For motorcycles group G (Quad) direction indicators and mirrors must be removed. Other glass or plastic lenses must be taped, padded with foam rubber, or equivalent, at least 25mm thick and taped again.

## 5.7 THROTTLE

All machines must be fitted with self-closing throttles.

## 5.8 EXHAUST PIPES

- 1 The end of the exhaust pipe or pipes must not project beyond any part of the vehicle or its bodywork.
- 2 Exhaust gasses must not be discharged so as to raise dust or foul the tyres or brakes or inconvenience a following driver.
- 3 A provision for the discharge of waste or surplus oil must be made so that it is collected and not spill onto the circuit.
- 4 Breathers can be routed into air boxes or collector tanks.

## 5.9 RUNNING OF ENGINES

- 1 The running of engines is prohibited except during official practice, actual racing, sound testing and for a period not exceeding five minutes prior to the start of each race.
- 2 A breach of this regulation may involve disqualification from the meeting of the rider of the motorcycle concerned.

## 5.10 FUEL

- 1 Only the following fuels are permitted
  - a. Unleaded petrol; see ACU/FIM Fuel Regulations for physical properties, fuel test costs and penalties for non-compliance.
  - b. E85 Bio-Ethanol fuel pump fuel; see ACU/FIM Fuel Regulations for physical properties, fuel test costs and penalties for non-compliance.
- 2 Pre 75 machines may use normal road side pump leaded petrol (BS4040 max lead 0.15g/litre and Pre 65 machines may use methanol.
- 3 In the event of a protest against fuel specification an additional fee, as defined in the fuel section of the handbook, must be submitted with the protest and protest fee. In the event of the protest being upheld the additional fee will be returned and the cost of the fuel test charged to the other party. (See also ACU Fuel regulations as detailed within this Handbook).
- 4 Smoking or the use of mobile phones in refuelling points is forbidden.
- 5 For Beachcross see chapter 11 of the Motocross Standing Regulations

## 5.11 IGNITION CUT-OUT

- 1 Motorcycles in group A1 (Solo) used in Motocross will be fitted with an engine cut-out button.
- 2 Motorcycles used in group B1 (Sidecar) will be fitted with an engine cut out button that must be operated by a non elastic string or cord (coil telephone wire is not permitted). The cord should be a maximum of 500mm. Any part of the cut-out that remains live when disconnected must be shrouded in order to prevent accidental contact with any part of the motorcycle.
- 3 Motorcycles in group G (Quad) will be fitted with an engine cut out button that must be operated by a non elastic string or cord. Any part of the cut-out that remains live when disconnected must be shrouded in order to prevent accidental contact with any part of the motorcycle.

## 5.12 CHAIN GUARDS

- 1 For motorcycles group A1 (Solo) and B1 (Sidecar) the manufacturer's original guards or parts of

similar design must remain in place. See National Sporting Code.

- 2 For group G (Quad) motorcycles an adequate guard must be fitted to prevent any accidental contact with the primary chain or any part of the run not in contact with the sprocket. See National Sporting Code.

### 5.13 CONSTRUCTION

The use of titanium alloy nuts and bolts is allowed. But a dimension increase may be necessary when non-ferrous fasteners replace ferrous fasteners.

### 5.14 WHEELS

- 1 For all groups wheels with six or less spokes must be guarded.
- 2 For motorcycles group B1 (Sidecar)
  - a. The three wheels shall each be of at least 400mm (16") in diameter measured over the outside of the tyre.
  - b. The wheel track, or lateral distance between tracks, shall be no more than 1150mm.
- 3 For motorcycles group G (Quad) the measurement from the front wheel to its following rear wheel must be equal.

### 5.15 ENGINES

For motorcycles group G (Quad)

- a. The engine must drive either or both rear wheels and must drive both rear wheels when competing against quads.
- b. The engine must be behind the front wheel(s) and central in front of a line between the rear wheel centres.

### 5.16 DIMENSIONS

For motorcycles group G (Quad) the overall dimensions should be.

	Minimum	Maximum
Height	980mm	1200mm
Width	950mm	1500mm
Length	1700mm	1950mm
Wheelbase	1045mm	1300mm

### 5.17 MISCELLANEOUS

- 1 For motorcycles group B1 (Sidecar) a passenger must be carried in addition to the driver.
- 2 provision for the riders seat must be forward of a line between the rear wheel centres and above and/or behind the engine, to give the rider, when seated, full and safe control of the machine.
- 3 For motorcycles group G (Quad) bumpers and nerf bars must have all corners with a radius of a minimum of 12.5mm.

## SECTION 6 NUMBER PLATES

- 1 Number plates will be a minimum of three in number on all machines and it is the rider's responsibility to ensure that the numbers are clearly visible.
- 2 No metallic or reflective colours may be used in any circumstances.
- 3 Plates and numbers must comply with the following requirements.
  - a. They must be made of a rigid material and solidly constructed.
  - b. The front plate should measure a minimum of 285mm x 235mm in size with a minimum of 50mm radius rounded corners.
  - c. The plates must be flat or slightly curved (not more than 25mm (1") from the true plane) and must not be otherwise bent or obscured in any way.

- d. The front plate may be perforated but on no account may the numbers be perforated.
- 4 One plate must be carried facing forward and not more than 30 degrees from the vertical with one on each side of the machine.
- 5 Side number plates must be positioned above a horizontal line drawn through the rear spindle and behind a line drawn vertically at a minimum distance of 200mm behind the footrest. The size will be as accepted by the FIM.
- 6 The minimum dimensions of the numbers should be: – height 140mm (5 5/8"), width 80mm (3 1/8"), width of stroke 25mm (1") and the space between any two figures 15mm (5/8").
- 7 The Clerk of the Course has the discretion to disqualify any rider not showing legible numbers or discounting any appeal resulting from illegible numbers.
- 8 For motorcycles group G (Quad) a third number plate must be fitted with a minimum size of 150mm x 150mm mounted behind the rider on the rear grab bar, and be in line with the machine reading left to right on both sides. The mounting bracket must not be higher than 150mm. Height of the number 100mm. Width of the number 80mm. Width of stroke 25mm. Space between two numbers 15mm.
- 9 The colours shall be as follows: – The figures and background must be in a ‘matt’ (non-shiny) colour.

**Front & Side Plates**

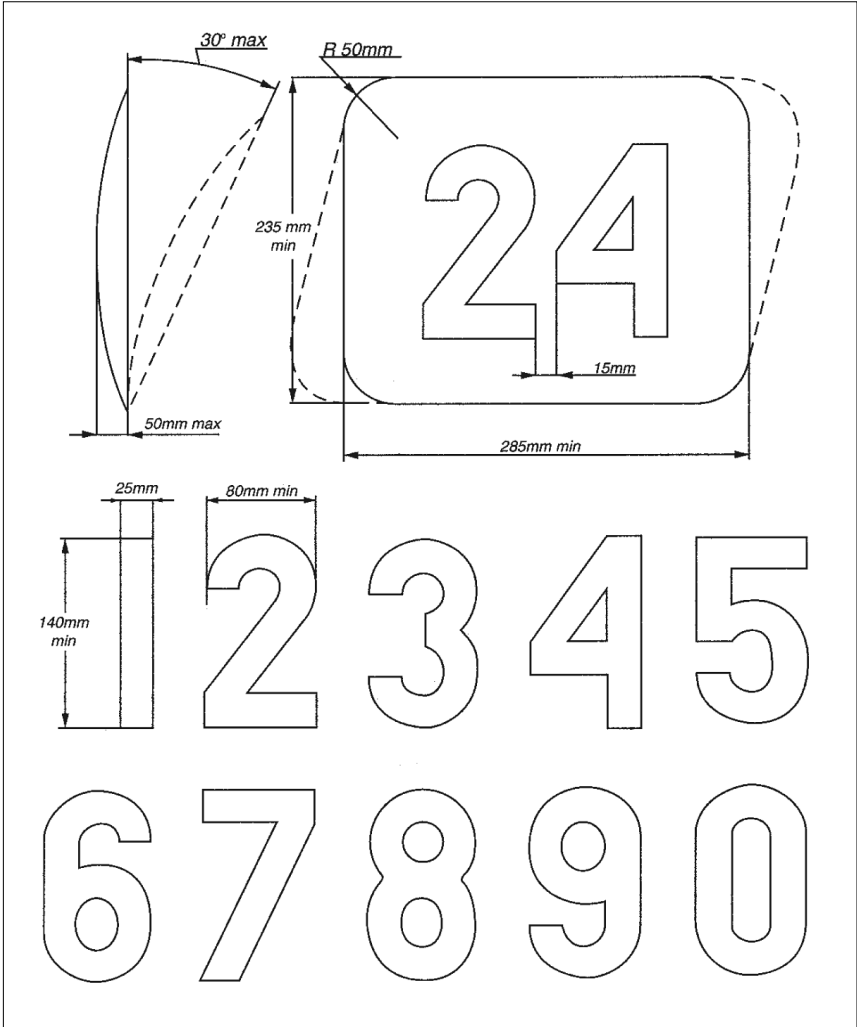
<b>Adult</b>	<b>Background Colour</b>	<b>Number Colour</b>
100cc to 145cc 2 stroke / 125cc – 250cc 4 stroke	Black	White
146cc – 650cc 2 Stroke / 251cc – 650cc 4 stroke	White	Black
Sidecars	Yellow	Black
Quads	Yellow	Black
Championship Quads	White	Black
<b>Youth</b>		
Automatic – 65cc Junior	Black	White
85cc Small Wheel (Intermediate)	Red	White
85cc Big Wheel (Senior)	Green	White
Open	Black	White
Quads	White	Black
<b>Minibike Adult</b>		
50cc Pro Mini	Black	White
10"cc Pro Mini	Red	White
Midsized pro	White	Black
Superstock Midi	Blue	White
Midsized Clubman	Green	Black
Midsized Over 40	Black	Yellow
<b>Mini Bike Youth</b>		
50cc	Black	White
88cc	White	Black
111cc	Yellow	Black

Any other number plate or any marking on the motorcycle that might be confused with a number plate must be removed before the rider is allowed to start.

The only exception to the number plate regulations will be where special conditions apply to a National, Centre or Club Championship series and are explained in the Supplementary Regulations or conditions to that series.

Numbers for minibike racing must not exceed 2 digits, (i.e. 1 – 99)

6.10 NUMBER PLATE DIAGRAM



## SECTION 7 TECHNICAL CONTROL

- 1 All motorcycles and protective clothing must be presented to the Technical Officer as requested, for examination before the start of any practice or at any time during the meeting as may be required by the Clerk of the Course to ensure that they comply with the requirements of the regulations.
- 2 Any machine damaged in an incident can be recalled by the Technical Officer for re-inspection before being ridden again at the meeting.
- 3 Any bike fitted with additional side panels or streamlining must have such panels removed when presented for a noise test.
- 4 Every motorcycle finishing in a race must, if so required, be submitted for final examination and any motorcycle will be retained by the promoters for such a period as may be reasonably necessary for its examination.
- 5 Where it may be necessary for promoters to verify any fact, this shall be carried out at the cost of the rider. If a rider refuses to release his machine to be measured by the officials of the meeting than this action will result in automatic disqualification from the event.
- 6 In the event of a protest against machine specification where an engine has to be stripped an additional fee of £250 for four stroke and £150 for two stroke machines MUST be submitted with the protest and protest fee. In the event of the protest being upheld the additional fee will be returned. If the protest is not upheld the additional fee will be awarded to the other party and will be the only costs payable.
- 7 The Clerk of the Course may disqualify or penalise any rider of a machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy.
- 8 The sound level of a Motocross machine is tested according to the FIM/ACU method. (For precise method of testing, see the Sound Control Regulations in this Handbook).
- 9 Random or spot checks may be made by ACU Sound Control Officials of the sound level of any machine taking part in any ACU meeting in addition to any routine checks at technical control.

## SECTION 8 SAFETY

### 8.1 MEDICAL SERVICES

At all Motocross events, including official practice, qualified first aid personnel must be in attendance with full first aid equipment. Organisers must ensure sufficient medical services for the type of event remain in place until the event has completely finished.

A Medical Officer (MO) or a Paramedic (PM) or an IHCD Emergency Technician (EMT) or the Voluntary Aid Society (VAS) equivalent must be in attendance during official practice and racing. For National Events a Medical Officer or Paramedic must be in attendance.

The minimum requirement for the start of every event is two ambulances.

If one of the two ambulances has to leave the circuit then the minimum requirement for the event to continue is one ambulance and one Medical Officer (MO) or Paramedic (PM) or IHCD Emergency Technician (EMT) or the Voluntary Aid Society (VAS) equivalent, plus enough qualified first aid personnel to cover the course layout size and type of event subject to medical requirements shown below. For clubs running events at Centre Restricted level and below and where there are less than 99 rider entries the minimum medical requirements are.

One ambulance – On the condition the ambulance is available at all times. Should the ambulance be required to support the treatment of, or transport an injured rider the meeting must stop until such time that the ambulance is available again. The ambulance should be accompanied by either a Medical officer (MO) a Paramedic (PM) or IHCD Emergency Technician or the VAS equivalent. Plus enough qualified first aid personnel to cover the course layout, size and type of event subject to medical requirements as shown in this Handbook.

- 1 If only one ambulance is listed as the minimum requirement at an event then organisers are reminded that if it has to leave the event then all practicing and racing must stop until its return

or replacement. It is incumbent therefore on organisers of events to remember their commitment and duty of care to competitors in ensuring that sufficient medical services for the type of event, dictated by a risk assessment of the expected number of injuries, are in place prior to the start of practising and racing and remain in place until the event has completely finished.

2 Auxiliary vehicles, such as 4x4 with a stretcher, cannot replace an Ambulance but such vehicles might, at certain event sites, be used **in addition** to and as the final form of transportation to the Ambulance for the event.

**Note:** A 4X4 vehicle can be an ambulance if registered with the DVLA as an ambulance.

3 If there is a requirement for first aid personnel to be present then they can be the two crew members of an Ambulance, assuming that one is present as a minimum requirement, but they must be available for all the practices and races. Such first aid personnel are an additional requirement to any doctors or paramedics required to be present at the meeting.

4 If there is a requirement for full first aid equipment, including a stretcher, then this can be the same equipment as that defined in the minimum equipment requirements for an Ambulance.

5 If the minimal medical cover required is for only one Doctor or only one Paramedic to be present then, if the only one available has to leave, for whatever reason, the practices or races must stop until their return or replacement.

6 If a Doctor is required at an event then they must be on site. It is not sufficient to have the name and address of a distant doctor, who would or might be available if required.

7 The nearest hospital, with an Accident & Emergency Department, must be notified in writing of the time, date and place of the meeting.

8 If a Doctor is involved in the treatment of competitors or spectators at an event, they should not normally be involved with drug or alcohol testing of competitors.

9 If a medical centre is available at a circuit or the site of an event then it should be fully operational and independently staffed. If deemed acceptable, an Ambulance or similar unit may act as a medical centre but if so, it must be additional to the minimum Ambulance requirements.

10 If no Medical officer or Paramedic is required at an event then at least one of the two Ambulance crew must be qualified as an IHCD Emergency Technician or the VAS equivalent, rather than just a first aid person.

11 If a competitor is involved in an incident involving potential injury, but is not, at the time, taken to Hospital for further treatment, then a relative, or a member of their crew, should be given a copy of the medical assessment or Ambulance report form completed by the event medical personnel following the incident.

## 8.2 CLOTHING

1 All competitors must wear a crash helmet. For information regarding helmets please refer to the helmet section within this Handbook.

2 Motorcycle clothing accessories (not helmets) sold as 'protective' to a supplier must display a "CE Mark" denoting compliance with a European Community Directive regarding Personal Protective Equipment.

3 Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident.

4 The mouth should be kept clear of anything likely to cause blockage of the airway in the event of an incident, e.g. chewing gum. This includes removing false dentures.

5 It is not advised that bulky hard objects such as tools etc. are carried in pockets or on the person.

6 Goggles or visor of a non-splinterable type must be worn at the commencement of each race. Spectacles, if worn, must be non-splinterable.

7 It is advised that all riders and passengers should wear a body belt/kidney protector and wear protective armour giving protection to at least the chest and shoulders.



- 8 All riders and passengers are requested to wear identification discs around the neck or wrist during racing and practising. The disc should bear the wearers full name and date of birth.
- 9 It is the responsibility of the riders parent/guardian to ensure that all protective clothing is correctly fitting for youth competitors.

### **8.2.1 MOTOCROSS, SUPERCROSS AND BEACHCROSS**

In all races and official practice complete protective clothing produced for motocross racing, knee length boots and gloves shall be worn by each rider and passenger. It is advised that motocross jerseys should provide protection against abrasion to the body and arms and that motocross jeans are padded at the hips and knees.

### **8.2.2 MINIBIKE**

In all races and official practice complete protective clothing shall be worn by each rider. It is advised that Ankle boots should reach above the ankle ball. Ankle braces laced up properly and fit closely could be worn under the boot to increase stability. Jerseys should provide protection against abrasion to the body and arms. If short sleeved jerseys are worn then elbow pads must be worn to protect exposed skin. Trousers/shorts must provide protection to the knee, shin and hips. If Motocross style shorts are worn then they must cover the knee and must be used in conjunction with a knee, shin pad combination.

### **8.3 TRACK SAFETY**

See ACU Course Guidelines booklet 2010.

### **8.4 FIRE EXTINGUISHERS**

All competitors must have a 2 kg (minimum) dry powder fire extinguisher available for immediate use. If a 'closed vehicle' is being used the extinguisher must be fitted adjacent to, or on the inside of the working door. In the case of a shared vehicle the other competitors extinguisher(s) should also be visible, or, the fitted extinguisher(s) must be of a proportionately larger capacity. All extinguishers must have a current certificate attached.

### **8.5 RIDING IN THE PADDOCK**

Riding of machines in the paddock is strictly prohibited and warning signs should be erected. Machines should be pushed with the engine dead. Riding of machines at a slow pace can be permitted if designated lanes protected from the public are used. Machines must be pushed upon exiting from any point on these lanes. Riding to and from the Paddock – In exceptional circumstances or if permitted by the Clerk of the Course riders must not exceed first gear idle when travelling to and from the paddock area and must always wear a helmet.

### **8.6 TRACK ACCESS**

Strictly no personnel, other than signed on officials, are permitted on the track while machinery is operating.

## 8.7 FLAG SIGNALS

The following flag signals will be used:

<b>National Flag</b>	This flag can be used for starting a race.
<b>Red</b>	All Riders must stop. Riders must not pass any red flag unless authorised or directed to do so and then proceed at a slow pace.
<b>Black with the rider's number clearly shown on a board</b>	That rider to stop racing immediately and leave the track
<b>Yellow Motionless</b>	Danger, take care. Ride with caution.
<b>Yellow Waved</b>	Great Danger, prepare to stop, ride with extreme caution, <b>no overtaking</b> .
Marshals are advised to wave their flags when riders are stopped on the course in a dangerous position or being attended to by officials or medical staff	
<b>Green</b>	Course clear / Riders under starters orders.
<b>Blue Waved</b>	Warning you are about to be lapped.
<b>Yellow with Black Cross</b>	Last Lap. / (either or) a two lap and then one lap board, clearly marked.
<b>Chequered</b>	Finish.
<b>White with Green or Red Cross</b>	Medical attention required at that post.

N.B. 'Waved' shall mean a flag should be moved up and down through an arc of 45 degrees and not indiscriminately.

Only authorised officials are permitted to use these flags. Any rider who is judged to have taken unfair advantage whilst a yellow flag is displayed and waved, or ignored any other flag signal, will be disqualified. All of the above flags should measure not less than 750mm x 600mm.

## SECTION 9 RACE MANAGEMENT

### 9.1 PRACTICE

- 1 Time must be put aside for the practice sessions and these must be defined in the Supplementary Regulations for the meeting.
- 2 Riders will commence practice under the instructions of the start officials and must join the circuit from the designated area.
- 3 The duration of practice will commence from the time when the first rider joins the circuit.
- 4 The waving of the chequered flag will indicate the end of practice.
- 5 For any race there must be a minimum period for practice on the actual course, the details of which must be stated in the Supplementary Regulations.

### 9.2 START POSITIONS

- 1 Start positions will be established according to the provisions of the Supplementary Regulations.
- 2 Where the organisers decide the grid positions will be by ballot this must be conducted by the competitors at the meeting.

### 9.3 ELECTRONIC TIMEKEEPING

- 1 Only licensed ACU, MSA or equivalent Timekeepers can time a qualification practice where qualification to a final, a series of races, or start line positions is the determined outcome. Organisers must inform competitors if times are official or unofficial. The Chief Timekeeper should be stated in Supplementary Regulations, official programmes and on all results sheets

provided.

- 2 Electronic lap scoring equipment does not require official timekeepers to operate a system but it is advised that manual lap scoring is carried out to support an electronic system.
- 3 If timed practice is used and identical times are recorded by more than 1 rider in the official qualifying practice session for the race the rider first setting such a time will receive the better starting position.
- 4 Transponders, if used, should be fitted to the machine as per the timekeepers or manufacturers instructions, it is the riders responsibility to ensure that the correct transponder is securely fitted, it is the riders responsibility if a transponder is lost from the machine during an event. Note: An AMB – MX transponder requires a minimum of 14 hours of trickle charge to ensure optimum performance.

#### **9.4 RACES**

- 1 The race category and durations should be stipulated in the Supplementary Regulations.
- 2 In the event of a race being cancelled due to insufficient entries, the promoters reserve the right to offer the race time and prizes for a race of similar length for machines of another class or category.

#### **9.5 METHOD OF STARTING**

The method of starting shall be stated in the Supplementary Regulations.

#### **9.6 STARTERS ORDERS**

- 1 Riders are deemed to be under starter's orders when the first rider is called to the start line, signified by the raising of a green flag.
- 2 Any rider causing a start to be unnecessarily delayed in the opinion of the starter and/or the Clerk of the Course may be disqualified.
- 3 No persons will be allowed in the start area once riders have come under orders at the start line, except riders, passengers and authorised officials.
- 4 Once the riders are under starter's orders, the start procedure should not commence until the circuit is clear, signified by the lowering of the green flag.
- 5 If a 15 and 5 second board is used the following procedure will be followed.
  - The 15 second board will be displayed for a full 15 seconds
  - The 5 second board will be displayed for a full 5 seconds
  - The gate will drop between 5 and 10 seconds after the "5 seconds" sign is shown

#### **9.7 FALSE STARTS**

All false starts shall be indicated by the waving of a red flag, all riders will have to go back to the starting area and await announcements regarding the restart.

#### **9.8 STOPPING A RACE**

- 1 If a race is stopped before three laps have been completed, the race shall be re-run.
- 2 If after three laps and before 50% of the race time, excluding any additional laps, has been completed it may be re-run at the discretion of the Clerk of the Course.
- 3 If a race is stopped after 50% of the race time has elapsed, excluding any additional laps, the result will be declared on the last completed lap.
- 4 In the event of a race being re-run the Clerk of the Course may disqualify any rider or riders who is/are the prime cause of the race initially being stopped.
- 5 If a race has to be stopped after the leader has completed 50% of the race distance, excluding any additional laps, rounded down to the nearest number of laps, it will be considered to have finished.
- 6 a) The order of classification shall be based upon the order of last crossing the finishing line prior to the showing of the red flag and only competitors who are racing at the showing of the

red flag will be classified.

b) If a race has to be stopped after the leader(s) has taken the chequered flag they will be classified as having finished the race. The order of classification for those riders who have not taken the chequered flag shall be based upon the order of last crossing the finish control line prior to the showing of the red flag and only competitors who are racing at the showing of the red flag will be classified.

- 7 For Adult National races to be classified as a finisher, riders must have completed 75% of the total laps completed by the race leader, or as per the Supplementary Regulations.
- 8 For Youth National races to be classified as a finisher, riders must have completed 50% of the total laps completed by the race leader, or as per the Supplementary Regulations.
- 9 Only the Clerk of the Course or his assigned assistants can stop a race, all courses must have sufficient assistants to ensure that when a race is stopped this decision is communicated to all of the riders as quickly as possible. A TTC can state how many assistants are required for a course and if radio communication is required.
- 10 For British Championship races please refer to the Supplementary Regulations.

### **9.9 FINISH OF RACE**

- 1 The chequered flag will be displayed as the winner crosses the finish control line and will be kept flying thereafter until the last riders finish the lap.
- 2 No rider will be allowed to start a fresh lap after the chequered flag has been displayed.
- 3 Riders crossing the finish control line will be flagged off, their position being determined by the number of laps each has completed, those riders who complete a similar number of laps having their positions determined by the order in which they finish.
- 4 Only riders crossing the finish control line within the time limit laid down in the Supplementary Regulations will be declared as finishers.
- 5 For all Adult National races. To be classified as a finisher riders do not have to cross the finish control line, but riders must have completed 75% of the total laps completed by the race leader, or as per the Supplementary Regulations.
- 6 For all Youth National races. To be classified as a finisher riders do not have to cross the finish control line but riders must have completed 50% of the total laps completed by the race leader, or as per the Supplementary Regulations.

### **9.10 RACE RESULTS**

- 1 If the results are to be decided on points, the points allocation must be clearly defined in the Supplementary Regulations along with the method of deciding ties.
- 2 When a race has been completed the results will be based on the order in which a rider crossed the finish control line and the number of laps completed.
- 3 Should a tie occur on an overall result the highest position in the final leg will determine the final order.

### **9.11 CHANGE OF MACHINE**

A change of machine may be permitted provided that prior notification is made to the Clerk of the Course before the event in which the change is to take place. The same machine must be used throughout any one race.

### **9.12 CHANGE OF SIDECAR PASSENGER**

- 1 The only reason to change a passenger is injury and only one change per meeting will be allowed.
- 2 The passenger must sign on, have the correct licence, and complete a sighting lap.
- 3 Application for a change must be in writing to the Clerk of the Course at least 30 minutes before the start of the race.
- 4 The final decision will be left with the Clerk of the Course.

### 9.13 OUTSIDE ASSISTANCE

- 1 If during a race a rider and/or passenger receives outside assistance other than that provided by the Organisers for the removal of himself or his machine from the course in the interests of safety, that rider may be disqualified.
- 2 Riders receiving signals from persons associated with them in prohibited areas may be disqualified.
- 3 The use of two way radios is prohibited.

### 9.14 FOUL, UNFAIR OR DANGEROUS RIDING

The Clerk of the Course may penalise any rider who, in his opinion, is guilty of unfair, foul or dangerous riding.

### 9.15 COURSE CONDUCT

If, for any reason, a rider leaves the course, he must rejoin it as closely as possible at the point where he left the course without any outside assistance. He must not gain any advantage. If any advantage is obtained he may be disqualified from the results.

### 9.16 AWARDS

- 1 Awards of any description must be described in the Supplementary Regulations; the method of distribution must be announced before the completion of the event.
- 2 Awards for youth riders in youth events: Cash, gift vouchers, and goods are only permitted in the group A1 Open class and group G (Quad) 200cc Modified class.

## SECTION 10 GENERAL

### 10.1 INSTRUCTIONS TO RIDERS

Any Supplementary Regulations or instructions to riders subsequently issued, shall have the same force as these Standing Regulations but must in no way contradict these Standing Regulations.

### 10.2 CONDUCT

Riders, parents or associates failing to obey instructions given by officials of the meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting by not adhering to the Regulations, Supplementary Regulations or the protest procedure, may be disqualified from the meeting. See also the National Sporting code, Offences and Penalties.

### 10.3 PARENTAL RESPONSIBILITY

It is a parent's or guardian's responsibility to ensure that children stay within the confines of the event site and obey all instructions issued by the organiser.

### 10.4 DECLARATION

It is a condition of acceptance of entry that the promoters shall not be responsible for any damage to a motorcycle or its accessories whether by fire, accident or other causes, nor for the theft of a motorcycle or its accessories before, during and after the meeting.

### 10.5 COMPLIANCE WITH REGULATIONS

Every rider by entering or being entered or nominated, thereby acknowledges that he is bound by the National Sporting Code of the ACU and these Standing Regulations together with any Supplementary Regulations or Conditions and Final Instructions to be hereafter issued, to all of which he undertakes to submit and, moreover, renounces any right to have recourse to any arbitration or tribunal not provided for. All safety precautions for ACU Motocross events are available in a separate publication from the ACU.

## **10.6 DOGS AT OFF ROAD MOTORCYCLE EVENTS**

Whilst dogs are not discouraged from attending Off Road Motorcycle Sport events, they are to be kept on a lead and under control at all times. Owners are responsible for ensuring their dog is kept under control and are responsible for clearing up any fouling that may occur.

# **SECTION 11 BEACHCROSS**

## **11.1 SPECIFICATION OF MOTORCYCLE**

All machines must comply with the appropriate specification applicable to the type, that is to say, Trial, Trail, Enduro, Motocross or ATVs. Paddle or scoop tyres are strictly forbidden.

## **11.2 LPG FUEL / DIESEL**

Vehicles using LPG fuel must comply with the LPGA Code of practice 11. for auto gas installations June 2001, and will be subject to refuelling regulations, including a minimum 11kg fire extinguisher. Diesel fuel must be 'roadside pump' available.

## **11.3 CIRCUIT**

Hazards should become progressively harder around the circuit so that large numbers of riders are not stopped at the first hazard on the first lap. A number of flag marshals must be placed at each obstacle subject to the pre race risk assessment.

## **11.4 STARTERS ORDERS**

A rider shall be deemed to be under starter's orders when he collects his machine from the parc ferme/waiting zone.

## **11.5 FINISH OF A RACE**

The chequered flag will be displayed as the winner crosses the finish control line and will be kept flying thereafter until the last rider finishes that lap. No rider will be allowed to start a fresh lap after the chequered flag has been displayed. Thereafter riders crossing the line will be flagged off, their position being determined by the number of laps each has completed, those riders who complete a similar number of laps having their positions determined by the order in which they finished within the time limit laid down in the Supplementary Regulations will be declared finishers. The organisers reserve the right to declare in the Supplementary Regulations the distance required to be declared a finisher.

## **11.6 DURATION OF A RACE**

As specified in the Supplementary Regulations.

## **11.7 INTERRUPTION OF A RACE**

The Clerk of the Course for reasons of safety may temporarily stop the event by the waiving of a red flag at any point on the circuit. The race will resume on the raising of the green flag by the Clerk of the Course.

## **11.8 DISQUALIFICATIONS**

Any rider considered for disqualification may be allowed to complete the race and be disqualified, subject to protest and appeal procedures. If in the opinion of the Clerk of the Course the offence is undisputable the rider can be disqualified from the race immediately. The Clerk of the Course must write down the time, details of the offence and time of the disqualification to be given to the Stewards as soon as is possible.

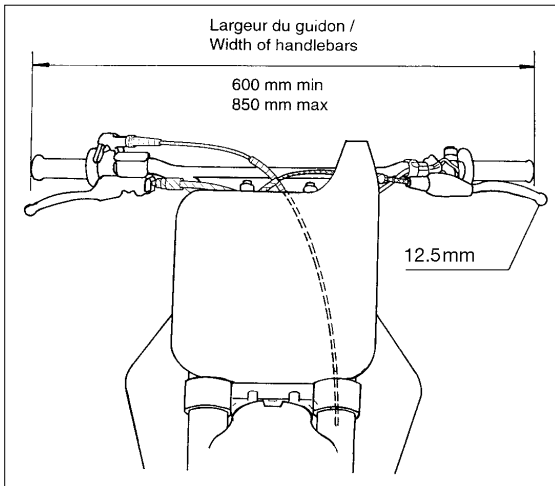
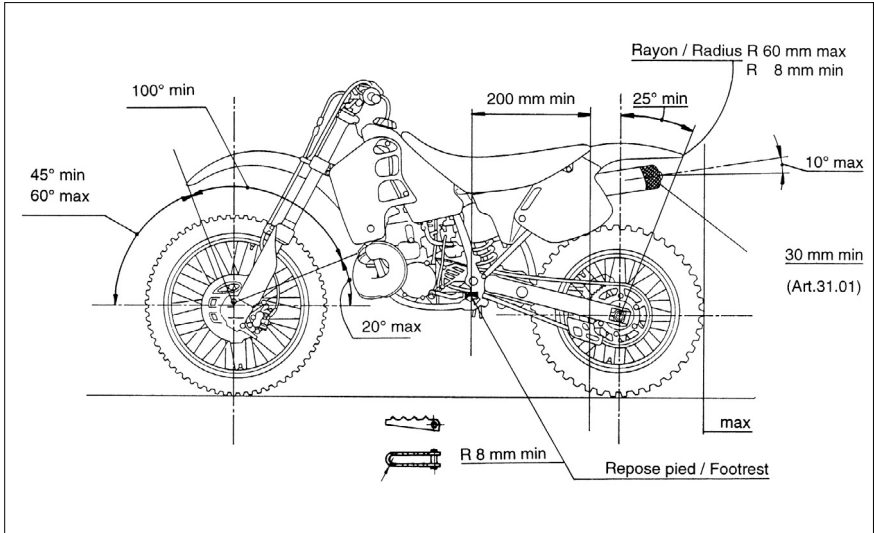
## SECTION 12 GRADING

### 12.1 ACU MOTOCROSS RIDERS GRADING SCHEME (ADULT)

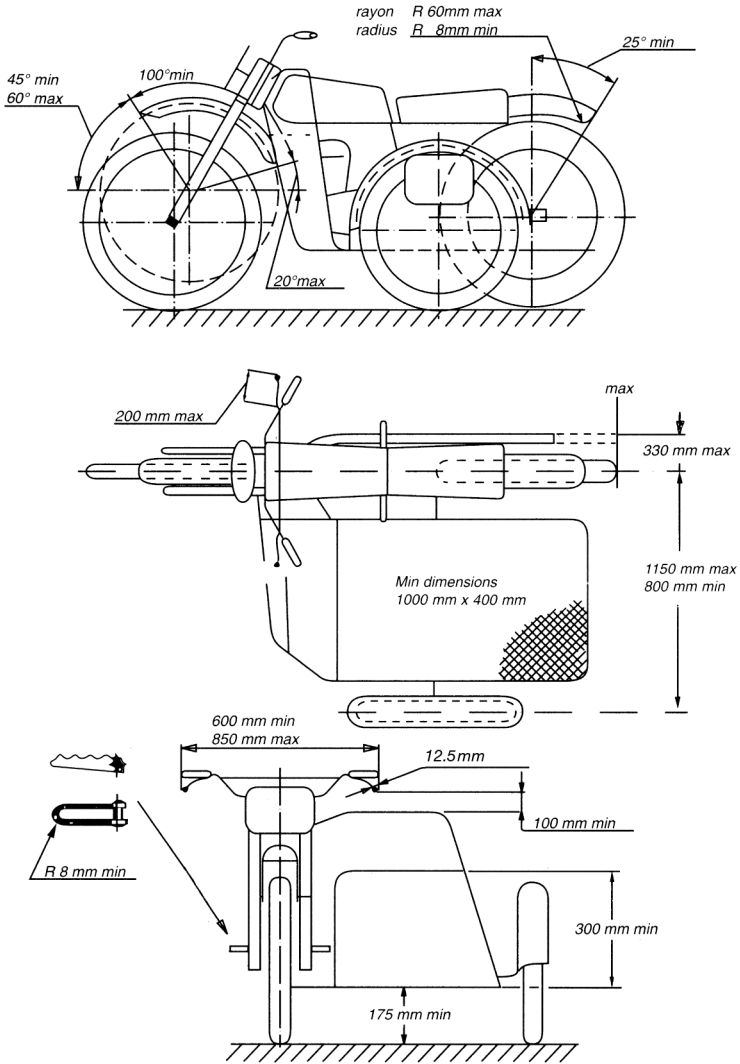
- 1 This procedure applies to all ACU Motocross events at Open level and above, all riders will be graded as Junior or Expert.
- 2 This does not apply to riders in restricted events, handicap, B & C Junior races and non-qualifiers races.
- 3 Riders will hold a Junior licence, an Expert licence or an International licence according to their grade. (An International licence holder will automatically keep his Expert grading).
- 4 Upgrading from Junior to Expert
  - a) Solo Riders – Upgrading from Junior to Expert is determined by a solo rider obtaining 15 points on the card issued with his/her licence in one year in finals only of all events in accordance with rules 1 and 2 above. Each leg of a Motocross will count for points. (A meeting will be considered of a Motocross type for grading purposes only when each leg of the Junior Motocross is composed of the same riders being the best riders of the entire Junior entry who have qualified by way of a system of heats.) All points should be recorded on the card issued with the licence and signed by the Secretary of the Meeting. Any expert points gained by a rider during the preceding six months shall be carried over to the following six months. In races for Experts and top invited Juniors the first four Expert finishers will be awarded points and in addition points will be awarded to the first four Junior finishers, within the top ten finishers. In allcomers finals the first four Juniors home will receive Expert grading points. In four stroke only races the first four Junior riders will score expert grading points as long as they finish within the top ten places, this also applies to 145cc capacity only races.
- 5 Sidecar Competitors- There will be no grading for sidecar competitors.
- 6 Quad Riders – There will be no grading for quad riders.
- 7 Points basis as follows:
  - i) 1st – 4 points, 2nd – 3 points, 3rd – 2 points, 4th – 1 point.
  - ii) The maximum number of points that may be scored in any one event is 12, i.e. only 3 races per meeting can count towards points. Points will also be recorded by the Centre Recorders from the programmes or results returned to them by the Secretary of the Meeting. This is to ensure that all points are recorded in the event of a card being lost and/or stolen or defaced. Points collated by the recorders will be sent to the Central Recorder on 31 May and 30 November each year.
  - iii) Upgrading will be enacted on 1 January of each year unless riders have already applied to the ACU.
  - iv) If no centre recorder is available, the information should be sent direct to the central recorders.
- 8 An Expert rider who has not gained 1 point on his licence card in the two years since scoring his last expert point may be downgraded (subject to Centre Recorder confirmation). Future upgrading will be in accordance with Rule No. 4 above.
- 9 When applying to renew or upgrade a licence, a rider must send proof of points.
- 10 A rider who has gained sufficient points before his licence is due for renewal must upgrade immediately by forwarding his licence and points card to the ACU offices. His licence will then be upgraded at no extra cost.
- 11 For events of below open status, all results should be forwarded to the central recorders.
- 12 The secretary of the meeting must forward results of the top four riders in any junior finals or expert races to the ACU office for any open or higher status events. These must include the rider's names, licence number and home town.
- 13 The ACU Motocross Committee may upgrade and downgrade riders upon assessment. The Central Recorder for the Motocross Grading Scheme is:

Mrs S Goggin, ACU House, Wood Street, Warks, CV21 2YX. Tel: 01788 566404

### SECTION 13 MOTOCROSS MOTORCYCLE







# Enduro

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**NB: For QRA ACU British Quad Cross Country Championship, ACU Sprint Enduro Standing and Championship regulations and ACU Rally (Enduro) Standing Regulations please refer to ACU Website – [www.acu.org.uk](http://www.acu.org.uk)**

**DESCRIPTION – An Enduro is a long distance timed trial of endurance and reliability, not including observed sections.**

## **SECTION 1 GENERAL**

### **1.1 AUTHORISATION AND LAND CODE**

Events depend on goodwill from landowners, local authorities, nearby residents and other users of the countryside. For the continuance of orderly motorcycle sport, a Code for Time and Regularity Events, formulated by LARA, has been adopted by the ACU. The Code is reproduced below and will supplement the Standing Regulations. It is to be noted that where necessary disciplinary action will be taken if the Code is not fulfilled.

- 1.1.1 Any Competitive event that is routed along, or across, footpaths or bridleways must be endorsed in advance by the Highways Authority for the area.
- 1.1.2 The Organiser is responsible for obtaining authority from the landowners over whose land the event passes.
- 1.1.3 Where the event requires use of public highway, organisers must ensure that the Motor Vehicles (Competitions and Trials) Regulations 1969 are strictly adhered to. Events requiring authorisation must obtain this through the RAC Motor Sport Association, Authorisation Dept. Events organised within the restraints of section 5b. of the 1969 act must inform the local police authority and act according to their instruction.
- 1.1.4 The Organiser is responsible for ensuring the event meets all requirements of the Road Traffic Act 1988 and the Statutory Instruments made thereunder.
- 1.1.5 The Organiser should appoint an officer responsible for event liaison. The Liaison Officer should, if appointed submit his name and address to the local Highway Authority, the Parish Council, the Police and landowners over whose land the event passes. The Liaison Officer will thoroughly investigate any complaints and try to resolve any problems arising from the event.
- 1.1.6 Wherever possible the Liaison Officer should maintain good relations with other path users in the area, such as horse-riders, walkers, cyclists, recreational motoring groups and orienteers. The Liaison Officer shall notify these groups in advance of an event where they are known to him.
- 1.1.7 The Liaison Officer shall be responsible for the provision and removal of signing for public safety in accordance with the guidance given on the relevant Safety Precaution pages of this Handbook. He should ensure that all marshals are adequately briefed about the public's rights and the purpose of the signs.
- 1.1.8 All officials, marshals, support crews and competitors must follow the Country Code.
- 1.1.9 Ensure that all aspects of the ACU Environmental Code are adhered to.
- 1.1.10 Supplementary regulations should include a map reference/post code relating to the venue in order to assist the Emergency services.

These Enduro Standing Regulations will apply to all Enduros together with the ACU Sporting Code and Supplementary Regulations issued.

### **1.2 ELIGIBILITY**

All riders and passengers must hold a current ACU or SACU licence, and be aged 16 years or over. Any rider or passenger from another FMN MUST produce a licence issued by their FMN together with start permission and proof of personal accident Insurance.

Where the Enduro includes the use of public highways, then this will be stated in the Supplementary Regulations. If public highways are used then it is sole responsibility of the rider to ensure that his

machine is roadworthy and that he and his machine comply with all legal requirements.

**Child Protection.** The point of contact for Child Protection issues will be the Secretary of the Meeting unless otherwise stated in the Supplementary Regulations.

### 1.3 ENTRIES

A Motorcycle Sport Event Entry Form must be completed in every detail, and signed by each entrant, rider or passenger. Each completed entry form, together with the entry fee (which includes insurance premiums), shall be forwarded to the Secretary of the Meeting. Details of the name, address and telephone fax number of the Secretary of the Meeting (or a deputy), all entry fees, closing date for entries, conditions for return of fees, and any other special requirements, may be obtained from the event Supplementary Regulations.

All riders and passengers must register arrival at an event by signing-on at the event control office, or other designated area, not less than 30 minutes prior to commencement of said competitor's practice or first competition, whichever occurs first.

**Riders and Passengers under 18 years of age (Minors):** In order to conform with the Children's Act legislation, additionally, for every rider or passenger who is under 18 years of age a Parental Agreement must be signed. This is incorporated in the Annual Competition and Trials Registration Form and once completed will serve as the riders Annual Parental Agreement. No further forms or proof of Parental Agreement are necessary. All minors will be bound by the directions of parent(s), guardian(s).

### 1.4 ACCEPTANCE OR REFUSAL OF ENTRY

Within seven days of the receipt of the completed entry form, the Organisers must notify riders of the definite position with regard to their entry and whether such entry has been accepted, or is being held in abeyance, or has been refused. Riders whose entries are held in abeyance, or offered reserve positions, may enter another event on the same day provided that within seven days of such notification they inform the Organisers concerned, in writing, of the withdrawal of their original entry, and in such circumstances the provisions of the ACU Sporting Code shall not apply. The closing date of entries, the conditions for return of Entry Fees and any other special requirements will be contained in the Supplementary Regulations. All Supplementary Regulations must carry the telephone number of a responsible official.

**Limitations of Entries.** If entries are to be limited, the maximum number and method of limitation (i.e. in order of receipt, by ballot etc.) will be stated in the Supplementary Regulations. Events using Public Highways are limited to 180 competitors, with the exception of exempt events. See RAC Motor Vehicles (Competitions and Trials) Regulations.

**Change of rider.** All entries will be deemed to be in respect of the rider so named and no change of rider will be permitted except in the case of "Team Only" competitions where the Team Entry is submitted by a Team Manager. For "Team Only" competitions any change of an individual entry will be subject to the conditions of the Supplementary Regulations.

### 1.5 INSTRUCTIONS TO RIDERS

Any written instructions subsequently issued shall have the same force as these Standing Regulations and the Supplementary Regulations.

### 1.6 CLASSES

Time Schedules and/or Routes may vary between classes – details will appear in the Supplementary Regulations.

**Solo.** There will be five recommended classes:

(1) Championship; (2) Expert; (3) Clubman; (4) Ladies; (5) Sportsman, for beginners and non-competitive riders on finishers award only basis. When a Ladies Class is included it is recommended that the schedule should be as for Clubman Class. Supplementary Regulations must give details of any other persons eligible.

**Capacity Groups:** There will be 4 capacity groups

ALL CLASSES

E1 Two Stroke 100cc-125cc

E1 Four Stroke 175cc-250cc

E2 175cc – 250cc two stroke and 290cc – 450cc four stroke

E3 290cc – 500cc two stroke and 475cc and over four stroke

Any or all of the above groups may be included as quoted in Supplementary Regulations.

N.B. Organisers have the option of including additional classes or splitting classes.

**Sidecar** There will be two recommended classes; Championship; Clubman.

**Sidecar Capacity Groups** All unlimited.

**Quads** A class for quads or sidecars may be included where the organiser has assessed that the course is suitable for that class of machine.

**Closed Classes** Details of any closed classes will be quoted in the Supplementary Regulations.

**Teams** Details of provision for nominated teams will be given in the Supplementary Regulations.

It is recommended that team results are worked out on the number of special tests ridden by clubman, plus rider's time lost on the course, in the normal way.

### 1.7 CHANGE OF MACHINE AND/OR PASSENGER

Any change of machine of a similar capacity group and/or passenger must be notified to the Secretary of the Meeting up to one hour before the start of the Competition. Any restrictions regarding change in the capacity group of a machine may be detailed in the Supplementary Regulations.

## SECTION 2 TECHNICAL

### 2.1 MOTORCYCLES

The responsibility is on the rider to ensure that his motorcycle complies with all legal requirements including horn, speedometer. All motorcycles must be fitted with working lights.

**Machine Specification:** Solo class category 1 group A1. Sidecar class category 1 group B1 and B2.

Dimensions at the end of the Enduro Standing Regulations in this Handbook.

**Brakes:** Both front and rear wheels of the motorcycle will be braked.

### 2.2 TYRES

Front and rear – must be 'Enduro' type to current FIM specification. (see diagram at the end of Enduro Section) In special circumstances an Organiser may specify another type in the Supplementary Regulations. Please note: Some Motocross Tyres do not comply with Road Traffic Act Regulations and are not permitted for events using the Public Highway. Only tyres available from commercial or retail sources are authorised. They shall appear on the tyre manufacturers range catalogue or tyre specification lists available to the general public. They must be manufactured to comply with the European Tyre and Rim Technical Organisation (ETRTO) requirements in respect of load and speed codes and have a minimum service description of 45M. The tyres must have an E Mark and / or DOT (American Department of Transportation) approval and DOT number must be moulded on the tyre wall.

**Tyre Change:** Inner tubes/mousses may be replaced at any time during the event but not whilst the bike is in the parc ferme. Tyres may only be changed at the day's final time check between the white and yellow flag, or in the morning in the work area.

### 2.3 FUEL

Commercially available unleaded fuel must be used. Power boosters or octane boosters are forbidden. The engine must not be running while refuelling is taking place. Mobile phones must not be used in refuelling areas.

## 2.4 CONTROL OF EXHAUST SOUND LEVEL

It is the sole responsibility of the rider to present a machine complying with all Road Traffic Act(s) requirements including exhaust sound level. The sound level of an enduro machine controlled according to the ACU method and measured at 2 metres distance will not exceed 85 dBA. (For precise method of testing, see Sound Control Regulations in this Handbook). There may be one or more sound level tests taken during the event at a point on the route, as close as practical following a time check or refuelling area. Any rider required to take this spot test will be given a delay time allowance of ten minutes, but will not be allowed to make any adjustments. Riders who pass the sound level test must wait until the 10 minute delay time allowance has expired before proceeding. All subsequent check times for the day will be plus 10 minutes. Any rider who fails the sound level test will face immediate exclusion and must be return to the finish as directed and hand in his time card. At any time during the event, the Clerk of the Course or his appointed official is empowered to exclude any machine he considers to be excessively noisy. The piston stroke of the engine in millimetres must be permanently and prominently displayed on the crank case for use in sound level control calculations.

## 2.5 RIDERS NUMBERS

Riders must provide their own numbers which must be a minimum height of 100mm.

**Championship Class** – Red plates with white numbers on the front and sides.

**Expert Class** – Green plates with white numbers on the front and sides.

**Clubman Class** – Yellow plates with black numbers on the front and sides.

**Sportsman Class** – Black plate with white numbers on the front and sides.

**Veterans Class** – Blue plate with white numbers on the front and sides.

## 2.6 EXAMINATION OF MACHINES

Machines will be examined before the start to ensure compliance with the Standing Regulations and ACU Technical Specifications.

## 2.7 HELMETS

Helmets bearing the ACU gold or silver stamp and in sound condition and properly fitted must be worn by all riders and passengers while practising and throughout the event. Please refer to the section in this Handbook titled “Helmets” for other important information and conditions concerning European Community Exemption.

## 2.8 CLOTHING

Suitable strong clothing must cover legs, arms and body. Knee length boots and gloves in leather or other approved material must be worn. Helmets/Clothing must be presented to machine examiners at the same time as the machine. It is not advised that bulky hard objects such as tools etc. are carried in pockets or on the person.

## 2.9 JEWELLERY

Competitors are advised not to wear hand, face or body jewellery, which could prove hazardous in the event of an accident. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an accident, e.g. chewing gum. This includes removing false dentures.

# SECTION 3 PROCEDURES

## 3.0 TRANSPONDERS

Where Transponders or other electronic timing devices are required to be carried by the competitor to record times, the onus on ensuring the device is correctly fitted and maintained throughout the competition rests with the rider.

If competitors are required to supply their own transponders – details of this requirement must be

stated in the Supplementary regulations.

If an Organiser intends to “ Hire” or loan” Transponders or timing devices to individual competitors, details of any deposit scheme required must be clearly stated in the Supplementary Regulations.

### **3.1 SAFETY PRECAUTIONS**

There shall be an Incident Officer appointed who will be responsible for arranging and coordinating both Medical and Fire Protection services. The Incident Officer may undertake other duties at the events. Marshals or First Aid officers should only travel in the same direction as competitors or use alternative routes, unless under the most severe circumstances, while carrying out their duties.

### **3.2 MEDICAL SERVICES**

At all events qualified First Aid personnel must be in attendance with full First Aid equipment including a stretcher. A minimum of one ambulance and one other suitably identified vehicle which must also be equipped with and able to carry a stretcher must be available and one of these vehicles must always remain available at the event. Organisers must also refer to the “Medical Services & Definition” section of this Handbook.

### **3.3 FIRE PROTECTION**

At each refuelling point and other areas of fire risk, a ‘Fire Point’ must be sited. The ‘Fire Point’ will be identified by a red sign upon which the words ‘Fire Point’ shall be printed in black letters. The sign shall be in an area that must be kept unobstructed at all times. Sufficient dry powder fire extinguishers shall be placed directly at the foot of the sign.

### **3.4 PETROL TAPS**

Riders must check that their petrol taps are turned off before leaving their motorcycles in the Parc Ferme.

### **3.5 WARNING NOTICES**

The Incident Officer will be responsible for the siting of approved WARNING NOTICES (see Safety Precautions Section of Handbook for further details) at entry to event site, paddock and appropriate places around the course such as Tests and spectator points.

### **3.6 RESTRICTED SPEED (BLUE TAPE) AREAS**

These areas MUST be established on the approach to the Time Control Clock and refuelling points will be identified by BLUE TAPE defining the route. Within BLUE TAPE area riders MUST NOT exceed walking pace, under penalty of exclusion. The Incident Officer/Clerk of the Course may also establish BLUE TAPE areas at other parts of the route if required. The BLUE TAPE area must be clearly identified by signs. In addition, a board, at least 600mm x 300mm with diagonal blue stripes on a white background will indicate the start of the BLUE TAPE Area. A similar board with a Black Cross will indicate the end of the BLUE TAPE Area.

### **3.7 CLOSED CONTROL (PARC FERME)**

After preliminary examination the machine may be placed into a parc ferme. Where possible it should be properly fenced, otherwise its limits should be properly marked and controlled by officials to ensure that only authorised persons may enter. Access to the parc ferme is only allowed to the Stewards of the Meeting, Clerk of Course and officials controlling the area. Riders and passengers may only enter when parking or collecting their machines and must not interfere with other machines. If any work or adjustments are made to a machine whilst in the Parc Ferme the rider will be excluded. Machines must either have a fitted or temporary stand and must not be covered in any way whilst in the Parc Ferme. In events of more than one day’s duration, where organisers do not intend to place machines in the Parc Ferme overnight but return them to riders, this must be clearly stated in the Supplementary Regulations.

### 3.8 WORKING AREA / MACHINE MAINTENANCE

For multi day events either a Working area should be established, or as an alternative, competitors should be allowed time before the final time check of the first day.

#### With Working Area

This should also, where possible, be properly fenced or marked and should be either immediately adjacent to the Parc Ferme, or connected to it by a short enclosed route, from which there is only one exit into the starting area. A roped enclosure may be provided within the perimeter of the work area, into which a riders assistant may be allowed with a mousse board/fuel etc. The assistant cannot enter the work area but is allowed to pass equipment under the rope to the rider. All adjustments, refuelling etc. are to be carried out in the working area, access to which will only be allowed to competitors. Stewards of the Meeting, the Clerk of the Course and Officials-in-Charge of the area and accredited Members of the Press. No assistance may be given in the working area and the penalty for breaking this rule is exclusion. If any work or adjustments are made to a machine in the Parc Ferme the rider will be excluded. Organisers must ensure that both Parc Ferme and working areas are of sufficient size to accommodate entry without congestion and provide proper fire fighting equipment. Smoking is strictly prohibited in both these areas.

#### Without Working Area

A pre-finish check may be used to allow riders a set time for maintenance. Alternatively running times for all classes should allow riders approximately 15 minutes to work on their machine before the final check.

### 3.9 START

**Start Order** Riders will be informed prior to the event of both their starting time and riding numbers.

**MSA permit** Where an MSA permit is issued, the maximum number of starters must be 2 per minute. Method of starting order will be stated in the Supplementary Regulations with maximum number of drivers starting per minute being: – Solo – 4. Sidecar – 2.

#### Starting Procedure with Working Area

Each rider will be allowed to enter the Parc Ferme 15 minutes before his starting time and push his machine to the exit. At 10 minutes (for sidecars only – 20 minutes) prior to his starting time the rider will be admitted to the working area where he may attend to his machine.

In One Day Events this procedure may be omitted, but if so, it must be so stated in the Supplementary Regulations.

#### Starting Procedure without Working Area

Each rider will be allowed to enter the Parc Ferme 5 minutes before their starting time and push their machine to the exit.

**Start.** A starting signal will be given at the exact time the rider is due to start. Within one minute after the signal is given the Competitor must have started their engine, by kick-start or other fitted starting device only and crossed the 20m line under engine power. Failure to do so will incur a penalty, he may then start the machine by other means.

If a rider is not on the start line at this due time he will not be penalised so long as he completes the correct procedure and crosses the 20m line within one minute of his due start time.

Riders arriving more than one minute late at the start line will be penalised by 60 pts per minute late. They will be given the next minute as the new start time and must complete the correct start procedure.

### 3.10 RESTART

In an event of more than one day, a rider who fails to be classified as a finisher or who fails to come to the start line on any day, may restart the following day under the following conditions:

- a) Within one hour of the scheduled finish time of the last rider for that day the rider must inform the Secretary of the Meeting of the intention to restart the following day.
- b) Thirty minutes before the start time of the first rider the next day, the rider must present the



machine at the start for re-examination. It must be the same machine on which the rider started the event, in respect of frame and hubs. The machine must then be placed in the Parc Ferme.

c) Provided he satisfies the Organisers on the above conditions he will be allowed to start the day and be eligible for Championship points, if applicable.

### 3.11 COURSE

The course shall consist of mainly rough track and cross country going and must be clearly marked with route markers or direction arrows. Please note the general course may be open to other users and must not be treated as a one way route. Forest roads and tracks are NOT closed to other users and traffic may be travelling in the opposite direction.

Route marking must be positioned and angled so as to clearly indicate the intended direction of route. In determining the distance between the markers, organisers should give due consideration to likely conditions i.e. weather, dust etc.

Where a gate of arrows is constructed, riders must pass between them.

**Recommended Marking of Junctions.** One arrow approximately 50 metres in advance of the junction giving due consideration to likely conditions, fog, dust, etc.

Two arrows at the junction.

One arrow after the junction to indicate correct route.

**Wrong Direction Markers.** Where appropriate, wrong direction signs of black cross on suitable background or 'no entry' sign should be displayed.

**Diversionary Routes.** All points where separate routes are to be followed by different classes must be clearly indicated as follows:

- a) In advance of diversion, a warning sign.
- b) At the point of the diversion, a further sign indicating the routes to be taken in each class.
- c) After the diversion, a further sign that indicates which route is being followed.

The size and positioning of the signs must be such that the information is clearly communicated.

**Caution Boards.** To warn drivers of severe hazard points on the route crossed arrows or an exclamation sign should be used.

**Removal of Course Markers – 2 Day Events.** It is recommended that where the route for day 2 follows the same route as day 1 at all points where the route diverts, day 1 arrows should be removed, and if possible wrong direction arrows displayed.

**Warning Signs for the Public.** Examples of warning signs for the public are to be found elsewhere in this Handbook. Please refer to Safety Precautions section at rear of this Handbook.

**Mileage.** Organisers should ensure that the lap length exceeds 10 miles per lap. Recommended overall scheduled time per rider should be within daylight hours. Mileage quoted by the organiser must be taken as correct and the average speed set between any time check must not exceed 30 mph. (SR's for 'short course' enduros shown separately.) On Forestry Commission land the overall average speed must not exceed 25mph.

**Impassable Route.** If the Clerk of the Course decides that any part of the route becomes impassable during the event, he may delete that section and adjust the time accordingly.

**Course Cutting.** Any rider reported to the Clerk of the Course for any of the following may be subject to

- a) Missing or entering a time/route check or special test from the wrong direction.
- b) Course cutting.
- c) Not following the marked or the intended route.

### 3.12 TIME AND ROUTE CHECKS

- (a) The timing of events, either wholly or in part, may be carried out either by a licenced Timekeeper or by any other competent person appointed by the organiser. These officials, if not registered Timekeepers, shall be classified as Enduro Time Marshals. Apart from the correction of errors which may emerge on investigation, the times, speeds and

classification of an event shall be taken as fact and no appeal shall be accepted as to their accuracy.

- (b) Time cards and route cards for the first day's run MUST be issued at the preliminary examination. For a 2 day event, time cards MUST be issued after day one has been completed. Only riders will be responsible for getting their cards – stamped/marked at all time and route checks. Failure to do so, or intents to deceive the organisers by altering or obliterating these cards, or using another rider's card will lead to disqualification.  
Time schedules will show the time that a rider is allowed between time checks.  
Loss of time card/route card will incur a penalty.  
A rider who misses a time/route check or arrives from the wrong direction will be disqualified. The onus rests with the riders to present a time card to the Time Check Official in a flat and legible condition.
- (c) **Indication of Time Checks.** The time checks will be indicated by a white flag placed 200 metres and a yellow flag 20 metres before reaching the control. These flags will be placed so that they are at all times clearly visible to the riders. OFFICIAL TIME SHOULD BE VISIBLE TO THE RIDER AT YELLOW FLAG.
- (d) **Procedure at Time Checks.** After the rider has passed the yellow flag with his motorcycle he must immediately present his time card.  
Riders stopping between the yellow flag and the time check will be given the time indicated on the clock when they passed the yellow flag. The arrival time at a time check is the time the rider passes the yellow flag.  
A rider may pass the final time check of the day early, without penalty.  
At each time check the official is obliged to mark each riders time card with the arrival time and keep a backup checklist showing all riders arrival times.
- (e) **Calculation of Time Check Penalties.** Each section between time checks constitutes a test in itself. Riders who exceed the time permitted between one time check and the next, will be penalised 60 points per minute late arrival according to the time registered by the clock when they clock in. STAMPING/MARKING TIME – STARTING TIME FOR NEXT SECTION.
- (f) **Time Limit.** A rider who arrives at a time check more than 60 minutes after his original starting time for a day's run, plus the time allowed for travel between each time check passed and any time taken for Noise Testing is automatically disqualified.
- (g) **Route Checks.** These may or may not be marked on the route card and will be indicated by blue flags approximately 20 metres prior to the checkpoint.  
Competitors must stop in order to have their passage recorded as required on their time card or a card attached to their machine.  
Any rider whose passage is not marked may be disqualified. Route checks are designed to ensure competitors stick to the marked route and it is recommended that organizers include at least one route check per day.

### 3.13 SPECIAL TESTS

Each rider shall ride a minimum of two special tests per day (the same test may be used) apart from exceptional circumstances or force majeure. These must be accurately timed and may be of Cross Country, Motocross, Hill Climb type, or as specified in the Supplementary Regulations. It is desirable that the special tests be electronically timed to 1/100 sec by light beam. Any rider who fails to take the intended authorised route may be penalised by the Clerk of the Course if he feels an advantage has been gained. It is recommended that for Championship class riders, there should be at least 15 minutes of test riding each day. Ideally, tests should last approximately 5 minutes.

### 3.14 PRACTISING

Practising on any part of the course is forbidden. Special Tests may be inspected on foot but NOT by any wheeled vehicle (including mountain bike) and breach of this rule renders the competitor liable to

disqualification.

Where another event takes place at the same venue it will not be considered to constitute unofficial practice.

### 3.15 REFUELLING

An area should be set off the course for refuelling, access to which will only be allowed to officials, competitors and authorized helpers. The area should be manned by marshals.

- (a) Where refuelling is permitted both service crews and organisers must provide adequate fire fighting equipment. There should be a suitably marked FIRE-POINT and also NO SMOKING signs should be displayed. **The engine must be stopped when refuelling**
- (b) Refuelling may only be carried out at points designated by the organisers which will be marked with GREEN FLAGS – full details must be available at the start. In two day events refuelling may be allowed in the official working area.
- (c) No time allowance will be made for refuelling and this must be done during the running time or the ten minutes prior to the start.
- (d) Distance between refuelling points should not exceed 25 miles.
- (e) Any rider who refuels at any other point will be disqualified.

**Smoking or the use of mobile phones in refuelling points is forbidden**

### 3.16 ENVIRONMENTAL MATS

Where refuelling or servicing of a motorcycle is being undertaken, riders must provide and use an environmental mat to protect the ground. These mats are to be removed by the competitors after use. The minimum dimensions of the mat will be at least equal to the wheelbase of the motorcycle and of the width of the handlebars.

### 3.17 OUTSIDE ASSISTANCE

Outside assistance is forbidden under penalty of disqualification and occurs when

- (a) Any person other than the rider, or an official performing his duties, comes into contact with the machine
- (b) When a rider is accompanied on the course. Exceptions to this rule are:
  - At designated points, such as time controls or other places specified by the organiser, (except the work area) helpers may remove and replace caps and refill petrol and oil tanks, gearbox, radiator, adjust tyre pressures, provide parts and tools and assist with the bleeding of air from hydraulic systems.
  - At all other parts of the course riders only may work on the machines with spares and tools as carried on the machine.

### 3.18 PENALTIES

#### DISQUALIFICATION

- Using non specified tyres
- Engine capacity other than stated to organizers
- Exceeding walking pace in Blue tape areas
- Changing parts which are liable for marking or presenting a machine with missing marked parts
- Altering course
- Altering a time card
- Practising on the course prior to the event
- Accepting outside assistance other than allowed in Standing Regulations
- Exceeding noise level limit
- Being accompanied anywhere on the course
- Change of machine during event

- Changing tyres except at the final time check of the day
- Course cutting, not following marked route or driving in opposite direction of route, will result in exclusion or in exceptional circumstances the Clerk of the Course may impose a points penalty.

**POINTS**

Starting engine in parc ferme, working area or before starting signal is given	60
Loss of timecard/route card	60
Not starting engine and crossing 20m line within one minute of starting signal	20
Entering parc ferme with engine running	60
Failure to attend machine examination when held on day prior to start (see Reg 2.6)	20

**TIMED PENALTIES**

For every minute late at the start line	60
For each full minute late or early at time check	60

**SPECIAL TESTS**

Timed to 1 second	1 sec – 1pt	Automatically	1/100 sec – 1/100 pt
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**3.19 AWARDS**

Full details of awards will be stated in the Supplementary Regulations.

**3.20 LEGAL ACTION**

A rider who is convicted following a police prosecution for an offence committed by him whilst taking part in the competition may be liable to disqualification.

**3.21 WARNING TO THE PUBLIC**

The Organisers must display Warning Notices at the start of the event, the special tests and at any other point of the course where the public is likely to congregate.

**3.22 INSURANCE**

Each rider will be required to declare that there will be in force in relation to the use of the vehicle which he intends to drive during the event such a policy of insurance or such a security in respect of Third Party risks as complies with the requirements of the current Road Traffic Acts, and which is operative whilst taking part in the event. The Organisers will be required to cover Riders and Passengers against Personal Accident risks and Third Party insurance for 'off-the-road' risks whilst taking part in the event and the premium for such insurance will be included in the entry fee. Where the organiser wishes to offer (through the ACU Insurance Broker) Third Party Insurance cover necessary to meet the Road Traffic Act requirements on Public Highways, this must be stated in the Supplementary Regulations.

**3.23 DISCLAIMER**

It is a condition of acceptance of entry that the Organiser shall not be responsible for any damage to a motorcycle or its accessories, whether by fire, accident or other causes, nor for the theft of a motorcycle or its accessories, during the event.

**3.24 LIABILITY FOR DAMAGE**

A rider is liable for any damage caused by himself, his passenger, or any helpers, during the event. The Organisers may act as agents for such persons to agree and pay for any damage and the riders shall on demand reimburse the Organisers any sum so paid.

**3.25 ABANDONMENT**

The Organisers reserve the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone or abandon the competition, if circumstances should arise, which, in their opinion, render such action necessary.

### 3.26 COMPLIANCE WITH REGULATIONS

Every Entrant and Rider by entering or being entered or nominated thereby acknowledges that he is bound by the National Sporting Code of the ACU and these Standing Regulations, together with any Supplementary Regulations and Final Instructions to be hereafter issued, to all of which he undertakes to submit and moreover renounces any right to have recourse to any arbitrations or tribunal not provided for in the said Rules and Regulations.

### 3.27 INTERPRETATION

The interpretation of these Standing Regulations and the Supplementary Regulations or instructions to Riders will rest entirely with the Stewards of the Meeting whose decision shall be final and binding except as provided in the Sporting Code.

### 3.28 FIRE EXTINGUISHERS

All competitors with the exception of those travelling to an event on the machine on which they are competing, must have a 2kg (minimum) dry powder fire extinguisher available for immediate use. If a 'closed vehicle' is being used the extinguisher must be fitted adjacent to, or on the inside of the working door. In the case of a shared vehicle the other competitors extinguisher(s) should also be visible, or, the fitted extinguisher(s) must be of a proportionately larger capacity. This fire extinguisher must be available at any refuelling point.

### 3.29 POWER WASHERS

Use of power washers is prohibited. Unless the organisers have suitable facilities which comply with the ACU Environmental Code.

### 3.30 DOGS

Owners are responsible for ensuring their dog is kept under control and for clearing up any fouling that may occur

## SECTION 4 ADDITIONAL STANDING REGULATIONS FOR ADULT SHORT COURSE ENDUROEVENTS

- 4.1 **Definition** Multi lap short course event held under Enduro Standing Regulations and these variations.
- 4.1.2 **Entries** (As per 1.3). The ratio of competitors to course will be 30 riders per kilometre of course e.g.180 riders must have 6kms lap distance etc. Sidecar: Half these figures. This recommended number may be changed by the authority granting the permit.
- 4.1.3 **Start** (As per Regulation 3.9). Except that maximum number of starters per minute may be 5 Solos. This recommended number may be changed by the authority granting the permit.
- 4.1.4 **Course** Should be Enduro style of a minimum length of 3kms. Overall time allowance should be 3 hours minimum, 5 hours maximum. Details must appear in Supplementary Regulations.
- 4.1.5 **Time and route checks** (As per Regulation 3.11). Time checks will be at Start/Finish area which may also be a route check. There should be adequate route checks on the course.
- 4.1.6 **Special tests** (As per Regulation 3.12). May consist of a whole lap or as detailed in the Supplementary Regulations.
- 4.1.7 **Motorcycles** Regulation 2.1 may be omitted if the course allows but requirements must appear in the Supplementary Regulations. Machines must be examined for safety and noise level (Max 85dBA) before being allowed to take part.
- 4.1.8 **Refuelling** An area should be set off the course for refuelling. The organisers must provide fire fighting equipment.

## SECTION 5 ADDITIONAL STANDING REGULATIONS FOR YOUTH SHORT COURSE ENDURO EVENTS

Youth riders may be included in short course Enduros either as part of a separate event or a separate class run in conjunction with the main event, provided that the following points are closely observed:-

- 5.1 **Age of riders** Youth riders must be a minimum age of 15 years to participate in a Youth short course enduro and may continue to ride as a youth until the end of the calendar year that he reaches 16 years of age.
- 5.2 **Machine capacity** The maximum capacity for machines must be 125cc
- 5.3 **Bibs** Where a Youth class is included within the Adult event, the Youth riders must be suitably identified with a coloured bib. This bib must be a different colour to any bibs used by Officials/ Marshals, or to any which have been issued to Adult riders
- 5.4 **Youth Starting order** Where Youths are included as part of an Adult event, Youth riders must be started as a separate group behind the Adults.
- 5.5 **Overall time allowance** The overall time allowance at an event for youth riders must not be more than 2hrs 30 mins.
- 5.6 **Physical eligibility / proficiency assessment** All riders should be able to sit astride their machines and with one foot firmly on the ground must be able to control the gear lever or the foot brake with the other foot. They should also be able to lift the bike up from a horizontal position on the ground to an upright position.
- 5.7 **Riders (Minors):** In order to conform with the Children's Act legislation, additionally, for every rider or passenger who is under 18 years of age a Parental Agreement Form must be signed by parent/s or guardians. All minors will be bound by the directions of parent/s or guardian/s.
- 5.8 **Child Protection.** The point of contact for Child Protection issues will be the Secretary of the Meeting unless otherwise stated in the Supplementary Regulations.
- 5.9 **Marshals** Organisers should place marshals at strategic points around the course and have sufficient marshals that no part of the course is unsighted to them and any difficult sections must have a marshal present and ensure control of the event.

## SECTION 6 BRITISH AND ACU METZELER SOLO ENDURO CHAMPIONSHIP REGULATIONS

Championship points will be awarded to competitors of any Nationality. The title "British/ACU Metzeler Enduro Champion" will be awarded to the competitor with the most points who holds British Citizenship. If the rider with the most points is not a British Citizen he shall be awarded the title "British/ACU Metzeler Open Enduro Champion". This principle will apply throughout the classes.

- 6.1.1 The allocation of all Championship Rounds is at the discretion of the Trials and Enduro Committee of the ACU. In granting a Permit to organise a Round, the Committee does not abrogate its overall responsibility for the Championship Series and may, in its absolute discretion, withhold points for all or part of a Round introducing a replacement Round at a later date, if seen fit.
- 6.1.2 There will be five classes:
  - (1) Championship; (2) Expert; (3) Clubman; (4) Womens; (5) Veterans (over 40 years on the 1st January of the current year).

The Womens class will run on the Clubman schedule. There will be a Veterans class included on the Clubman schedule and a separate one on the Expert schedule. Veteran riders can choose to enter either Clubman Veteran (laps and time as per Clubman) or Expert Veteran (laps and time as per Expert schedule).

Start order will be as per the Supplementary Regulations, however, in the Championship class numbers 1–10 will start first in numerical order on each day

Time Schedules and/or Routes may vary between classes – details will appear in the Supplementary Regulations.

- 6.1.3 Capacity Groups: There will be 4 capacity groups  
 ALL CLASSES  
 E1 Two stroke 100cc – 125cc two stroke  
 E1 Four stroke 175cc – 250cc four stroke  
 E2 175cc – 250cc two stroke and 290cc – 450cc four stroke  
 E3 290cc -500cc two stroke and 475cc and over four stroke
- 6.1.4 Riders will be responsible for fitting the correct colour number plates. Provision of numbers will be as per the Supplementary Regulations of the event. However riders placed 1–10 in the previous year’s overall championship classification will be allocated the corresponding number to their finishing position.  
 For all British Championship events the rider must allow a space of 40mm at the top of front and side number plates for the sticker of the Series Sponsor. Only the Series Sponsor’s logo should appear on the number plate.
- 6.1.5 Solo Championship Rounds will be National Events with a minimum lap length of 20 miles. They may be of 1 day or 2 day duration and the list of qualifying events will appear in the current Fixture List.
- 6.1.6 All Support Crews must be equipped with serviceable fire extinguishers at service points.
- 6.1.7 The title of “British/British Open -Solo Enduro Champion” will be awarded to the best overall performance in the Championship Class irrespective of capacity group. Winners of Capacity Groups in the Championship Class will be awarded the title “British / British Open E1/E2/E3 Enduro Champion”. In the Expert and Clubman Class, winners of the series will be known as “ACU/ACU Open Enduro Champion” in the respective capacity groups and class. In addition, the best overall performance over the series in these classes will be known as “ACU Overall/ACU Open Overall (Expert)/(Clubman) Enduro Champion”.
- 6.1.8 At the conclusion of the series the points scored by each rider in all days held less 2 (which do not have to be from the same event) will be added together and the rider with the highest number of points who is a British Citizen will be awarded the title of “British Solo Enduro Champion”. The rider with the highest number of points gained on this basis who is not a British citizen will be awarded the title of “British Open Enduro Champion”.  
 Ties will be decided by  
 a) Most days wins b) Most day second places c) Most day third places etc. down to fifteenth.  
 If a tie still exists, best position in the final round either finishes will decide the tie.
- 6.1.9 **Tyres.** Only Enduro or Trials type tyres are allowed.
- 6.1.10 **One Make Team.** From the scratch results from each day of the Championship, Expert and Clubman classes, the points from the riders (top 15) who score points on the same make of machine will have these counted toward a manufacturers award at the end of the series in each class. All rounds to count.
- 6.1.11 **Championship Points.** Calculation of points scored each day for overall and all classes of the Series will be as follows:  
 1st – 20 points    5th – 11 points    9th – 7 points    13th – 3 points  
 2nd – 17 points    6th – 10 points    10th – 6 points    14th – 2 points  
 3rd – 15 points    7th – 9 points    11th – 5 points    15th – 1 point  
 4th – 13 points    8th – 8 points    12th – 4 points  
 In the case of ties in the results of each day the riders concerned will each receive the points for this position.  
 i.e. Rider A 800 points. Rider B 800 points. Rider C 820 points.  
 Rider A – 20 Championship Points Rider B – 20 Championship Points Rider C- 15 Championship Points
- 6.1.12 **Marking of Machines.** The Championship and Experts class will have the following parts marked with paint and inscribed with their number: (i) Main frame (ii) Both hubs.

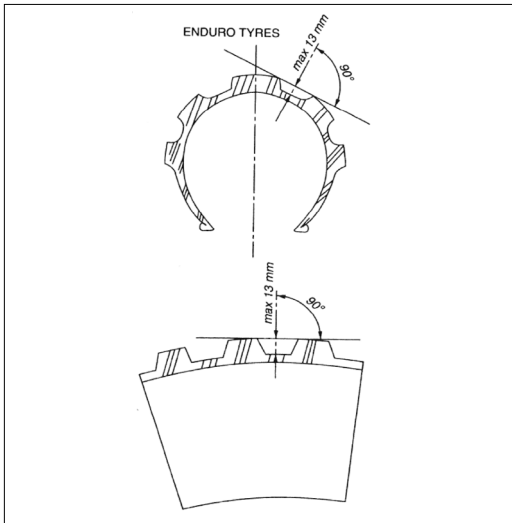
6.1.13 **Final Examination.** At the end of the event all Championship and expert machines should be examined for marks.

## **SECTION 7** BRITISH/ACU CLUBMANS SIDECAR ENDURO CHAMPIONSHIP REGULATIONS

**Championship points will be awarded to competitors of any Nationality. The title “British/ACU Sidecar Enduro Champion” will be awarded to the competitor with the most points who holds a British Citizenship. If the rider with the most points is not a British Citizen he shall be awarded the title “British/ACU Open Sidecar Enduro Champion”. This principle will apply throughout the classes.**

- 7.1.1 The allocation of all Championship Rounds is at the discretion of the Trials and Enduro Committee of the ACU. In granting a Permit to organise a Round, the Committee does not abrogate its overall responsibility for the Championship Series and may, in its absolute discretion, withhold points for all or part of a Round introducing a replacement Round at a later date, if seen fit.
- 7.1.2 Series Sponsor. Only the Series Sponsor’s logo should appear on the number plate.
- 7.1.3 This Sidecar Enduro Championship will be made up of 1 and 2 Day National Events chosen at the discretion of the Trials and Enduro Committee. The list of events may be found in the current ACU Fixture List.
- 7.1.4 There will be three classes – Championship, Clubman and Newcomer. The Title of “British / British Open Sidecar Enduro Champion” will be awarded to the best overall performance in the Championship Class irrespective of capacity. In the Clubman Class, the winner will be known as the “ACU / ACU Open Sidecar Enduro Clubman Champion”.  
The passenger who crews for him in the most number of rounds will be regarded as his regular passenger.  
The best overall performance by a newcomer will receive the Newcomers Award.
- 7.1.5 To be eligible for Clubman Championship points riders must not have won the ACU Clubmans Championship in the last three calendar years. Exception may be made at the discretion of the Trials and Enduro Committee. Riders not eligible for points (as detailed above) may compete on a no points basis.  
A newcomer is classified as a rider who has never competed in the British/ACU Clubmans Enduro Championship prior to the current year.
- 7.1.6 Calculation of Championship Points, in one or two day events, will be as follows:
- |                 |                 |                 |                 |
|-----------------|-----------------|-----------------|-----------------|
| 1st – 20 points | 5th – 11 points | 9th – 7 points  | 13th – 3 points |
| 2nd – 17 points | 6th – 10 points | 10th – 6 points | 14th – 2 points |
| 3rd – 15 points | 7th – 9 points  | 11th – 5 points | 15th – 1 point  |
| 4th – 13 points | 8th – 8 points  | 12th – 4 points |                 |
- At the conclusion of the series the points for each riders best results from all days held less 2 (which do not have to be from the same event) will be added together and the rider with the highest number of points to his credit will be the winner.
- 7.1.7 The methods of deciding ties shall be as stated in the British Solo Enduro Championship Regulations.





# British /ACU Quad Enduro Championship Regulations

Championship points will be awarded to competitors of any Nationality. The title “British/ACU Quad Enduro Champion” will be awarded to the competitor with the most points who holds a British Citizenship. If the rider with the most points is not a British Citizen he shall be awarded the title “British/ACU Open Quad Enduro Champion”. This principle will apply throughout the classes.

- 7.1.1 This Quad Enduro Championship will run over selected rounds of the British Sidecar Enduro Championship and will be made up of 1 and 2 Day National Events chosen at the discretion of the Trials and Enduro Committee. The list of events may be found in the current ACU Fixture List.
- 7.1.2 Series Sponsor. Only the Series Sponsor’s logo should appear on the number plate.
- 7.1.3 The allocation of all Championship Rounds is at the discretion of the Trials and Enduro Committee of the ACU. In granting a Permit to organise a Round, the Committee does not abrogate its overall responsibility for the Championship Series and may, in its absolute discretion, withhold points for all or part of a Round introducing a replacement Round at a later date, if seen fit.
- 7.1.4 Calculation of Championship Points, in one or two day events, will be as follows:
 

1st – 20 points	5th – 11 points	9th – 7 points	13th – 3 points
2nd – 17 points	6th – 10 points	10th – 6 points	14th – 2 points
3rd – 15 points	7th – 9 points	11th – 5 points	15th – 1 point
4th – 13 points	8th – 8 points	12th – 4 points	

At the conclusion of the series the points for each rider’s best results from all days held will be added together and the rider with the highest number of points to his credit will be the winner.
- 7.1.5 The methods of deciding ties shall be as stated in the British Solo Enduro Championship Regulations.

# Hare and Hounds / Cross Country (Adult) Standing Regulations

## DEFINITION

Hare and Hounds / Cross Country events are controlled Group Start events which are a test of endurance and reliability. Competitors will be required to complete a number of laps within a time set by the organisers (not less than 2 hours). The duration of events will be stated in the Supplementary Regulations.

## PROCEDURE FOR STOPPING AN EVENT

Where it is deemed necessary to stop an event only the Clerk of the Course or his assigned assistants can stop an event. All courses must have sufficient assistants to ensure that when a race is stopped this decision is communicated to all of the riders as quickly as possible.

## SECTION 1 GENERAL

### 1.1 ELIGIBILITY

All the riders and passengers must hold a current ACU or SACU licence and be a minimum age of 16 years. Any rider or passenger from another FMN MUST produce a licence issued by their FMN together with start permission and proof of personal accident Insurance.

### 1.2 CLASSES

The Supplementary Regulations may specify that capacity classes allowed in ESR 1.6 or classes determined by rider grading must start in the same group.

### 1.3 ENTRIES

A Motorcycle Sport Events Entry Form must be completed in every detail, and signed by each entrant, rider or passenger. (N.B. a requirement of signing and entry application form is that each signatory understands the National Sporting Code of the ACU, Standing Regulations, such Supplementary Regulations as have been issued for the event and such Final Instructions subsequently issued, and agrees to be bound by them). Each completed entry form, together with the entry fee (which includes insurance premiums and Entry Subscription (NSC 7.05), shall be forwarded to the Secretary of the Meeting. Details of the name, address and telephone/fax number of the Secretary of the Meeting (or a Deputy), all entry fees closing date for entries, conditions for return of fees, and any other special requirement, may be obtained from the event Supplementary Regulations. All riders, passengers and appointed persons responsible for minors, must register arrival at an event prior to commencement of said competitor's practice or first competition, which ever occurs first.

**Limitations of Entries.** If entries are to be limited, the maximum number and method of limitation (i.e. in order of receipt, by ballot etc.) will be stated in the Supplementary Regulations.

**Riders and Passengers under 18 years of age (Minors):** In order to conform with the Children's Act legislation, additionally, for every rider or passenger who is under 18 years of age a Parental Agreement Form must be signed by parent/s or guardians. All minors will be bound by the directions of parent/s or guardian/s.

**Child Protection.** The point of contact for Child Protection issues will be the Secretary of the Meeting unless otherwise stated in the Supplementary Regulations.

### 1.4 ACCEPTANCE OR REFUSAL OF ENTRY

The Organiser must notify all riders of the position regarding their entry prior to the event.

## SECTION 2 TECHNICAL

### 2.1 MOTORCYCLES

Subject to the Supplementary Regulations any solo/sidecar which complies with the Motocross, Trials, or Enduro Specifications as per the current ACU Handbook, may be allowed.

### 2.2 TYRES

Tyre type is optional or as stated in the Supplementary Regulations.

### 2.3 CLOTHING

As per current Enduro Standing Regulations.

### 2.4 HELMETS

Helmets bearing the ACU gold or silver stamp, in sound condition and properly fitted must be worn by all competitors. Please refer to the section in this Handbook titled 'Helmets' for other important information and conditions concerning European Community Exemption.

### 2.5 JEWELLERY

Competitors are advised not to wear hand, face or body jewellery which could prove hazardous in the event of an accident. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an accident, e.g. chewing gum. This includes removing false dentures.

### 2.6 NUMBERS

Bibs may be supplied by the organisers. If not, number plates to the size and colour stated in the Supplementary Regulations.

### 2.7 MACHINE EXAMINATION

All riders must sign on at least 30 minutes before the start time and present their machine and clothing for inspection.

### 2.8 NOISE CONTROL

Machines must be within the noise levels currently in force for that category of machine (see respective Standing Regulations).

## SECTION 3 PROCEDURE

### 3.1 COURSE

Must be 'off-road' and the minimum time allowed shall be 2 hours. The organisers may split the event into 2 or more legs if desired but the minimum time for each leg must be 90 minutes. The ratio of competitors to course will be – 30 riders per km of course, e.g. 180 riders must have 6 km lap distance etc.

#### **Special Regulations for 2 rider teams in Hare & Hounds / Cross Country. Course and Time**

**Session** A team of riders must consist of a maximum of 2 riders. Each rider will be required to complete a time session. Only one rider is permitted on the course in one session with each rider completing an alternate session. The minimum time allowance per time session should be laid down in the Supplementary Regulations with the emphasis on endurance.

Any restrictions on the number of machines used by Team riders are to be stated in the Supplementary Regulations. All machines used are to be subject to Machine Examination.

### 3.2 OUTSIDE ASSISTANCE

This will only be allowed in the pit area, except when provided on the course by the organisers.

### 3.3 START

The start must be set out so that riders will start in groups which will be decided by the organisers e.g. capacity classes, ability classes etc. These groups will be defined in the Supplementary Regulations. The number of riders in each group – which must not exceed 40 – and the start interval between groups – which must be no less than 30 SECONDS- will be decided by the organiser and due regard to course layout and the approval of the permit issuing authority. The organisers must ensure that the entire entry must be able to start and leave the start area before earlier riders start subsequent laps. UNLESS an adequate filter system can be incorporated to allow riders to join the course without impeding existing competitors. In all circumstances there must be a dead engine start. This may limit the size of entry. Any rider who fails to start their machine at the allotted start time for their group will be credited for that original start time regardless of the actual time that they start.

### 3.4 LAP SCORING AREA

An area must be designated which allows riders to pass through single file gates where their number will be recorded on the completion of every lap. Where there is more than one class the organiser may set alternative durations to suit the varying abilities. The organisers may stipulate that riders have to stop, and in all instances, the lap scoring area will be regarded as a “BLUE TAPE” area and marked as such.

### 3.5 FINISH

After the specified time/number of laps, the riders will be diverted through the lap scoring area and then from the course.

### 3.6 FINISHING ORDER

The winner overall and of any respective classes will be the riders who have achieved the closest number of laps to the duration set on the allotted time. Each riders start time will be taken as their respective groups start time, or individual start time as decided by the Organiser, and their individual finish time will have been recorded.

### 3.7 TIES

Will be decided on the laps completed and the individual times of each rider.

### 3.8 CHECKS

The start/finish will be the only time check. There should be adequate marshals/route checks on the course to prevent course cutting.

### 3.9 MARSHALS

Organisers should place marshals at strategic points around the course to monitor safety and ensure control of event.

### 3.10 PUBLIC SPECTATOR AREAS

The Supplementary Regulations must announce the provision of clearly identified specific areas which must be used by all non competitors other than riders or officials. Warning notices must be placed at appropriate points around the course to prevent public access.

### 3.11 RESTRICTED SPEED (BLUE TAPE) AREAS

These areas MUST be established on the approach to the Time Control/Lap Scoring area and any refuelling and works areas. Within ‘BLUE TAPE’ areas the rider must not exceed walking pace, under penalty of exclusion. The Incident Officer/Clerk of the Course may also establish ‘BLUE TAPE’ areas at other parts of the course if required.

### 3.12 REFUELLING

A suitable and restricted area must be marked out adjacent to the course as a pit area. Access to this area must be restricted to marshals, riders and authorised helpers. The area should be manned by marshals and access only allowed to officials, competitors and authorised helpers. The Organiser MUST establish a fire point, clearly indicated and with the appropriate fire extinguishers present. Each rider shall ensure that his refuelling crew, have a fire extinguisher at the refuelling point as described in Regulation 25. 'No Smoking' signs should be displayed. **THE ENGINE MUST BE STOPPED DURING REFUELLING. NO SMOKING ALLOWED. REFUELLING MAY ONLY BE CARRIED OUT IN THE DESIGNATED AREA.**

### 3.13 FIRE EXTINGUISHERS

All competitors with the exemption of those travelling to an event on the machine on which they are competing, must have a 2kg (minimum) dry powder fire extinguisher available for immediate use. If a 'closed vehicle' is being used the extinguisher must be fitted adjacent to, or on the inside of the working door. In the case of a shared vehicle the other competitors extinguisher(s) should also be visible, or, the fitted extinguisher(s) must be of a proportionately larger capacity.

### 3.14 MEDICAL SERVICES

At all events qualified First Aid personnel must be in attendance with full first aid equipment including a stretcher. There must be a minimum of TWO ambulances or ONE ambulance and ONE other suitably identified vehicle, which must be equipped with and able to carry a stretcher. One vehicle must always be available at the event. The attendance of a Doctor or Paramedic is strongly recommended.

### 3.15 PUBLIC WARNING

Notices must be displayed in accordance with the Safety Precautions section of the current ACU Handbook.

### 3.16 DISQUALIFICATION PENALTIES

- Smoking in the refuelling area. Outside assistance except in the refuelling area.
- Refuelling with engine running. Missing a route check.
- Refuelling other than in refuelling area. Changing machine during event.
- Course cutting. Excessive speed in BLUE TAPE areas.
- Failing Sound Control Test. Riding in opposite direction to the course.
- Prejudicial Action. Any person having an interest in a rider's performance, who takes any action prejudicial to the sport may result in the disqualification of that rider. Rider's parents or associates failing to obey instructions given by officials of a meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting by not adhering to the Regulations, Supplementary Regulations or the Protest or Appeal procedure, may render the rider liable for the disqualification and/or being reported to the permit issuing authority for further action.

### 3.17 COMPLIANCE WITH REGULATIONS

Every rider by entering or being entered or nominated, thereby acknowledges that he is bound by the National Sporting Code of the ACU and these Standing Regulations together with any Supplementary Regulations and Final Instructions to be hereafter issued, to all of which he undertakes to submit and moreover renounces any rights to have recourse to any arbitrations or tribunal not provided for in the said Rules and Regulations.

### 3.18 DOGS

Owners are responsible for ensuring their dog is kept under control and for clearing up any fouling that may occur.

# Hare and Hounds / Cross Country (Youth) Standing Regulations

**DEFINITION** Hare and Hounds / Cross Country events are controlled Group Start events which are a test of endurance and reliability. Competitors will be required to complete a number of laps within a time set by the organisers. The duration of events will be stated in the Supplementary Regulations.

## SECTION 1 GENERAL

### 1.1 ELIGIBILITY

All the riders must hold a current ACU or SACU licence and be a minimum age of 12 years and a maximum of 16 years. Any rider or passenger from another FMN MUST produce a licence issued by their FMN together with start permission and proof of personal accident Insurance.

### 1.2 CLASSES

The Youth class must be run as a separate session from any Adult classes at the same event and must not be combined with any Adult classes at the same event.

Youth capacity/Age/ability classes may be allowed but must be stated in the supplementary regulations.

### 1.3 ENTRIES

A Motorcycle Sport Events Entry Form must be completed in every detail, and signed by each entrant, rider. (N.B. a requirement of signing and entry application form is that each signatory understands the National Sporting Code of the ACU, Standing Regulations, such Supplementary Regulations as have been issued for the event and such Final Instructions subsequently issued, and agrees to be bound by them). Each completed entry form, together with the entry fee (which includes insurance premiums and Entry Subscription (NSC 7.05), shall be forwarded to the Secretary of the Meeting. Details of the name, address and telephone/fax number of the Secretary of the Meeting (or a Deputy), all entry fees closing date for entries, conditions for return of fees, and any other special requirement, may be obtained from the event Supplementary Regulations. All riders, passengers and appointed persons responsible for minors, must register arrival at an event prior to commencement of said competitor's practice or first competition, whichever occurs first.

**Limitations of Entries.** If entries are to be limited, the maximum number and method of limitation (i.e. in order of receipt, by ballot etc.) will be stated in the Supplementary Regulations.

**Riders (Minors):** In order to conform with the Children's Act legislation, additionally, for every rider or passenger who is under 18 years of age a Parental Agreement Form must be signed by parent/s or guardians. All minors will be bound by the directions of parent/s or guardian/s.

**Child Protection.** The point of contact for Child Protection issues will be the Secretary of the Meeting unless otherwise stated in the Supplementary Regulations.

### 1.4 ACCEPTANCE OR REFUSAL OF ENTRY

The Organiser must notify all riders of the position regarding their entry prior to the event.

## SECTION 2 TECHNICAL

### 2.1 MOTORCYCLES

Subject to the Supplementary Regulations any solo machine which complies with the Motocross, Trials, or Enduro Specifications as per the current ACU Handbook, may be allowed.

**CAPACITY Riders aged 14 to 16** – Machines must be a minimum of 80cc and a maximum of 150cc (regardless of two or four stroke engine).

**Riders aged 12 to 14** – Machines must be a minimum of 80cc and a maximum of 85cc (regardless of two or four stroke engine)

**PHYSICAL ELIGIBILITY / PROFICIENCY ASSESSMENT** All riders should be able to sit astride their machines and with one foot firmly on the ground must be able to control the gear lever or the foot brake with the other foot. They should also be able to lift the bike up from a horizontal position on the ground to an upright position.

## 2.2 TYRES

Tyre type is optional or as stated in the Supplementary Regulations.

## 2.3 CLOTHING

As per current Enduro Standing Regulations.

## 2.4 HELMETS

Helmets bearing the ACU gold or silver stamp, in sound condition and properly fitted must be worn by all competitors. Please refer to the section in this Handbook titled 'Helmets' for other important information and conditions concerning European Community Exemption.

## 2.5 JEWELLERY

Competitors are advised not to wear hand, face or body jewellery which could prove hazardous in the event of an accident. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an accident, e.g. chewing gum. This includes removing false dentures.

## 2.6 NUMBERS

Bibs may be supplied by the Organisers. If not, number plates to the size and colour stated in the Supplementary Regulations.

## 2.7 MACHINE EXAMINATION

All riders must sign on at least 30 minutes before the start time and present their machine and clothing for inspection.

## 2.8 NOISE CONTROL

Machines must be within the noise levels currently in force for that category of machine (see respective Standing Regulations).

# SECTION 3 PROCEDURE

## 3.1 COURSE

Must be 'off-road' and the minimum time allowed shall be 1 hour and maximum of 2 hours.

The number of laps and the time allowed must be stated in the Supplementary Regulations. The ratio of competitors to course will be – 20 riders per km of course, e.g. 120 riders must have 6 km lap distance etc.

The course must be a maximum of 8km and organisers should ensure that there are sufficient marshals placed in strategic positions to ensure the course is entirely visible. Additional clearly identified travelling marshals can also be used to help achieve this.

## 3.2 OUTSIDE ASSISTANCE

This will only be allowed in the pit area, except when provided on the course by the organisers.

### 3.3 START

The start must be set out so that riders will start in groups which will be decided by the organisers e.g. capacity classes, ability classes etc. These groups will be defined in the Supplementary Regulations. The number of riders in each group – which must not exceed 40 – and the start interval between groups – which must be no less than 30 SECONDS – will be decided by the organiser and due regard to course layout and the approval of the permit issuing authority. The organisers must ensure that the entire entry must be able to start and leave the start area before earlier riders start subsequent laps. UNLESS an adequate filter system can be incorporated to allow riders to join the course without impeding existing competitors. In all circumstances there must be a dead engine start. This may limit the size of entry. Any rider who fails to start their machine at the allotted start time for their group will be credited for that original start time regardless of the actual time that they start. **Only the competitor is allowed on the start area.**

### 3.4 LAP SCORING AREA

An area must be designated which allows riders to pass through single file gates where their number will be recorded on the completion of every lap. Where there is more than one class the organiser may set alternative durations to suit the varying abilities. The organisers may stipulate that riders have to stop, and in all instances, the lap scoring area will be regarded as a “BLUE TAPE” area (Blue tape area signifies walking pace only) and marked as such.

### 3.5 FINISH

After the specified time/number of laps, the riders will be diverted through the lap scoring area and then from the course.

### 3.6 FINISHING ORDER

The winner overall and of any respective classes will be the riders who have achieved the closest number of laps to the duration set on the allotted time. Each riders start time will be taken as their respective groups start time, or individual start time as decided by the Organiser, and their individual finish time will have been recorded.

### 3.7 TIES

Will be decided on the laps completed and the individual times of each rider.

### 3.8 CHECKS

The start/finish will be the only time check. There should be adequate marshals/route checks on the course to prevent course cutting.

### 3.9 MARSHALS

Organisers should place marshals at strategic points around the course and have sufficient marshals that no part of the course is unsighted to them and any difficult sections must have a marshal present and ensure control of the event.

### 3.10 PUBLIC SPECTATOR AREAS

The Supplementary Regulations must announce the provision of clearly identified specific areas which must be used by all non competitors other than riders or officials. Warning notices must be placed at appropriate points around the course to prevent public access.

### 3.11 RESTRICTED SPEED (BLUE TAPE) AREAS

These areas MUST be established on the approach to the Time Control/Lap Scoring area and any refuelling and works areas. Within ‘BLUE TAPE’ areas the rider must not exceed walking pace, under penalty of exclusion. The Incident Officer/Clerk of the Course may also establish ‘BLUE TAPE’ areas



at other parts of the course if required.

### **3.12 REFUELLING**

A suitable and restricted area must be marked out adjacent to the course as a pit area. Access to this area must be restricted to marshals, riders and authorised helpers. The area should be manned by marshals and access only allowed to officials, competitors and authorised helpers. The Organiser must establish a fire point, clearly indicated and with the appropriate fire extinguishers present. Each rider shall ensure that his refuelling crew, have a fire extinguisher at the refuelling point as described in Regulation 25. 'No Smoking' signs should be displayed. The engine must be stopped during refuelling. No smoking allowed. Refuelling may only be carried out in the designated area.

### **3.13 FIRE EXTINGUISHERS**

All competitors with the exemption of those travelling to an event on the machine on which they are competing, must have a 2kg (minimum) dry powder fire extinguisher available for immediate use. If a 'closed vehicle' is being used the extinguisher must be fitted adjacent to, or on the inside of the working door. In the case of a shared vehicle the other competitors extinguisher(s) should also be visible, or, the fitted extinguisher(s) must be of a proportionately larger capacity.

### **3.14 MEDICAL SERVICES**

At all events qualified First Aid personnel must be in attendance with full first aid equipment including a stretcher. There must be a minimum of two ambulances or one ambulance and one other suitably identified vehicle, which must be equipped with and able to carry a stretcher. One vehicle must always be available at the event. The attendance of a Doctor or Paramedic is strongly recommended.

### **3.15 PUBLIC WARNING**

Notices must be displayed in accordance with the Safety Precautions section of the current ACU Handbook.

### **3.16 DISQUALIFICATION PENALTIES**

- Smoking in the refuelling area
- Outside assistance except in the refuelling area.
- Refuelling with engine running
- Missing a route check.
- Refuelling other than in refuelling area
- Changing machine during event.
- Course cutting
- Excessive speed in BLUE TAPE areas.
- Failing Sound Control Test
- Riding in opposite direction to the course.
- Prejudicial Action. Any person having an interest in a rider's performance, who takes any action, prejudicial to the sport may result in the disqualification of that rider. Rider's parents or associates failing to obey instructions given by officials of a meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting by not adhering to the Regulations, Supplementary Regulations or the Protest or Appeal procedure, may render the rider liable for the disqualification and/or being reported to the permit issuing authority for further action.

### **3.17 COMPLIANCE WITH REGULATIONS**

Every rider by entering or being entered or nominated, thereby acknowledges that he is bound by the National Sporting Code of the ACU and these Standing Regulations together with any Supplementary Regulations and Final Instructions to be hereafter issued, to all of which he undertakes to submit and

moreover renounces any rights to have recourse to any arbitrations or tribunal not provided for in the said Rules and Regulations.

### 3.18 DOGS

Owners are responsible for ensuring their dog is kept under control and for clearing up any fouling that may occur.

## ENDURO OFFICIALS

### Qualifications and Conditions

Officials are divided into two categories:

Those that are Licensed and those that are Registered.

No Fees are payable in respect of any Licences or Registration or for the appropriate form of identification issued.

**LICENCES:** Senior Officials are required to hold an ACU Licence of the appropriate Grade for the performance of their duties.

	See Note Below	Licence Required	Attendance at Seminar/ Training Session
Clerk of the Course	1	YES	3 YEARS Every Third Year maximum
Chief Steward	2	YES	3 YEARS Every Third Year maximum
Secretary of the Meeting	2	No	Will receive Training at meetings and if required at Regional or ACU HQ Seminars
Club Stewards		No	May attend Regional or ACU HQ Seminars

Clubs and Centres shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels organise Seminars that are compulsory for certain Officials. A Licence is valid for 3 years.

#### Note 1 Clerk of the Course

##### GRADES

**Regional** must attend a seminar organised by a Centre/Region.

**National** must attend a National seminar organised by the Trials & Enduro Committee and must also comply with specific criteria.

#### Note 2 Steward

##### GRADES

**Regional** will be appointed by the Centre as the Permit issuing authority as required.

**National** will be appointed by the Trials & Enduro Committee as the Permit issuing authority and must also comply with specific criteria.

**LICENCE FEES** All licences will be issued, free of charge, for a period of three years.

# Trials

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# Arena Trials

The National Sporting Code of the ACU and these Standing Regulations shall apply to all Arena Trials together with the Supplementary Regulations and any Final instructions issued for individual events.

## 1 GENERAL

- 1.1 **Description.** An Arena Trial is a test of riding skill and balance over a variety of observed obstacles with riders incurring penalties for footing or for failing to fulfil other conditions. The obstacles (Sections) are usually man made, specifically for the event which is held within an arena or stadium. The Standing Regulations for Trials (TSRs) as printed in this Handbook shall be applicable with the following amendments.
- TSR3** Entries shall be by the invitation of the organising Club.
- TSR20** The order in which the Sections shall be attempted must be explained to the riders at the briefing meeting.
- TSR21** Any obstacle which is more than 1000mm from the ground and has a width of less than 500mm shall have a firm support below and along the full length of the said obstacle. The "Start" and "End" of each Section shall be clearly marked and the lateral limits clearly explained at the briefing meeting.
- TSR22** The method of marking shall be to TSR22A
- TSR28** Prior to the start of the above event the Clerk of the Course must hold a briefing meeting which must be attended by all riders, the Referee and the Observer(s). The Clerk of the Course must inform the riders of the lateral limits of each Section, the order that they will be attempted in and any other information for the smooth running of the event.
- TSR33** A person holding a certificate of First Aid competency must be present throughout the duration of the event. The organiser shall be conversant with the nearest Accident/Emergency services and have the means of contacting them.
- TSR41** It is not permitted to hold an Arena Trials on a Time and Observation basis.

Additionally the following apply

- 1 **Referee.** A Referee shall be appointed by the body issuing the permit who must carry out a course inspection prior to the start. The Referee shall replace the Stewards of the Meeting and have the same powers and obligations.
- Duties of the Referee**
- He shall be in attendance throughout the meeting and for such further period of time as necessary for him to complete his duties arising therefrom.
  - He shall have the duty of enforcing these Regulations.
  - He shall prohibit from competing a rider whom, or a motorcycle which, he considers might be a source of danger.
  - He shall immediately deal with any appeal that may properly be delivered to him during a meeting.
- 2 **Permit.** A permit may be issued by a Local Centre for events of up to Centre Restricted, which must comply with the following restrictions;
- The event is not televised other than for local promotional reasons where the transmission must not exceed 5 minutes.
  - No Audience participation.
  - No involvement of "Fire" in the display,
  - No free-style jumping or jumping competition.
  - Only controlled riding over obstacles NOT jumping over vehicles or people.
  - Estimated audience not to exceed 1,000.

g) Any “Contractual Terms” must exclude any liability upon the organiser for slipping or tripping in public areas or in Grandstands or in Car Parks.

**In all other cases the Permit must be issued by the ACU Office.**

- 3 **Spectator safety.** Where no wooden paling or interlinked metal public fence is provided double roping must be erected. The inner rope must be a minimum of 7m from the obstacles and the outer rope must be a distance of 4m from the inner rope.

## ATV Trials

The ACU Standing Regulations for Trials shall apply to all events catering for Quads and/or Trikes with the following Regulations amended as shown.

- 8 **MACHINES.** Machines must apply to Appendix B of the National Sporting Code. Prior to the start of each Trial all machines will be examined to ensure that they comply with ACU Specifications.  
The Supplementary Regulations for each event shall indicate the Categories and Groups of machines eligible. Soundly constructed mudguards must be fitted to prevent the rider’s foot being caught under a wheel.
- 9 **TYRES.** Any production tyres may be used. The treads of the tyre must not be cut or altered in any way. The fitting of chains or other non-skid attachments is prohibited.
- 21 **OBSERVED SECTIONS.** The lateral limits of an Observed Section may be defined by artificial boundaries such as markers or tapes, which shall be firmly placed and positioned in a way so as to clearly define the intended limits of the section. If markers are to be used they shall be of different colours for left and right. If tapes are to be used they shall be of height at least 300mm from the ground. The Start and Finish of each Observed Section will be clearly defined, with the Section Begins and Section Ends identified as such.  
Sections shall be numbered or lettered and ridden in the correct sequence.  
Numbered boards will be placed at intervals along sections to enable each driver’s performance to be determined (numbered from 4 – 1).
- 22 **METHOD OF MARKING.** A machine will be deemed to be in an Observed Section when the front wheel spindle(s) has passed the “Section Begins” card and until the front spindle(s) has passed the “Section Ends” card.  
Marks will be lost in a decreasing manner from 5 to 0 depending on the distance a rider can traverse the section without loss of marks. The front wheel spindle(s) is the part of the machine to be used for assessing the distance traversed.
- 0 Clean
  - 1 Reaching or passing the “1 Board” without loss of marks.
  - 2 Reaching or passing the “2 Board” without loss of marks.
  - 3 Reaching or passing the “3 Board” without loss of marks.
  - 4 Reaching or passing the “4 Board” without loss of marks.
  - 5 Failure to reach the “4 Board”.
  - 10 Not attempting a section when called upon to do so by an Official (in addition to any marks subsequently lost in that section).

### DEFINITIONS

**Clean** A rider traversing an Observed Section without loss of marks as described below.

**Loss of Marks** The number of marks lost will be defined by the distance traversed when any of the following occur:

- a) The machine ceases to move in a forward direction.
- b) The rider dismounts from the machine.

- c) The rider foots i.e. if any part of his body touches the ground, or benefit is gained from any part of his body leaning on an obstacle (tree, wall etc.).
- d) A machine does not stay within the intended limits of the section and within each marker.
- e) If any wheel of the machine crosses any boundary tape or marker whether the wheel be on the ground or airborne before the front wheel spindle(s) passes the "Section Ends" sign.
- f) The rider is held responsible for breaking and/or removing a marker or support in an observed section before the front wheel spindle(s) passes the "Section Ends" sign.
- g) Travelling in a forward direction against the direction of the section.
- h) The machine or rider receives outside assistance.
- i) The engine of the machine ceases to operate.

## Bicycle Trials

**The National Sporting Code of the ACU and these Standing Regulations shall apply to all events organised under the jurisdiction of the ACU with the Supplementary Regulations and any Final Instructions issued for individual events.**

### DEFINITION

Bicycle Trial is an individual sport that may incorporate the use of a special bike which the rider must manoeuvre and balance in order to ride through specially designed artificial or natural "sections". The objective is to pass through the sections in minimum time and with as little physical contact with the ground as possible, hence obtaining minimum penalty points.

### 1 ORGANISING PERMITS

For National events and above organised by a Centre Affiliated Club and all events organised by a Non-Territorial Club Permit Application forms are available from, and the completed form should be returned to the Trials & Enduro Secretary, ACU House, Wood Street, Rugby, Warwickshire CV21 2YX. For events of below National status you should contact your local Centre Permit Secretary as in the front of the Handbook.

The completed Permit application form shall be accompanied by the following:

- A copy of the Supplementary Regulations for the event
- Permit Fee, if decided applicable by the Permit Issuing Authority

### 2 OFFICIALS

The names of the Clerk of the Course and their licence number must be stated in the Supplementary Regulations, together with the names and address of the Secretary of the Meeting and the names of any Stewards. The ACU Trials and Enduro Committee reserves the right to appoint a Steward to any event should they deem it necessary.

### 3 ENTRIES

Entry forms accompanied by the entry fee must be complete in every detail, signed by the rider and in the case of riders under 18 years of age, the parent or guardian or responsible adult and forwarded to the Secretary of the Meeting by the stated closing date. The rider's current ACU Registration Number must be stated.

**Riders under 18 years of age (Minors):** In order to conform to the Children's Act legislation, additionally for every rider who is under 18 years of age, a parental agreement must be signed. This is incorporated in the annual Competition Licence and Trials Registration form and once completed will serve as the rider's Annual Parental Agreement. No further forms of proof of Parental Agreement are necessary. All minors will be bound by the directions of parents(s), guardian(s) or other appointed adult responsible for them at any event. (Please see licence application form for further details).

The point of contact for Child Protection issues will be the Secretary of the Meeting unless otherwise stated in the Supplementary Regulations.

#### **4 MEDICAL SERVICES**

It is recommended that a person holding a certificate of First Aid competency be present at all events. In addition it is recommended that the organiser shall be conversant with the nearest Accident/Emergency services and ensure that they have a means of contacting them. Organisers must also refer to the "Medical Services and Definition" section of this Handbook.

#### **5 SECTIONS**

- a) Each section must be clearly marked; with the section start and finish gates clear to allow queuing space and to avoid accidents.
- b) It is recommended where possible, that each section should be surrounded by strong boundary tape. The tape must be totally visible and well secured to stakes or other objects which must be fixed underground. The entirety of the tape must be fastened at a maximum height of 500mm. All broken tape must be replaced in the same position before another rider enters the section. Spare section marking tape should be provided at each section.
- c) The sections should be designed in a way that suits the different levels of ability in the different categories, with separate routes where necessary and which would not create any danger for both riders and spectators. The sections should differ substantially from each other and show variety. It is recommended that the same colour markers are used each side of the section to show the route, blue being the common route to be ridden unless there is a variation, white markers being used for an easier route, red for a harder route and yellow for a harder route in addition to the red route, for example, a yellow route rider will ride the blue route unless there is a red deviation or yellow deviation and the red route unless there is a yellow deviation.
- d) The Clerk of the Course should provide clear instructions of the locations of the sections for every rider before the competition.

#### **6 CLERK OF THE COURSE**

The Clerk of the Course will be in charge of all matters concerning the event; including organisation, structure, enrolment, start/arrival procedure, track, sections, results, observers etc. A Risk Assessment should be carried out for every event.

#### **7 OBSERVER**

An Observer is an assistant to the Clerk of the Course appointed to judge a competitors performance in an observed section. No protest or appeal can be accepted against the judgement of performance made by an Observer; however a protest may be accepted against any breach or misinterpretation of the Regulations. A mistake made by an Observer may be corrected by the Observer with the approval of the Clerk of the Course. The Observer will be provided with a 'count down' mechanism which will make an acoustic sound to signify the end time. Besides this, the Observer must advise the riders approximately one minute before the finishing time and at 30 seconds, 15 seconds, 5, 4, 3, 2, 1.

#### **8 CATEGORIES & ROUTE/RIDER COLOURS**

No rider may compete before his/her 6th birthday and riders who wish to compete in the 26inch wheel category should be 15 years old. Riders graded on ability and or age. Full details to be published in the Supplementary Regulations for each event.

#### **9 BIKES**

There should be separate classes for 20inch and 26inch wheeled machines. Bikes of any wheel sizes may be used at competitions at the discretion of the Organisers.

- a) Riders cannot change his/her bike during the event/competition
- b) Riders can change the broken parts except the frame of the bike.
- c) The end of the front and rear brake levers must not be finished in a dangerous form.
- d) The entirety of the bike must be provided with an effective brake system.
- e) Any overhanging metal of more than 10mm should be covered in order to avoid any dangerous situation.

Machine specifications may change according to the Supplementary Regulations, if machines need to be checked for eligibility this should be immediately before the start of the event.

## 10 SECTION PENALISATION

The method of penalisation must be clearly stated in the Supplementary Regulations.

## 11 TIME LIMIT

The finish time penalties will apply as soon as the rider exceeds his/her finishing time and 1 penalty point will apply for every 5 minutes over the individual's time limit. In the case of this exceeding 30 minutes, the rider will be disqualified.

## 12 BAULK

A baulk is deemed to have occurred when a rider, whilst attempting an observed section, is prevented from making a bona-fide attempt due to some outside obstruction. Should a rider claim a baulk, the Observer may at his/her discretion allow a rerun of the section. The Observer's decision as to whether a rerun is permitted is final. Should a rerun be granted, any marks lost prior to the point of the baulk on the original attempt shall stand and the section shall be observed from the point of the baulk.

## 13 ORGANISERS

The organiser must abide by these Standing Regulations and ensure that any Supplementary Regulations are issued to all riders.

## 14 PUNCH CARD

The card must be made of plastic or waterproof material labelled on the upper part of the card should be; the name of the rider, his/her number, the category and the colour group. On the lower part of the card should be space to write; the start time, finish time and overall time. The score will be indicated on the card by means of punching a hole in the position that corresponds with the number of penalty points. Where a mistake is made, all numbers should be punched out leaving only the correct score un-punched. Where a "10" has been given, all numbers should be punched including the section number. The reason should be noted on the reverse. The onus of looking after the penalisation card rests entirely with the rider. Any disagreement over the score punched, or errors, must be reported to the Secretary of the Meeting immediately upon completion of the event. The Observer must be informed that this action is being taken, as any errors not verified by the Observer shall not be accepted. Refusing to have the card punched, deliberately disfiguring the punch card will result in disqualification for which no protest will be accepted. In the case of a dispute between the Observer and the rider, the Observer will note it on the back of the penalisation card.

## 15 NUMBERS

The Organiser may provide "Numbers" for the riders and for their respective minders (one minder per rider, only the one minder may enter the section in a situation where the rider is in danger) the number size should be a maximum of 10 x 15cm for the bike as well as for the rider. Numbers should be placed at the head part of the bike so they are clearly displayed. The group colour should be clearly indicated.



**16 THE RIDER**

Riders are not allowed pre-competition practice inside the designated area of the course and sections. Any rider seen with his bicycle in any place (e.g. course and sections) within one week before the competition will be disqualified from the competition. Any attempt made to practice on the sections before the competition will result in the disqualification of the concerned rider from the event. On completion of the entry form, the rider is permitted to observe the sections on foot. The rider shall at all times behave in a sportsman-like manner throughout the event, refraining from any unfair action towards his fellow competitors, organiser or associates.

**17 RIDER CLOTHING**

If the rider does not abide with these attire regulations, he/she will be refused entry into the competition or sections. The rider must wear: when riding, the following; helmet, pants shirt and shoes. One-piece ankle protective footwear is recommended, but not compulsory. It is also recommended that shin guards, gloves, full length pants and shirts with long sleeves are worn. Advertisements on the rider's attire, helmet and bike are allowed. The advertising space on the numbers or bibs is reserved for the organisers. The rider cannot ride the event without the original bib (where provided) given from the organiser.

**18 KNOWLEDGE OF THE RULES**

The riders, upon applying for entry for competition must possess a thorough knowledge of these Rules and any Supplementary Regulations that may apply.

**19 COMPETITION RESULTS**

The placings will be determined by the total penalty points. The rider with the lowest points will be the winner of the competition, and so on. In the case of ties, the placing will be determined by the order as follows:

- a) The rider with more 0 points (clean)
- b) The rider with more 1 points
- c) The rider with more 2 points
- d) The rider with more 3 points
- e) The rider who completed the course in shorter time

**20 PROTESTS**

Only protests in writing will be accepted and attended to by the Organisers. Each Protest shall be from an individual rider and refer to a single subject. Each protest must be accompanied by a pre-determined payment of £50.00. Protests can only be addressed to the Clerk of the Course and no later than 30 minutes after the declaration of the results, provided the results are displayed within 30 minutes of the last rider finishing. If the Organisers fail to issue the results within this time frame, then the time limit for protests will be 14 days from their official publication.

**21 CHAMPIONSHIP EVENTS**

At each Championship event, the number of Championship points to be awarded to the top 15 in each category is as follows:

Place	Point	Place	Points	Place	Points
1st	20	6th	10	11th	5
2nd	17	7th	9	12th	4
3rd	15	8th	8	13th	3
4th	13	9th	7	14th	2
5th	11	10th	6	15th	1

The placing will be determined by the total Championship points at all events in that Championship. The rider with the most points will be the Champion, and so on. In the case of ties, the placings will

be determined by the order as follows:

- a) The rider with the most Championship points
- b) The rider with more 1st places, 2nd places, 3rd places, etc.
- c) The rider with the best result in the last competition in the case of a tie still existing.

## **22 AWARDS**

Awards will be provided according to an event's Supplementary Regulations.

## **23 INSTRUCTIONS TO RIDERS**

Any instruction to riders subsequently issued shall be in writing; either distributed individually for each rider or via a clearly situated notice board. Any instructions so issued shall have the same force as these Standing Regulations and the Supplementary Regulations.

## **24 RESPONSIBILITIES**

Any problem or concern which arises regarding the rider or the third party is not the responsibility of the organiser, and the organiser can reject any claims of responsibility which may be laid upon him/her.

## **25 PREJUDICIAL ACTION**

Any person having an interest in a rider's performance, who takes any action prejudicial to the sport, may result in the disqualification of that rider. Riders, parents or associates failing to obey the instructions given by officials of a meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting by not adhering to the Regulations, Supplementary Regulations or the Protest or appeal procedure, may render the rider liable for disqualification and/or being reported to the permit issuing authority for further action.

## **26 OFFENSIVE BEHAVIOUR**

Any rider or party with an interest in a rider's performance, reported to the Clerk of the Course for arguing or being offensive to an Observer, or other Official, renders that rider eligible for disciplinary action. Where the organiser issues the Observer with a Red Card, any rider who is shown the "Red Card" by an Observer could be subjected to disqualification by the Clerk of the Course.

## **27 COMPLIANCE WITH REGULATIONS**

Every rider by entering or being nominated thereby acknowledges that he is bound by the National Sporting Code of the ACU and these Standing Regulations and Final Instructions to be hereafter issued; to all of which he/she undertakes to submit and moreover renounces any right to have recourse to any arbitration or tribunal not provided for in the said Rules and Regulations.

## **28 INTERPRETATION**

The interpretation of these Standing Regulations and the Supplementary Regulations or Instructions to rider will rest entirely with the Stewards of the Meeting whose decision shall be final and binding except as provided in the National Sporting Code.

## **29 ABANDONMENT**

The organisers reserve the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone or abandon the competition if circumstances should arise, which in their opinion render such action necessary.

## **30 POWER WASHERS**

It is prohibited to use power washers, unless the organisers offer suitable facilities which comply with the ACU Environmental Code.

**BIKETRIAL OBSERVING RULES**

The time limit to complete a section is 2 minutes

No:	Point(s):	
1	Not completing section within time limit	5
2	Performing a clean section	0
3	1 dab	1
4	2 alternate dabs	2
5	2 dabs at the same time	5
6	3 and 4 alternate dabs	3
7	5 or more dabs	5
8	Leaning the handlebar on any part of the section, e.g. the ground, tree or wall etc	1
9	Leaning one's hand on any part of the section, e.g. the ground, tree, wall etc	5
10	Leaning any part of the body on the ground, except feet	5
11	Re-crossing the start line and contacting outside with any part of bike after the front axle of bike has crossed the start line of the section (refer to Fig 1)	5
12	Overpassing the ribbon and contacting outside of the section with the tyre	5
13	One wheel flying over the ribbon without contacting the ground (refer to Fig 2)	0
14	Two wheels flying over the ribbon (refer to Fig 3)	5
15	Passing or treading on the ribbon with bike	0
16	Under passing the vertical line of the ribbon with the wheel axle (refer to Fig 4)	5
17	Both the front and rear wheel axles must pass between the colour signs, the ribbon and the stakes	5
18	If the front axle of the rider's bike crosses between colour sign which does not belong to the category of his own (refer to Fig 5)	5
19	Breaking a ribbon, pulling up or knocking down a stake	5
20	Knocking down colour signs	0
21	Touching any part of bike with hand except handlebar whilst dabbing	5
22	One dab on the ground and the other foot crossing the centre line of the bike frame	5
23	One foot on the pedal and the other foot crossing the centre line of the bike frame (refer to Fig 6)	0
24	One foot on the pedal and the crossing foot touching on any part of the section e.g. the ground, tree etc. (refer to Fig 6)	5
25	After one dab, sliding the foot on the ground (pivoting on the toes without gaining distance is allowed)	3
26	The sections cannot be modified by either the riders or any other person	10
27	Leaning with only the toes or heels on any surface (resting or touching the pedal is allowed)	1
28	Regarding objections or complaints, the Observer is only obliged to listen to the riders. Any penalisation will be set through the Clerk of the Course	10
29	Any use of bad language directed at the Observer or other event officials, the penalisation will be set through the Clerk of the Course	0-50
30	Losing the penalisation card: the penalisation card is the only official medium to record the score in each section	10
31	The rider cannot receive any help from his relatives or friends such as giving them the penalisation card, asking them to carry the bike by foot or car, or observing section while their bike is queuing. (The riders riding the blue, blue with white and white colour routes will be allowed to receive the above mentioned help)	10-50
32	No person (spectator, relative) is allowed inside the section. Regarding the duties of the minder refer to "Limitations of the minder" (Item to be noted). The penalisation must be set through the Clerk of the Course	10
33	Taking a short-cut	10
34	Skipping a section. (The rider must perform the sections in numerical order)	10

**Items to be noted:**

- 35 Touching will be allowed, leaning will not. The bike can touch any part of the section (except the handlebar).
- 36 Going outside the boundary of the section with the bike in any manner is not allowed.
- 37 The parts which determine the bike limits are as follows:
  - a) Frontal: Front wheel axle
  - b) Posterior: Rear wheel axle
  - c) Contact: Between tyre and the ground
- 38 The axle of the front wheel indicates the entry and the exit of a section.
- 39 The Observer will indicate the score to the riders by hand signals.
- 40 The rider must be equipped with the regulation clothing (long pants, helmet), otherwise the Observer will not allow him/her to enter the section (refer to Rider Clothing).

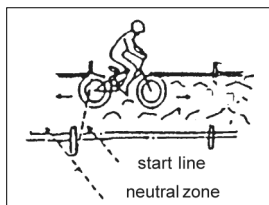


Fig 1

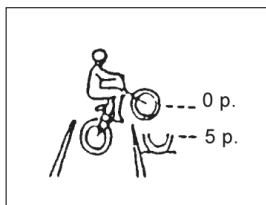


Fig 2

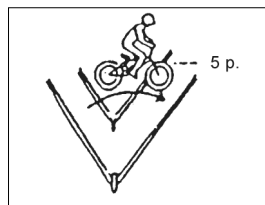


Fig 3

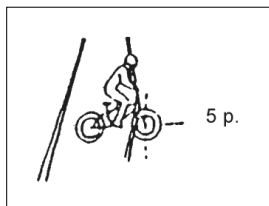


Fig 4

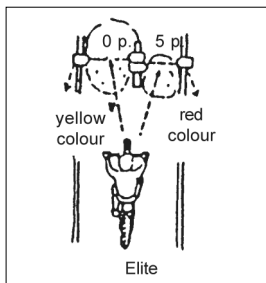


Fig 5

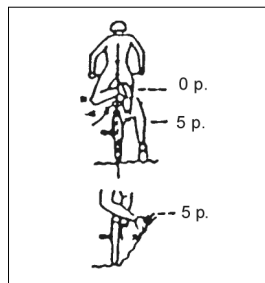


Fig 6

# Trials

The National Sporting Code of the ACU and these Standing Regulations shall apply to all Trials together with the Supplementary Regulations and any Final Instructions issued for individual events.

## Description

A Trial is a test of riding skill and balance over a variety of observed natural obstacles with riders incurring penalties for footing or for failing to fulfil other conditions.

## INFORMATION REGARDING AUTHORISATION AND LAND USE

Most events depend on goodwill from landowners, local authorities, nearby residents and other users of the countryside. For the continuance of orderly motorcycle sport, a Code, formulated by LARA has been adopted by the ACU. The Code for events with no speed element is reproduced below and will supplement the Standing Regulations. It is to be noted that where necessary disciplinary action will be taken if the Code is not fulfilled.

- 1 Any competitive event that is routed along, or across, footpaths or bridleways must be endorsed in advance by the Highways Authority for the area, unless the route of the event is on a highway of higher status.
- 2 The Organiser is responsible for obtaining authority from the landowners over whose the event passes, unless the route of the event is on a highway of higher status.
- 3 Where the event requires use of public highway, organisers must ensure that the Motor Vehicles (Competitions and Trials) Regulations 1969 are strictly adhered to. Events requiring authorisation must obtain this through the RAC Motor Sports Association, Authorisation Dept.
- 4 The Organiser is responsible for ensuring the event meets all requirements of the Road Traffic Act 1988 and the Statutory Instruments made thereunder.
- 5 The regulations, final instructions of an event should display the following sign: – “This event is routed along and/or across public rights of way. Competitors must exercise caution and reduce their speed accordingly near other path users. Be especially careful near horses. Slow down, stop and switch off your engine if necessary”.
- 6 The Organiser should appoint an officer responsible for event liaison. The Liaison Officer should, if appointed submit his name and address to the local Highway Authority, the Parish Council, the Police and landowners over whose land the event passes. The Liaison Officer will thoroughly investigate any complaints and try to resolve any problems arising from the event.
- 7 Wherever possible the Liaison Officer should maintain good relations with other path users in the area such as horse-riders, walkers, cyclists, recreational motoring groups and orienteers. The Liaison Officer should notify these groups in advance of an event where they are known to him.
- 8 All competitors must follow the Country Code.
- 9 Ensure that all aspects of the ACU Environmental Code are adhered to.
- 10 Supplementary regulations should include either a map reference or a postcode relating to the venue in order to assist the Emergency services.

## TSR1 ELIGIBILITY/LICENCING

All riders and passengers must hold a current ACU Trials Registration / Membership card or a SACU licence. Any rider or passenger from another FMN MUST produce a licence issued by their FMN together with start permission and proof of personal accident Insurance.

Where the Trial includes the use of public highways, then this will be stated in the Supplementary Regulations. If public highways are used then it is the sole responsibility of the rider to ensure that their machine is roadworthy and that they and their machine comply with all legal requirements.

**RIDERS AGE**

- a) **Adult riders:** A rider must be at least 16 years of age to participate as an Adult. Sidecar drivers and/or passengers under 16 years of age, but subject to a minimum age of 14, may be allowed to compete in Adult events subject to the discretion of the Trials and Enduro Committee.
- b) **Youth Riders:** A rider must be at least 4 years of age to participate on a restricted Electric powered machine and 6 years of age to participate in a trial using a combustion engine machine. They may continue to ride as a Youth until the end of the calendar year that he reaches 17 years of age. A rider who has reached 16 years but who is eligible as stated above to continue as a Youth may ride either as an Adult or as a Youth and alternate between them unless they choose to compete in the Adult British Solo Trials Championship.

<b>Class E</b>	Pre-Cadet Electric class	Minimum age – 4 years at the date of the competition and born after 01.01.04
<b>Class D</b>	Cadets born between	01.01.2001 and 31.12.03
<b>Class C</b>	Juniors born between	01.01.98 and 31.12. 00
<b>Class B</b>	Inters born between	01.01.95 and 31.12.97
<b>Class A</b>	Seniors born between	01.01.93 and 31.12.94

**ENGINE CAPACITY CLASSES:** The maximum engine capacity permitted for machines used in the age groups set out in this Regulation are as follows:

<b>CLASS A</b>	125cc
<b>CLASS B</b>	125cc
<b>CLASS C</b>	80cc class
<b>CLASS D**</b>	50cc mono/80cc T/shock Electric up to 1,000 watts
<b>CLASS E</b>	Electric powered machines up to 750 watts

\*\* D Class Wheel sizes

- a) Small wheel – Max 50cc Mono or 80cc Twinshock (fitted as original equipment)/Electric up to 1,000 watts  
Wheel size – Max 16" Front 14" Rear
- b) Medium wheel – Max 50cc Mono or 80cc Twinshock (fitted as original equipment)/Electric up to 1,000 watts  
Wheel size – Max 19" Front 17" Rear

Standard rebore are permitted subject to the resulting engine capacity not exceeding a tolerance of +3cc. NB. Any changes to the age groups and/or capacity classes will have at least 12 months notice and be effective from January of any year.

**Criteria for riders wishing to ride in any higher class:**

- Events below National status – a rider may compete in any class higher than that of his/her age group at the discretion of the organizers. However, they **MUST** ride the capacity applicable to their age.
- National status competitions – a rider may at the discretion of the Trials and Enduro Committee be permitted to ride in the higher class. Written application supported by written approval from the riders Centre must support such a request.

**Criteria for riders wishing to ride in any lower class:**

- A rider may enter any event in a class below that of his/her age group on a “no award, no points” basis.

**The rider must always comply with the maximum capacity class for their actual age.**

**Note:** See also TSR36 TIME AND OBSERVATION RULES FOR YOUTH TRIALS

**YOUTH RIDERS IN PRE 65 EVENTS**

A & B class youth riders may, in events below National status, ride “classic machines” of up to 250cc in events specifically designed for that type of machine, held entirely off road. “Classic machines” are in this instance defined as machines with twin rear shock absorbers and drum brakes and which were built with this type of suspension as original equipment.

**TSR2 ENTRIES**

A Motorcycle Sport Event Entry Form must be completed in every detail, and signed by each entrant, rider or passenger. Each completed entry form, together with the entry fee (which includes riders insurance premiums for personal accident and off road risks) and Entry Subscription (see NSC 7.05) shall be forwarded to the Secretary of the Meeting. Where third party insurance cover to meet RTA requirements on the Public Highway is offered by the organiser, this will be at a supplementary cost. All riders, passengers and appointed persons responsible for minors, must register arrival at an event by signing-on at the event control office, or other designated area, not less than 30 minutes prior to commencement of said competitor's practice or first competition, whichever occurs first.

**Riders and Passengers under 18 years of age (Minors):** In order to conform with the Children Act legislation, additionally, for every rider or passenger who is under 18 years of age a Parental Agreement must be signed. This is incorporated in the Annual Competition Licence and Trials Registration form and once completed will serve as the riders Annual Parental Agreement. All minors will be bound by the directions of parent(s), guardian(s) or other appointed adult responsible for them at any event.

**Child Protection:** The point of contact for Child Protection issues will be the Secretary of the Meeting unless otherwise stated in the Supplementary Regulations.

**TSR3 LIMITATION OF ENTRIES**

Any limitation on the maximum or minimum number of entries to be accepted, together with the method of limitation (e.g. in order of receipt, by ballot, etc.) must be included in the Supplementary Regulations.

**TSR4 ACCEPTANCE OR REFUSAL OF ENTRY**

The organiser should notify all riders of the position regarding their entry prior to the event.

**TSR5 TEAM NOMINATIONS**

TEAM-ONLY COMPETITIONS (e.g. Inter Centre).

All riders must sign an entry form and all entries must be made via an appointed Team Manager.

TRIALS INCORPORATING COMPETITION FOR TEAMS.

Teams shall consist of riders who have entered individually and such riders must complete a declaration on the entry form signifying their consent to nomination as a team member.  
Type of Team.

- a) **Club Teams.** A rider must be a registered member of the nominating Club and may be nominated as a member of one Club Team only.
- b) **One Make of Manufacturers' Teams.** Teams shall consist of riders all driving machines of the same manufacturer.

Details of further teams if any shall be contained in the Supplementary Regulations.

**TSR6 CHANGE OF RIDER**

All entries will be deemed to be in respect of the rider so named and no change of rider will be permitted except in the case of "Team Only" competitions where the Team Entry is submitted by a Team Manager. For "Team Only" competitions any change of an individual entry will be subject to the conditions of the Supplementary Regulations.

**TSR7 CHANGE OF MACHINE AND/OR PASSENGER**

Any request for change of machine and/or passenger must be made in writing and submitted to the Secretary of the Meeting at least one hour prior to the start of the event. The same machine must be used throughout the event. In the case of a sidecar this is deemed to be an integral part of the machine.

## TSR 8 MOTORCYCLES

Motorcycles must comply with Appendix D of the National Sporting Code. Prior to the start of each Trial all machines will be examined to ensure that they comply with ACU specifications. When the event uses the public highway it is the sole responsibility of the rider to present a machine complying with all Road Traffic Act(s) requirements. Organisers, with the approval of the permit issuing authority, may at their discretion, allow riders to share the same machine in a Closed to Club Trial held on private land.

**SOLO:** Motorcycles propelled by the action of one wheel in contact with the ground and making only one track on the ground. Machines must have independent brakes on both front and rear wheels.

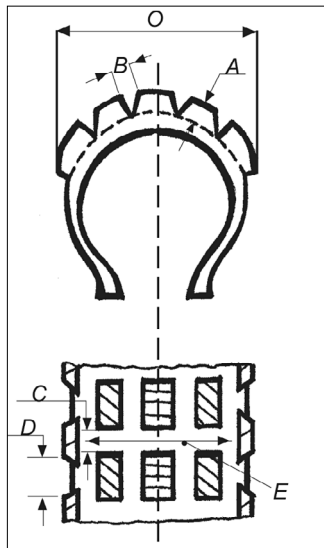
**Brake and Clutch levers.** All handlebar levers (clutch, brake etc.) must be in principle ball ended (diameter of this ball to be at least 16mm) This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part to be 14mm) These ends must be permanently fixed and form an integral part of the lever

**Mudguards** must be fit for purpose and corresponding to the original equipment.

**Footrests** must be of the folding type.

**Throttle** must be self closing when not held by the hand. The machine may be set with a "tickover".

**Wheels** If of cast, or fabricated construction (other than conventional spoked wheels) then protection must be provided to the rear wheel by the fitting of 'solid discs' to cover open areas.



**Tyres.** Only tyres which conform to the following specification may be used. All tyres will be measured mounted on the rim inflated to a pressure of 14 lbs/sq.in, and must have a nominal aspect ratio of 100/100. Overall width (O) measured at wheel spindle height must not exceed 115mm. (Refer to diagram). Tread depth (A) must not exceed 13mm. All tread blocks in the same circumference must be of the same depth. The space between the tread blocks (B) must not exceed 9.5mm across the tyre or 13mm in a circumferential direction (C). The space between the shoulder blocks (D) must not exceed 22mm. The space across the tread (E) must not extend completely across the tyre measured at right angles to the tyre wall unless broken by a block. All main tread blocks must in principle be parallel with or at right angles to the tyre axis. (Tyre must have the same appearance if reversed and conform in principle with these diagrams). The tyre surface must not be fitted with any subsequently mounted elements such as anti-skid devices, chains, etc. Note: Only tyres available from commercial sources and complying with these dimensions are permitted in competitions.

**Tyres for Long distance Trials** Only tyres normally available from commercial or retail sources for use on the public

highway are authorised. They shall appear on the tyre manufacturers range catalogue or tyre specification list available to the general public. They must be manufactured to comply with European Tyre and Rim Technical Organisation (ETRTO) requirements in respect of load and speed codes and have a minimum service description of 45M. The use of MX and Enduro-type tread patterns are not permitted. The space between adjacent tread blocks must in principal not exceed 15mm (distance between tread block corners at diagonal groove intersections may exceed this dimension).

**Cut Out Buttons.** All machines used by Youth competitors must be fitted with an operational cut out button.

**Chainguards** must be fitted to all motorcycles as per manufacturer's specification.

**Engine Stroke.** Engine stroke in millimetres must be permanently and prominently displayed on the crankcase for use in sound control calculations.



**TRIALS SIDECAR SPECIFICATION**

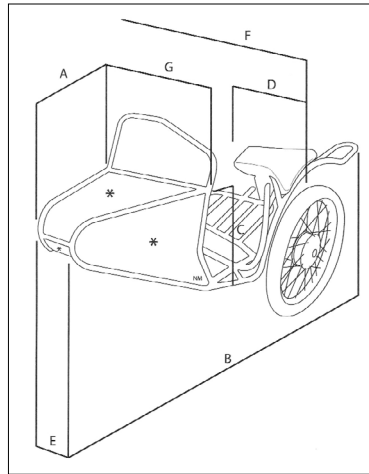
All motorcycles in Categories B (1), B (2) and B (3) shall comply with the following requirements:-

- a) The entire body, including the floor, shall be either sheet metal or other substantial material, and the Sidecar must be rigidly fixed to the motorcycle
- b) Minimum dimensions shall be:
  - A. Measurement from the nose to dashboard – 450mm (18")
  - B. Overall length nose to tail – 1350mm (54")
  - C. The height of the body at the apex of the dashboard position – 375mm (15")
  - D. The overall distance between the outside of the Sidecar mudguard or bodywork and the inside of the passenger’s seat measured at right angles to the machine track – 300mm (12")
  - E. Width of body at forward end – 150mm (6")
  - Depth of body at forward end – 150mm (6")
  - OR if the forward end is hemispherical and radius shall be not less than 75mm (3")
  - F. Track – minimum 876mm (34 1/2")

The distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel.

  - G. Overall width of cockpit at seating position – 300mm (12")

A seat measuring not less than 180mm (7.5") x 125mm (5") must be fitted. The height of the seat shall be not less than 300mm (12") from the floor of the sidecar.
- c) The fitting of grab rails, handles, straps etc shall be according to the driver’s requirements.
- d) Protection for the passenger must be provided from the rear wheel, the primary and final drive of the motorcycle, and from the sidecar wheel, by means of either a mudguard or the coachwork of the sidecar.
- e) The use of sidecar wheel drive is prohibited.



**TSR 9 FUEL**

Commercially available unleaded fuel must be used. Power boosters or octane boosters are forbidden. Refuelling should not take place when the engine is still running. Mobile Phones must not be used in refuelling areas.

**TSR 10 TELEMETRY**

The use of Telemetry between the motorcycle and any other equipment by radio means is not allowed. In events where Assistants are allowed the use of Bluetooth, communication between the Rider and the Registered Assistant is allowed.

**TSR 11 RIDING NUMBERS**

Riding numbers issued by the organisers, whether card or numbered bibs must be clearly displayed in a legible condition throughout the competition. Riding numbers shall not be defaced in any way and no event sponsors advertising shall be covered. Riding numbers shall be removed at the Finish. Where there are different section routes for different classes of riders, each rider shall be issued with a means of identification as to which route is applicable.

### **TSR 12 CLOTHING**

Clothing must cover legs and body and it is recommended that arms should be covered. Boots of approximately knee length must be worn. Only safety type Wellington boots made of leather, rubber or plastic will be allowed. The wearing of gloves is recommended. Motorcycle helmets, which must be correctly fitted, must be worn by all officials, riders and sidecar passengers when riding a machine.

**Youth:** All Youth competitors must have clothing covering arms and wear gloves covering hands and fingers.

**Jewellery** Competitors are advised not to wear hand, face or body jewellery which could prove hazardous in the event of an accident. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an accident, e.g. chewing gum. This includes removing false dentures.

### **TSR 13 PILLION PASSENGERS**

The carrying of pillion passengers is not allowed except where provision has been made for this in the Supplementary Regulations.

### **TSR 14 CONTROL OF EXHAUST SOUND LEVEL**

The sound level of a Trials machine controlled according to the ACU method and measured at 2 metres distance will not exceed 85 dBA. (For precise method of testing, see Sound Control Regulations in this Handbook). The correct engine piston stroke in millimetres must be permanently and prominently displayed on the crankcase for use in sound control calculations. (NS Code). There may be one or more 'spot' sound level tests during the event. Any rider required to take this 'spot' test will be given a delay time of 5 minutes, but will not be allowed to make any adjustments. Riders who pass the sound level test must wait until the 5 minutes delay time has expired before proceeding. At all subsequent timing points, the delay time will be allowed for. Any rider whose machine exceeds the maximum permitted sound level or does not present his machine in a testable condition will face immediate disqualification and must return to the finish as directed.

Additionally, at any time during the event, the Clerk of the Course or the appointed official is empowered to exclude any machine he considers excessively noisy.

### **TSR 15 START AND FINISH**

A rider will sign on at the Start and must report at the Finish where he may be required to sign off. The method of deciding the starting order for solos and sidecars will be stated in the Supplementary Regulations or, where applicable, in the appropriate Championship Regulations.

### **TSR 16 TIME**

For Trials other than Time and Observation Trials, where full details regarding the calculation of time penalties shall be included in the Supplementary Regulations, the following shall apply; if a time restraint is applied to part or all of the Trial, it shall be in the form of an individual allowance for each rider and the details given in the Supplementary Regulations or Final Instructions.

A rider's Time Allowance shall commence from the actual time the rider starts. The location of the final Time Control should be at the last section, or as close as practical, so that riders do not travel on the public highway between the last Section and the Control. Riders will be penalised one mark per minute or part of that minute up to a maximum of twenty for late starting, or arriving late at any subsequent Time Control, and thereafter disqualified.

### **TSR 17 COURSE/ROUTE**

The onus of following the correct route rests entirely with the rider. A rider leaving the course must rejoin it at the same point. When public roads are used to connect areas of private land a map clearly showing their position must be displayed at the Start or in the programme. The onus of finding these areas of private land rests entirely upon the rider and any route making provided by the organisers is

purely for assistance. The promoters reserve the right to modify the route. To qualify as a finisher and be eligible for an award, the rider's machine must have travelled the whole distance under its own power or the exertion of the rider and passenger, and without any outside assistance or additional means of conveyance. Any rider who allows his machine to be ridden, pushed or transported any other way, on any part of the course, by any other person, is liable for disqualification. Any rider, who on any private land is accompanied by another vehicle unconnected with the event, is liable to disqualification. Any competitor who is, in the opinion of the Clerk of the Course, considered to be riding the course for the benefit of another competitor is liable to disqualification and reporting to the Stewards for disciplinary action.

Organisers should display Warning Notices at the event, recommended to be placed at any point of the course where the public is likely to congregate.

If route marking is appropriate it is recommended that discs (square, round, etc – not arrows) are used to signify the direction – red for right, blue for left and white to straight on. It is suggested also that where a red or blue disc is used then following the turn, there should be a white to assure the rider that the correct route has been taken.

### **TSR 18 OBSERVED SECTIONS**

The route of the course will be marked as stated in the Supplementary Regulations. It is recommended that the principle route be marked as follows: – Blue – Left Red – Right, with diversions for other classes in additional colours

No penalty shall be imposed on a rider who wishes to inspect a section before riding it.

The lateral limits of an Observed Section or Sub Section may be defined by artificial boundaries such as markers or tapes, which shall be firmly placed and positioned in a way so as to clearly define the intended limits of the section. If tapes are to be used they shall always be clear of the ground but not exceed a height of 500mm from the ground.

The Start and Finish of each Observed Section or Sub-Section will be clearly defined, with the Section Begins and Section Ends identified as such.

Sections and Sub-Sections shall be numbered or lettered and ridden in the correct sequence unless otherwise instructed by the organisers.

A rider failing in a Sub-Section must restart in a forward direction from the Sub-Section in which he has failed.

To qualify as a finisher and be eligible for an award, the competitor must have attempted at least 75% of the sections.

### **TSR 19 PUNCHCARDS**

If punchcards are used, the onus of looking after these rests entirely on the rider and only the rider/passenger may present the punchcard to the observer. Any disagreement over the score punched, or errors must be reported to the Secretary of the Meeting immediately upon completion of the event. The Observer must be informed that this action is being taken as any error not verified by the Observer shall not be accepted. Refusing to have the card punched, deliberately disfiguring or losing the punch card will result in disqualification for which no protest will be accepted. Deliberately disfiguring a punchcard, or refusing to allow it to be punched, will result in disqualification.

### **TSR 20 OBSERVERS**

An Observer is an assistant to the Clerk of the Course appointed to judge a competitor's performance in an Observed Section. No protest or appeal can be accepted against a judgement of performance made by an Observer, however, a protest may be accepted against any breach, or misinterpretation of the Regulations.

A mistake made by an Observer may be corrected by the Observer with the approval of the Clerk of the Course.

**TSR 21 INSTRUCTION TO RIDERS**

Any instruction to rider subsequently issued shall have the same force as these Standing Regulations and the Supplementary Regulations providing it is issued by one of the following methods.

- Issued in writing and distributed to each rider
- Issued via a clearly situated notice board
- Via a riders briefing meeting, providing all riders have been informed of the venue and time of such a meeting.

**TSR 22 METHOD OF MARKING**

A machine will be deemed to be in an Observed Section or Sub-Section when the front wheel spindle has passed the 'Section Begins' Card and until the front wheel spindle has passed the 'Section Ends' Card. Marks will be lost as follows:

**A. STOP PERMITTED**

- 0 Clean
- 1 Footing once
- 2 Footing twice
- 3 Footing more than twice
- 5 Failure
- 5 When requested by a rider rather than attempt the section
- 10 Not attempting a section when called upon to do so by an Official
- 10 For missing a section or failing to have punch card marked.

**Graded Hills.** Where a Section is to be termed a 'Graded Hill' a notice to that effect must be displayed at the Section Begins, and the following shall apply: – Numbered boards must be placed at defined places along the Section, in order that a rider's performance may be determined. Marks will be lost in a decreasing manner from 5 to 0 depending on the distance a rider can traverse the Section without failure. The front wheel spindle is the part of the machine to be used in assessing the distance traversed.

- 0 Clean
- 1 Reaching or passing the "1 Board" without Failure.
- 2 Reaching or passing the "2 Board" without Failure.
- 3 Reaching or passing the "3 Board" without Failure.
- 5 Failure to reach the "3 Board".
- 5 When requested by a rider rather than attempt the section
- 10 Not attempting a Section when called upon to do so by an Official
- 10 For missing a section or failing to have punch card marked.

**DEFINITIONS.**

**Clean:** A rider traversing a Section as defined above without penalty as described under FOOTING or FAILURE shall be unpenalised and given a "CLEAN".

**Footing:** Footing will be considered to have occurred if any part of the rider's body or any part of the machine, (with the exception of the tyres or the sump shield) touches the ground or the rider benefits from any part of their body, or any part of the machine, (with the exception of the tyres or the sump shield) leaning on an obstacle (tree, wall etc.).

**Failure:** A failure is considered to have occurred if:

- a) The machine moves backwards.
- b) The rider does not have both hands on the handlebar WHEN HE FOOT'S WHILST STATIONARY.
- c) The engine stops WHILST ANY PART OF THE MACHINE, WITH THE EXCEPTION OF THE TYRES, TOUCHES THE GROUND OR THE RIDER IS FOOTING.
- d) The rider dismounts from the machine. Dismount will be deemed to have occurred when both of the rider's feet are on the ground at the same side of, or behind the machine.

- e) A rider is requested to leave the section by the observer for “unnecessary delay”.
- f) A machine does not stay within the intended limits of the section and within each marker.
- g) If any wheel of the machine crosses any boundary tape or marker whether the wheel be on the ground or airborne before the front wheel spindle passes the “Section ends” sign.
- h) The rider is held responsible for displacing a flag, marker or support etc.
- i) Travelling in a forward direction against the direction of the Section.
- j) The machine or rider receives outside assistance.
- k) A rider or person having an interest in a rider’s performance, who in any way alters the severity of a section without the authority of an official.

For all trials other than those for which Championship Regulations apply the organiser may, with the agreement of the Permit Issuing Authority, apply a time limit to each section. The time allowed must be the same for each and every Section and the penalty for a rider not completing the Section within that time would be failure. If a time limit is to be applied to the Sections then this must be clearly stated in the Supplementary Regulations.

**B. NON-STOP (SOLO &SIDECAR)**

- 0 Clean
- 1 Footing once
- 2 Footing twice
- 3 Footing more than twice
- 5 Failure
- 5 When requested by a rider rather than attempt the section
- 10 Not attempting a section when called upon to do so by an Official
- 10 For missing a section or failing to have punch card marked.

**Graded Hills.** Where a Section is to be termed a ‘Graded Hill’ a notice to that effect must be displayed at the Section Begins, and the following shall apply: – Numbered boards must be placed at defined places along the Section, in order that a rider’s performance may be determined. Marks will be lost in a decreasing manner from 5 to 0 depending on the distance a rider can traverse the Section without failure. The front wheel spindle is the part of the machine to be used in assessing the distance traversed.

- 0 Clean
- 1 Reaching or passing the “1 Board” without Failure.
- 2 Reaching or passing the “2 Board” without Failure.
- 3 Reaching or passing the “3 Board” without Failure.
- 5 Failure to reach the “3 Board”.
- 5 When requested by a rider rather than attempt the section
- 10 Not attempting a Section when called upon to do so by an Official
- 10 For missing a section or failing to have punch card marked.

**DEFINITIONS.**

**Clean:** A rider traversing a Section as defined above without penalty as described under FOOTING or FAILURE shall be unpenalised and given a “CLEAN”.

**Footing:** Footing will be considered to have occurred if any part of the rider’s body or any part of the machine, (with the exception of the tyres or the sump shield) touches the ground or the rider benefits from any part of their body, or any part of the machine, (with the exception of the tyres or the sump shield) leaning on an obstacle (tree, wall etc.).

**FAILURE:** A failure is considered to have occurred if:

- a) Solo
  - (i) The machine ceases to move in a forward direction.
  - (ii) The rider dismounts from the machine. Dismount will be deemed to have occurred when both of the rider’s feet are on the ground at the same side of the machine.

- (b) Sidecar
- (i) The machine ceases to move in a forward direction.
  - (ii) The rider dismounts from the machine. Dismount will be deemed to have occurred when both of the rider's feet are on the ground at the same side of the machine.
  - (iii) The passenger foots i.e. if any part of the passenger's body touches the ground, or benefit is gained from any part of his body leaning on an obstacle (tree, wall etc.).

The following apply to solo or sidecar:

- c) A machine does not stay within the intended limits of the section and within each marker.
- d) If any wheel of the machine crosses any boundary tape or marker whether the wheel be on the ground or airborne before the front wheel spindle passes the "Section ends" sign.
- e) The rider or passenger is held responsible for displacing a flag, marker or support in an observed section etc.
- f) Travelling in a forward direction against the direction of the Section.
- g) The machine, or rider or passenger receives outside assistance.
- h) A rider or person having an interest in a rider's performance, who in any way alters the severity of a section without the authority of an official.

### TSR 23 TIES

Where a special test will be used to determine ties details must be included in the Supplementary Regulations for the event.

Where there is no special test, ties will be resolved by the following method in the sequence shown.

- a) In favour of the rider with the highest number of cleans.
- b) In favour of the rider with the highest number of one mark.
- c) In favour of the rider with the highest number of two marks.
- d) In favour of the rider with the highest number of three marks.
- e) In favour of the rider who travelled furthest with the least marks lost.
- f) In favour of the rider who completes the course with the least marks lost on time.

### TSR 24 BAULK

A baulk is deemed to have occurred when a rider, whilst attempting an observed section, is prevented from making a bona-fide attempt due to some outside obstruction. Should a rider claim a baulk, the Observer may, at his discretion, allow a rerun of the section. The Observer's decision as to whether a rerun is permitted is final. Should a re-run be granted, any marks lost prior to the point of the baulk on the original attempt shall stand, and the section shall be observed from the point of the baulk. Regarding any time allowed for the section the re-run shall start from the Section Begins and the time will be measured for the total section as if no obstruction had taken place.

### TSR 25 PRACTISING

Unofficial practising at the venue is prohibited. A breach of this regulation renders the rider liable to disqualification from the event and to be reported to the stewards of the meeting for disciplinary action. If official practice is to be allowed, either in a suitable area away from the paddock, or on the sections to be used, then full details must be stated in the Supplementary Regulations.

Where another event takes place at the same venue it will not be considered to constitute unofficial practice.

### TSR 26 PREJUDICIAL ACTION

Any person having an interest in a rider's performance, who takes any action prejudicial to the sport may result in the disqualification of that rider. Riders, parents or associates failing to obey instructions given by officials of a meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting by not adhering to the Regulations, Supplementary Regulations or the Protest or appeal procedure, may render the rider liable for disqualification and/or being reported to the

permit issuing authority for further action.

### **TSR 27 LEGAL ACTION**

A rider who is convicted following a police prosecution for an offence committed by them whilst taking part in the competition may be liable to disqualification.

### **TSR 28 INSURANCE**

The organisers will be required to cover riders and passengers against Personal Accident risk and for Third Party Insurance for 'off-the-road' risks whilst taking part in the event and the premium for such insurance will be included in the entry fee. Where the Trial involves the use of Public Highways each rider will be required to declare that there will be in force in relation to the use of the vehicle which they intend to ride during the event such a policy of insurance or such a security in respect of third party risks as complies with the requirements of the current Road Traffic Acts. Where the organiser wishes to offer (through the ACU Insurance Broker), Third Party Insurance cover necessary to meet the Road Traffic Act requirements on Public Highways, this must be stated in the Supplementary Regulations. It is the rider's responsibility to request this insurance, complete the necessary forms and pay the required premium.

### **TSR 29 ABANDONMENT**

The organisers reserve the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone or abandon the competition, if circumstances should arise which in their opinion, render such action necessary.

### **TSR 30 MEDICAL SERVICES**

It is recommended that a person holding a certificate of First Aid competency be present at all events. In addition it is recommended that the organiser shall be conversant with the nearest Accident/Emergency Services and insure they have a means of contacting them. Organisers must also refer to the "Medical Services and Definition" section of this Handbook.

### **TSR 31 LIABILITY FOR DAMAGE**

A rider is liable for any damage caused by themselves, their passenger, or any agent, representative or servant acting on their behalf, during the meeting. The promoters may act as agents for such persons to agree and pay for any such damage, and the rider shall on demand reimburse the promoters any sum so paid.

### **TSR 32 DISCLAIMER**

It is condition of acceptance of entry that the promoters shall not be responsible for any damage to, or loss of a motorcycle or its accessories whether by fire, accident or any agent, representative or servant acting on their behalf, during the meeting.

### **TSR 33 OFFENSIVE BEHAVIOUR**

Any rider, or party with an interest in a rider's performance, reported to the Clerk of the Course for arguing or being offensive to an Observer, or other Official, renders that rider liable to disciplinary action. Where the organiser issues the Observer with a Yellow Card, any rider who is shown the "Yellow Card by an Observer is liable to disqualification by the Clerk of the Course.

### **TSR 34 YOUTH AWARDS**

Cash awards and gift vouchers are not permitted for Youth classes.

### **TSR 35 JOINT ADULT/YOUTH EVENTS**

Youth classes may be included in adult events, but they must ride within the AGE GROUPS AND

ENGINE CAPACITY CLASSES in the Regulations. Youth and Adult classes must compete for separate awards. These Regulations shall apply to all youths taking part in such competitions.

### **TSR 36 TIME AND OBSERVATION RULES FOR YOUTH TRIALS (A & B CLASS RIDERS)**

- 1 Qualified First Aid Personnel with equipment and transport must be in attendance.
- 2 The course must be marked in such a manner that excludes sharp corners and blind bends wherever possible.
- 3 Travelling Marshals will be provided to give at least one per two miles of course.
- 4 The Regulations must include the note "This Event is not recommended for Novice Riders".
- 5 The general public are to be discouraged from entering the area of the course.
- 6 The remaining classes are only allowed to participate after prior approval of the Trials and Enduro Committee.
- 7 A Steward appointed either from ACU Headquarters or from the Local Centre should be in attendance.

### **TSR 37 COMPLIANCE WITH REGULATIONS**

Every rider, by entering or being nominated, thereby acknowledges that he is bound by the National Sporting Code of the ACU and these Standing Regulations together with any Supplementary Regulations and Final Instructions to be hereafter issued, to all of which he undertakes to submit and moreover renounces any right to have recourse to any arbitration or tribunal not provided for in the said Rules and Regulations.

### **TSR 38 PROTESTS**

See Appendix B of this Handbook.

Protests must be submitted within 30 minutes of the announcement of results provided the results are displayed within 30 minutes of the last rider finishing. This must be announced in the Supplementary Regulations or the Championship Regulations.

### **TSR 39 INTERPRETATION**

The interpretation of these Standing Regulations and the Supplementary Regulations or Instructions to rider will rest entirely with the Stewards of the Meeting whose decision shall be final and binding except as provided in the National Sporting Code.

### **TSR 40 POWER WASHERS**

It is prohibited to use power washers, unless the organisers offer suitable facilities which comply with the ACU Environmental Code.

### **TSR 41 FIRE EXTINGUISHERS**

There shall be at least one fire extinguisher at the start of each event and at any subsequent designated refuelling areas. (Mobile phones must not be used in designated refuelling areas).

### **TSR 42 DOGS**

At some venues Dogs may be prohibited. Where they are allowed, they are to be kept under control and owners are responsible for clearing up any fouling which may occur.



# British/ACU Challenge Lusky.com Sidecar Trials Championship

These Championship Regulations to apply in addition to the National Sporting Code, Standing Regulations for Trials and the Supplementary Regulations for each event.

Championship points will be awarded to competitors of any Nationality. The title “British / ACU Challenge Lusky.com Sidecar Trials Champion” will be awarded to the competitor with the most points who holds British Citizenship. If the competitor with the most points is not a British Citizen, they will be awarded the title of “British / ACU Challenge Lusky.com Sidecar Trials”. This principle will apply throughout the Championship classes.

- 1 **Title of Event.** All Supplementary Regulations and programmes must include the words “A round of the British / ACU Challenge Lusky.com Sidecar Trials Championship”.
- 2 **Series Sponsor.** Where there is a Series Sponsor who provides bibs/riding numbers, these must be used by the rider without alteration or the obscuring of Sponsors’ logo
- 3 **Qualifying meetings.** The list of events will be found in the current ACU Fixture List.
- 4 **Classes.** Class A – British / ACU Championship. Class B – British / ACU Intermediate Championship. Class C – British / ACU Clubmans Championship. Class D – British / ACU Newcomer. (A newcomer is classified as a rider who has never competed in the British / ACU Clubmans Trials Championship on any class of sidecar machine prior to the current year). The Intermediate Class will ride a 50/50 combination of Championship and Clubmans sections as determined and identified by the Clerk of the Course.
- 5 **Eligibility.** To be eligible for British / ACU Clubman Championship and British ACU Intermediate Championship points, riders must not have won that Championship in the previous year. Championship class riders may downgrade at the discretion of the Trials and Enduro Committee. Riders not eligible for points (as detailed above) may compete on a no points basis.
- 6 **Acceptance or Refusal of Entry.** The organiser should notify all riders of the position regarding their entry prior to the event.
- 7 **Starting Order.** The organisers shall determine the starting order by ballot. Group A will comprise of the British Sidecar Championship riders.  
Group B will comprise of Classes B, C & D. The riders from Group D will start first followed by the riders from Group C, then Group B and finally riders from Group A.
- 8 **Starting Intervals.** All riders must start at one minute intervals.
- 9 **Method of Marking.** The Championship will be held under TSR22B – Non Stop.
- 10 **Time.** A time restraint must be applied to part of or all of the Trial. It shall be in the form of an individual Time Allowance for each rider and the details given in the Supplementary Regulations or Final Instructions.  
A rider’s Time Allowance shall commence from the actual time the rider starts. The location of the final Time Control should, wherever possible, be situated so that riders do not have to travel on the public highway between the last Section and the Control. Riders will be penalised 1 mark per minute up to a maximum of 20 for late starting, or arriving late at any subsequent Time control and thereafter excluded.

- 11 **Championship Points.** Championship points for each class will be awarded to the top 15 eligible finishers in each round on the following scale:

1st	20 points	6th	10 points	11th	5 points
2nd	17 points	7th	9 points	12th	4 points
3rd	15 points	8th	8 points	13th	3 points
4th	13 points	9th	7 points	14th	2 points
5th	11 points	10th	6 points	15th	1 point

**Ties** – if a tie cannot be resolved in accordance with TSR23 those involved in the tie will be allocated the points of the highest place for which the tie exists.

- 12 **Protests.** Protests in this Championship must be submitted within 30 minutes of the announcement of results provided the results are displayed within 30 minutes of the last rider finishing.
- 13 **Final Assessment.** At the conclusion of the Series, the points for each rider's performance in all rounds held less one will be added together and the rider with the highest number of points to his credit will be awarded the relevant Championship title.  
If a tie occurs on the total number of points gained it will be resolved as follows:  
a) In favour of the rider with the greatest number of wins.  
b) If not resolved then the greatest number of second places and so on down to fifteenth place.  
c) If not then resolved, by the rider with the best performance in the final event, etc.
- 14 **Course.** The course shall be a simple loop type of one or two laps with a total overall distance of approximately 15–30 miles.
- 15 **Observed Sections.** The sections should be of a natural terrain i.e. no man-made artificial hazards. Sections for the Intermediate Class will be determined by the Clerk of the Course and identified accordingly.
- 16 **Awards.** The Organisers shall supply a minimum of one award to the first eligible finisher in each class in the event. The overall winners of the series will receive a perpetual award which will be presented together with an ACU medal at the annual ACU Awards Presentation. Where more than one passenger accompanies the driver in the series the passenger named on the award shall be the one who rides in the most rounds.
- 17 **Jurisdiction.** IN GRANTING A PERMIT TO “PROMOTE” THE TRIALS AND ENDURO COMMITTEE DOES NOT ABROGATE ITS OVERALL RESPONSIBILITY FOR THE CHAMPIONSHIP SERIES AND MAY IN ITS ABSOLUTE DISCRETION, WITHHOLD POINTS FOR ALL OR PART OF A “ROUND” INTRODUCING A REPLACEMENT EVENT AT A LATER DATE IF SEEN FIT.

# ACU Novogar National Trials Championship

These Championship Regulations to apply in addition to the National Sporting Code, Standing Regulations for Trials and the Supplementary Regulations for each event.

Championship points will be awarded to competitors of any Nationality. The title “ACU Novogar Trials Champion” will be awarded to the competitor with the most points who holds British Citizenship. If the competitor with the most points is not a British Citizen, they will be awarded the title “ACU Open Novogar Trials Champion”. This principle will apply throughout the Championship classes.

- 1 **Title of Event.** All Supplementary Regulations and Programmes must include the words – “incorporating the ACU Novogar National Trials Championship”. Where possible the sponsors logo provided must be used.
- 2 **Series Sponsor.** Where there is a Series Sponsor who provides bibs/riding numbers, these must be used by the rider without alteration or the obscuring of Sponsors’ logo
- 3 **Eligibility.** To be eligible for Championship points, (Classes A, B and C) the riders must not, in the previous three calendar years, have finished either in the top ten places in the final standings of the British Solo Trials Championship, or won the British Solo Expert Championship, or have won the Novogar Championship more than once in the previous 5 years. Exceptions may be made at the discretion of the Trials and Enduro Committee. Priority of entry at the closing date to be given to point scorers from the current series.
- 4 **Classes.**
  - A – All riders eligible for Novogar Championship points
  - B – Riders eligible for Novogar Championship points who are aged over 40 years at the 1st of January of the current year are also eligible for points in the “Over 40 Novogar Championship”.
  - C – Riders eligible for Novogar Championship points and riding a machine not exceeding 125cc are also eligible for points in the “125cc Novogar Championship”.
  - D – Additional riders not eligible for Championship points (as described above) who wish to ride the Championship route through the sections.  
Organisers may include this additional class which will have an easier route through up to 50% of the Sections.
  - E – Riders riding the non Championship route including easier sections.
- 5 **Sections.**
  - Riders riding Classes A, B, C, and D will ride the principle route through all sections.
  - Riders riding Class E (if included at the organiser’s discretion) will ride no less than 50 % of the principle Sections and an easier marked route through the remainder.
- 6 **Starting Intervals.** All riders must start individually at One Minute Intervals.
- 7 **Time.** A time restraint must be applied to part of or all of the Trial. It shall be in the form of an individual Time Allowance for each rider and the details given in the Supplementary Regulations or Final Instructions.  
A rider’s Time Allowance shall commence from the actual time the rider starts. The location of the final Time Control should, wherever possible, be situated so that riders do not have to travel on the public highway between the last Section and the Control. Riders will be penalised 1 mark per minute up to a maximum of 20 for late starting, or arriving late at any subsequent Time control and thereafter excluded.
- 8 **Championship Points.** Championship points for each class will be awarded to the top 15 eligible finishers in each round on the following scale:

1st	20 points	6th	10 points	11th	5 points
2nd	17 points	7th	9 points	12th	4 points
3rd	15 points	8th	8 points	13th	3 points
4th	13 points	9th	7 points	14th	2 points
5th	11 points	10th	6 points	15th	1 point

Ties will be resolved in accordance with TSR 23 In addition a Special Test may be included.

- 9 **Final Assessment.** At the conclusion of the Series, the points for each rider's best results from all rounds held less one, will be added together and the rider with the highest number of points to his credit will be awarded the relevant Championship title. If a tie occurs on the total number of points gained it will be resolved as follows:
  - a) In favour of the rider with the greatest number of wins.
  - b) If not resolved then the greatest number of second places and so on down to fifteenth place.
  - c) If not then resolved, by the rider with the best performance in the final event, etc.
- 10 **Awards.** The organisers shall supply a minimum of three awards to the first three eligible finishers in the event, plus an award for the best 125cc award winner and an award for the best over 40 years award winner. The overall winner of the Series will receive a perpetual award which will be presented, together with an ACU gold medal, at the annual ACU Awards Presentation.
- 11 **Special Notes.** Entry Form/Programme. Provision must be made for the declaration of eligibility for this Championship on the entry form and the programme must indicate which riders are eligible to compete.
- 12 **Protests.** Protests in this Championship must be submitted within 30 minutes of the announcement of results provided the results are displayed within 30 minutes of the last rider finishing.
- 13 **Course.** Whilst this is a National Trial, the Championship course must be laid out to a standard suitable for Clubman type riders the course shall be a simple loop type of no more than 2 laps with a total overall distance of between 18 and 36 miles.
- 14 **Method of Marking.** The Championship will be held under TSR22B.
- 15 **Jurisdiction.** IN GRANTING A PERMIT TO "PROMOTE" THE COMMITTEE DOES NOT ABROGATE ITS OVERALL RESPONSIBILITY FOR THE CHAMPIONSHIP SERIES AND MAY IN ITS ABSOLUTE DISCRETION, WITHHOLD POINTS FOR ALL OR PART OF A "ROUND" INTRODUCING A REPLACEMENT EVENT AT A LATER DATE IF SEEN FIT.

## ACU Normandale Products Traditional Trials Championship

**These Championship Regulations to apply in addition to the National Sporting Code, Standing Regulations for Trials and the Supplementary Regulations for each event.**

Championship points will be awarded to competitors of any Nationality. The title "ACU Normandale Products Traditional Trials Champion" will be awarded to the competitor with the most points who holds British Citizenship. If a competitor with the most points is not a British Citizen they will be awarded the title "ACU Normandale Products Traditional Trials Champion". This principle will apply throughout the Championship classes.

- 1 **Title of Event.** All Supplementary Regulations and Programmes must include the words "A round of the ACU Normandale Products Traditional Trials Championship" in the heading and reference to the sponsor, if any, is to be made at the beginning of the regulations.
- 2 **Series Sponsor.** Where there is a Series Sponsor who provides bibs/riding numbers, these must

be used by the rider without alteration or the obscuring of Sponsors' logo

3 **Qualifying Meetings.** The list of events may be found in the current ACU Fixture List.

4 **Eligibility.** Priority of entry at the closing date will be given to Championship points scorers from the current series and the previous year subject to completed entry forms being received by that date.

5 **Classes.**

CLASS A – All major machine components including frame, forks, hubs, engines and gearboxes, to be a silhouette of the original British manufactured parts which were available before 1975.

CLASS B – Machines with Twinshock rear suspension as fitted at the time of manufacture and fitted with drum brakes, not included in Class A.

CLASS C – Machines with a Monoshock rear suspension and an air cooled engine.

CLASS D – Machines not included in classes A, B, and C but ridden by a competitor over 40 years of age.

CLASS E – Machines not included in classes A, B, C and D but ridden by a competitor over 50 years of age.

CLASS F – Machines not included in A, B, C, D and E, but ridden by a competitor over 60 years old.

All riders in the same class must ride the same route.

An additional Non-Championship class may be added at the organisers discretion. However priority must be given to Championship entrants if the number of entries is limited.

6 **Course.** The course shall be of a simple loop type, of no more than 2 laps, with a total overall distance of between 15 and 30 miles.

7 **Observed Sections.** The sections shall be of natural terrain, i.e. no man made materials shall be used, and should be suitable for all classes. However, up to 50% of sections may be over a dual route with easier sections for classes A, E & F Riders eligible to ride in classes B, C, & D may enter to ride the easier route on a no award, no points basis.

8 **Marking.** Marking will be to TSR22 B No stop permitted.

9 **Starting Intervals.** All riders must start at one minute intervals.

10 **Time.** A time restraint must be applied to part of or all of the Trial. It shall be in the form of an individual Time Allowance for each rider and the details given in the Supplementary Regulations or Final Instructions.

A rider's Time Allowance shall commence from the actual time the rider starts. The location of the final Time Control should, wherever possible, be situated so that riders do not have to travel on the public highway between the last Section and the Control. Riders will be penalised 1 mark per minute up to a maximum of 20 for late starting, or arriving late at any subsequent Time control and thereafter excluded.

11 **Championship Points.** Championship points will be awarded to the top 15 eligible finishers in each class at each round on the following scale:

1st	20 points	6th	10 points	11th	5 points
2nd	17 points	7th	9 points	12th	4 points
3rd	15 points	8th	8 points	13th	3 points
4th	13 points	9th	7 points	14th	2 points
5th	11 points	10th	6 points	15th	1 point

Ties will be resolved in accordance with TSR 23 In addition a Special Test may be included.

12 **Final Assessment.** At the conclusion of the Series, the points for each rider's best results from all rounds held less two, will be added together and the rider with the highest number of points to his credit will be awarded the relevant Championship title. If a tie occurs on the total number of points gained it will be resolved as follows:

a) In favour of the rider with the greatest number of wins.

b) If not resolved then the greatest number of second places and so on down to fifteenth place.

- c) If not then resolved, by the rider with the best performance in the final event, etc.
- 13 **Protests.** Protests in this Championship must be submitted within 30 minutes of the announcement of results, provided the results are displayed within 30 minutes of the last rider finishing.
- 14 **Awards.** The organisers shall supply a minimum of one award to the first eligible finisher in each class in the event. The overall winner of the Series will receive a perpetual award which will be presented, together with an ACU medal, at the annual ACU Awards Presentation.
- 15 **Jurisdiction.** IN GRANTING A PERMIT TO “PROMOTE” THE COMMITTEE DOES NOT ABROGATE ITS OVERALL RESPONSIBILITY FOR THE CHAMPIONSHIP SERIES AND MAY IN ITS ABSOLUTE DISCRETION, WITHHOLD POINTS FOR ALL OR PART OF A “ROUND” INTRODUCING A REPLACEMENT EVENT AT A LATER DATE IF SEEN FIT.

## The ACU Sammy Miller Products Trial Championship

These Championship Regulations to apply in addition to the National Sporting Code Standing Regulations for Trials and the Supplementary Regulations for each event.

Championship points will be awarded to competitors of any Nationality. The title “ACU Sammy Miller Products Trials Champion” will be awarded to the competitor with the most points who holds British Citizenship. If the competitor with the most points is not a British Citizen they will be awarded the title “ACU Open Sammy Miller Products Trials Champion”. This principle will apply throughout the Championship classes.

- 1 **Title of Event.** All Supplementary Regulations and Programmes must include the words “A Round of The ACU Sammy Miller Products Trials Championship”.
- 2 **Qualifying Meetings.** The list of events may be found in the current ACU Fixture List.
- 3 **Eligibility.** Open to all riders of machines in the following classes:
- |  |                                |
|--|--------------------------------|
| <b>Class 1</b> – Pre-Unit Rigid              | Manufactured prior to 31.12.64 |
| <b>Class 2</b> – Pre-Unit Springer           | Manufactured prior to 31.12.64 |
| <b>Class 3</b> – 2 stroke                    | Manufactured prior to 31.12.69 |
| <b>Class 4</b> – Unit Construction 4 strokes | Manufactured prior to 31.12.69 |
| <b>Class 5</b> – Pre Unit Sidecar            | Manufactured prior to 31.12.64 |
| <b>Class 6</b> – Unit Sidecar                | Manufactured prior to 31.12.69 |
- To be eligible machines in classes 1-6 must also have been manufactured in Britain. All major components including frame, forks, engines, gearboxes and carburetor to be of original British manufacture which were available before the date of eligibility of the class concerned. Any machine that does not comply must enter class 9.
- Class 7** – Twinshock Sidecars Manufactured with Twinshock rear suspension and drum brakes at time of manufacture
- Class 8** – Twinshocks Solo as class 7.
- Class 9** – British Replicas. All major components including frame, forks, engines and gearboxes to be a silhouette of British manufactured parts
- Class 10** – Easy Route Open Championship Open to classes 3, 4, 8, 9 and Trail bikes
- 4 **Course.** The course should be between 30 and 50 miles in length and include 25 to 35 subsections suited to the type of machine and rider entered. It is recommended that steep drops and tight turns are avoided. Alternative easier route sections should be used for classes 1, 2, 5, 6, 7 & 10. Suitable off-road events of a shorter length may be allowed at the discretion of the Trials and Enduro Committee.

- 5 **Method of Marking.** As per TSR22B Non-Stop.
- 6 **Championship Points.** Championship points will be awarded to the top 15 eligible finishers in each class at each round on the following scale:
- |     |           |      |           |      |          |
|-----|-----------|------|-----------|------|----------|
| 1st | 20 points | 6th  | 10 points | 11th | 5 points |
| 2nd | 17 points | 7th  | 9 points  | 12th | 4 points |
| 3rd | 15 points | 8th  | 8 points  | 13th | 3 points |
| 4th | 13 points | 9th  | 7 points  | 14th | 2 points |
| 5th | 11 points | 10th | 6 points  | 15th | 1 point  |
- Ties will be resolved in accordance with TSR 23. In addition a Special Test may be included.
- 7 **Final Assessment.** At the conclusion of the Series, the points for each rider's results from all rounds held less one will be added together and the rider with the highest number of points to his credit will be awarded the relevant Championship title.  
If a tie occurs on the total number of points gained it will be resolved as follows:
- In favour of the rider with the greatest number of wins.
  - If not resolved then the greatest number of second places and so on down to fifteenth place.
  - If not then resolved, by the rider with the best performance in the final event, etc.
- 8 **Special Award** At the end of the series a special Sammy Miller Trophy will be awarded for the rider with the best overall performance, who loses the least amount of marks, and has competed in all rounds on the top course on a British Bike.
- 9 **Protests.** Protests in this Championship must be submitted within 30 minutes of the announcement of results, provided the results are displayed within 30 minutes of the last rider finishing.
- 10 **Jurisdiction.** IN GRANTING A PERMIT TO "PROMOTE" THE COMMITTEE DOES NOT ABROGATE ITS OVERALL RESPONSIBILITY FOR THE CHAMPIONSHIP SERIES AND MAY IN ITS ABSOLUTE DISCRETION, WITHHOLD POINTS FOR ALL OR PART OF A "ROUND" INTRODUCING A REPLACEMENT EVENT AT A LATER DATE IF SEEN FIT.

# British/ACU Challenge Lusky.com Solo Youth Trials Championship

These Championship Regulations to apply in addition to the National Sporting Code, Standing Regulations for Trials and the Supplementary Regulations for each event.

Championship points will be awarded to competitors of any Nationality. The title "British / ACU Challenge Lusky.com Solo Youth Trials Champion" will be awarded to the competitor with the most points who holds British Citizenship. If the competitor with the most points is not a British Citizen they will be awarded the title "British / ACU Challenge Lusky.com Open Solo Youth Trials Champion". This principle will apply throughout the Championship classes.

- 2 **Series Sponsor.** Where there is a Series Sponsor who provides bibs/riding numbers, these must be used by the rider without alteration or the obscuring of Sponsors' logo.
- 3 **Eligibility.** Open to all youth riders as defined under TSR1.
- 4 **Classes.** See TSR 1.
- 5 **Starting Order.** The riders will have their starting order determined by ballot.
- 6 **Starting Intervals.** A&B riders will start at one minute 30 secs intervals. C&D riders will start at one minute intervals
- 7 **Championship Points.** Championship points will be awarded to the top 15 eligible finishers in each class at each round on the following scale: – A rider can only gain Championship points from one class in one year.

1st	20 points	6th	10 points	11th	5 points
2nd	17 points	7th	9 points	12th	4 points
3rd	15 points	8th	8 points	13th	3 points
4th	13 points	9th	7 points	14th	2 points
5th	11 points	10th	6 points	15th	1 point

Ties will be resolved in accordance with TSR 23. In addition a Special Test may be included.

- 8 **Protests.** Protests in this Championship must be submitted within 30 minutes of the announcement of results, provided the results are displayed within 30 minutes of the last rider finishing.
- 9 **Final Assessment.** At the conclusion of the series, the points for each rider's performance from all rounds held less one will be added together and the rider with the highest number of points to his credit will be the winner.  
**Ties** if a tie occurs on the total number of points gained it will be resolved as follows  
a) In favour of the rider with the greatest number of wins in all rounds.  
b) If not resolved then the greatest number of second places and so on down to 15th place in all rounds.  
c) If not then resolved, by the rider with the best performance in the final event etc.
- 10 **Observed Sections.** Each observed section or subsection must be attempted in the order in which they are numbered, except where a class is instructed to start other than at Section 1, they must still attempt the sections consecutively. The sections should be of natural terrain, i.e. no man-made hazards and consecutively numbered.
- 11 **Method of Marking.** As per TSR22A. with timed sections for the A&B class
- 12 **Assistants.** At the discretion of the organisers, each rider may register one assistant to accompany them on the course and carry tools, provided he is not riding a machine. The assistant must be a minimum age of 18 yrs. The rider and the assistant must sign a declaration that the rider is responsible for all the actions of the assistant. The assistant will only be allowed into the boundaries of a section if their rider is in that section and if specifically invited by an official. The assistant must wear identification supplied by the organiser. In the case of an injury, a substitute assistant may be registered. The rider may receive assistance to repair their machine anywhere on the course. The rider's machine must travel the whole distance of the course under its own power or the exertion of the rider.
- 13 **Course.** The number of laps and approximate length of lap must be stated in the Supplementary Regulations.
- 14 **Condition.** Sponsors: Bibs if supplied by a Championship Sponsor must be worn by the Competitors throughout the event. Programme covers if supplied by a Championship Sponsor must be used for official programmes.
- 15 **Jurisdiction.** IN GRANTING A PERMIT TO 'PROMOTE' THE COMMITTEE DOES NOT ABROGATE ITS OVERALL RESPONSIBILITY FOR THE CHAMPIONSHIP SERIES AND MAY IN ITS ABSOLUTE DISCRETION, WITHHOLD POINTS FOR ALL OR PART OF A 'ROUND' INTRODUCING A REPLACEMENT EVENT AT A LATER DATE IF SEEN FIT.



# British Womens & Girls Trials Championships

These Championship Regulations to apply in addition to the National Sporting Code, Standing Regulations for Trials and the Supplementary Regulations for each event.

Championship points will be awarded to competitors of any Nationality. The title “British Womens / Girls Trials Champion” will be awarded to the competitor with the most points who holds British Citizenship. If the competitor with the most points is not a British Citizen they will be awarded the title “British Womens / Girls Open Trials Champion”. This principle will apply throughout the Championship classes.

- 1 **Title of Event.** All Supplementary Regulations and Programmes must include the words – “incorporating the British Womens & Girls Trials Championships”.
- 2 **Series Sponsor.** Where there is a Series Sponsor and the Organiser provides bibs/riding numbers, these must be used by the rider without alteration or the obscuring of Sponsors’ logo.
- 3 **Eligibility.** All riders in the Championship classes must be of the female gender. Classes for girls are as defined under youth riders in TSR1.
- 4 **Classes.**  
 Womens Championship  
 Girls A Championship  
 Womens Intermediate Championship  
 Girls A Intermediate Championship  
 Girls B Championship  
 Girls C Championship  
 Womens Newcomers  
 Youth Newcomers  
 At the end of the Series an award will be presented to winners of each of the above Championship Classes.  
 An additional supplementary class of either Novices, Twinshocks, Pre-65, Sidecar, or Youth, open to competitors of either sex, may be included. This additional class to be limited to a maximum of 25 riders.
- 5 **Starting.** Starting intervals shall be at intervals of 1 minute.
- 6 **Time Allowed.** There will be an overall individual time allowance for the Trial. The Final Time Control must be located immediately after the final section. The rider is obliged to go directly from the Final Control to the Results Recorder. Any rider who delays the publication of a result will be reported to the Stewards of the Meeting for disciplinary action.
- 7 **Method of Marking.** The Championship will be held under TSR22A.
- 8 **Course.** The course will be entirely on private land and will consist of a minimum of ten sections. There will be 3 routes as follows:  
 Route 1 – Womens Championship Class and Girls A Championship Class.  
 Route 2 – Womens Intermediate Championship Class, and Girls A Intermediate Championship and Girls B Championship Class.  
 Route 3 – Girls C Championship Class and Womens and Girls Newcomers.  
 All routes to be clearly distinguished with appropriate marking.
- 9 **Assistants.** At the discretion of the organisers, each rider may register one assistant to accompany them on the course and carry tools, provided he is not riding a machine. The assistant must be a minimum age of 18 years. The rider and the assistant must sign a declaration that the rider is responsible for all the actions of the assistant. The assistant will only be allowed

into the boundaries of a section if their rider is in that section and if specifically invited by an official. The Assistant must wear identification supplied by the organiser. In the case of an injury, a substitute assistant may be registered. The rider may receive assistance to repair their machine anywhere on the course. The rider's machine must travel the whole distance of the course under its own power or the exertion of the rider.

- 10 **Championship Points.** Championship points will be awarded to the top 15 eligible riders in each Championship Class at each event on the following scale for each class:
- |     |           |      |           |      |          |
|-----|-----------|------|-----------|------|----------|
| 1st | 20 points | 6th  | 10 points | 11th | 5 points |
| 2nd | 17 points | 7th  | 9 points  | 12th | 4 points |
| 3rd | 15 points | 8th  | 8 points  | 13th | 3 points |
| 4th | 13 points | 9th  | 7 points  | 14th | 2 points |
| 5th | 11 points | 10th | 6 points  | 15th | 1 point  |
- Ties will be resolved in accordance with TSR 23. In addition a Special Test may be included.
- 11 **Protests.** Protests in this Championship must be submitted within 30 minutes of the announcement of results provided the results are displayed within 30 minutes of the last rider finishing.
- 12 **Final Assessment.** At the conclusion of the series, the points for each rider's performance from all rounds held less one will be added together and the rider with the highest number of points to his credit will be awarded the relevant Championship title.  
**Ties** if a tie occurs on the total number of points gained it will be resolved as follows  
 a) In favour of the rider with the greatest number of wins in all rounds.  
 b) If not resolved then the greatest number of second places and so on down to 15th place in all rounds.  
 c) If not then resolved, by the rider with the best performance in the final event etc.
- 13 **Jurisdiction.** IN GRANTING A PERMIT TO 'PROMOTE' THE COMMITTEE DOES NOT ABROGATE ITS OVERALL RESPONSIBILITY FOR THE CHAMPIONSHIP SERIES AND MAY IN ITS ABSOLUTE DISCRETION, WITHHOLD POINTS FOR ALL OR PART OF A 'ROUND' INTRODUCING A REPLACEMENT EVENT AT A LATER DATE IF SEEN FIT.

## The ACU Trail Bike Championship

**These Championship Regulations to apply in addition to the National Sporting Code, Standing Regulations for Trials and the Supplementary Regulations for each event.**

Championship points will be awarded to competitors of any Nationality. The title "ACU Trail Bike Champion" will be awarded to the competitor with the most points who holds British Citizenship. If the competitor with the most number of points is not a British Citizen they will be awarded the title "ACU Open Trail Bike Champion". This principle will apply throughout the Championship classes.

- 1 **Title Of Event.** All Supplementary Regulations and programmes must include the words "A round of the ACU Trail Bike Championship" and the name of any official series sponsor.
- 2 **Qualifying Meetings.** The list of events may be found in the current ACU Fixture List.
- 3 **Eligibility.** Open to machines that were classified by the Manufacturer as Trail Bikes with working lights and pillion seats. Converted Trial Bikes will be excluded from this Class. The organiser, in conjunction with the Trials & Enduro Committee, reserves the right to place machines regarded as ineligible in the appropriate Class, and the rider will therefore not qualify for Championship points. A list of ineligible machines will be held at the ACU.
- 4 **Course.** It is recommended that the course should be between 25 and 75 miles in length and include 25 to 40 sub-sections suited to the type of machine and rider entered. It is recommended that tight turns and steep drops be avoided. Organisers have the option to offer a

dual route on a maximum of 6 sections. The harder route would cater for the Championship Class and the easier route for all other classes, with the dual routes being clearly marked. A rider shall be given the opportunity to inspect a section before riding it.

5 **Method of Marking.** As per TSR22 B Non Stop.

6 **Championship Points.** Championship points will be awarded to the top 15 eligible finishers at each round on the following scale:

1st	20 points	6th	10 points	11th	5 points
2nd	17 points	7th	9 points	12th	4 points
3rd	15 points	8th	8 points	13th	3 points
4th	13 points	9th	7 points	14th	2 points
5th	11 points	10th	6 points	15th	1 point

Ties will be resolved in accordance with TSR 23. In addition a Special Test may be included.

7 **Final Assessment.** At the conclusion of the Series, the points for each rider's results from all rounds held less one, will be added together and the rider with the highest number of points to his credit will be awarded the relevant championship title.

If a tie occurs on the total number of points gained it will be resolved as follows:

(a) In favour of the rider with the greatest number of wins.

(b) If not resolved then the greatest number of second places and so on down to fifteenth place.

(c) If not then resolved, by the rider with the best performance in the final event etc.

8 **Protests.** In this Championship must be submitted within 30 minutes of the announcement of results provided the results are displayed within 30 minutes of the last rider finishing

9 **Awards.** The organisers shall supply a minimum of one award to the first eligible finisher in each class in the event. The overall winner of the Series will receive a perpetual award, which will be presented, together with an ACU medal, at the annual ACU Awards Presentation.

10 **Jurisdiction.** IN GRANTING A PERMIT TO "PROMOTE" THE COMMITTEE DOES NOT ABROGATE IT'S OVERALL RESPONSIBILITY FOR THE CHAMPIONSHIP SERIES AND MAY, AT IT'S ABSOLUTE DISCRETION, WITHHOLD POINTS FOR ALL OR PART OF A "ROUND" INTRODUCING A REPLACEMENT EVENT AT A LATER DATE IF SEEN FIT.

## TRIALS – MACHINE EXAMINERS CHECK LIST

### GENERAL TRIALS

Machines should be in general good condition with no obvious parts missing or not working. Should be adequately silenced and the following checked:

- Brake and Clutch levers should have ball ended levers
- Folding Footrests
- Self closing throttle
- Have trials tyres
- Have a helmet and suitable boots

For **youth competitors** the additional items should be checked:

- Cut out button
- Correct engine size for age of rider
- Have gloves

And **sidecars** should have:

- A nose cone
- Seat for the passenger
- Passenger has helmet and suitable boots

**For entries into special ACU championships the following should be checked:**

### TRADITIONAL CHAMPIONSHIP

Class A – All major components including frame, forks, hubs, engines and gear boxes to be a silhouette of the original British manufactured parts, which were available before the date of eligibility for the class concerned.

Class B – Have two rear shocks (as at time of manufacture) and drum brakes

Class C – Have one rear shock and air cooled engine

### SAMMY MILLER CHAMPIONSHIP

Classes 1 to 6 – Major parts should be a silhouette of original British manufactured parts available prior to the date of eligibility for the class concerned.

Classes 7 & 8 – Must have Twinshock rear suspension as fitted at the time of manufacture and be fitted with drum brakes.

### TRIAL BIKE CHAMPIONSHIP

Machines must be classified by manufacturer as a Trail Bike, have working lights and a pillion seat. (A list of Non Eligible bikes is available from the ACU).

## TRIALS OFFICIALS

### QUALIFICATIONS AND CONDITIONS

Officials are divided into two categories: Those that are Licensed and those that are Registered. No Fees are payable in respect of any Licences or Registration or for the appropriate form of identification issued.

**LICENCES:** Senior Officials are required to hold an ACU Licence of the appropriate Grade for the performance of their duties.

	See Note Below	Licence Required	Attendance at Seminar/ Training Session
Clerk of the Course	1	YES	3 YEARS Every Third Year maximum
Chief Steward	2	YES	3 YEARS Every Third Year maximum
Secretary of the Meeting	2	No	Will receive Training at meetings and if required at Regional or ACU HQ Seminars
Club Stewards		No	May attend Regional or ACU HQ Seminars

Clubs and Centres shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels organise Seminars that are compulsory for certain Officials. A Licence is valid for 3 years.

#### Note 1 Clerk of the Course

##### GRADES

**Regional** must attend a seminar organised by a Centre/Region.

**National** must attend a National seminar organised by the Trials & Enduro Committee and must also comply with specific criteria.

#### Note 2 Steward

##### GRADES

**Regional** will be appointed by the Centre as the Permit issuing authority as required.

**National** will be appointed by the Trials & Enduro Committee as the Permit issuing authority and must also comply with specific criteria.

**LICENCE FEES:** ALL LICENCES WILL BE ISSUED, FREE OF CHARGE, FOR A PERIOD OF THREE YEARS.

# Grass Track

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**The Sporting Code and the Standing Regulations of the ACU together with the Supplementary Regulations will apply to all Grass Track Races.**

## **SECTION 1 GENERAL**

### **1.1 COMPLIANCE WITH REGULATIONS**

Every rider (and parent/guardian for youth) entering or being entered acknowledges that he/she is bound by the ACU Sporting Code. These Grass Track Regulations, together with any Supplementary Regulations and Final Instructions thereafter issued to all of which undertake to submit and moreover, renounce the right to have recourse to any arbitration or tribunal not provided for in the rules.

### **1.2 ELIGIBILITY**

For National Competitions, Entrants, Drivers and Passengers must hold a current Competition Licence for International or National Events issued by the ACU, or the Scottish ACU. Competitions of Continental status may allow licence holders from FMN's within the EC to participate. Start permission from the relevant FMN must be submitted to the organiser. For all competitions of below National Status, a current Competition Licence of the appropriate grade is required. Details of eligibility will be found in the Supplementary Regulations of the event. Applicants for Youth Licences please refer to the Youth Licence Regulations within this Handbook. The minimum age for an adult competitor is 16 years, but applications will be considered by the Track Racing Committee (TRC) for 15 year olds to ride in the 250cc & 350cc classes. Any competitor over 70 years of age must have a medical examination.

### **1.3 NON-STARTERS/RESERVES/SUBSTITUTES**

The place of any non-starter shall be taken by a RESERVE driver whose entry has been accepted, and in the order of priority as listed in the Official Programme of the Competition. A SUBSTITUTE driver may be nominated only by the ENTRANT being the holder of an Entrant's International or National Competition Licence. Where a rider is his own Entrant, no substitution will be permitted (see Sporting Code). A change of passenger during a meeting is permitted if authorised by the Clerk of the Course.

### **1.4 ALTERATIONS TO PROGRAMME**

In the event of a race being cancelled due to insufficient entries, the organisers reserve the right to offer the race time and prizes for a race of similar length, for machines of another class or category.

### **1.5 ABANDONMENT**

The organisers reserve the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone or abandon any event, or the competition itself, if circumstances should arise which in their opinion, renders such action necessary.

### **1.6 BRITISH INDIVIDUAL GRASS TRACK CHAMPIONSHIPS**

It is a condition of the issue of a National Competition Licence that the competitors will not be granted authority to compete at home or overseas at any event which clashes with the Qualifying rounds or the Final of an Individual Championship for which they have qualified or may be nominated for.

Competitors should also note the requirements for International Selection through the appropriate Individual Championship.

After a written request to the TRC, permission may be given for a rider to compete at a UEM or FIM Championship event which conflicts with the date of an Individual Championship event within the UK.

### 1.7 ADULT GRASS TRACK RECORDINGS

Events which points may be allocated are Closed to Club, Centre Restricted, Regional Restricted, Restricted Invitation, Open, National and International.

Points are allocated on the results of the first final for each class at each event. Should the race be run on, for example, a three leg basis, the points should then be given on the overall results. If in doubt, a good guide is to use the published result and/or result on which the awards are presented. Points may only be allocated for one event in each capacity class at each meeting i.e. one 250cc final, one 350cc final, one 500cc final and one of the sidocar classes. Riders may be allocated points in each of the capacity classes in which they compete. Unlimited capacity classes do not carry any grading points. Points allocation for classes as follows:

Events below National Status		National and Home International events			
1st	6 points	1st	12 points	6th	6 points
2nd	5 points	2nd	10 points	7th	5 points
3rd	4 points	3rd	9 points	8th	4 points
4th	3 points	4th	8 points	9th	3 points
5th	2 points	5th	7 points	10th	2 points
6th	1 point				

Should any event cater for less than 10 finalists the winner of the event is allocated the maximum number of points i.e. 12 points, the other finishers 10, 9, 8 and so on. Centre Recorders are asked to allocate points for the following events: – all Grass Track meetings except the Best Pairs and Inter Centre Championships.

### 1.8 GRASS TRACK RECORDERS

**National Co-ordinator** Mrs. T. Cossar, ACU House, Wood Street, Rugby, Warwickshire CV21 2YX.

Tel: 01788 566400

**Cornwall Centre** Miss. J. Osborne, Prideaux Cottage, High Street, St Austell, Cornwall PL26 7TE.

Tel: 01726 72098 e-mail: jacquiosborne42@hotmail.com

**Eastern Centre** Mr. J. Sayer, Hylands, Dunmow Road, Thaxted, Essex CM6 2NX. Tel: 01371 870123

**East Midland Centre** Mr. R. W. Smith, 59 Green Avenue, Chellaston, Derby DE73 6TE. Tel: 01332 722671

**East South Wales Centre** Mr. G. Rogers, 735 Newport Road, Rumney, Cardiff CF3 8DD.

Tel: 01222 777576

**East Yorks Centre** Mr. D. A. Brown, 4 Brockfield Road, Huntington, York YO3 9DZ.

Tel: 01904 622274

**Midland Centre** Mrs. D. Edwards, Oak Lodge, Buckwyns Chase, Billericay, Essex CM12 0TN.

Tel: 01277 632249

**Mid Wales Centre** Mr. M. Kilvert, Windy Way, Nantoer, Newtown, Powys SY16 1HH.

**North Western Centre** Mr. G. Lowe, Liversage House, 83 Under Lane, Grotton, Oldham OL4 5RN.

**South Eastern Centre** Mr. M. Godden, 6 Greenlane Cottages, Green Lane, Tonbridge, Kent TN12 9RE. Tel 01892 730922

**Southern Centre** Mrs. D. J. Read, 12 Heights Road, Upton, Poole, Dorset BH16 5QL.

Tel: 01202 778136

**South Midland Centre** Mr. B. Davis, 128 Dorchester Way, Hayes, Middlesex UB4 0HZ.

Tel: 0208 848 8279

**South Western Centre** Mr. C. Pattison, 6 Churchfields, Wincanton, Somerset BA9 9AJ.

Tel: 01963 33001

**Wessex Centre** Mr. M. Melksham, 6 Staplegrove Crescent, St. George, Bristol BS5 8TN.

Tel: 01179 095479

**Western Centre** Mr. G. Williams, 32 Middle Way, Fayre Oaks Home Park, Kings Acre, Hereford HR4 0SU.



### 1.9 CLERK OF THE COURSE

A list of current National ACU Clerks of the Course is available from the ACU Head Office.

## SECTION 2 PROCEDURES

### 2.1 DIRECTION OF RACING

Solos A, 500cc Sidecar B1(c), 1000cc B1 (b), will race in an anti-clockwise direction. 1000cc Sidecar B1 (a) will race in a clockwise direction.

### 2.2 RUNNING OF ENGINES

The running of engines is prohibited except during official practising and actual racing, and for a period not exceeding five minutes prior to the start of each race. A breach of this regulation will involve disqualification from the meeting of the driver of the motorcycle concerned.

### 2.3 CONTROL OF EXHAUST SOUND LEVEL

The Clerk of the Course may exclude any machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy. The sound level will be controlled either by the fitment of an FIM homologated silencer or, in the absence of homologated silencers according to the FIM/ACU method and measured at 2 metres distance where it will not exceed 86 dB(A). For precise method of testing, please refer to the Sound Control Regulations within this handbook. Random or spot checks may be made by ACU Sound Control Officials of the sound level of any machine not fitted with an FIM homologated silencer taking part in any ACU meeting in addition to any routine checks at Technical Control.

The engine piston stroke in millimetres must be permanently and prominently displayed on the crankcase for use in sound control calculations.

From 1st January 2011 it is proposed to introduce the revised FIM 2MeterMax Sound Control System for all ACU permitted events.

### 2.4 ENGINES MEASUREMENT

Where it becomes necessary for the ACU or an organiser to verify any fact relating to an engine size, it shall be carried out at the cost of the rider lodging the protest. Where an engine is measured, as the result of a protest, the protest must be submitted with the appropriate fee plus a deposit of £50.00 for a single cylinder engine and £250.00 for a multi-cylinder engine which can only be returned if the protest is upheld. If the protest is unsuccessful then the deposit will be awarded to the person against whom the protest has been made. The protest fee will be sent to the ACU Benevolent Fund. The Clerk of the Course shall judge as guilty anyone who refuses to present an engine for measurement. The rider will be excluded from the results of the event and will be fined. If engines are presented for measurement, but this cannot be carried out at the event, the engines must be sealed for later measurement. If seals are damaged or removed the rider will be excluded from the results and fined. A sealed engine must be measured within 28 days, unless required earlier for a subsequent round of a Championship. A sealed engine must be measured before the next round of that championship for which it has qualified, or within 28 days, whichever is the sooner.

### 2.5 ENVIRONMENTAL PROTECTION

- a) Environmental mats must be used by all competitors to prevent the discharge of fuel, oil, cleaning fluids, degreasants, cooling and brake fluids from contaminating the ground.
- b) The power washing of motorcycles is not permitted at Grass Track events.
- c) Competitors and their teams must make use of the containers provided by the organiser for the disposal of oils and other waste material.

## 2.6 TECHNICAL CONTROL

All motorcycles and protective clothing must be presented to the Technical Official for examination before the start of any practice, or at any time during the meeting as may be required by the Clerk of the Course, to ensure that they comply with the requirements of the regulations. Spokes on all wheels must be accessible during technical control. Any machine involved in an accident must be presented to Technical Control for re-inspection before being ridden again at the meeting. Youth – protective clothing to be worn by competitors when presented for Technical Control.

## 2.7 PRACTISING

At all Grass Track meetings controlled practising will be allowed on the course and each driver and passenger must complete at least two laps of practice to qualify for the event. Practice laps must be recorded.

## 2.8 ON TRACK STARTS

The Start/Finish line should be positioned at 50% of the length of the straight. The starting gate stanchions must not compromise the run off area. There must be no more than eight solos or six sidecars on the start line.

## 2.9 METHOD OF STARTING

The method of starting shall be stated in the Supplementary Regulations. For National adult events a green light will be illuminated to indicate to riders that they are under Starters Orders. Any rider touching the starting tapes once under starters orders will be disqualified.

## 2.10 STARTER'S ORDERS

Only those riders/passengers in the starting area or on a grid will be deemed to be under Starter's Orders. No other rider is subsequently permitted to start in a race.

## 2.11 DELAYING THE START

Any rider not prepared to start within two minutes after being called to the starting line will be disqualified from the race.

## 2.12 FALSE START

Any rider who in the opinion of the Clerk of the Course has caused a false start will be disqualified from that race.

## 2.13 FLAG SIGNALS

The following code of Flag Signals will be used where appropriate.

**National Flag:** Start.

**Black with Drivers Number:** That driver to STOP.

**Yellow:** Accident, slow down, driver must be prepared to stop. OVERTAKING STRICTLY PROHIBITED. Any rider judged to have taken unfair advantage by racing or attempting to overtake within the area controlled by the yellow flags will be considered guilty of unfair and/or dangerous driving and will be disqualified.

**Red:** Immediate STOP all drivers

**Green:** Course Clear

**Yellow with Black diagonal cross:** Start of last lap.

**Chequered Black and White:** Finish

Any additional flag signals will be stated in the Supplementary Regulations. Only authorized Officials are permitted to use these flags. All the above flags should measure not less than 750mm x 600mm.

## **2.14 FINISH OF RACE**

The chequered flag will be displayed as the winner crosses the finishing line and will be kept flying thereafter until the last rider finishes the lap. No rider will be allowed to start a fresh lap after the chequered flag has been displayed. Thereafter riders crossing the line will be flagged off, their position being determined by the number of laps each has completed. To be classified as a finisher a rider must complete  $\frac{3}{4}$  of a four lap race or  $\frac{2}{3}$  of a six lap race within three minutes of the winner crossing the finish line.

A competitor who has qualified for a final but not completed race distance will be placed according to the number of laps completed, without the requirement to complete a minimum number of laps.

## **2.15 STOPPAGE OF A RACE**

If a race is stopped before the race leader has completed  $\frac{3}{4}$  of a 4 lap race, or  $\frac{2}{3}$  of a 3 or 6 lap race, the race shall be re-run. If the race leader has completed the above race distances, ( $\frac{3}{4}$  of 4 lap race or  $\frac{2}{3}$  of a 3 or 6 lap race), before the race is stopped, the results can be declared at the discretion of the Clerk of the Course.

## **2.16 LEAVING THE COURSE**

A driver who permits any of the wheels of his motorcycle and/or sidecar to cross the defined edges of the track will be reported to the Clerk of the Course who may disqualify that rider, unless such action was in the interests of safety or due to the action of another rider. Any rider or passenger who displaces the marking flags with either his motorcycle/sidecar or any part of his person may be disqualified.

## **2.17 RIDING IN THE PITS**

There shall be no riding of motorcycles in the pits. Where possible an area protected by a safety fence shall be provided to start machines.

## **2.18 ACCIDENT INVOLVING DANGER**

If an accident has occurred and in the opinion of the Clerk of the Course it would be dangerous for the race to continue, he will stop the race and may order it to be re-run. The Clerk of the Course will disqualify the rider or riders who is or are the cause of the race being stopped.

## **2.19 RE-RUN RACES**

In the event of a race being re-run, the Clerk of the Course may permit any rider who has fallen either as a result of his having been fouled or because he had deliberately 'laid down' his motorcycle or has left the course in the interest of safety, to take part in the re-run. Any rider having been the primary cause of the stoppage, or not proceeding under power at the time of the stoppage, will not be eligible to take part in the re-run.

## **2.20 OUTSIDE ASSISTANCE**

If, during a race, a rider receives outside assistance, other than that provided by the organisers for the removal of himself or his machine from the course in the interests of safety, he will be disqualified.

## **2.21 FOUL, UNFAIR OR DANGEROUS RIDING**

The Clerk of the Course may discipline any rider who, in his opinion is guilty of unfair, foul or dangerous riding in accordance with 10.03.1.3 of the National Sporting Code of the ACU.

## **2.22 CHANGE OF MACHINE OR PASSENGER**

A change of machine and/or passenger within a particular capacity class may be permitted at any stage of an event (including the re-run of any races) subject to the approval of the Clerk of the Course, providing that:

- a) The machine has been passed by the Technical Official
- b) The passenger has an appropriate licence, has signed on, and has taken part in the official practice

### 2.23 TIES

Intermediate/Semi Final Standings

- a. Count back
- b. Best position in the last heat if the riders met
- c. A ballot in the presence of a Steward

Finals where points are carried forward

- a. Where riders tie on points after the Final the best place in that Final will decide the overall result.

### 2.24 MEDICAL SERVICES

At least one ambulance must be present during all official practicing and racing, and if it is not possible for a second ambulance to be present, an auxiliary vehicle with a stretcher must also be available on the course during official practicing and racing.

At ALL Grass Track events, including official practice, qualified First Aid personnel must be in attendance with full first aid equipment including a stretcher. For events of National status and above arrangements must also be made for a Doctor or Paramedic, with appropriate equipment for racing, to be in attendance during racing and official practicing with two ambulances being available. For events below National status the attendance of a Doctor or Paramedic is strongly recommended.

All paramedics must be registered with the Health Professional Council. Names of paramedics should be obtained by an organiser prior to the event taking place and then checked on the following HPC website: <http://www.hpcheck.org/lisa/onlineregister/MicrositeSearchInitial.jsp>.

The minimum equipment requirements for an Ambulance are as follows:

**Medical:** Stretcher – Apparatus to immobilise limbs and vertebral column – oxygen supply – First Aid kit and materials

**Technical:** Radio communication – visible and audio signals – 4 First Aid personnel

(Note: Local hospital authorities must be advised prior to the event of the time and date of the meeting).

For definitions of Doctor, Paramedic, Ambulance and First Aid personnel please refer to the Medical Services section within this handbook. Paramedics must be registered with the Health Professional Council. Be aware that some paramedics and St Johns Ambulance teams may not be able to carry morphine.

### 2.25 DOGS

Whilst dogs are not discouraged from attending Off Road motorcycle sport events, they are to be kept on a lead and under control at all times. Owners are responsible for ensuring that any dog is kept under control and are responsible for clearing up any fouling that may occur.

## SECTION 3 RIDERS

### 3.1 HELMETS

Helmets bearing the current ACU approval stamp and in sound condition and properly fitted must be worn by all riders and passengers while practising and racing. Overseas riders may use helmets as approved by their own FMN or FIM. For further information regarding helmets please refer to the Helmet section of this handbook.

### 3.2 PROTECTIVE CLOTHING

In all races and official practice outer clothing made of leather or a substitute, substantially padded at the shoulders, elbows, hips and knees, and calf-length boots, and leather or suitable substitute material gloves, shall be worn by both riders and passengers. Racing suits should be one piece or effectively joined when worn to form one piece. Any other racing suits must meet the standards required for leathers. Where non-leather materials are used they should have the following characteristics equivalent to leather.

- i) Fire retardant ability
- ii) Resistance to abrasion
- iii) Coefficient of friction against track surfaces
- iv) Perspiration absorbing ability
- v) Be nontoxic and non-allergic
- vi) Fabric must not melt

The clothing manufacturer is responsible for ensuring that the products and materials that carry his name conform to these rules. Kevlar suits are approved ONLY if worn with padding or a padded inner suit. Nylon suits will only be approved if worn with padding or a padded inner suit. It is advised that motocross jerseys should only be worn with padding that will provide protection against abrasion to the body and arms and that motocross jeans should only be worn with padding to the hips and knees. The minimum requirements for the footwear of passengers shall be leather ankle boots, minimum height 200mm. Goggles, and spectacles if worn, shall be of a non-splinterable material.

**Youth** – Tinted goggles/visors only allowed with permission of the Clerk of the Course and Technical Official at Technical Control. Youth protective clothing should comply to the same standards as adults.

**Back Protectors.** Competitors in all classes are required to wear commercially manufactured back protection during both practice and racing.

### 3.3 IDENTIFICATION DISCS

All riders and passengers, including youth competitors, are required to wear identification discs around the neck or the wrist during racing and practising. The disc must bear the wearer's full name and date of birth. String/wool or any other non-breakable material must not be used around the neck.

### 3.4 JEWELLERY

Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an incident, e.g. chewing gum. This includes removing dentures.

### 3.5 FIRE EXTINGUISHERS

All competitors, with the exemption of those travelling to an event on the machine on which they are competing, must have a 2 kg (minimum) dry powder fire extinguisher available for immediate use. If a 'closed vehicle' is being used the extinguisher must be fitted adjacent to, or on the inside of the working door. In the case of a shared vehicle the other competitors extinguisher(s) should also be visible, or, the fitted extinguisher(s) must be of a proportionately larger capacity.

### 3.6 LICENCES

- a) **FIM & UEM Championship Licences.** The Track Racing Committee will confirm the competitors who qualified and are eligible for these licences. The holders will be automatically entitled to hold an Non-Championship Licence.
- b) **International Non-Championship Licence.** Holders of a National Licence are eligible to apply for an International Non-Championship Licence. An International Non-Championship Licence can only be obtained through the relevant National Championship or at the discretion of the Track Racing Committee.
- c) **Licence Upgrading.** To upgrade to a National Licence drivers must obtain signatures from the relevant Clerk of the Course to demonstrate that they have finished in 6 finals at lower level events. Sidecar passengers wishing to upgrade to a National Licence must obtain signatures from the relevant Clerk of the Course to demonstrate they have finished in 3 finals at lower level events.
- d) **Lapsed Licences.** Any competitor wishing to renew a licence which requires qualification and the licence has been expired for more than 3 years will be issued with a Restricted Licence.

## SECTION 4 TECHNICAL

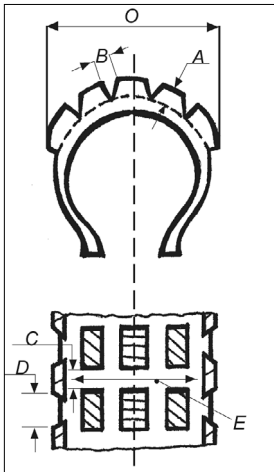
### 4.1 SPECIFICATION OF MOTORCYCLE

Motorcycles of Solo Category 1, Group A1, Sidecar Category 1, Group B1 (a, b, c) must comply with the following discipline requirements in addition to those of the National Sporting Code Appendix D. Machines originally designed for Enduro, Motocross, and Trials competitions (as defined in the respective regulations) are permitted in race meetings but may not be used in the same races as Track Racing motorcycles, but may be included on the same permit.

### 4.2 BRAKES

Motorcycles in Group A(1) and A(2) (Solos) must comply with the following:

- 250cc, 350cc and 500cc Track Racing motorcycles used in adult competitions must not be fitted with brakes or decompressors.
- All other motorcycles to be fitted with at least one effective brake. Motorcycles in Category 1 Group B (a, b) must be equipped with at least one effective brake operating on the motorcycle wheels.



### 4.3 TYRES

Except for the prohibited use of tractor pattern tread tyres there is no restriction as to the type of tyres which may be used for solo motorcycles, other than as may be laid down in the Supplementary Regulations. The tread depth and spacing of tyres fitted to the driven wheel of Groups B (a, b) must not exceed the dimensions specified for trials tyres refer to diagram. The overall width, measured at wheel spindle height must not exceed 150mm. Tread depth (A) must not exceed 13mm. All tread blocks in the same circumference must be of the same depth. The space between the tread blocks (B) must not exceed 10mm across the tyre or 13mm in a circumferential direction (C). The space between the shoulder blocks (D) must not exceed 22mm. The space across the tread (E) must not extend completely across the tyre measured at right angles to the tyre wall unless broken by a block. All main tread blocks must in principle be parallel with or at right angles to the tyre axis. (The tyre must have the same appearance if reversed and conform in principle with these diagrams). The tread pattern of the tyre must not be modified.

### 4.4 MUDGUARDS AND WHEEL PROTECTION

Category 1, Group A and B motorcycles must be fitted with two mudguards giving protection to the driver. The rear mudguard must extend laterally beyond the tyre and cover at least 35 degrees of the upper front quadrant of the rear wheel, and must extend to 5 degrees or more behind a vertical line running through the rear wheel spindle and must extend to the full width of the tyre. The Clerk of the Course may permit the removal of the front mudguard if conditions make this desirable. If cast or welded wheels are used for all types of Track Racing a protection must be provided by enclosing the spokes with solid discs. The sidecar wheel mudguard must extend to the full width of the tyre.

### 4.5 WHEEL RIMS

The modification by drilling to the wheel rims is prohibited other than for spokes, valve, security bolts or tyre retention screws. If the rim is modified for bolts, screws etc. they must be fitted.

### 4.6 CLUTCH AND BRAKE LEVERS

Refer to National Sporting Code Appendix D.

#### 4.7 FOOTRESTS AND HANDLEBARS

The footrest for the driver must be positioned to give easy access to any control pedal. The ends of the footrest must be rounded with a spherical radius of not less than 8mm viewing from front and end of footrest. The ends of the handlebars on all motorcycles shall be rounded or otherwise protected. When light alloy handlebars are used, the distance between the two extremities of the clamping area (or of the two clamps) must not be less than 120mm and handlebar clamps must be very carefully radiused and engineered so as to avoid fracture points in the bar.

#### 4.8 FRONT ENGINE PLATES SOLO – MACHINES

Where appropriate, the void between the front engine plates of solo machines below the dirt shield, if fitted, must be covered with a permanently fixed shield or plate.

#### 4.9 OPEN TRANSMISSION GUARDS

The primary transmission must have a fully enclosed guard. The cutting of the guard is only permitted to expose the clutch pressure plate and allow adjustments to the clutch springs. An additional protection must be provided to prevent a broken primary chain from flying upwards. This can be provided by either a fully enclosed steel chain guard or, if a plastic chain guard is used, a steel bolt of 10mm minimum diameter, placed outside the bottom rear quadrant of the clutch sprocket.

This bolt, if damaged, must always be completely replaced.

On all machines chain guards must be fitted to cover the entry to the gear box and rear wheel sprockets.

#### 4.10 IGNITION CUT-OUTS

An ignition cut-out operated by a lanyard which disables the machine in the event that the driver dismounts must be fitted to all machines. Cut-outs must function when the lanyard is pulled from any direction. The lanyard must be non-elastic. Coiled telephone cable or similar materials are not permitted. The cut-out must operate on the low voltage circuit and be fail safe when operated. In addition, any part of the cut-out which remains live after actuation must be shrouded in order to prevent accidental contact re-establishing the current flow. The use of the handlebars or front forks as part of any circuit is not permitted. The cut-out lanyard must be attached to the operators wrist whenever the engine is running including push starting the machine and warming up the engine.

#### 4.11 CARBURETTORS

500cc solo machines must be fitted with one carburettor with a maximum choke size of  $34 + 0.1$ mm circular shape.

#### 4.12 SUPERCHARGERS

The use of superchargers and turbo chargers on solo machines is prohibited.

#### 4.13 CHASSIS CONSTRUCTION

The use of titanium nuts and bolts is not permitted. A dimension increase may be necessary when ferrous fasteners are replaced by non-ferrous fasteners.

#### 4.14 EXHAUST SYSTEMS

**Solo** – The exhaust system of a solo machine must not extend beyond the outer circumference of the rear tyre. Between the silencer and the tyre a maximum gap of 60mm must not be surpassed. The exhaust fumes must be discharged from the system horizontally and parallel to the centre line of the machine. The exhaust pipe of a solo track racing motorcycle must be fixed to the cylinder head and frame with a minimum of three clips (the point of fixture at the cylinder head is considered as one clip). The diameter of the exhaust pipe must not exceed 50mm diameter or an equivalent area and must remain constant up to the silencer. The outlet area of the silencer must remain constant over a

length of 50mm and must not exceed 45mm or an equivalent area. Post 1975 350cc and 500cc solo's must use an FIM homologated silencer marked with one of the following approval marks; FIM TRS 95.01, FIM TRS 95.02, FIM TRS 95.03, FIM TRS 95.04, FIM TRS 2010 / -- Type.

**Note:** From 1st January 2011 only the FIM TRS 2010 / -- type silencers will be approved for use.

**Sidecar** When an exhaust is fitted onto the sidecar side of the machine, the system must not protrude beyond the sidecar framework, and must discharge gases horizontally and in a rearward direction. For Sidecar category B1(c) 500cc exhaust systems see specification 4.16(b).

**All Machines** – The outside shell of a silencer must form one integral unit in order to prevent any parts being dropped during a race. The end of the pipe must be cut at a right angle. The silencer must be fixed to the frame with at least one clip. In addition, for reasons of safety, a second flexible coupling must be fitted from the first third of the silencer to the frame (for example: a steel cable of at least 3mm diameter). The use of intermediate expansion boxes on two-stroke machines is permitted.

#### 4.15 SPECIFICATION OF THREE WHEELERS CATEGORY 1

All motorcycles in Group B1 (a, b) shall comply with the following:

- a) The three road wheels shall be each of at least 400mm (16") in diameter measured over the outside of the tyre.
- b) Where wheels are not wire spoked they must be enclosed with a disc.
- c) The wheel track, or lateral distance between tracks, shall be at least 800mm (32").
- d) Chains: The top and bottom runs of the drive chains and points of connection must be shielded.
- e) A passenger must be carried in addition to the rider.
- f) All sidecars must be on the left hand side of the motorcycle except where special dispensation has been granted for races confined to sidecars affixed to the right hand side of the motorcycle.
- g) All sidecars must be rigidly fixed to the motorcycle. On level ground the maximum incline of the sidecar wheel must not exceed 25 degrees. The maximum incline of a Class B1 (a) (1000cc) motorcycle must not exceed 5 degrees from the vertical. The sidecar wheel must be completely covered on the outside by a disk extending to the wheel rim. No light alloy bolts shall be used in the attachment of the sidecar or sidecar wheel.
- h) On the sidecar no part of the fairing or chassis is permitted to project past the outer tyre wall. On the right hand side of the machine any single projection within the diameter of the rear wheel and tyre must not exceed 100mm (4") measured horizontally from the outside of the rear wheel fork slot. Where a single projection as an extension to the rear spindle is used, this must have a minimum diameter of 25mm, be ball-ended and covered with a rubber ferrule.
- i) The maximum capacity of machines permitted in sidecar races shall be: – Class B1 (a) maximum 1006cc, unsupercharged, 650cc supercharged maximum.
- j) The front number plate, conforming to the size requirements of 4.20, should be fitted to the motorcycle. In addition, a forward facing number plate should also be fitted to the front of the sidecar.
- k) 1000cc – The rear mudguard of the machine must be rigid or braced and extend to 75mm below spindle height. To this a flexible mudflap must be securely fixed, minimum 10mm thick and 150% of the overall tyre width and to within 50mm of the ground when laden.
- l) No part of the passenger hand-rail on a sidecar may be less than 255mm from the outer edge of the sidecar (this includes the wheel and wheel arch).
- m) The front of the sidecar chassis must allow reasonable lift of the rear wheel. Where foot boards are fitted to the motorcycle, there must also be reasonable lift of the sidecar wheel before the foot boards foul the ground.
- n) Protection for the passenger must be provided on three-wheelers from the rear wheel, the primary and final drive chains of the motorcycle and from the sidecar wheel.
- o) Specifications for Formula 600cc Sidecar and Formula 250cc Youth Sidecars please refer to Sidecar Grass Track appendices 1 & 2 which will be available from the ACU office.



**4.16 SPECIFICATION OF THREE WHEELER CATEGORY B1(C) 500CC.**

- a) **GENERAL SPECIFICATION.** For all races, only single cylinder 4-stroke engines are allowed. The maximum capacity is 500cc, 4 valves maximum fitted with one carburettor, maximum diameter 38mm and one spark plug.
- b) **EXHAUST SYSTEM.** The exhaust must not extend beyond the outer circumference of the rear tyre and must not end further forward than the centre of the rear wheel. Between the silencer and the tyre there must be a maximum gap of 60mm. On a sidecar machine the exhaust must discharge horizontally and towards the rear, at a maximum angle of 300 to the axis of the machine, and at the end be of a constant diameter over a distance of 50mm. FIM homologated silencers must be used, in line with the current sound control regulations.
- c) **BRAKES.** Brakes are not permitted on 500cc sidecar motorcycles.
- d) **FOOTRESTS.** For Track Racing sidecars the footrest on the opposite side to the sidecar must be protected at the front by a crash bar connected to the frame so that injury or breakdown to other participants is prevented. The footrest must be fitted at a height of at least 150mm from the ground.
- e) **MUDGUARDS & WHEEL PROTECTION.** For 500cc sidecars, the mudguard of the rear wheel and the mudguard of the sidecar must extend within 200mm from the ground. Protection from the sidecar wheel and the rear wheel for the passenger must be provided down to the level of the sidecar platform. The sidecar wheel must either be completely covered by a disc extending to the wheel rim, or the sidecar mudguard must extend downwards on the outside of the centre of the wheel spindle.
- f) **TYRES.** No specification for front and sidecar tyres. For the rear tyre the overall width must not exceed 100mm and the only tyres allowed are those with Track Racing, Speedway or Trials tyre tread pattern
- g) **WHEELS & RIMS.** Front wheel: Minimum rim diameter 18", minimum diameter of wheel spindle 15mm, solid steel shaft permitted only, minimum diameter of spokes 3.5mm M4 steel, spoke facing must cross twice. Rear wheel: Minimum rim diameter 18", maximum rim diameter 22", minimum diameter wheel spindle 17mm, solid steel shaft permitted only, minimum diameter of spokes 4mm M4 steel, spoke facing must cross twice. Sidecar wheel: Maximum rim diameter: 16". Maximum wheel inclination of 300, measured from the vertical to the inside (controlled by angle measuring instrument and spirit level). Position: One-sided wheel spindle diameter of 25mm minimum at the point of the highest moment of deflection; solid steel; or, diameter of 15mm if supported on both sides of the wheel. The sidecar wheel spindle must not be welded in position. It must be screwed on, for example, by collar or clamp, with at least three M8 screws. The minimum length of the clamp is 100mm. For construction using a clamp, protective devices against the loss of the component or failure of the clamp must be provided. Clamp construction in two places is forbidden. All wheel shafts must be secured by a nut with a secondary safety device e.g. split pin, R clip or circlip.
- h) **SIDECAR SPECIFICATION.** The minimum ground clearance at the front edge of the sidecar platform is 150mm. The ground clearance of a laden sidecar (with a rider and passenger) must be no less than 100mm at any point. The distance between the tracks left by the centre lines of the rear motorcycle wheel and the sidecar wheel must be at least 800mm and not more than 1100mm. On the opposite side of a 500cc sidecar, the exhaust pipe must not extend more than 330mm from the centre of the machine. On the sidecar side, the exhaust pipe must not extend beyond the width of the sidecar. The furthest extremity of the exhaust pipe must not exceed the vertical line drawn at a tangent to the rear edge of the rear motorcycle tyre or the rear edge of the sidecar platform whichever is shorter. The outside of the 500cc sidecar wheel shall be provided with horizontal tubular protection (minimum tube diameter 25mm) fixed at the same height as the sidecar wheel spindle. No component shall protrude beyond this protection. The inclination angle of the motorcycle must not exceed 15°.

#### 4.17 TRACTION CONTROL

The forward motion of a motorcycle must be controlled by the rider only, and regulation of speed shall be through the use of throttle, clutch, gears and brakes when fitted. Any other form of control is not permitted.

#### 4.18 FUEL

Fuel may be methanol or unleaded petrol. Please refer to the ACU and FIM fuel regulations for physical properties, fuel test costs, and penalties for non-compliance. Power boosters and octane boosters are forbidden. Fuel must be stored in a labelled container. Smoking is not allowed, mobile phones should not be used when refuelling machines.

#### 4.19 OIL CATCH TANKS

Must be fitted to all four stroke machines using a total loss lubrication system and must be emptied after each race.

#### 4.20 NUMBER PLATES

Whenever number plates are required to be used at an event they will be three in number and must comply with the following requirements. Both classic and pre-75 machines may be granted a dispensation to this rule. Number plates must be of durable construction with the minimum dimensions height 235mm x width 285mm. The front plate must be rectangular with 50mm radius to the corners. The plates must be flat or slightly curved (not more than 50mm from the true plane) and must not be otherwise bent or obscured in any way. One plate must be carried forward and not more than 30 degrees from the vertical and the others must be facing outwards and vertical (one on each side of the machine). Side facing plates can be oval. They must be so fixed that they are clearly visible and not obscured by any part of the machine or by the driver or passenger when in the riding position. **It is the responsibility of the competitor to ensure that racing numbers are clearly visible for lap scorers.** The minimum dimensions of the figures must be: height 140mm, width 80mm, width of stroke 25mm and the space between any two figures 15mm. The number plates size relates to a two digit number. Should a three digit number be used then an increase in the size of the plate will be required. The figures must be legible and both figures and background must be in a 'mat' (non-shiny) colour. The colours shall be as follows:

Front and side plates	Background colour	Number colour
Solos up to 50cc	White	Black
Over 100cc to 125cc	Black	White
Over 126cc to 250cc	Green	White
Over 251cc to 350cc	Blue	White
Over 351cc to 500cc	Yellow	Black
Over 500cc to 1300cc	White	Black
<b>Three wheelers</b>		
Class B1c	Yellow	Black
Class B1a, B1b	Black	White
<b>Youth</b>		
Cadet Auto	White	Black
Cadet	Black	White
Junior	Red	White
Intermediate	Yellow	Black
Senior 250cc	Green	White
Senior 350cc	Blue	White
International 125cc	Green	White

Where yellow, green or blue are required the colours shall comply with BS4800: 1972 as follows:

Yellow 10E526      Green 14E53      Blue 18E53.

Any other number plate or any marking on the motorcycle that might be confused with a number plate must be removed before the rider is allowed to start.

#### 4.21 QUADS

Grass Track Quads are limited to a maximum engine capacity; a two stroke engine quad should not exceed 550cc. Whether two stroke or four stroke the engine must have no more than two cylinders up to 550cc. The maximum engine capacity for a four stroke engine quad should not exceed 700cc and be single cylinder. Quads eligible for the 250cc class are allowed a 10% oversize but are not allowed to exceed 275cc. Motocross riding gear must be worn at all times. Track safety roping is to be set out as in accordance with the Grass Track sidecar safety roping regulations. Lanyard cutouts must be used.

**Youth – Quads are not permitted in youth events without agreement from the Track Racing Committee.**

For Quads a third number plate must be fitted running parallel with the machine at the rear, readable when facing the side view of the machine. The mounting bracket must not exceed 25mm in a vertical plane from the mounting point.

All other specifications as in Quad/ATV Motocross Standing Regulations and National Sporting Code Appendix D.

#### 4.22 CLASSIC PRE-75 SOLO GRASTRACK MACHINES

These guidelines are for solo machines in accordance with equipment which was in common use up to 1975.

- a) **Standing Regulations.** All machines must comply with the Standing Regulations for Grasstrack racing as given in the current edition of the ACU handbook with the exception of the following:
- b) **Frame.** The frame should ensure that the engine is mounted in a near upright or vertical position. The rear suspension, if fitted, should incorporate a swinging arm with suspension units mounted on each leg of the swinging arm and onto the rear subframe. Monoshock rear suspension is not permitted. Only telescopic style front forks are permitted. Leading link style forks are not permitted.
- c) **Four Stroke Engines.** The engine will have one inlet and one exhaust valve per cylinder. The inlet port of the cylinder head must be angled towards the right hand or left hand side of the machine. Central carburettor cylinder head design will not be permitted. On a pre unit construction type engine the lubrication system will be total loss type with an oil catch tank fitted as per Grasstrack Technical Rule 4.19. On a unit construction type engine a recirculatory oil system will be permitted.
- d) **Two Stroke Engines.** The engine will be of air cooled design and be of a type commercially available up to 1975. Water cooled engines not permitted.
- e) **Carburettor and ignition system.** No restriction.
- f) **Transmission system (gearbox and clutch).** No restriction.
- g) **Mudguard.** Number plates and dirt shields etc. In keeping with the styles and types available of the period (plain designs and colours are preferred)
- h) **Wheel sizes.** No restriction.
- i) **Brakes.** As per Grasstrack Standing Regulations rule 4.2. The object of the above guidelines are to ensure that all club officials and competitors are aware of the construction requirements so that the possibility of a dispute at an event is reduced. It is recognised that certain parts will be of modern manufacture, this will be accepted as long as the above guidelines are adhered to.

#### 4.23 POST-CLASSIC PRE-1990 UPRIGHT 4 VALVE 4 STROKE SOLO GRASTRACK MACHINES

These guidelines are for solo machines in accordance with equipment that was in common use between 1976 and 1990.

- a) **Standing Regulations.** All machines must comply with the Standing Regulations for Grasstrack racing as given in the current edition of the ACU handbook with the exception of the following:
- b) **Frame.** The frame should ensure that the engine is mounted in a near upright or vertical position. The rear suspension, if fitted, should incorporate a swinging arm with suspension units mounted on each leg of the swinging arm and onto the rear subframe. Monoshock rear suspension is not permitted. Both telescopic style and leading link type front forks are permitted.
- c) **Four Stroke Engines.** The engine will have two inlet and two exhaust valves per cylinder. The input port of the cylinder head may be angled towards the right hand or left hand side of the machine or mounted centrally from the cylinder head.  
The engine lubrication system may be either a recirculatory system or a total loss system if the engine is a total loss system then an oil catch tank must be fitted as per Grasstrack Technical Rule 4.19.
- d) **Carburettor.** Must have a maximum choke / venturi diameter of 34mm.
- e) **Ignition system.** No restriction.
- f) **Transmission system (gearbox and clutch).** No restriction.
- g) **Mudguard.** Number plates and dirt shields etc. In keeping with the styles and types available of the period.
- h) **Wheel sizes.** No restriction.
- i) **Brakes.** As per Grasstrack Standing Regulations rule 4.2.
- j) **Silencers.** All machines must be fitted with the FIM homologated silencers.

The object of the above guidelines are to ensure that all club officials and competitors are aware of the construction requirements so that the possibility of a dispute at an event is reduced. It is recognised that certain parts will be of modern manufacture; this will be accepted as long as the above guidelines are adhered to.

#### 4.24 FORMULA GRASS TRACK (FORMERLY BANTAM GRASS TRACK)

Unless stated – Machine specification is as ACU Grass Track Standing Regulations.

##### Honda Engine

A Standard street legal 100cc–125cc single cylinder, two valve 4 stroke. Standard specifications is as manufacturers handbook i.e. bore 56mm, stroke 49.5mm comp ratio 9.5:1 etc. No engine designed for off road to be used e.g. XR range. No interchanging of parts that would alter standard specification of engine re: handbook. Recommended models CG. CB. XL. RS

- a) **Gear Box.** Standard ratios only. No close ratio gears. Gears to be fitted as standard with model. No pinions to be left out of gear box, the full cluster must be fitted.
- b) **Ignition.** Any type including electronic. Rotor & stator plate may be removed.
- c) **Honda Engine.** A Standard street legal 100cc–125cc single cylinder, two valve 4 strokes. Standard specifications is as manufacturers handbook i.e. bore 56mm, stroke 49.5mm comp ratio 9.5:1 etc. No engine designed for off road to be used e.g. XR range. No interchanging of parts that would alter standard specification of engine re: handbook. Recommended models CG. CB. XL. RS
- d) **Carburettor.** Any make, model or size. Reed valves not allowed.
- e) **Fuel.** Petrol – Normal pump grade. Methanol is not allowed.
- f) **Tyres** Grass Track/Speedway/Trials pattern tyres only. Trials tyre pattern as ACU handbook. On wheels under 18" in size – Trials type tread must be used. Use of Motocross type tyre is prohibited. Maximum tyre width is 3.75 inches size to be displayed on tyre. Not tyre cutting in any form will be allowed.
- g) **Frame.** Forks and brakes as per current ACU Regulations
- h) **Wheels and Hubs.** Any make – 22" Max rear. 23" Max front. Front wheel must not be smaller than the rear.

i) **Classes and Number Plate Colours**

	Plate Colour	Number Colour
Cadets 6–9 years	White	Black
Cubs 9–12 Years	Red	White
Juniors 12–16 Years	Green	White
Seniors Over 16 Years	Black	White

j) **Promoting Clubs**, Wrekin BGTC Manchester BGTC and Whitchurch MCC

**4.25 INTERNATIONAL 125CC FOUR STROKE SPECIFICATION**

International 125cc and 250cc four stroke specification refer to current FIM/UEM rules. Other than events run to FIM/UEM rules brakes must be fitted. Braked and non braked machines must not compete in the same race. The specification of machines in these classes will be in accordance with FIM Rules which are available from ACU Head Office.

**SECTION 5 SHORT TRACK**

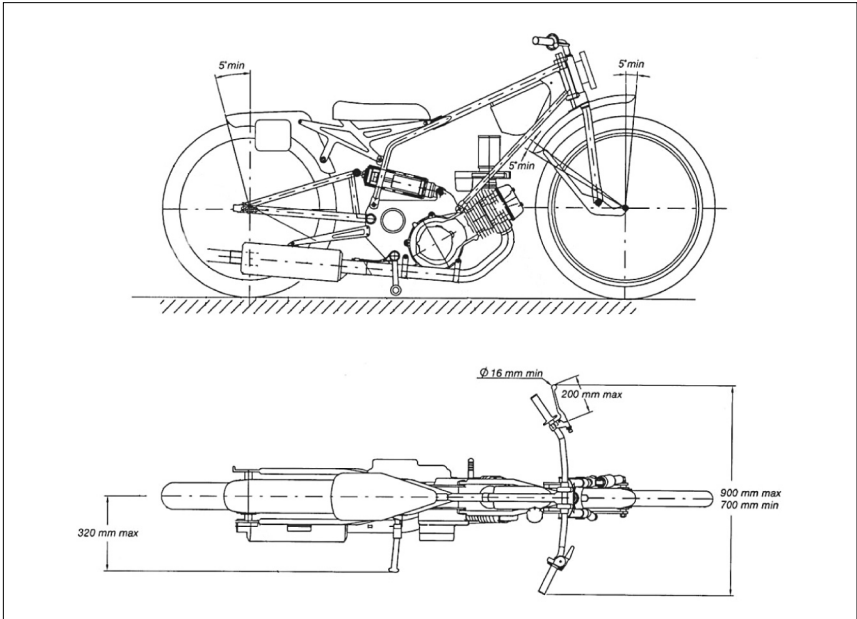
- 5.1 **Direction of racing.** Short Track Racing will take place on an oval circuit and will run in an anti-clockwise direction.
- 5.2 **No of riders.** There will be a maximum of twelve riders on the track in any race or practice session.
- 5.3 **Practice.** The practice session at the beginning of the meeting is compulsory for all riders.
- 5.4 **Race Distances.** The duration of races will be as follows: – 6 laps for heat races, 8 laps for last chance/semi finals, 12 laps for the grand final.
- 5.5 **Time Penalty.** Any rider not at the start line within 2 minutes of being called will be excluded from the race.
- 5.6 **Starting Infringement.** If a rider touches the tapes or jumps the start, the referee will place them 25 metres back from the start line.
- 5.7 **Flags and Signals.** Riders must obey all signals given to them on the track.  
 Chequered Flag – The finish of a race or practice sessions.  
 Yellow Flag. – Danger in this section of the track, overtaking is prohibited.  
 Red Flag or Red Light – The practice or race is being interrupted. Riders must slow down, return to the pits and await further instructions from the Clerk of the Course.

**SECTION 6 SHORT TRACK TECHNICAL REGULATIONS**

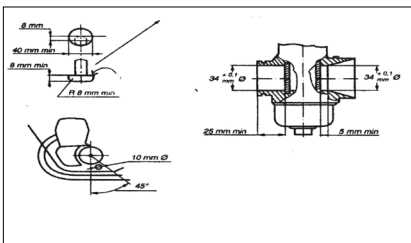
The basis for the specification will be Motocross, Enduro, Supermoto and Dirt Track machines.

- 6.1 Engine Displacement. 2 stroke 125cc to 500cc, 4 stroke 250cc – unlimited.
- 6.2 Besides the compulsory adjustments, alterations may be applied to the frame and the appearance of the machine.
- 6.3 The front forks must not protrude more than 5cm above the upper attachment of the suspension.
- 6.4 The rear wheel must be able to stop instantly, so an efficient braking system on the rear wheel is mandatory.
- 6.5 Front wheel brakes are prohibited and all the components relating to a front brake must be removed.
- 6.6 Only the following tyres are permitted: – Speedway, Supermoto wet tyres and cut slicks, Dirt Track tyres and “for highway use” Trail tyres. Motocross and Enduro rear tyres are not permitted. As a rule, the block tread pattern should have straight sides (not tapered) and the gap between the blocks should be not more than half the width of the block, i.e. 10mm block, 5mm gap.
- 6.7 The rear sprocket should be guarded with a shark fin type protector.
- 6.8 The gearbox sprocket must be suitably protected.
- 6.9 Only fuel that can be purchased from a roadside petrol station is permitted.

- 6.10 A Lanyard type cut-out must be fitted to all machines.
- 6.11 Foot pegs should be in their original position on the frame or no lower than the frame itself. Both foot rests should be an equal height from the ground and in line with each other.
- 6.12 The noise level of any machine must not exceed 89dBA at 2 metres.



Track racing motorcycle



500cc solo only

## SECTION 7 YOUTH COMPETITOR REGULATIONS

The following regulations apply to youth competitors only

### 7.1 ORGANISING PERMITS

An application for a permit to organise a competition shall be made on the appropriate form and sent to the appropriate Permit Issuing Officer as per the National Sporting Code. Permits for events where revenue is to be obtained from the general public will only be issued if the proceeds are donated to charity, a Steward must also attend any such meeting. If revenue is to be obtained from the general public, it must be clearly stated when applying for a permit. Additional insurance must also be taken out and only events of National status and above will normally be granted permission.

### 7.2 JOINT YOUTH/ADULT EVENTS

Youth classes may be included in adult events of below National status. The practice and racing for Youth classes must be run separately from the Adult classes and the age groups also separated. Adult clubs promoting joint events shall organise these under a normal Adult permit, issued by the local Centre.

### 7.3 ADVERTISING

Commercial advertising in connection with Youth competitors in the press or in any publication is not permitted. Approval must be obtained from the ACU Headquarters, before any club/rider appears on TV or any other media.

### 7.4 RESPONSIBILITY FOR YOUTH ENTRANTS

The parent or guardian must accompany a Youth entrant to a meeting and stay for the duration that the rider is present. A rider deemed unfit by First Aid personnel will be withdrawn from the meeting.

### 7.5 AGE GROUPS AND ENGINE CAPACITY

When a rider reaches the maximum age for his or her group, they may continue in that group until the end of the calendar year, or upgrade on his or her birthday.

	Age on January 1st
Auto Cadet	6/7 years
Cadet	6–8 years
Junior 65 MX	7–10 years
Inter 85 MX	9–12 years
Senior 85 MX	11–15 years
Junior	9–11 years
Intermediate	12–14 years
Senior A 250cc	15–18 years
Senior B 350cc	15–18 years
Youth Short Track	12–15 years
FIM 125 Gold Trophy	12–16 years
UEM 125 European Cup	10–16 years
(FIM 125 Gold Trophy)	12–16 years

No rider may compete before his/her 6th birthday. Riders may compete until the end of the year in which the 18th birthday falls. A rider may be upgraded to compete in Adult competitions on or after his/her 15th birthday, up to a maximum capacity of 350 cc and may only revert to Senior Class Youth competition. There are no restrictions to the type or level of youth event that a rider may enter. All riders must be capable of sitting on their machines at the start line (unaided) with the machine in an upright position with one foot firmly on the ground and the other on the footrest. Production

Motocross machines will not be allowed in any other Grass Track class apart from the Cadets which must not exceed the stated capacity.

### 7.6 CAPACITY CLASSES

Youth riders are limited to 350cc engine size. At joint Adult/Youth events, a rider must specify which class he/she will enter, and cannot ride Youth and Adult at the same event. The following maximum engine capacity sizes are appropriate for Youth Grasstrack with the exception that Auto 50cc fixed geared machines cannot be ridden in the same class as geared machines.

Auto Cadet	Auto 50cc Fixed Gear Automatics
Cadet	65cc 2 Stroke – 110cc 4 Stroke
Junior 65 MX	65cc 2 Stroke – 110cc 4 Stroke
Inter 85 MX	85cc 2 Stroke – 150cc 4 Stroke 14" rear 17" front
Senior 85 MX	85cc 2 Stroke – 150cc 4 Stroke 19" rear 21" front
Junior	100cc 2 Stroke – 200cc 4 Stroke
Intermediate	150cc 2 Stroke – 250cc 4 Stroke
Senior A	250cc 2 Stroke – 250cc 4 Stroke
Senior B	350cc 4 Stroke
International 125cc	125cc 4 Stroke

Quads refer to Motocross 2.2 on page 138

### 7.7 UPGRADING

A rider may be upgraded into the next higher group before reaching the age normally required subject to the following:

- a) For upgrading to classes up to the Senior class:
  - The written agreement of the parent or guardian.
  - An endorsement by a current Youth organiser.
  - The written approval of the Track Racing Committee.
- b) For upgrading from Senior class to 250cc or 350cc adult competition:
  - The written agreement of the parent or guardian.
  - An endorsement by a current Youth organiser.
  - An endorsement by a National Grass Track Coach.
  - The written approval of the Track Racing Committee.

In limited circumstances, the Track Racing Committee may give approval to a rider remaining in a lower class for an additional year following written application. Where approval is given, the rider will not qualify for any National Championship points for that year.

### 7.8 AWARDS

Cash awards or gift vouchers are not permitted in Youth events.

### 7.9 SPEEDWAY CIRCUITS

Any club wishing to hold a meeting on a Speedway track must first apply to the Track Racing Committee, and if permission is granted, a permit may be obtained from the local Centre. All safety regulations for Speed events must be complied with in full. These events must have an ACU Steward in attendance.

### 7.10 HOLDER OF A SPEEDWAY CONTRACT

Riders in possession of an Elite League contract to a BSPA promoter will not be permitted to compete in Youth Grass Track events.

### 7.11 CONDUCT

Riders, parents, guardians or associates failing to obey instructions given by Officials of a meeting or



deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting, will be dealt with in accordance with the National Sporting Code.

### 7.12 MINORITY CLASSES

If a group has an entry of four or less, the Clerk of the Course, with agreement of the Secretary of the Meeting and parents, will decide if those riders will ride with the group above or below the group the riders normally ride in. This should normally be the minority group either side, but only at below National status level.

### 7.13 STARTERS ORDERS

Only those riders/passengers in the starting area or on a grid will be deemed to be under Starter's Orders. No other rider is subsequently permitted to start in a race.

No parents or mechanics will be allowed on the start area once riders have come under Starters Orders. The only exception being the Auto Cadet and Cadet classes. A parent or mechanic of a rider in this group will be permitted on the start provided they stand at least six feet / 2 metres from the rear of the machines at the starting gate.

### 7.14 CLOTHING

As per Grass Track Standing Regulation 3.2

## SECTION 8 GRASS TRACK EVENTS HELD ON SPEEDWAY CIRCUITS

To be implemented where ACU Clubs hold events on Speedway tracks. The ACU Grass Track Regulations shall apply to all Speedway events, where appropriate and the following Supplementary Regulations will become applicable when events of this nature are held.

- 8.1 Affiliated ACU Clubs will only be granted permits to enable them to compete on Speedway tracks that are licenced by the Speedway Control Bureau and maintained to the minimum standard for Speedway.
- 8.2 The Centre within which the circuit is based will normally issue permits for these events.
- 8.3 A Steward will be appointed by the Permit Issuing authority who will conduct a track inspection prior to the event.
- 8.4 The maximum number of riders in each race shall be four.
- 8.5 Machines and capacities shall be as in current ACU Grass Track Standing Regulations.
- 8.6 Youth riders must only compete against others in their age groups as in Grass Track Standing Regulations.
- 8.7 There must be Marshals on the inside of the track as per Grass Track safety requirements, and red warning lights may only be used as a supplement and not in place of the marshalls' warning flags.
- 8.8 Two WARNING NOTICES (Type A) must be prominently displayed on either side of the track entrance.
- 8.9 PROHIBITED NOTICES must be displayed in areas to inform spectators of safe areas.
- 8.10 No parents or unauthorised persons other than officials shall be allowed on the track or centre green during practice or racing.
- 8.11 No parents and/or spectators other than mechanics or Officials shall be allowed in the Pit area during practice or racing. No riding will be allowed in the pits.
- 8.12 Any rider who causes a race to be stopped will be excluded.
- 8.13 Any rider who breaks the starting tapes or cause unreasonable delay at the start may be excluded by the Referee or Clerk of the Course.
- 8.14 Ambulance and First Aid cover must be in line with ACU Grass Track Standing Regulations.
- 8.15 Track marking and starting gates will be made with white chalk and kept in good condition throughout practice and racing.
- 8.16 With Youth riders, Organisers are to ensure that a run off area is provided on the inside

straights so that riders may leave the track during a race. This is particularly required where kerbstones are used on the inside straights.

## SECTION 9 TRACK RACING OFFICIALS

### QUALIFICATIONS AND CONDITIONS

Track Racing Officials are divided into two categories: those that are Licensed and those that are Registered.

No fees are payable in respect of any Licence or Registration for the appropriate form of identification issued.

**LICENCES:** Senior Track Racing Officials are required to hold an ACU Licence of the appropriate grade for the performance of their duties.

**REGISTRATION:** A register is maintained of Officials required to hold a Licence.

### TRACK RACING OFFICIALS WHO REQUIRE A LICENCE.

	See Note Below	Licence Required	Attendance at Seminar/ Training Session
Clerk of the Course	1	YES	3 YEARS Every third year maximum
Chief Steward	2	YES	3 YEARS Every third year maximum
Chief Technical Officer	3	YES	3 YEARS Every third year maximum
Sound Inspector		YES	3 YEARS Required for first issue only
Measurer	4	YES	3 YEARS Required for first issue only

Clubs and Centres shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels organise seminars that are compulsory for certain Officials. A Licence is valid for 3 years.

#### Note 1 Clerk of the Course

**Grades** – Track Racing

**Restricted/Centre** must undergo training at a seminar by a National Clerk of the Course.

**National** must attend a seminar organised by the Track Racing Committee.

**International** must attend a seminar organised by the FIM.

#### Note 2 Chief Steward Grading

**Restricted/Centre** will be appointed by the Centre as the Permit Issuing Authority.

**International/National** will be appointed by the Track Racing Committee as the Permit Issuing Authority.

**Note 3 Chief Technical Official.** Will be licenced by the Technical Panel to be in charge of the Technical Control at an event. The Technical Panel may restrict the disciplines of licence holders.

**Note 4 Measurer.** The Measurer is required for ACU National Championships and National status events. The Licence is issued by the Technical Panel and may be restricted by discipline.

**LICENCE FEES:** All licences will be issued, free of charge, for a period of three years.

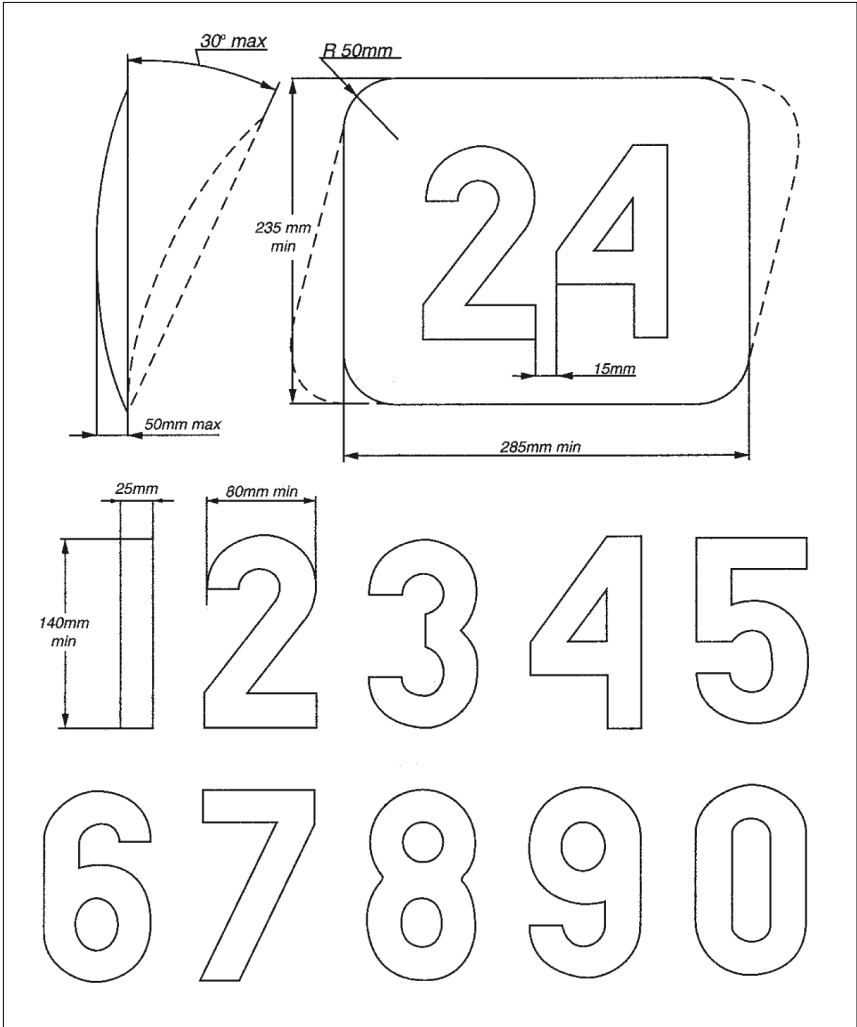
**TRACK RACE OFFICIALS WHO DO NOT REQUIRE A LICENCE**

	<b>See Note Below</b>	<b>Licence Required</b>	<b>Attendance at Seminar/ Training Session</b>
Incident Officer	1	No	May attend Clerk of the Course seminar at ACU HQ for information purposes.
Secretary of the Meeting	2	No	Will receive training at meetings.
Technical Official		No	Will receive training via the Chief Technical Officer at meetings. May attend Regional training seminars.
Club Stewards	3	No	May attend Regional or ACU HQ seminars for information purposes.
Chief Marshal		No	May receive training and mentoring by the Clerk of the Course.
Marshal		No	May receive training and mentoring by the Clerk of the Course.
Medical Officer		No	None required.

All other Technical Officials, Race Day Officials (e.g. Secretary of the Meeting, Incident Officer, Club Stewards) and Marshals may be registered, free of any charge. All such Officials may or may not be required to attend a seminar. Registration will be renewed annually. Registered Officials and Marshals will receive an appropriate form of identification from the ACU.

- Note 1 Incident Officer.** Will collate all information and documentation, and prepare reports relating to serious accidents and to all incidents involving Officials or Spectators.  
**Note:** A Deputy Clerk of the Course may undertake these duties. An Incident Officer may be nominated to attend a Clerk of the Course seminar to assist with these duties.
- Note 2 Secretary of the Meeting.** Will be responsible for all administration connected with the organisation of a meeting.
- Note 3 Club Stewards.** Will together with the Chief Steward form the judicial authority over the running of the meeting.

A Rider Liaison Officer may be appointed to assist the Clerk of the Course. It is recommended that they should hold at least a Regional Clerk of the Course licence.



# Beach Racing

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The Sporting Code and the Standing Regulations of the ACU together with the Supplementary Regulations will apply to all Beach Racing Events.

## SECTION 1 GENERAL

### 1.1 COMPLIANCE WITH REGULATIONS

Every rider (and parent/guardian for youth) entering or being entered acknowledges that he/she is bound by the ACU Sporting Code. These Beach Racing Regulations, together with any Supplementary Regulations and final instructions thereafter issued to all of whom undertake to submit and moreover renounce the right to have recourse to any arbitration or tribunal not provided for in the rules.

### 1.2 ELIGIBILITY

For National Competitions, Entrants, Drivers and Passengers must hold a current Competition Licence for International or National Events issued by the ACU, or the Scottish ACU. Competitions of Continental status may allow licence holders from FMN's within the EC to participate. Start permission from the FMN must be submitted to the organiser. For all competitions of below National Status, a current Competition Licence of the appropriate grade is required. Details of eligibility will be found in the Supplementary Regulations of the event. Applicants for Youth Licences please refer to the Youth Licence Regulations within this Handbook. The minimum age for an adult competitor is 16 years, but applications will be considered by the Track Racing Committee for 15 year olds to ride in the 250cc & 350cc classes. Any competitor over 70 years of age must have a medical examination.

### 1.3 NON-STARTERS/RESERVES/SUBSTITUTES

The place of any non-starter shall be taken by a RESERVE driver whose entry has been accepted, and in the order of priority as listed in the Official Programme of the Competition. A SUBSTITUTE driver may be nominated only by the ENTRANT being the holder of an Entrant's International or National Competition Licence. Where a rider is his own Entrant, no substitution will be permitted. (See Sporting Code). A change of passenger during a meeting is permitted if authorised by the Clerk of the Course.

### 1.4 ALTERATIONS TO PROGRAMME

In the event of a race being cancelled due to insufficient entries, the promoters reserve the right to offer the race time and prizes for a race of similar length, for machines of another class or category.

### 1.5 ABANDONMENT

The organisers reserve the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone or abandon any event, or the competition itself, if circumstances should arise which in their opinion, renders such action necessary.

### 1.6 CLERK OF THE COURSE

A list of the current ACU Clerks of the Course is available from the ACU Head Office.

## SECTION 2 PROCEDURES

### 2.1 DIRECTION OF RACING

As stipulated in the Supplementary Regulations for the event.

### 2.2 RUNNING OF ENGINES

The running of engines is prohibited except during official practising and actual racing, and for a period not exceeding five minutes prior to the start of each race. A breach of this regulation will

involve disqualification from the meeting of the driver of the motorcycle concerned.

### **2.3 CONTROL OF EXHAUST SOUND LEVEL**

The Clerk of the Course may exclude any machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy. The sound level of a grass track machine controlled according to the FIM/ACU method and measured at 2 metres distance will not exceed 89dBA. (For precise method of testing, please refer to the Sound Control Regulations within this Handbook).

Random or spot checks may be made by ACU Sound Control Officials of the sound level of any machine taking part in any ACU meeting in addition to any routine checks at Technical Control. The engine piston stroke in millimetres must be permanently and prominently displayed on the crankcase for use in sound control calculations.

### **2.4 ENGINES MEASUREMENT**

Where it becomes necessary for the ACU or an organiser to verify any fact relating to an engine size, it shall be carried out at the cost of the rider. Where an engine is measured, as the result of a Protest, the Protest must be submitted with the appropriate fee plus a deposit of £50.00 for a single and £250.00 for a multi-cylinder which can only be returned if the Protest is upheld. If the Protest is unsuccessful then the deposit will be awarded to the person against whom the Protest has been made. The Protest fee will be sent to the ACU Benevolent Fund. The Clerk of the Course shall judge as guilty anyone who refuses to present an engine for measurement. The rider will be excluded from the results of the event and will be fined. If engines are presented for measurement, but this cannot be carried out, the engines must be sealed for later measurement and be presented for measurement within 14 days. If seals are damaged or removed the rider will be excluded from the results and fined.

### **2.5 ENVIRONMENTAL PROTECTION**

- a Environmental mats must be used by competitors to prevent the discharge of fuel, oil, cleaning fluids, degreasants, cooling and brake fluids from contaminating the ground.
- b The power washing of motorcycles is not permitted at Beach Racing events.

### **2.6 TECHNICAL CONTROL**

All motorcycles and protective clothing must be presented to the Technical Official for examination before the start of any practice, or at any time during the meeting as may be required by the Clerk of the Course, to ensure that they comply with the requirements of the regulations. Spokes on all wheels must be accessible during Technical Control. Any machine involved in an accident must be presented to technical control for re-inspection before being ridden again at the meeting.

**Youth – Protective clothing to be worn by competitors when presented for Technical Control.**

### **2.7 PRACTISING**

At all Beach Race meetings controlled practising will take place on the course and each driver and passenger must complete at least two laps of practice to qualify for the event. Practice laps must be recorded.

### **2.8 METHOD OF STARTING**

The method of starting shall be stated in the Supplementary Regulations. For National adult events a green light will be illuminated to indicate to riders that they are under Starters Orders. Any rider touching the starting tapes will be disqualified.

### **2.9 STARTER'S ORDERS**

Only those riders/passengers in the starting area or on a grid will be deemed to be under Starter's Orders. No other rider is subsequently permitted to start in a race.

Youth – No parents or mechanics will be allowed on the start area once riders have come under Starters Orders. The only exception being the Youth Cadets class. A parent or mechanic of a rider in this group will be permitted on the start provided they stand at least six feet / 2 metres from the rear of the machines at the starting gate.

### 2.10 DELAYING THE START

Any rider not prepared to start within two minutes after being called to the starting line will be disqualified from the race.

### 2.11 FALSE START

Any rider who in the opinion of the Clerk of the Course has caused a false start will be disqualified from that race.

### 2.12 FLAG SIGNALS

The following code of Flag Signals will be used where appropriate.

**National Flag:** Start.

**Black with Drivers Number:** That driver to STOP.

**Yellow:** Accident, slow down, driver must be prepared to stop. OVERTAKING STRICTLY PROHIBITED. Any rider judged to have taken unfair advantage by racing or attempting to overtake within the area controlled by the yellow flags will be considered guilty of unfair and/or dangerous driving and will be disqualified.

**Red:** Immediate STOP all drivers

**Green:** Course Clear

**Yellow with Black diagonal cross:** Start of last lap.

**Chequered Black and White:** Finish

Any additional flag signals will be stated in the Supplementary Regulations. Only authorised Officials are permitted to use these flags. All the above flags should measure not less than 750mm x 600mm.

### 2.13 FINISH OF RACE

The chequered flag will be displayed as the winner crosses the line and will be kept flying until the last rider finishes the lap. No rider will be allowed to start a fresh lap after the chequered flag has been displayed. Thereafter riders crossing the line will be flagged off, their position being determined by the number of laps completed, a similar number of laps will have their positions determined by the order in which they finished. Only riders crossing the line within three minutes of the winner will be deemed to be finishers.

### 2.14 STOPPAGE OF A RACE

If a race is stopped before the race leader has completed  $\frac{3}{4}$  of a 4 lap race, or  $\frac{2}{3}$  of a 3 or 6 lap race, the race shall be re-run. If the race leader has completed the above race distances, ( $\frac{3}{4}$  of 4 lap race or  $\frac{2}{3}$  of a 3 or 6 lap race), before the race is stopped, the results can be declared at the discretion of the Clerk of the Course.

### 2.15 LEAVING THE COURSE

A driver who permits any of the wheels of his motorcycle and/or sidecar to cross the defined edges of the track will be reported to the Clerk of the Course who may disqualify that rider, unless such action was in the interests of safety or due to the action of another rider. Any rider or passenger who displaces the marking flags with either his motorcycle/sidecar or any part of his person may be disqualified.



## 2.16 RIDING IN THE PITS

There shall be no riding of motorcycles in the pits. Where possible an area protected by a safety fence shall be provided to start machines.

## 2.17 ACCIDENT INVOLVING DANGER

If an accident has occurred and in the opinion of the Clerk of the Course it would be dangerous for the race to continue, he will stop the race and may order it to be re-run. The Clerk of the Course will disqualify the rider or riders who is or are the cause of the race being stopped.

## 2.18 RE-RUN RACES

In the event of a race being re-run, the Clerk of the Course may permit any rider who has fallen either as a result of his having been fouled or because he had deliberately 'laid down' his motorcycle or has left the course in the interest of safety, to take part in the re-run. Any rider having been the primary cause of the stoppage, or not proceeding under own power, will not be eligible to take part in the re-run.

## 2.19 OUTSIDE ASSISTANCE

If, during a race, a rider receives outside assistance, other than that provided by the Organisers for the removal of himself or his machine from the course in the interests of safety, he will be disqualified.

## 2.20 FOUL, UNFAIR OR DANGEROUS RIDING

The Clerk of the Course may discipline any rider who, in his opinion is guilty of unfair, foul or dangerous riding. In accordance with 10.03.1.3 of the National Sporting Code of the ACU.

## 2.21 MEDICAL SERVICES

At least one ambulance must be present during all official practicing and racing, and if it is not possible for a second ambulance to be present, an auxiliary vehicle with a stretcher must also be available on the course during official practicing and racing. At ALL Beach Race events, including official practice, qualified First Aid personnel must be in attendance with full first aid equipment including a stretcher. For events of National status and above arrangements must also be made for a Doctor or Paramedic, with appropriate equipment for racing, to be in attendance during racing and official practicing with two ambulances being available. For events below National status the attendance of a Doctor or Paramedic is strongly recommended.

The minimum equipment requirements for an Ambulance are as follows:

**Medical:** Stretcher – Apparatus to immobilise limbs and vertebral column – Oxygen Supply – First Aid Kit and Materials

**Technical:** Radio Communication – Visible and Audio Signals – 4 First Aid Personnel (Note: Local hospital authorities must be advised of the time and date of the meeting). For definitions of Doctor, Paramedic, Ambulance and First Aid Personnel please refer to the Medical Services Section within this Handbook.

## 2.22 DOGS

Whilst dogs are not discouraged from attending Off Road Motorcycle Sport events, they are to be kept on a lead and under control at all times. Owners are responsible for ensuring their dog is kept under control and are responsible for clearing up any fouling that may occur.

# SECTION 3 RIDERS

## 3.1 HELMETS

Helmets bearing the current ACU approval stamp and in sound condition and properly fitted must be worn by all riders and passengers while practising and racing. Overseas riders may use helmets as

approved by their own FMN or FIM. For information regarding helmets please refer to the Helmet Section of this Handbook.

### 3.2 PROTECTIVE CLOTHING

In all races and official practice outer clothing made of leather or a substitute, substantially padded at the shoulders, elbows, hips and knees, and calf-length boots, and leather or suitable substitute material gloves, shall be worn by both riders and passengers. Racing suits should be one piece or effectively joined when worn to form one piece. Any other racing suits must meet the standards required for leathers.

Where non-leather materials are used they should have the following characteristics equivalent to leather.

- 1 Fire retardant ability
- 2 Resistance to abrasion
- 3 Coefficient of friction against track surfaces
- 4 Perspiration absorbing ability
- 5 Be nontoxic and non-allergic
- 6 Fabric must not melt

The clothing manufacturer is responsible for ensuring that the products and materials that carry his name conform to these rules. Kevlar suits to be approved only if worn with padding or a padded inner suit. Nylon suits will only be approved if worn with padding or a padded inner suit. It is advised that motocross jerseys should provide protection against abrasion to the body and arms and that motocross jeans are padded at the hips and knees.

The minimum requirements for the footwear of passengers shall be leather ankle boots, minimum height 200mm.

Goggles, and spectacles if worn, shall be of a non-splinterable material.

**Youth – Riders in the Cadet and Junior classes may use Motocross protective clothing. Tinted goggles/visors only allowed with permission of Clerk of the Course and Technical Official at Technical Control.**

**BACK PROTECTORS.** Competitors in all classes are required to wear commercially manufactured back protection during both practice and racing.

### 3.3 IDENTIFICATION DISCS

All riders and passengers, including youth competitors, are required to wear identification discs around the neck or the wrist during racing and practising. The disc must bear the wearer's full name and date of birth. String/wool or any other non-breakable material must not be used around the neck.

### 3.4 JEWELLERY

Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an incident, e.g. chewing gum. This includes removing dentures.

### 3.5 FIRE EXTINGUISHERS

All competitors, with the exemption of those travelling to an event on the machine on which they are competing, must have a 2 kg (minimum) dry powder fire extinguisher available for immediate use. If a 'closed vehicle' is being used the extinguisher must be fitted adjacent to, or on the inside of the working door. In the case of a shared vehicle the other competitors extinguisher(s) should also be visible, or, the fitted extinguisher(s) must be of a proportionately larger capacity.

### 3.6 LICENCES

- a **FIM & UEM Championship Licences.** The Track Racing Committee will confirm the competitors who qualified and are eligible for these licences. The holders will be automatically

- entitled to hold a Non-Championship Licence.
- b **International Non-Championship Licence.** Holders of a National licence are eligible to apply for an International Non-Championship Licence. An International Non-Championship Licence can only be obtained through the relevant National Championship or at the discretion of the Track Racing Committee.
  - c **Licence Upgrading.** To upgrade to a National Licence drivers must obtain signatures to demonstrate that they have finished in 6 finals at lower level events. Sidecar passengers wishing to upgrade to a National Licence must obtain signatures to demonstrate they have finished in 3 finals at lower level events.
  - d **Lapsed Licences.** Any competitor wishing to renew a licence which requires qualification and the licence has been expired for more than 3 years will be issued with a Restricted Licence.

## SECTION 4 TECHNICAL

### 4.1 SPECIFICATION OF MOTORCYCLE

Motorcycles in Group A1 (solo), Group B1 (sidecar), Group G (quad) must comply with the following discipline requirements in addition to those of the National Sporting Code Appendix B.

### 4.2 BRAKES

All machines must be equipped with at least one effective break, which can operate on any wheel other than the sidecar wheel and be controlled from the rider position.

### 4.3 TYRES

Except for the prohibited use of tractor pattern tread tyres there is no restriction as to the type of tyres which may be used, other than as may be laid down in the Supplementary Regulations but the use of chains and other non-skid devices will not be permitted.

### 4.4 MUDGUARDS AND WHEEL PROTECTION

Category 1, Group A and B

Motorcycles must be fitted with two mudguards giving protection to the driver. The rear mudguard must extend laterally beyond the tyre and cover at least 35 degrees of the upper front quadrant of the rear wheel, and must extend to 5 degrees or more behind a vertical line running through the rear wheel spindle and must extend to the full width of the tyre. The Clerk of the Course may permit the removal of the front mudguard if conditions make this desirable. If cast or welded wheels are used for all types of track racing or ice racing a protection must be provided by enclosing the spokes with solid discs. Sidecars wheel mudguards must extend to the full width of the tyre.

### 4.5 WHEEL RIMS

The modification by drilling to the wheel rims is prohibited other than for spokes, valve, security bolts or tyre retention screws. If the rim is modified for bolts, screws etc. they must be fitted.

### 4.6 CLUTCH AND BRAKE LEVERS

Refer to National Sporting Code Appendix B.

### 4.7 FOOTRESTS AND HANDLEBARS

The footrest for the driver must be positioned to give easy access to any control pedal. The ends of the footrest must be rounded with a spherical radius of not less than 8mm viewing from front and end of footrest.

The ends of the handlebars on all motorcycles shall be rounded or otherwise protected. When light alloy handlebars are used, the distance between the two extremities of the clamping area (or of the two clamps) must not be less than 120mm and handlebar clamps must be very carefully radiused and

engineered so as to avoid fracture points in the bar.

#### 4.8 FRONT ENGINE PLATES SOLO

Where appropriate, the void between the front engine plates of solo machines below the dirt shield, if fitted, must be covered with a permanently fixed shield or plate.

#### 4.9 OPEN TRANSMISSION GUARDS

The primary transmission must have a fully enclosed chain guard. The cutting of the guard is only permitted to expose the clutch pressure plate and allow adjustments to the clutch springs. An additional protection must be provided to prevent a broken primary chain from flying upwards. This can be provided by either a fully enclosed steel chain guard or, if a plastic chain guard is used, a steel bolt of 10mm minimum diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must always be completely replaced.

On all machines chain guards must be fitted to cover the Entry to the gear box and rear wheel sprockets.

#### 4.10 IGNITION CUT-OUTS

An ignition cut-out operated by a lanyard which disables the machine in the event that the driver dismounts must be fitted to all machines. Cut-outs must function when the lanyard is pulled from any direction. The lanyard must be non-elastic. Coiled telephone cable or similar materials are not permitted. The cut-out must operate on the low voltage circuit and be fail safe when operated. In addition, any part of the cut-out which remains live after actuation must be shrouded in order to prevent accidental contact re-establishing the current flow. The use of the handlebars or front forks as part of any circuit is not permitted. The Cut-out lanyard must be attached to the wrist whenever the engine is running including push starting the machine and warming up the engine.

#### 4.11 SUPERCHARGERS

The use of superchargers and turbo chargers on solo machines is prohibited.

#### 4.12 CHASSIS CONSTRUCTION

The use of titanium nuts and bolts is not permitted. A dimension increase may be necessary when ferrous fasteners are replaced by non-ferrous fasteners.

#### 4.13 EXHAUST SYSTEMS

**Solo** The exhaust system of a solo machine must not extend beyond the outer circumference of the rear tyre. Between the silencer and the tyre a maximum gap of 60mm must not be surpassed. The exhaust fumes must be discharged from the system horizontally and parallel to the centre line of the machine.

**Sidecar** When a sidecar exhaust system is fitted on the machine opposite to the sidecar, paragraph 1, rule 13 applies. When an exhaust is fitted onto the sidecar side of the machine, the system must not protrude beyond the sidecar framework, and must discharge gases horizontally and in a rearward direction.

For Sidecar category B1(c) 500cc see specification 4.16(b) in the Grass Track Regulations.

**All Machines** The outside shell of a silencer must form one integral unit in order to prevent any parts being dropped during a race. The end of the pipe must be cut at a right angle. The use of intermediate expansion boxes on two-stroke machines is permitted. The silencer must be fixed to the frame with at least one clip. In addition, for reasons of safety, a second flexible coupling must be fitted from the first third of the silencer to the frame (for example: a steel cable of at least 3mm diameter).

#### 4.14 SPECIFICATION OF THREE WHEELERS CATEGORY 1

(Category 1). All motorcycles in Group B (1) and B (2) shall comply with the following:

- a The three road wheels, which may be disposed to give either two or three tracks shall be each of at least 400mm (16") in diameter measured over the outside of the tyre.
- b One of the wheels may be replaced by two wheels provided the distance between the vertical centre lines of these two wheels does not exceed 200mm (8").
- c The wheel track, or lateral distance between tracks, shall be at least 800mm (32").
- d The minimum ground clearance of a sidecar chassis shall be ascertained with the machine unladen by standing the motorcycle on level ground with the rear wheel of the motorcycle raised on a block or ramp to a height of 18", when no part of the chassis or body work shall be in contact with the ground.
- e A passenger must be carried in addition to the rider.
- f All sidecars must be on the left hand side of the motorcycle except when special dispensation has been granted for races confined to sidecars affixed to the right hand side of the motorcycle.
- g All sidecars must be rigidly fixed to the motorcycle. On level ground the motorcycle shall not recline either way by more than 5° from the vertical position.
- h On the sidecar no part of the fairing or chassis is permitted to project past the outer tyre wall. On the right hand side of the machine any single projection within the diameter of the rear wheel and tyre must not exceed 100mm measured horizontally from the outside of the rear wheel fork slot. Where a single projection as an extension to the rear wheel spindle is used, this must have a minimum diameter of 25mm, be ball-ended and covered with a rubber ferrule.
- i The maximum capacity of machines permitted in sidecar races shall be 1300cc.
- j Supercharging is permitted.
- k The front number plate, conforming to the size requirements of SR 4.18, unless attached directly to the top of the front forks shall be affixed to the front of the sidecar within 150mm of the centre line of the sidecar (not of the machine as a whole) and at a height of at least 380mm from the ground to the centre of the plate. The upper edge of the plate, if protruding above the frame of the sidecar, to be at least 6.5mm diameter. Machines having a nose tank must in addition display on the right hand side of the tank the racing number in figures at least 125mm in height.
- l The rear mudguard of the machine must be sufficient to provide adequate protection to the passenger.  
Mud flaps (flexible) must be fitted to all rear mudguards. These must extend as near as possible to the ground. Group A and B Motorcycles must be fitted with two mudguards giving protection to the rider. The rear mudguard of the machine must be extended downwards over the driving wheel to a point at least three inches below the spindle height. The Clerk of the Course may permit the removal of the front mudguard if this is desirable.
- m No part of the passenger hand-rail on a sidecar may be less than 255mm from the outer edge of the sidecar (this includes the wheel and wheel arch).

#### 4.15 TRACTION CONTROL

The forward motion of a motorcycle must be controlled by the rider only, and regulation of speed shall be through the use of throttle, clutch, gears and brakes. Any other form of control is not permitted.

#### 4.16 FUEL

Fuel may be methanol or unleaded petrol. Please refer to the ACU and FIM fuel regulations for physical properties, fuel test costs, and penalties for noncompliance. Power boosters and octane boosters are forbidden. Fuel must be stored in a labelled container. Smoking is not allowed, mobile phones should not be used when refueling machines.

#### 4.17 OIL CATCH TANKS

Must be fitted to all four stroke machines using a total loss lubrication system.

#### 4.18 NUMBER PLATES

Whenever number plates are required to be carried at an event they will be three in number and must comply with the following requirements. Both classic and pre-75 machines may be granted a dispensation to this rule. Number plates must be of durable construction with the minimum dimensions height 235mm x width 285mm. The front plate must be rectangular with 50mm radius to the corners. The plates must be flat or slightly curved (not more than 50mm from the true plane) and must not be otherwise bent or obscured in any way. One plate must be carried forward and not more than 30 degrees from the vertical and the others must be facing outwards and vertical (one on each side of the machine). Side facing plates can be oval. They must be so fixed that they are clearly visible and not obscured by any part of the machine or by the driver or passenger when in the riding position. It is the responsibility of the competitor to ensure that racing numbers are clearly visible for lap scorers. The minimum dimensions of the figures must be: height 140mm, width 80mm, width of stroke 25mm and the space between any two figures 15mm. The figures must be legible and both figures and background must be in a 'matt' (non-shiny) colour. The colours shall be as follows:

Front and side plates	Background colour	Number colour
Solos up to 50cc	White	Black
Over 100cc to 125cc	Black	White
Over 126cc to 250cc	Green	White
Over 251cc to 350cc	Blue	White
Over 351cc to 500cc	Yellow	Black
Over 500cc to 1300cc	White	Black
Three wheelers		
Class B1c	Yellow	Black
Class B1a, B1b	Black	White
YOUTH		
Cadet Auto	White	Black
Cadet	Black	White
Junior	Red	White
Intermediate	Yellow	Black
Senior 250cc	Green	White
Senior 350cc	Blue	White
International 125cc	Green	White

Where yellow, green or blue are required the colours shall comply with BS4800: 1972 as follows:

Yellow 10E526      Green 14E53      Blue 18E53.

Any other number plate or any marking on the motorcycle that might be confused with a number plate must be removed before the driver is allowed to start.

#### 4.19 QUADS

Grass Track Quads are limited to a maximum engine capacity; a two stroke engined quad should not exceed 550cc. Whether two stroke or four stroke the engine must have no more than two cylinders up to 550cc. The maximum engine capacity for a four stroke engined quad should not exceed 700cc and be single cylinder. Quads eligible for the 250cc class are allowed a 10% oversize but are not allowed to exceed 275cc. Motocross riding gear must be worn at all times. Track safety roping is to be set out as in accordance with the Grass Track sidecar safety roping Regulations. Lanyard cutouts must be used. For Quads a third number plate must be fitted running parallel with the machine at the rear, readable when facing the side view of the machine. The mounting bracket must not exceed 25mm in a vertical plane from the mounting point.

#### 4.20 CLASSIC PRE-75 SOLO GRASSTRACK MACHINES

These guidelines are for solo machines in accordance with equipment which was in common use up to:

- a **Standing Regulations.** All machines must comply with the Standing Regulations for Grasstrack racing as given in the current edition of the ACU handbook with the exception of the following:
- b **Frame.** The frame should ensure that the engine is mounted in a near upright or vertical position. The rear suspension, if fitted, should incorporate a swinging arm with suspension units mounted on each leg of the swinging arm and onto the rear subframe. (MONOSHOCK REAR SUSPENSION IS NOT PERMITTED) Only telescopic style front forks are permitted (LEADING LINK STYLE FORKS ARE NOT PERMITTED).
- c **Four Stroke Engines.** The engine will have one inlet and one exhaust valve per cylinder. The inlet port of the cylinder head must be angled towards the right hand or left hand side of the machine (CENTRAL CARBURETTOR CYLINDER HEAD DESIGN WILL NOT BE PERMITTED). On a pre unit construction type engine the lubrication system will be total loss type with an oil catch tank fitted as per Grasstrack Technical Rule 4.18. On a unit construction type engine a recirculatory oil system will be permitted.
- d **Two Stroke Engines.** The engine will be of air cooled design and be of a type commercially available up to 1975 (WATER COOLED ENGINES NOT PERMITTED).
- e **Carburettor and Ignition System.** No restriction.
- f **Transmission System (gearbox and clutch).** No restriction.
- g **Mudguard.** number plates and dirt shields etc. In keeping with the styles and types available of the period (Plain designs and colours are preferred).
- h **Wheel sizes.** No restriction.
- i **Brakes.** As per Grasstrack Technical rule 4.2 (ACU Handbook)

The object of the above guidelines are to ensure that all club officials and competitors are aware of the construction requirements so that the possibility of a dispute at an event is reduced.

It is recognised that certain parts will be of modern manufacture, this will be accepted as long as the above guidelines are adhered to.

#### 4.21 FORMULA GRASS TRACK (FORMERLY BANTAM GRASS TRACK)

Unless Stated - Machine specification is as ACU Grass Track Regulations.

##### Honda Engine

A Standard Street legal 100cc–125cc single cylinder, two valve 4 stroke. Standard specifications is as manufacturers handbook i.e. Bore 56mm. Stroke 49.5mm comp ratio 9.5:1 etc. No engine designed for off road to be used e.g. XR Range. No interchanging of parts that would alter standard specification of engine re: handbook. Recommended Models CG. CB. XL. RS

- a) **Gear Box.** Standard ratios only. No Close Ratio Gears. Gears to be fitted as standard with model. No pinions to be left out of gear box, the full cluster must be fitted.
- b) **Ignition.** Any type including electronic. Rotor & Stator plate may be removed.
- c) **Honda Engine.** A Standard Street legal 100cc–125cc single cylinder, two valve 4 strokes. Standard specifications is as manufacturers handbook i.e. Bore 56mm. Stroke 49.5mm comp ratio 9:5:1 etc. No engine designed for off road to be used e.g. XR Range. No interchanging of parts that would alter standard specification of engine re: handbook. Recommended Models CG. CB. XL. RS
- d) **Carburettor.** Any make, model or size. REED VALVES NOT ALLOWED
- e) **Fuel Petrol or petroleum** – Normal pump grade. METHANOL IS NOT ALLOWED
- f) **Tyres** Grass Track/Speedway/Trials pattern tyres only. Trials tyre pattern as ACU handbook. On wheels under 18" in size – Trails Type tread must be used. Use of Motocross type tyre is prohibited. Maximum tyre width is 3.75 inches size to be displayed on tyre. Not tyre cutting in any form will be allowed.
- g) **Frame.** Forks and Brakes As ACU Regulations
- h) **Wheels and Hubs.** Any make -22" Max Rear. 23" Max front. Front wheel must not be smaller than the rear.

i) **Classes and Number Plate Colours**

Plate Colour	Number Colour	
Cadets 6–9 Years	White	Black
Cubs 9–12 Years	Red	White
Juniors 12–16 Years	Green	White
Seniors Over 16 Years	Black	White

j) **Promoting Clubs.** Wrekin BGTC Manchester BGTC and Whitchurch MCC**SECTION 5 YOUTH COMPETITOR REGULATIONS**

The following regulations apply to youth competitors only

**5.1 ORGANISING PERMITS**

An application for a permit to organise a competition shall be made on the appropriate form and sent to the appropriate Permit Issuing Authority as NSC. Permits for events where revenue is to be obtained from the general public will only be issued if the proceeds are donated to charity, a Steward must also attend any such meeting. If revenue is to be obtained from the general public, it must be clearly stated when applying for a permit. Additional insurance must also be taken out and only events of National and above will normally be granted permission.

**5.2 JOINT YOUTH/ADULT EVENTS**

Youth classes may be included in adult events of below National status. The practice and racing for Youth classes must be run separately from the Adult classes and the age groups also separated. Adult clubs promoting joint events shall organise these under a normal Adult permit, issued by the local Centre.

**5.3 ADVERTISING**

Commercial advertising in connection with Youth competitors in the press or in any publication is not permitted. Approval must be obtained from the ACU Headquarters, before any club/rider appears on TV or any other media.

**5.4 RESPONSIBILITY FOR YOUTH ENTRANTS**

The parent or guardian must accompany a Youth entrant to a meeting and stay for the time that the rider is present. A rider deemed unfit by First Aid personnel will be withdrawn from the meeting.

**5.5 AGE GROUPS AND ENGINE CAPACITY**

When a rider reaches the maximum age for his or her group, they may continue to remain in that group until the end of the calendar year, or upgrade on his or her birthday.

	<b>Age on January 1st</b>
Auto Cadet	6/7 years
Cadet	6–8 years
Junior 65 MX	7–10 years
Inter 85 MX	9–12 years
Senior 85 MX	11–15 years
Junior	9–11 years
Intermediate	12–14 years
Senior A 250cc	15–18 years
Senior B 350cc	15–18 years
International 125cc	10–16 years

No rider may compete before his/her 6th birthday. Riders may compete until the end of the year in



which the 17th birthday falls. A rider may be upgraded to compete in Adult competitions on or after his/her 15th birthday, and may only revert to Senior Class Youth competition. There are no restrictions to the type or level of youth event that a rider may enter. All riders must be capable of sitting on their machines at the start line (unaided) with the machine in an upright position with one foot firmly on the ground and the other on the footrest. Production Motocross machines will not be allowed in any other Grass Track class apart from the Cadets which must not exceed the stated capacity.

## 5.6 CAPACITY CLASSES

Youth riders are limited to 350cc engine size. At joint Adult/Youth events, a rider must specify which class he/she will enter, and cannot ride Youth and Adult at the same event. The following engine capacity sizes are appropriate for Youth Grasstrack with the exception that Auto 50cc fixed geared machines cannot be ridden in the same class as geared machines:

Auto Cadet	Auto 50cc Fixed Gear Automatics
Cadet	65cc 2 Stroke – 110cc 4 Stroke
Junior 65 MX	65cc 2 Stroke – 110cc 4 Stroke
Inter 85 MX	85cc 2 Stroke – 125cc 4 Stroke 14" rear 17" front
Senior 85 MX	85cc 2 Stroke – 125cc 4 Stroke 19" rear 21" front
Junior	100cc 2 Stroke – 200cc 4 Stroke
Intermediate	150cc 2 Stroke – 250cc 4 Stroke
Senior A	250cc 2 Stroke – 250cc 4 Stroke
Senior B	350cc 4 Stroke
International 125cc	125cc 4 Stroke

Quads refer to Motocross 2.2 on page 138

## 5.7 UPGRADING

A rider may be upgraded into a higher group before reaching the age normally required subject to the following:

- a For upgrading to classes up to the Senior class
  - The written agreement of the parent or guardian.
  - An endorsement by a current youth organiser.
  - The written approval of the Track Racing Committee.
- b For upgrading from Senior class to 250cc or 350cc adult competition.
  - The written agreement of the parent or guardian.
  - An endorsement by a current youth organiser.
  - An endorsement by a National Grass Track Coach.
  - The written approval of the Track Racing Committee.

In limited circumstances, the Track Racing Committee may give approval to a rider remaining in a lower class for an additional year following written application. Where approval is given, the rider will not qualify for any National Championship points for that year.

## 5.8 AWARDS

Cash awards or gift vouchers are not permitted in Youth events.

## 5.9 CLOTHING

Riders in the Cadet and Junior classes may use Motocross protective clothing. Tinted goggles/visors only allowed with permission of the Clerk of the Course and Technical Officer at Technical Control.

## SECTION 6 BEACH RACING OFFICIALS

### QUALIFICATIONS AND CONDITIONS

Track Racing Officials are divided into two categories:

Those that are Licenced and those that are Registered.

No Fees are payable in respect of any Licence or Registration for the appropriate form of identification issued.

**LICENCES:** Senior Track Racing Officials are required to hold an ACU Licence of the appropriate Grade for the performance of their duties.

**REGISTRATION:** A Register is maintained of Officials not required to hold a Licence.

### BEACH RACING OFFICIALS WHO REQUIRE A LICENCE

	See Note Below	Licence Required	Attendance at Seminar/ Training Session
Clerk of the Course	1	YES	3 YEARS Every Third Year maximum
Chief Steward	2	YES	3 YEARS Every Third Year maximum
Chief Technical Official	3	YES	3 YEARS Every Third Year maximum
Sound Inspector		YES	3 YEARS Required for First Issue only
Measurer	4	YES	3 YEARS Required for First Issue only

Clubs and Centres shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels organise Seminars that are compulsory for certain Officials. A Licence is valid for 3 years.

#### Note 1 Clerk of the Course

Grades – Track Racing

Restricted/Centre must undergo training by a National Clerk of the Course.

National must attend a seminar organised by the Track Racing Committee.

International must attend a seminar organised by the FIM.

#### Note 2 Chief Steward Grading

Restricted/Centre will be appointed by the Centre as the Permit issuing authority.

International/National will be appointed by the Track Racing Committee as the Permit Issuing Authority.

#### Note 3 Chief Technical Official

Will be licenced by the Technical Panel to be in charge of the Technical Control at an event. The Technical Panel may restrict the disciplines of licence holders.

#### Note 4 Measurer

The Measurer is required for ACU National Championships and National events. The Licence is issued by the Technical Panel and may be restricted by discipline.

**LICENCE FEES:** All licences will be issued, free of charge, for a period of three years.

**BEACH RACE OFFICIALS WHO DO NOT REQUIRE A LICENCE**

	<b>See Note Below</b>	<b>Attendance at Seminar/ Training Session</b>
Incident Officer	1	May attend Clerk of the Course Seminar at ACU HQ for information purposes.
Secretary of the Meeting	2	Will receive Training at meetings and if required at Regional or ACU HQ Seminars.
Technical Official		Will receive training via the Chief Technical Officer at meetings. May attend Regional Training Seminars.
Club Stewards	3	May attend Regional or ACU HQ Seminars for information purposes
Chief Marshal		May receive training at ACU HQ or Regional Training Days
Marshal		May receive training at Regional Training days and at meetings via the Chief Marshal.
Medical Officer		None required

All other Technical Officials, Race Day Officials (e.g. Secretary of the Meeting, Incident Officer, Club Stewards) and Marshals may be registered, free of any charge. All such Officials may or may not be required to attend a Seminar. Registration will be renewed annually. Registered Officials and Marshals will receive an appropriate form of identification from the ACU.

- Note 1 Incident Officer.** Will collate all information and documentation, and prepare reports relating to serious accidents and to all incidents involving Officials or Spectators. Note: A Deputy Clerk of the Course may undertake these duties. A Safety Officer may be nominated to attend a Clerk of the Course Seminar to assist with these duties.
- Note 2 Secretary of the Meeting.** Will be responsible for all administration connected with the organisation of a meeting.
- Note 3 Club Stewards.** Will together with the Chief Steward form the judicial authority over the running of the meeting.

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The National Sporting Code of the ACU and the Standing Regulations together with the Supplementary Regulations and any Final Instructions shall apply to all Road Races held under an ACU Permit.

## SECTION 1 MEETINGS

### 1.1 CATEGORIES OF MEETINGS

- International Meetings
- European Open Meetings
- National Meetings
- Open Meetings
- Restricted Meetings

Permits for all Road Race competitions are issued by ACU Headquarters

### 1.2 INTERNATIONAL

- 1 The Permit shall be issued by the ACU Headquarters for a meeting inscribed on the International Calendar of the FIM and having an FIM International Meeting Number (IMN).
- 2 An International meeting is open to Entrants and Riders of more than one nation who must hold an International Licence or a National Licence issued by the ACU valid for the particular meeting concerned.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.3 EUROPEAN OPEN

- 1 The permit shall be issued by ACU Headquarters for a meeting inscribed on the Calendar of the Union of European Motorcycling (UEM) and having a European Meeting Number (EMN).
- 2 A European Open meeting is open to Entrants and Riders of more than one European nation who must hold the appropriate Competition Licence valid for the particular meeting concerned.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.4 NATIONAL

- 1 The Permit shall be issued by the ACU Headquarters.
- 2 A National meeting is open to Entrants and Riders who are the holders of a National or International Licence valid for the particular meeting concerned issued by any Federation.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.5 OPEN

- 1 An Open permit is issued by ACU Headquarters.
- 2 An Open meeting is open to Entrants and Riders who hold a valid ACU or SACU Licence for the meeting concerned.

### 1.6 RESTRICTED

- 1 A Restricted Permit is issued by ACU Headquarters.
- 2 A Restricted meeting is open to Entrants and Riders who hold a current ACU or SACU Licence valid for the meeting concerned.



- 3 The Supplementary Regulations issued for the event must specify all restrictions and requirements of eligibility.

### **1.7 ELIGIBILITY OF FOREIGN RIDERS IN OPEN AND RESTRICTED MEETINGS**

- 1 The Supplementary Regulations issued for the event must specify the licence qualification and eligibility requirements of foreign riders.
- 2 All riders must have a current Licence and Start Permission from their own Federation valid for the event.

### **1.8 PRACTICE MEETINGS AND TEST DAYS**

- 1 Permits for Practice Meetings and Test Days may be issued on application to the Permit Issuing Authority.
- 2 No such event may be held unless the appropriate Permit and Insurance has been issued.

### **1.9 CONDITIONS FOR ROAD RACE MEETINGS**

- 1 The ACU Road Race Committee must approve the Organiser.
- 2 The Venue must hold a current Track Licence or Track Certificate issued by the ACU Road Race Committee.
- 3 The ACU Secretariat must approve the Supplementary Regulations for the event and issue an ACU Permit prior to publication and circulation.
- 4 For all ACU Championships an ACU decal, supplied by the ACU Secretariat, must be displayed on the front number plate of each machine. Any rider not complying will be disqualified from the results of the race.
- 5 The Race Control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit and available to the Clerk of the Course and the Stewards during that period.

### **1.10 FORCE MAJEURE**

The Clerk of the Course has the right to alter, abandon, cancel or postpone all or any part of a meeting for reasons of force majeure. Such a decision shall not be subject to any protest.

## **SECTION 2 LICENCES – COMPETITORS**

### **2.1 GENERAL**

- 1 To participate in road race events an annual Licence issued by the ACU is required. Residents in Scotland apply to the Scottish ACU.
- 2 First time applicants are required to demonstrate an ability to control a motorcycle and complete the ACU pre-licence training course. Full details are contained in the "Road Race Licence Application Pack" obtainable from the ACU Road Race Department.
- 3 Clubman competitors are required to wear an Orange Vest obtainable from the ACU Licence Department until they have 10 Satisfactory signatures on their record card from 3 different circuits OR have 5 Upgrade signatures from 3 different circuits. For the purpose of qualifying to remove the Orange Vest each Upgrade signature will be equivalent to 2 Satisfactory signatures. A total of 10 Satisfactory or equivalent signatures is required  
To obtain a Satisfactory "S" signature competitors must appear in the official race results as a finisher of a race in accordance with Article 12.3.3. A "Satisfactory" signature is denoted by a capital "S" in the points section of the competitors record card and must be countersigned by the Secretary of the Meeting  
To obtain an Upgrade "U" signature competitors must finish in the top 50% of classified finishers in Championship races – this does not include heats, qualifiers, consolation races or "B" Finals – and there must be a minimum of 6 finishers of the Championship race. An

“Upgrade” signature is denoted by a capital “U” in the points section of the competitors record card and must be countersigned by the Secretary of the Meeting.

Only one signature per day of competition is permitted

4 Sidecar passengers must hold a valid passenger licence.

5 The parent or Legal Guardian must accompany all competitors, or participants in parades, under 18 years of age to every meeting. This person must attend at signing-on, any riders briefings that take place and be present throughout the meeting.

6 Any competitor who in any ACU or MCRCB Permitted Event participates on a machine for which he/she is not eligible through age or licence restrictions to take part on will be penalised by a fine of £250.00 and a suspension for one year from the date of the hearing.

## 2.2 GRADES

1 **Parade** A licence facilitating participation in non-competitive parades.

2 **Clubman** Entry level for all first time road race applicants. A Clubman “A” Licence will be issued to riders who hold a current Full Class “A” DVLA Licence.

3 **National** Clubman competitors may apply to be upgraded to a National Licence after having competed at, and obtained Upgrade signatures for, a minimum of 10 separate Race Days at 3 different circuits during the current year and preceding 2 years.

To obtain an Upgrade “U” signature competitors must finish in the top 50% of classified finishers in Championship races this does not include heats, qualifiers, consolation races or “B” Finals – and there must be a minimum of 6 finishers of the race. An “Upgrade” signature is denoted by a capital “U” in the points section of a competitors record card and must be countersigned by the Secretary of the Meeting.

The competitor record card together with copies of the official result sheets pertaining to the signatures on the record card should be submitted to the ACU Road Race Department.

Only one signature per day of competition is permitted

National Licence holders may apply for Start Permission to compete abroad.

4 **International** National licences holders who have held their National Licence for 12 months and who have competed at a minimum of 6 meetings in the previous 12 months may apply for an FIM Non-Championship International licence. A medical examination is required

5 **International Championship** National licences holders who have held their National Licence for 12 months and who have competed at a minimum of 6 meetings in the previous 12 months may apply for a Championship licence as described in the appropriate Sporting Code of the UEM or FIM. A medical examination is required.

6 A Licence can be upgraded at any time during the year

## 2.3 LAPSED LICENCES

Licence holders that have allowed their licences to lapse for more than 3 years will be required to satisfactorily complete the ACU pre-competition training course after which a clubman licence may be issued.

**2.4 CAPACITY AND LICENCE RESTRICTIONS**

**SOLO MACHINES**

AGE	LICENCE	MACHINE
11 years	Clubman or National	Up to 125cc Automatic Production Scooter
12 years	Clubman or National	Up to 80cc GP specification machine Up to 125cc Production based machine
13 years	Clubman or National	Up to 125cc Automatic Production Scooter Up to 80cc GP specification machine Up to 125cc Production based machine
13 years	National	Up to 125cc GP specification machine Up to 250cc single cylinder Production based machine Up to 250cc 4-stroke single cylinder machine (unrestricted)
14 years	Clubman or National	Up to 125cc GP specification machine Up to 250cc single cylinder Production based machine Up to 250cc 4-stroke single cylinder machine (unrestricted)
14 years	National	Up to Formula 400 specification Production based machine Up to 500cc single or twin cylinder 4-stroke machine Up to 650cc twin cylinder 4-stroke Production based machine
15 years	Clubman or National	Up to Formula 400 specification Production based machine Up to 500cc single or twin cylinder 4-stroke machine Up to 650cc twin cylinder 4-stroke Production based machine
16 years	Clubman or National	Up to Formula 400 specification Production based machine Up to 500cc single or twin cylinder 4-stroke machine Up to 650cc twin cylinder 4-stroke Production based machine
16 years	National	Any classic or Vintage machine over 650cc Up to Formula 600 or Supersport 600 specification machine Up to 250cc Grand Prix Machine
17 years	Clubman or National	Any classic or Vintage machine over 650cc Up to Formula 600 or Supersport 600 specification machine Up to 250cc Grand Prix Machine
17 years	National	Unlimited capacity machine
18 years	Clubman* or National	Unlimited capacity machine

*\* Clubman Licence with "A" validation for riders holding a Full Class "A" DVLA Licence*

**SIDECAR AND THREE-WHEELER MACHINES**

AGE	LICENCE	MACHINE
<b>Driver</b>		
17 years	Clubman or National	F2, F350, Classic, Vintage, Morgan Three Wheeler Unlimited 4-stroke or 2-stroke machine
<b>Passenger</b>		
16 years	Clubman or National	F2, F350, Classic, Vintage, Morgan Three Wheeler Unlimited 4-stroke or 2-stroke machine

**PARADE**

AGE	LICENCE	MACHINE
14–70 years	Single Grade	All Classes

## 2.5 TT COURSE LICENCE

A TT Course Licence (price £25 in addition to any other Licence Fee) issued by the ACU Road Race Department – Rugby is required for all competitors of any Nationality wishing to take part in any event to be held on the TT Mountain Circuit.

### 1 2010 Isle of Man TT Races

This licence is a requirement for all competitors who wish to take part in the 2010 Isle of Man TT Races.

1. Eligibility: All applicants except holders of an FIM International licence or an MCUI National Licence must provide a satisfactory medical report. (FIM & MCUI licence holders having already supplied such reports)
2. ACU and SACU licence holders must have held a National licence for Road Racing for a minimum of 12 months prior to the closing date for entries.
3. Competitors from other FMNs must have held an FIM International Non-Championship licence for Road Racing for a minimum of 12 months prior to the closing date for entries.
4. Official Result sheets confirming the following requirements must be supplied with the application:

All applicants must have competed satisfactorily in at least 6 Road Race meetings in the 12 months expiring 31 March 2010. Qualifying for the 2009 TT or Manx GP races will count as one meeting and finishing in a 2009 TT or Manx GP race will count as a second meeting. A competitor who competes in both the TT and Manx GP may count a maximum of three results towards the six required results.

5. Closing date for the receipt of completed Licence application forms at ACU House: 14th April 2010.

### 2 2010 Manx Grand Prix Races

This licence is a requirement for all competitors who wish to take part in the 2010 Manx Grand Prix races.

1. Eligibility: All applicants except holders of an FIM International licence or an MCUI National Licence must provide a satisfactory medical report. (FIM & MCUI licence holders having already supplied such reports)
2. ACU and SACU licence holders must have held a National licence for Road Racing for a minimum of 6 months prior to the start of the event.
3. Competitors from other FMNs must have held a National Licence for Road Racing issued by their FMN for a minimum of 6 months prior to the start of the event.
4. Official Result sheets confirming the following requirements must be supplied with the application:

All applicants must have competed satisfactorily in at least 6 Road Race meetings in the 13 months expiring 30th June 2010. Qualifying for the 2009 TT or Manx GP races will count as one meeting and finishing in a 2009 TT or Manx GP race will count as a second meeting. A competitor who competes in both the TT and Manx GP may count a maximum of three results towards the six required results.

5. Closing date for the receipt of completed Licence application forms at ACU House: 14th July 2010.

## SECTION 3 LICENCES AND REGISTRATIONS – OFFICIALS

### 3.1 QUALIFICATIONS AND CONDITIONS

Road Race Officials are divided into two categories: Those that are Licensed and those that are Registered.

**Licences:** Senior Road Race Officials are required to hold an ACU Licence of the appropriate Grade for the performance of their duties.

**Registration:** A Register is maintained of Officials not required to hold a Licence.

### 3.2 ROAD RACE OFFICIALS WHO REQUIRE A LICENCE

All the following licences are valid for 3 years

	See Note Below	Attendance at Seminar/ Training Session
Clerk of the Course	1	Every third year maximum
Chief Steward	2	Every third year maximum
Chief Technical Officer	3	Every third year maximum
Sound Inspector		Required for First Issue only
Measurer	4	Required for First Issue only
Timekeeper	5	Equipment and operators check

ALL LICENCES ISSUED ARE SUBJECT TO THE APPROVAL OF THE ROAD RACE COMMITTEE. Organisers shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels organise Seminars that are compulsory for certain Officials.

### 3.3 GRADES FOR CLERK OF THE COURSE

#### 1 Probationary

Any organiser may nominate a Probationary Clerk of the Course. The Organiser must be able to confirm that a candidate has attended at 10 Race Days in an Official capacity before nominating the candidate to attend a Seminar. A Registered probationary Official may act as an Assistant to a Clerk of the Course at a Club event.

To upgrade from Probationary to National C a registered official must act as an Assistant to the Clerk of the Course at 10 meetings and be recommended by the Clerk of the Course at each meeting. He must be nominated by an Organiser for a specific appointment at a future event.

#### 2 National Grade C

A Clerk of the Course who may officiate at a Club event where the use of slick tyres has NOT been authorised. May act as Deputy or Assistant Clerk of the Course at below National status events where slick tyres have been authorised.

To upgrade from National C to National B a licence holder must officiate as a Deputy to a National A or National B Clerk of the Course at 10 events and be recommended by the Clerk of the Course at each. He must be nominated by an Organiser to take charge of a specific event where he will be observed by another Senior Official nominated by the Road Race Committee.

#### 3 National Grade B

A Clerk of the Course who may officiate at a below National status events where slick tyres HAVE been authorised. May officiate as Deputy to a National Grade A.

To upgrade from National B to National A a Licence holder must officiate as a National B Clerk of the Course at 5 events. He must act as Deputy to a National A Clerk of the Course at 5 events and be recommended by the Clerk of the Course at each. In addition the Road Race, Drag and Sprint Committee may appoint a senior official to observe him. He must be nominated by an Organiser to take charge of a specific future event. First appointment must be approved by the Road Race Committee.

#### 4 National Grade A

A Clerk of the Course who may officiate at any event held under an ACU Permit. May officiate as Deputy or Assistant at FIM (Non Championship) event.

#### Note 1 Clerk of the Course

Age Limits: Licences for Clerks of the Course who have attained their 70th birthday will be reviewed annually. Officials will be required to satisfactorily attend a seminar annually. The issuing of a licence will be subject to Road Race Committee approval.

**Note 2 Chief Steward**

Grades: There is only one grade of Steward's Licence for all Road Race disciplines.

Age Limits: Stewards may not normally officiate beyond the end of the season in which they attain their 70th birthday. The Road Race, Drag and Sprint Committee will review Stewards who reach the age of 70 for appointments on an annual basis.

**Note 3 Chief Technical Officer**

The Chief Technical Officer will be licensed by the Technical Panel to be in charge of the Technical Control at an event. The Technical Panel may restrict the disciplines of licence holders.

**Note 4 Measurer**

The Measurer is required for ACU National Championships and National events. The Licence is issued by the Technical Panel and may be restricted by discipline.

**Note 5 Timekeepers**

Will be required to pay for their Licence.

Licence Fees: All licences (exception Timekeepers licences) will be issued, free of charge, for a period of three years. No fee will be charged for attendance at Seminars organised by the Road Race Drag and Sprint Committee or the relevant Panel with the exception of FIM Seminars.

**3.4 ROAD RACE OFFICIALS WHO DO NOT REQUIRE A LICENCE**

	<b>See Note Below</b>	<b>Attendance at Seminar/ Training Session</b>
Incident Officer	1 and 4	May attend Clerk of the Course Seminar at ACU HQ for information purposes.
Secretary of the Meeting	2 and 4	Will receive Training at meetings and if required at Regional or ACU HQ Seminars.
Technical Official		Will receive training via the Chief Technical Officer at meetings. May attend Regional Training Seminars
Club Stewards	3	May attend Regional or ACU HQ Seminars for information purposes
Chief Marshal		May receive training at ACU HQ or Regional Training Days
Marshal		May receive training at Regional Training days and at meetings via the Chief Marshal.
Medical Officer		None required

Registration of the above officials and marshals will be renewed annually. All such Officials will receive an appropriate form of identification from the ACU.

**Note 1 Incident Officer**

Will collate all information and documentation, and prepare reports relating to serious accidents and to all incidents involving Officials or Spectators.

**NOTE:** A Deputy Clerk of the Course may undertake these duties. An Incident Officer may be nominated to attend a Clerk of the Course Seminar to assist with these duties.

**Note 2 Secretary of the Meeting**

Will be responsible for all administration connected with the organisation of a meeting.

**Note 3 Club Stewards**

Stewards of the meeting exercise judicial authority over the running of the meeting according to the National Sporting Code and Supplementary Regulations.

**Note 4 Incident Officer and Secretary of the Meeting Registration**

Currently there is no requirement for these officials to be registered for Road Race Disciplines.

## SECTION 4 PRACTICE

### 4.1 TIME MUST BE PUT ASIDE FOR THE PRACTICE SESSIONS AND THESE MUST BE DEFINED IN THE SUPPLEMENTARY REGULATIONS FOR THE MEETING.

- 1 Riders will commence practice under the instructions of the Start Officials.
- 2 The duration of each practice session will commence from the time the pit lane opens and will finish (chequered flag) not less than 10 minutes later.
- 3 The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has lapsed.
- 4 If practice is interrupted due to an incident or any other reason then a red flag will be displayed at the start line and at marshals posts. All riders must return slowly to the pit lane or as otherwise instructed by the Marshals under the direction of the Clerk of the Course.
- 5 When the practice is restarted the time remaining will be decided by the Clerk of the Course.

## SECTION 5 GRID POSITIONS

### 5.1 POSITIONS

- 1 Pole position, and the configuration of the grid, will be determined at the time of the Track Inspection.
- 2 Grid positions will be established according to the provisions of the Supplementary Regulations.

### 5.2 TIMED PRACTICE

Where timed practice is used and identical times are recorded by more than one rider in the official qualifying practice session for the race the rider first setting such a time will receive the better starting position.

A qualifying maxima may be specified in the Supplementary Regulations.

### 5.3 BALLOTTED

Where the Organiser decides that the grid positions will be by ballot this must be conducted by the competitors at the meeting.

### 5.4 ALLOCATED

Organisers wishing to allocate grid position will specify this and the method to be adopted in the Supplementary Regulations.

## SECTION 6 START PROCEDURES

Races may be started by one of the following methods:

### 6.1 GROUP STARTS

Which include the 45 degree echelon line up known as the Le Mans start.

### 6.2 INTERVAL STARTS

Where competitors are started individually or in groups at pre-determined intervals.

Starts may be made with engines running or engines stopped. For starts with engines stopped the Supplementary Regulations for the race must specify the authorised method of starting.

### 6.3 CLUBMANS RACES

- 1 Riders collect in the Assembly Area and proceed when directed to the Grid to take up their allocated Grid positions.
- 2 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.

- 3 Riders who do not go on to the Grid may join the warm-up lap from the Pit Lane on the instruction of the Officials, but in this case must start the race from the back of the Grid.
- 4 On the completion of the warm-up lap an Official will display a Red Flag at the front of the Grid. When the grid is re-formed the Official with the Red Flag will leave the Grid indicating to the Riders that the race is about to commence.
- 5 Any Rider who stalls his engine on the Grid, or who has other difficulties, must remain on his motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.
- 6 A Red light will be displayed for up to 5 seconds. The Red Light will then be extinguished to start the race. Alternatively, the National Flag may be lowered to start the race.
- 7 After the Riders have passed the exit of the Pit Lane any Riders waiting there may be permitted to join the race at the discretion of the Clerk of the Course and under the instructions of the Officials.
- 8 Should there be a problem on the Grid, the Starter may display a Yellow Flag or Yellow lights to indicate a delayed start. The Clerk of the Course may decide that the Riders will complete another warm-up lap and the race distance may be reduced.

#### 6.4 NATIONAL RACES

- 1 Riders proceed as directed to the Grid upon the opening of the Pit Lane and take up their starting positions.
- 2 Riders take up their allocated positions on the Grid. Riders who encounter technical problems must go to the Pit Lane to make adjustments or to change machines.
- 3 Two minutes before the start of the race the Starter will signal all the Riders to proceed on a warm-up lap by waving a Green Flag. On completion of the warm-up lap the riders each return to their allocated Grid positions.
- 4 Riders not going on to the Grid may join the warm-up lap from the Pit Lane on the instructions of the Officials but in this case must start the race from the rear of the Grid.
- 5 On completion of the warm-up lap an Official will display a Red Flag at the front of the grid.
- 6 When the Grid is re-formed the Official with the Red Flag will leave the track indicating to the Riders that the race is about to commence.
- 7 Any Rider who stalls his engine on the Grid or who has other difficulties must remain on his motorcycle and raise an arm. It is not permitted to delay the start by any other means.
- 8 A Red Signal light will be displayed for up to 5 seconds. The Red Light will then be extinguished to start the race. Alternatively, the National Flag may be lowered to start the race.
- 9 After the Riders have passed the exit to the Pit lane any Riders waiting there may be permitted to join the race at the discretion of the Clerk of the Course and under the instructions of the Officials.
- 10 Should there be a problem on the Grid, the Starter may display a Yellow Flag or Yellow lights to indicate a delayed start. Riders will stop engines. One assistant per team may enter the grid to assist the competitors. The Rider(s) responsible for the delay will start from the back of the Grid. The Riders will complete another warm-up lap and the race distance will be reduced by one lap.

#### 6.5 ANTICIPATION OF THE START

- 1 Anticipation of the Start is defined as when the motorcycle is moving forward when the Red Lights are on.
- 2 Any Competitor who takes up an incorrect Grid position will be judged to have anticipated the Start.
- 3 The Clerk of the Course will award a Time Penalty of up to 20 seconds to any Rider who



anticipated the Start. The decision as to an anticipated Start is to be accepted as a Matter of Fact from which there is no right of Protest.

## **SECTION 7** FLAGS AND LIGHTS

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders:

### **7.1 FLAGS AND LIGHTS USED TO PROVIDE INFORMATION**

#### **1 NATIONAL FLAG OR START LIGHTS**

1 Signal for the Start of the Race

#### **2 GREEN FLAG**

1 The track is clear

2 This flag will be shown waved by the starter to signal the start of the warm up lap.

3 This flag must be shown motionless at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap(s) and for the warm up lap.

4 This flag must be shown motionless at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

#### **3 YELLOW AND RED STRIPED FLAG**

1 Oil, water or other substance is affecting adhesion on this section of the track.

2 This flag must be shown motionless at the flag marshal post.

#### **4 BLUE FLAG**

1 National events and above. The use of this flag is optional at meetings of lower than National Status.

2 May be shown waved, this flag indicates that a faster rider is about to overtake.

3 Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.

4 During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.

5 During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity.

#### **5 YELLOW FLAG WITH BLACK DIAGONAL CROSS**

1 This flag will be shown motionless at the finish line at track level to indicate the commencement of the final lap of the race.

#### **6 CHEQUERED BLACK AND WHITE FLAG**

1 This flag will be waved at the finish line on track level to indicate the finish of race or practice session.

#### **7 CHEQUERED BLACK AND WHITE FLAG PLUS BLUE FLAG**

1 The chequered black/white flag will be waved together with the blue flag presented motionless at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line.

#### **8 ADDITIONAL FLAGS – THE ISLE OF MAN TT MOUNTAIN COURSE.**

1 White Flag with Black “V”

Indicates visibility is reduced on the part of the circuit ahead.

- 2 White Flag with Black "Sun"  
Indicates dazzle from the sun on the part of the circuit ahead.

## 7.2 FLAGS USED TO CONVEY INFORMATION AND INSTRUCTIONS

### 1 YELLOW FLAG AND OR YELLOW LIGHTS

- 1 Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed.
- 2 When shown stationary at the flag marshal post this flag indicates danger ahead, riders must slow down. No overtaking is permitted
- 3 When shown waved at the flag marshal post this flag indicates that the danger is more imminent. The riders must be prepared to stop.
- 4 Overtaking is forbidden up until the point where the green flag is shown.
- 5 Any infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred.
- 6 In case of infringement of this rule during the race, a time penalty will be imposed. In both cases, further penalties (such as fine – suspension) may also be imposed.

**Note:** Following an incident during a practice or race the Yellow Flags are usually displayed as follows:

1. Shown waved at the flag marshals' post immediately prior to the incident.
2. Shown stationary at the flag marshals' post preceding the post at which it is being shown waved.
3. Additional flags may be shown at the request of the Clerk of the Course.

### 2 WHITE FLAG

- 1 National events only. Not permitted at Club level.
- 2 An intervention vehicle is on the track.
- 3 Waved at the flag marshal post, this flag indicates that the rider will encounter the vehicle in the current section of the track.
- 4 It is forbidden for a rider to overtake another rider during the display of the white flag.
- 5 Overtaking the intervention vehicle is permitted.
- 6 As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented.

**Note:** At a meeting of below National status no Ambulance or Fast Intervention Vehicle will be allowed to be moved onto the course or its immediate verges whilst racing or practice is in progress on any part of the circuit. This means that in circumstances when an Ambulance or Fast Intervention Vehicle is required on the circuit, the Red Flags must first be displayed and the race or practice brought to an actual and effective halt before any vehicle is deployed.

### 3 WHITE FLAG WITH RED DIAGONAL CROSS

- 1 Indicates that a Safety Car (Pace Car) is on the Track. Riders must slow down, overtaking is prohibited.

### 4 RED FLAG AND RED LIGHTS

- 1 When the race or practice is being interrupted. On instructions from the Clerk of the Course Red Lights and/or waved Red Flags will be displayed around the circuit. Riders must stop racing/practice and proceed as instructed by the Marshals
- 2 Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.
- 3 The red flag will be shown motionless on the starting grid at the end of the sighting lap(s) and at the end of the warm up lap.
- 4 The red flag may also be used to close the track.

- 5 On the Start Grid a Red Signal Light(s) will be displayed for up to 5 seconds. When the Red Light(s) are extinguished the race will start

#### 5 BLACK FLAG

- 1 This flag is used to convey instructions to one rider only and is displayed motionless together with the rider's number.
- 2 The rider must stop at the pits at the end of the current lap and cannot restart.
- 3 Any infringement of this rule will be penalised with one or more of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

#### 6 BLACK FLAG WITH ORANGE DISK (RADIUS 40cm)

- 1 This flag is used to convey instructions to one rider only and is displayed motionless together with the rider's number.
- 2 This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.
- 3 Any infringement of this rule will be penalised with one or more of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

### 7.3 FLAG DIMENSIONS

The flag dimension should be approximately 80cms in the vertical and 100cms in the horizontal.

### 7.4 FLAG COLOURS

The Pantones for the colours are as follows:

Orange:	Pantone 151C
Black:	Pantone Black C
Blue:	Pantone 286C or 298C
Red:	Pantone 186C
Yellow:	Pantone Yellow C
Green:	Pantone 348C

### 7.5 FLAG MARSHALS POSTS

The position of the Flag Marshals Posts will be fixed during the ACU Track Inspection.

### 7.6 MARSHALS OVERALLS

It is recommended that Marshals overalls be Orange (pantone 151C) or white in colour. Waterproofs should be of the same colour or transparent.

## SECTION 8 BEHAVIOUR DURING PRACTICE AND RACE

### 8.1 RIDERS MUST OBEY THE FLAG SIGNALS, THE LIGHT SIGNALS, AND THE BOARDS WHICH CONVEY INSTRUCTIONS. ANY INFRINGEMENT TO THIS RULE WILL BE PENALISED ACCORDING TO THE PROVISIONS OF SECTION 7.

- 1 Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalised with one of the following penalties:  
fine – time penalty – disqualification – withdrawal of Championship points – suspension.
- 2 Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a time penalty. Further penalties (such as fine – disqualification – withdrawal of Championship points) may

also be imposed.

- 3 Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made.  
The marshal may then assist him to re-start the machine.
- 4 If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
- 5 If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 6 Riders are not permitted to return slowly to the pits for any reason during practice or racing.
- 7 Riders may enter the pits during the race, but taking the motorcycle inside the pit box is not permitted. Any infringement of this rule will be penalised with a disqualification.  
Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 8 Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine.
- 9 Riders must adopt a position with their feet on the footrests.
- 10 Riders who fall from their machine are not permitted to continue with the practice or race until passed fit by the Medical Officer and the machine re-inspected by technical control.
- 11 Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 12 No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, or legible messages on a pit board or body movements by the rider.  
Automatic timing devices, provided they do not disrupt official timekeeping methods, are not considered as telemetry.
- 13 The carrying of on board cameras is only permitted with the prior approval, in writing of the Clerk of the Course. The installation of the camera must be approved by the Chief Technical Officer.
- 14 A speed limit may be imposed in the Pit Lane.
  1. Any rider found to have exceeded the limit during the practice will be subject to a penalty as described in the Supplementary Regulations.
  2. Any rider who exceeds the pit lane speed limit during a race will be penalised with a time penalty as described in the Supplementary Regulations.
  3. The Clerk of the Course must communicate the offence to the pit of the rider.
- 15 In the interest of safety, a rider may not stop his machine on the racing surface during the slow down lap, (exception see Art 8.17) when returning to the pits after the chequered flag.
- 16 Stopping on the track during practices and races is forbidden. (exception see Art 8.17)
- 17 During the practice sessions and warm ups, practice starts are permitted, when it is safe to do so, at the pit lane exit before joining the track and after the chequered flag is shown at the end of practice sessions and warm ups, when it is safe to do so. These practice starts must take place off the racing line.
- 18 The spinning of rear wheels (burn-outs) is strictly forbidden. Breach of this rule will result in a penalty of disqualification.
- 19 Any competitor who in any ACU or MCRCB Permitted Event participates on a machine for which he is not eligible through age or licence restrictions will be penalised by a fine of £500.00 and a suspension for one year from the date of the hearing.

## 8.2 PROTESTS

- 1 Any Rider, Passenger, Entrant or Official licenced by the ACU affected by a decision taken

- during a meeting held under an ACU Permit has the right to protest against that decision.
- 2 No protest may be lodged against a decision of statement of fact of the Race Direction to inflict or not:
    - A time penalty
    - A change of position
    - A ride through
    - A disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
    - A fine for speeding in the pit lane.

## SECTION 9 NEUTRALISATION OF RACES – SAFETY CAR

A compulsory riders briefing on these Regulations must be conducted by the Clerk of the Course or his Deputy prior to any race in which the use of Safety Cars is intended. The Safety Cars if they are to go on the track must be equipped with Yellow Flashing lights. The words “Safety Car” should be clearly indicated on the back and the sides of the car. The Driver of the Safety Car should be the holder of an ACU or FIM Clerk of the Course or Competition Licence for Road Racing, a MSA Competition Licence or an ARDS Licence. All “Safety Car” drivers must be assisted in the car by a Race Official who is in constant contact with the Clerk of the Course.

If during a race of 20 miles or more an incident other than rain puts at risk the safety of the competitors and renders impossible the normal progress of the competition the Clerk of the Course (Grade National A or above or of Grade National B with the prior individual approval of the Road Race Committee) may decide to neutralize the race.

The following procedure will be adopted:

- 1 A White Flag with a Red Diagonal Cross must be displayed at the selected Marshals Posts during the whole of the neutralisation period.
- 2 A White Board showing the words “Safety Car” will be displayed at the Start Line during the whole of the neutralisation period.
- 3 Riders must immediately slow down. Overtaking is forbidden. The Track Marshals will record all infringements and report them to the Clerk of the Course.
- 4 The pit lane exit will be closed to competitors.
- 5 When the leading competitor approaches the start line at the end of the lap that the neutralisation was decided a “Safety Car” equipped with two flashing Yellow Lights on the roof will enter the track with two flashing lights switched on.
- 6 The competitors will end up in single file behind the “Safety Car” without overtaking it.
- 7 Competitors may now enter the pits but all other rules must be complied with.
- 8 After stopping at the pits competitors must line up at the pit lane exit and must only rejoin the circuit when instructed to do so by the official with a Green Flag or when the Green Light at that location is switched on. These instructions will be given 10 seconds after the last competitor in line behind the “Safety Car” has passed that point. Competitors must join the back of the line and MUST NOT overtake. The pit lane exit will then be closed and competitors must wait for the next lap.
- 9 During the last lap of the neutralisation period the “Safety Car” will switch off the Lights on the roof to indicate to the competitors that the “Safety Car” will enter the pit lane at the end of that lap and the race will resume.
- 10 When the “Safety Car” has left the track overtaking is forbidden up until the start line, where a Green Flag will be waved and the White Flags with the Red Diagonal Cross immediately withdrawn.
- 11 The pit lane exit will then be permanently re-opened.
- 12 The race will continue normally.
- 13 Unless otherwise decided by the Clerk of the Course, each lap completed by the “Safety Car” will be counted as a race lap. A Board displaying the new actual number of laps remaining will

be displayed on the start line when the green flag is waved. If the race is eventually stopped under SR 10.1 whilst the "Safety Car" is deployed the result will be according to the position at the last completed lap before the "Safety Car" was introduced.

- 14 No Protest may be lodged against the decision of the Clerk of the Course regarding the number of laps remaining in order to complete the race.
- 15 All other rules of the race must be observed.
- 16 **Exceptions – Clubman Endurance races only**
  1. In Clubman Endurance races, the Clerk of the Course is authorised to deploy the Safety Car at the earliest convenient moment irrespective of the position of each rider in the race.
  2. A Fast Intervention Vehicle may be despatched immediately ahead of the Safety Car
  3. No Protest may be lodged against the effect of any laps lost or gained in respect of Articles 16.1 and 16.2 mentioned above

## SECTION 10 INTERRUPTION OF A RACE

### 10.1 IF THE CLERK OF THE COURSE DECIDES TO INTERRUPT A RACE DUE TO CLIMATIC CONDITIONS OR SOME OTHER REASON, THEN RED FLAGS WILL BE DISPLAYED AT THE FINISH LINE AND AT ALL FLAG MARSHALS' POSTS.

- 1 Riders must immediately slow down and return to the pit lane, or as directed by the marshals upon instructions from the Clerk of the Course.
- 2 Only riders still racing when the red flag is displayed will be counted as finishers.
- 3 The results will be the results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed calculated as in the principle set out in the following example:

Example of a race consisting of 30 laps:

If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then the race result will be 8 laps completed, and the second part will consist of 22 laps.

If a Red Flag is shown when the leader and all other riders on the same lap as the leader are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 21 laps.

**Exception:** if the race is interrupted after the chequered flag, the following procedure will apply:

- 4 For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- 5 For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- 6 The complete classification will be established by combining both partial classifications as per the lap/time procedure.
- 7 If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for any Championship.
- 8 If three laps or more have been completed by the leader of the race, and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be restarted. If it is found impossible to restart the race, then the results will count and half points will be awarded in any Championship.
- 9 If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all the other riders on the same lap as the leader, then the race will be deemed to have been completed and full Championship points will be awarded.

- 10 Exception: Where a race is interrupted at a meeting of below National Status the Clerk of the Course is permitted to decide that the race has been completed or to run a new race over a distance appropriate to the prevailing conditions.

## SECTION 11 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

### 11.1 IF A RACE HAS TO BE RE-STARTED, THEN IT WILL BE DONE AS QUICKLY AS POSSIBLE, CONSISTENT WITH TRACK CONDITIONS ALLOWING. AS SOON AS THE RIDERS HAVE RETURNED TO THE PITS THE CLERK OF THE COURSE WILL ANNOUNCE A TIME FOR THE NEW START PROCEDURE TO BEGIN WHICH, CONDITIONS PERMITTING, SHOULD NOT BE LATER THAN 10 MINUTES AFTER THE INITIAL DISPLAY OF THE RED FLAG.

- 1 The results of the first race must be available to the riders before the second part of a race can be started.
- 2 The start procedure will be identical to a normal start with sighting lap(s), warm-up lap etc.
- 3 Conditions for the re-started race will be as follows:
  1. In the case of the situation described in Article 10.7 above (less than 3 laps completed) All riders may re-start.
  2. Motorcycles may be repaired or changed. Refuelling is permitted.
  3. The number of laps will be the same as the original race.
  4. The grid positions will be as for the original race.
- 4 In the case of situation described in Article 10.8 above (3 laps or more and less than two-thirds completed)
  1. Only riders who are classified as finishers in the first race may re-start. Article 12.3
  2. Motorcycles may be repaired or changed. Re-fuelling is permitted.
  3. The number of laps of the second race will be the number of laps required to complete the original race distance with a minimum of 5 laps.
  4. The grid position will be based on the finishing order of the first race.
  5. The final race classification will be based on the results of each rider classified in each race added together. Riders who have completed an identical number of laps will be placed according to the combined time for each race. In the case of a tie the result of the last race will be decisive.
- 5 **Exception:** Provisions of Article 10.10 may apply according to the status of the meeting. (The discretion of the Clerk of the Course to decide at meetings of lower than National status).

## SECTION 12 FINISH OF A RACE AND RACE RESULTS

### 12.1 FINISH OF A RACE

- 1 When the leading rider has completed the designated number of laps (or the designated time in the case of Endurance) for the race, a Chequered Flag will be displayed at the finishing line.

### 12.2 THE CHEQUERED FLAG WILL CONTINUE TO BE DISPLAYED TO THE SUBSEQUENT RIDERS.

- 1 After the Chequered Flag is displayed to the leading Rider no other Rider is permitted to enter the track from the Pit Lane.
- 2 If a Rider closely precedes the leader during the final lap before the finish line the Official will show to the Riders and to the Leaders simultaneously the Chequered Flag and the Blue Flag. This will indicate to the Leader that he has completed the race and to the Rider closely preceding the Leader that he still has to complete the final lap.
- 3 In the case of a photo finish between two or more Riders the decision shall be taken in favour of the Rider whose Front Wheel leading edge crossed the finish line first. In the case of Ties, the Riders concerned will be ranked according to the best lap times they achieved in the race.

- 4 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 accordingly, but if the chequered flag is given to a competitor other than a leader then the result will be taken when the leader last crossed the start/finish line.  
Should the end of the race signal be advertently delayed, the race will nevertheless be deemed to finish at the correct moment and competitors be classified accordingly.
- 5 The Clerk of the Course may require machines to be presented for post Practice or Race verification. Where this is required the Riders must be informed prior to the start of the Practice or Race that they must attend the “Parc Ferme”.

### 12.3 RACE RESULTS

- 1 When the Race has been completed as described above the Results will be based on the order in which the Riders crossed the finish line and the number of laps that they have completed.
- 2 When the Race has been declared completed by the Clerk of the Course following an Interruption under Article 10.3, the result will be established according to the procedure described in Articles 10.4-10.6 for a race interrupted after the Chequered Flag.
- 3 In either of the cases described in 1) and 2) above. To be counted as a Finisher and be included in the results a Rider must have completed 75% of the actual race distance. He must also have crossed the finish line on the track and not in the Pit Lane within two minutes after the winner and be in contact with his machine.
- 4 A new Lap record can only be established during a race.
- 5 Both for the Practice and for the Race, the lap time is the subtraction of the time between two consecutive crossings of the finish line.

## SECTION 13 SAFETY

### 13.1 MEDICAL SERVICES – MINIMUM REQUIREMENTS FOR ROAD RACE MEETINGS.

	PERSONNEL			VEHICLES		
	Doctors MO	Paramedic(s) PM	First Aid personnel	Ambulance(s)	Fast Intervention Vehicle	Special Notes
Road race	2 MOs	PMs can assist MOs but not replace them	5	2	1	(i)
Road race Test day	1 MO	1 PM	2	1	1	

The following applies to all events run under this code.

- Medical Officer (MO) – Doctor** A medical practitioner (Doctor) fully registered with the General Medical Council (GMC), and holding appropriate personal medical malpractice insurance cover (excludes NHS Crown Indemnity).
- Paramedic (PM)** A State Registered Paramedic with the HPC (Health Professions Council) Paramedics must have appropriate personal medical malpractice insurance cover.
- Ambulance** A vehicle registered as an ambulance with the DVLA (Driver and Vehicle Licencing Agency) or similar government licencing authority and complying with FIM minimum equipment regulations for a type C vehicle; that is:



Medical: A stretcher (preferably standardised), oxygen supply, apparatus to immobilise limbs and vertebral column. First aid medicaments and materials.

Technical: Radio communication. Visible and audible signals.

Staffing: An ambulance must be staffed by two First Aid Personnel (who can be the two minimum First Aid Personnel).

An ambulance may act as a Medical Centre BUT if so it must be a vehicle in addition to the minimum ambulance requirement.

- 4 **First Aid Personnel** A person holding a current certificate of First Aid competency. (Where an event is open to the public event organisers should ensure that all First Aid personnel are insured against malpractice for the event concerned).

5 **Fast Intervention Vehicle (FIV)**

1. A Fast Intervention Vehicle is a compulsory requirement at all Road Race events.
2. Such a vehicle requires a driver, a Doctor, and appropriate medical equipment. If the driver is not a First Aid Person, then such a Person must be present in the vehicle. This vehicle must be immediately available to proceed to an incident, if called to do so, upon instructions from the Clerk of the Course.
3. A FIV must not be used in place of an ambulance.
4. A Fast Intervention Vehicle must be equipped with visible signals (flashing lights).
5. At a meeting of below National status no ambulance or Fast Intervention Vehicle is allowed to be moved onto the course or its immediate verges whilst racing or practice is in progress on any part of the circuit. This means that in the circumstances of an Ambulance or Fast Intervention Vehicle being required on the circuit, the Red Flags must first be displayed and the race or practice brought to an actual and effective halt before the vehicle is deployed.

**Note:** This restriction is not applicable where the Clerk of the Course has decided to neutralise the race by use of the Safety Car in accordance with the provisions of Section 9 of the Road Race Regulations.

6. During Sighting Lap: Stationary or moving Ambulances, Fast Intervention Vehicles, and the like, may be encountered anywhere on the circuit when riders are dispatched from the Assembly Area on their "sighting lap" to the start line prior to the start of a race. This "sighting lap" is not considered to be either Practice or Racing and riders must always be prepared to encounter such vehicles. When such a vehicle or vehicles are on the track the Yellow Flags will be displayed in the appropriate section of the course.

**Special Notes**

2 MO's must be present at the start of every meeting and be present for the duration of the meeting unless accompanying a patient to hospital. If vehicles or First Aid personnel leave the circuit to convey a patient to hospital then the minimum requirements for the event to continue are 1 MO, 1 FIV, 2 Ambulances and 4 First Aid personnel.

- 6 **Medical Examination** At any time during a meeting the Clerk of the Course may require a competitor to undergo a medical examination to determine his fitness to participate. The decision of the Medical Officer is a matter of fact without right of protest.

**13.2 TRACK SAFETY PRECAUTIONS**

- 1 The safety precautions of circuits will be as laid down for each Permanent Course Licence or Temporary Course Certificate following an inspection of the course.
- 2 It should be generally realised that the organisers of speed events have a legal responsibility to the general public and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public.
- 3 Whilst organising Clubs are insured under the Promoters Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with the National Sporting Code and any additional requirements as may be specified by the Permanent Course Licence or Temporary Course Certificate.

Clubs failing to do so stand in grave danger of any claims being repudiated to the Club by the insurers under the terms of the policy covering legal liability.

- 4 The safety precautions to be adopted are provided with the Permanent Course Licence or Temporary Course Certificate for the particular course but the following general requirements must be observed.
- 5 The attention of organisers is drawn to the provision of the NSC which stipulates that no alteration of the requirements contained in the Permanent Course Licence or Temporary Course Certificate shall be made without the prior approval, in writing, of the ACU.
- 6 It is recognised that circumstances may arise in which it is necessary to make certain alterations to the course on the day of the meeting but any such alterations must be approved by the Stewards of the Meeting and details given in their report to the permit issuing authority.

### 13.3 FIRE EXTINGUISHERS

Each working vehicle in the Paddock must have a 2 Kg (minimum) dry powder fire extinguisher available for immediate use. This extinguisher must show the date of the last annual inspection. Non-compliance with this regulation will incur a penalty imposed by the Clerk of the Course.

### 13.4 FIRE EXTINGUISHERS AT CIRCUITS

At all race and speed events, there must be a valid certificate, issued annually immediately prior to the start of each season's racing by the manufacturer or his agent, to the effect that all fire extinguishers are in effective working order. This certificate must be available for inspection by the Stewards.

All fire posts must be clearly marked. In addition to the fire equipment at each post there must be:

- 1 Fire extinguishers in the paddock and assembly area.
  - 2 At least two fire extinguishers in the Technical Control Area.
  - 3 Fire extinguishers in every medical room/centre.
  - 4 During events of National status or below where machines may be refueled and more than five gallons (22 litres) of fuel is held in any one pit, there shall be a minimum of one fire tender and crew in attendance, appropriately equipped and with immediate access to the pit area.
- International events must comply with appropriate FIM requirements.

### 13.5 WARNING AND PROHIBITION SIGNS AT CIRCUITS

For full details regarding Warning Notices and Prohibition Notices please refer to the Safety Precautions section of this Handbook.

#### 1 WARNING NOTICES

The following requirements regarding the display of Warning notices are applicable to all Road Racing events.

- 1 WARNING NOTICE (A) (29 x 20 inches.) Warning notices as detailed below must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock. These notices must be prominently displayed where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit.  
Where it is not possible to define the limits of the site and to control admission of the public (e.g.M.O.D Land and heath land) warning notices must be profusely displayed around the course and also in the car parks.
- 2 WARNING NOTICE (B) (20 x 15 inches.) Those parts of the course to which the public may be admitted and where it is neither practical nor necessary to erect a barrier, e.g. those parts of the course which are straight and are only used by the public to reach other parts of the course, may be indicated by the erection of the special type of Warning Notice (B). These notices should be displayed at least 30ft. from the course. It is recommended that the limit of these areas should also be defined by a boundary tape.

## 2 PROHIBITION NOTICES

The following requirements regarding the display of Prohibition notices are applicable to all Road Racing events.

PROHIBITED AREA NOTICE (C) (29 x 20 inches.) Areas where the public are not permitted must be clearly defined by the display of an adequate number of "Prohibited Area" notices (B).

Notices should be displayed within the prohibited area, facing the public.

### 13.6 DECLARATION – ADMISSION TICKETS, ARMBANDS AND PASSES

Subject to the provision of the Sunday Observance Act 1780, no person may be allowed to any part of the circuit without a suitable pass or ticket. All tickets and passes must bear the following wording shown below in full and if the wording appears on the reverse side then the words "For Conditions of Admission See Over" must be clearly printed on the face thereof. Where a ticket is cancelled by being torn in half, the full wording and, where applicable, the "For conditions of admission see over" must appear on each half. Where a charge is made for admission into special or "reserved" enclosures a ticket bearing the approved declaration must be issued in exchange for payment to enter these enclosures.

#### Declaration.

WARNING. MOTOR SPORT CAN BE DANGEROUS. Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only. THEY ARE CONCERNED WITH YOUR SAFETY.

All vehicle passes must bear the same wording and comply with the above requirements.

### 13.7 DECLARATION ON THE OFFICIAL PROGRAMME

The declaration as outlined above should be printed in full on the outside front cover of all Official Programmes. Where this is not possible it must be printed in full in the programme and the words "For conditions of admission see inside" printed on the outside cover.

### 13.8 SIGNING ON

All riders, passengers, officials and press must sign a declaration on the relevant signing on form (available from the ACU).

#### 1 Age Limits for Officials

All event Executive and Administrative Officials shall be 18 years of age or over.

#### 2 Age Limits for Marshals

1. All Assistant Officials whose function is to be carried out at the immediate trackside must be at least 16 years of age.

2. All Assistant Officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing-on signature must be countersigned by the person responsible for the official at the event.

3. When using the services of officials under 18 years of age for any duties at any event special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

## SECTION 14 GENERAL TECHNICAL SPECIFICATIONS

### 14.1 PROTECTIVE CLOTHING

During practice and racing riders and passengers must wear the following clothing and footwear:

- 1 A complete all in one leather suit of at least 1.2mm in thickness on all parts of the suit. Suits zipped together at the waist are not permitted. Non-leather material may be used if it meets with the following requirements.
- 2 The following characteristics of the material must be at least equivalent to 1.5mm of cowhide (not split leather)  
Fire retardant quality – Resistance to abrasion – Coefficient of friction against all types of asphalt – perspiration absorbing qualities – Medical test – non toxic and non allergenic – Fabric of a quality that does not melt. It must be non-flammable.
- 3 The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:  
Shoulders, elbows, both sides of the torso and hip joint, the back of the torso, knees.
- 4 Competitors must wear complete undergarments if they use suits which are not lined. Suitable undergarments may be of the Nomex type, they may also be of silk or simply cotton. Synthetic materials which may melt and which could harm the riders skin in an accident are not allowed, neither for the suit nor for the undergarments.
- 5 Competitors footwear must be of leather or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection (i.e. no exposed areas.)
- 6 Competitors must wear leather protective gloves.
- 7 The use of materials in clothing or personal protection which may generate sparks when in contact with the ground are prohibited

### 14.2 HELMETS

Helmets bearing the current ACU gold stamp and in sound condition and properly fitted must be worn by all riders and passengers while practising and racing. Overseas riders may use helmets as approved by their own FMN.

### 14.3 IDENTIFICATION DISCS

While practising and racing, riders and passengers are required to wear an identification disc around the neck, attached by a material approved by the technical officer. Thin chains should be avoided. The disc must be permanently marked with the wearer's full name and date of birth.

Identification discs shall be of a durable material, circular in shape, between 20mm and 25mm in diameter and having rounded edges with no sharp or ragged projections.

### 14.4 BODY JEWELLERY

It is recommended that any body piercing studs, ring etc. are removed.

### 14.5 ENGINE AND FRAME NUMBERS

All solo road race machines are required to have engine and frame numbers that have obviously not been tampered with or deleted. For sidecars this applies to engine numbers only. The penalty is disqualification. New unstamped components are permissible.

### 14.6 FUEL

- 1 Unless otherwise specified in the Supplementary Regulations for any series or championship, leaded petrol mixtures up to 102 RON, will be permitted, provided that the Customs and Excise or Inland Revenue dues have been paid. Power boosters, octane boosters and the like are forbidden.
- 2 The use of E85 Bio-ethanol pump fuel is permitted. No concessions to individual Class

Technical Regulations are permitted to allow the use of Bio-ethanol fuel. The word Bio Fuel must be clearly displayed on the fuel tank.

- 3 Competitors must ensure that a minimum of 2 litres remain in the tank at the end of the race, for the purpose of any fuel testing that may be required.
- 4 Any competitor found in contravention of these regulations or who fails to provide a fuel sample will have his Road Race Licence suspended for a minimum period of 6 months of the Road Race Season (March – October) and will be liable for all costs involved in the testing. The competitor will be disqualified from the results and will lose any Championship points awarded for that class.

**Note:** For information leaded petrol mixtures up to 102 RON are typified by mixtures of 50% Avgas and 50% pump petrol.

**14.7 NUMBER PLATES**

- 1 Numbers must be clearly visible to the public and officials. All other number plates or markings on a motorcycle liable to cause confusion with the number must be removed before the start of a competition.
- 2 One machine number must be displayed on the front of the motorcycle inclined not more than 30 degrees rearwards from the vertical. Holes can be perforated between the numbers on a front number plate. The actual numbers must not be perforated.
- 3 Each machine must display two side number plates. The numbers must be clearly visible to the public and marshals on both sides of the machine.
- 4 If numbers are displayed on separate plates, they must be rectangular shape and made from a rigid and solid material with minimum measurements 285mm by 235mm. The plates should not be curved or bent more than 50mm out of the flat plane.
- 5 The figures must be clearly legible and like the background must be painted in matt colours as described below to avoid reflection in sunlight.
- 6 The minimum dimensions of front numbers are:
 

Background	285 mm by 235 mm
Height of figure	140mm
Width of figure	80mm
Width of stroke	25mm
Space between two figures	15mm
- 7 The minimum dimensions of side numbers are:
 

Background	260 mm by 220 mm
Height of figure	120mm
Width of figure	70mm
Width of stroke	25mm
Space between 2 figures	15mm
- 8 A space of at least 5cm must be left free around all number plates in which no advertising may appear.
- 9 Figures must conform to the Number Plates diagram within this Handbook.
- 10 The colours for background and figures vary according to the class of motorcycle and type of competition. The following colours shall be used and they must have a matt finish and comply with the RAL colour table:
 

Black	9005,	Blue	5010,	Yellow	1003,	Orange	2007,
Red	3020,	Green	6002,	White	9010		

The front and side number plates for each class of motorcycles are:

Class	Background colour	Number colour
F125cc	Red	White
125cc	Black	White
250cc	Green	White
350cc	Blue	White
500cc	Yellow	Black
Over 500cc	White	Black
Formula 400	Blue	White
Supersport 600	White	Blue
Formula 600	White	Blue
Supermono	Black	Yellow
Stocksport	Red	White
FII Sidecars	Red	White
Open Sidecars (incl three wheelers)	White	Black

#### 14.8 CONTROL OF EXHAUST SOUND LEVEL

- The Clerk of the Course will disqualify any machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy. An official sound level test results form will be completed at each meeting and will be submitted by the Clerk of the Course to the Stewards of the meeting.
- Noise limit in force for all machines is a maximum of 105dB/A. For testing the fixed RPM specified in 6 below will be used.
- The noise test will be conducted with the microphone placed at 50 cm from the exhaust pipe at an angle of 45° measured from the centre-line of the exhaust end and at the height of the exhaust pipe, but at least 20 cm above the ground. If this is not possible, the measurement can be taken at 45° upwards.
- During a noise test, machines not equipped with a gear box neutral must be placed on a stand.
- The driver shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified Revolutions Per Minute (RPM). Measurements must be taken when the specified RPM is reached.
- Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the noise test is conducted, is calculated at 13 m/sec (2-stroke engines) and 11 m/sec (4-stroke engines).

#### SPORTS PRODUCTION AND SPORTS PRODUCTION BASED ENGINES

	1 cylinder	2 cylinder	3 cylinder	4 cylinder
250cc (4-stroke)	5,500rpm	8,500rpm		
400cc (4-stroke)	5,000rpm	6,500rpm	7,000rpm	8,000rpm
600cc (4-stroke)	5,000rpm	5,500rpm	6,500rpm	7,000rpm
750cc (4-stroke)	5,000rpm	5,500rpm	6,500rpm	7,000rpm
Over 750cc (4-stroke)	4,500rpm	5,000rpm	5,000rpm	5,500rpm

#### OTHER 2 STROKE RACING ENGINES

	1 cylinder	2 cylinder	3 cylinder	4 cylinder
125cc (2-stroke)	7,000rpm			
250cc (2-stroke)		7,000rpm		
500cc (2-stroke)		5,500rpm	7,000rpm	7,000rpm

- 7 For Supermono class, Vintage and Classic prior to 1973, the test RPM will continue to depend upon the mean piston speed corresponding to the stroke of the engine, according to the table produced in the ACU Sound Control Regulations.
- 8 The noise level for engines with more than one cylinder will be measured on each exhaust end.
- 9 A machine which does not comply with the noise limits may be presented several times at pre-race control.
- 10 For Supermono class only, when presented for examination, the correct stroke must be stamped in a clearly visible position on the crankcase.
- 11 For Wankel machines, the noise level will be measured at 6000 RPM.
- 12 The surrounding noise should not exceed 90 dB/A within a 5 metres radius from the power source during tests.
- 13 Apparatus for noise control must be to international standard IEC 651, Type 1 or Type 2. The sound level meter must be equipped with a calibrator for control and adjustment of the meter during periods of use.
- 14 The "slow response" setting must always be used.
- 15 Due to the influence of temperature on noise tests, all figures are correct at 20°C. For tests taken at temperatures below 10°C there will be a + 1 dB/A tolerance and for tests below 0°C, a + 2 dB/A tolerance.
- 16 Noise control after the competition. In a competition which requires a final examination of machines before the results are announced, this examination must include a noise control measurement of at least the first three machines listed in the final classification. At this final test, there will be a 3 dB/A post race tolerance.
- 17 Guidelines for the use of Sound Level Meters
  1. The Sound Inspector must arrive in sufficient time for discussions with the Clerk of the Course and other Chief Technical Officials in order that a suitable test site and testing policy can be agreed.
  2. Sound level measuring equipment must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed. Two sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during technical control.
  3. Before testing, the Sound Inspector should if possible liaise with another official who has noise test equipment including calibrators, in order to agree the accuracy of the official sound level meter.
  4. Tests should not take place in rain or excessively damp conditions. Machines considered excessively noisy must be individually tested if conditions allow.
  5. In other than moderate wind, machines should face forward in the wind direction. (Mechanical noise will blow forward, away from microphone).
  6. 'Slow' meter response must be used.
  7. 'A' weighted setting on sound level meter.
  8. Always round down meter reading, that is: 103.9 dB/A = 103 dB/A.
  9. Type 1 meter: deduct 1 dB/A. Type 2 meter: deduct 2 dB/A
  10. Below 10° Celsius: deduct 1 dB/A. Below 0° Celsius: deduct 2dB/A

All tolerances are accumulative. Action taken will depend on the sporting discipline concerned, and decisions taken during prior discussions with the Clerk of the Course.

#### 14.9 EXHAUST PIPES

- 1 The end of the exhaust pipe or pipes must not project beyond any part of the vehicle or its bodywork. Exhaust gases must not be discharged so as to raise dust or foul the tyres or brakes, or inconvenience a following rider. The end of the exhaust pipe for a minimum distance of 30mm must be horizontal and parallel (within a + or -10 degree tolerance) to the fore and aft centre line of the machine. It must not extend beyond a line drawn at a vertical tangent to the

rear edge of the motorcycle rear tyre.

- 2 For sidecars the exhaust pipes must not extend beyond the limits of the sidecar on the sidecar side and must not extend more than 330mm from the centre of the machine on the opposite side unless contained within the streamlining.

#### 14.10 SUPERCHARGERS/TURBOCHARGERS

- 1 The use of superchargers/turbochargers is prohibited unless specifically allowed in the regulations for a specific class. An engine, whether two stroke or four stroke, coming within any one of the recognised classes, as determined by the capacity of the working cylinder shall not be considered as supercharged/turbocharged, when in respect of one engine cycle, the total capacity, measured geometrically, of the fuel charging device or devices, including the capacity of the engine working cylinder, if used for inspiring the fuel, does not exceed the maximum capacity of the class in question. The intracylinder injection of fuel shall not be considered as supercharging/turbocharging.

#### 14.11 HANDLEBARS

- 1 The width of handlebars for motorcycles up to 80cc is not less than 400mm. For all other machines (including sidecars) not less than 450mm. Grips must be attached in such a way that at least the minimum width is reached when measured between the outside ends of the grips. Exposed handlebars must be plugged with a solid material or rubber covered.
- 2 The minimum angle of rotation of the handlebar on each side of the centre line or mid-position must be 15 degrees for solo motorcycles and sidecars. Whatever the position of the handlebars the front wheel must never touch the streamlining, if any. Stops must be fitted to ensure a minimum clearance of 30mm between handlebar with levers and the tank when on full lock to prevent trapping the rider's fingers (see diagram 3, at the end of Road Race Section).
- 3 Handlebar clamps must be carefully radiused and engineered so as to avoid fracture points in the bar.

#### 14.12 CLUTCH AND BRAKE LEVERS

- 1 All handlebar levers (clutch, brake, etc.) must be, in principle, ball ended or be rounded (minimum thickness of this flattened part 14mm). These ends must be permanently fixed and form an integral part of the lever.
- 2 The maximum length of control levers measured from the pivot-point to the extremity of the ball must not exceed 200mm. Each control lever (hand and footlevers) must be mounted on an independent pivot. The brake lever if pivoted on the footrest axis must work under all circumstances, such as the footrest being bent or deformed.
- 3 For all types of motorcycles, throttle controls must be self-closing when not held by the hand.

#### 14.13 MUDGUARDS

Mudguards are not compulsory. If fitted, the following rules will apply:

- 1 They must project laterally beyond the tyre on each side. The rear mudguard must cover at least 120 degrees of the circumference of the rear wheel, and the angle contained by a line drawn from the rear end of the rear mudguard to the centre of the rear road wheel and a line drawn horizontally through the centre of the road wheel must not exceed 20 degrees.
- 2 The front mudguard must cover not less than 100 degrees of the circumference of the front road wheel. The angle contained by a line drawn from the rear end of the front mudguard to the centre of the front road wheel and a line drawn horizontally through the centre of that road wheel must not exceed 20 degrees.
- 3 Similarly, the angle contained by a line drawn from the front end of the front mudguard to the centre of the front road wheel and a line drawn horizontally through the centre of that road wheel must not be less than 45 degrees nor more than 60 degrees.



**14.14 OPEN TRANSMISSION GUARDS**

- 1 For all motorcycles, if the primary transmission is exposed, it must be fitted with a guard as a safety measure. The guard must be conceived in such a manner that under no circumstances can a rider or the passenger come into accidental contact with the transmission parts. It must be designed to protect the rider from injuring his fingers.
- 2 For Sidecars, a guard is required if secondary transmission is not shielded by the bodywork.
- 3 A (chain) guard must be fitted in such a way as to prevent trapping between the lower chain run and the final driven sprocket to rear wheel.

**14.15 FOOTRESTS**

- 1 The footrests for the rider must be placed not higher than 100mm above a line passing through the centre of the wheels with a machine loaded and in front of a vertical line passing through the centre of the rear wheel.
- 2 They must be positioned to give easy access to any control pedals.
- 3 The ends of the footrests must be rounded with a solid spherical radius of not less than 8mm. Footrests may be of a folding type but in this case must be fitted with a device which automatically allows them to return to the normal position, the integral protection is to be provided at the end of the footrest which must have at least 8mm solid spherical radius.

**14.16 OIL SUPPLY PIPES**

Oil lines containing positive pressure must, if replaced, be of steel re-inforced construction with swaged or threaded connectors. All drain plugs must be tight and drilled and wired into position. All oil filters must be securely fastened.

**14.17 OIL CATCH TANKS & BREATHER SYSTEMS**

Where an oil breather pipe is fitted the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the start of the race. The minimum size of a catch tank shall be 250cc for gearbox breather pipes and 500cc for engine breather pipes.

**14.18 PETROL AND OIL FILLER CAPS**

Petrol and oil filler caps when closed must be leakproof. They must be securely locked to prevent accidental opening.

**14.19 PETROL TANK BREATHERS**

Where petrol tank breather pipes are fitted, non-return valves must be fitted to those pipes.

**14.20 CONSTRUCTION**

The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light alloy is also forbidden. The use of titanium alloy nuts and bolts is allowed.

**14.21 ADDITIVES TO WATER IN RADIATORS**

The only liquid engine coolant permitted, other than lubricating oil, is water.

**14.22 BRAKES**

For machines fitted with two front disc brakes, a split of the front brake lines for both front brake calipers must be made at or above the lower fork.

**14.23 TECHNICAL CONTROL**

- 1 The Technical Officer shall check both the machine and the rider for compliance with the technical specifications. The rider must wear his clothing to Technical Control to demonstrate good fit etc.
- 2 The fairing of sidecar machines should be removed and replaced by the competitor during inspection by technical control with particular attention being paid to securing the fairing to the chassis.
- 3 Crashed machines must be returned to the technical control area for examination. In such circumstances it is the responsibility of the competitor to ensure his machine and clothing has been rechecked and approved before further use in the event.
- 4 In the event of a protest against machine specification where an engine has to be stripped an additional fee of £250 for four stroke and £150 for two stroke machines **MUST** be submitted with the protest and protest fee. In the event of the protest being upheld the additional fee will be returned. If the protest is not upheld the additional fee will be awarded to the other party and will be the only costs payable.
- 5 In the event of a protest against fuel specification an additional fee of £600 must be submitted with the protest and protest fee. In the event of the protest being upheld the additional fee will be returned and the cost of the fuel test charged to the other party. (See also ACU Fuel regulations as detailed within this Handbook).
- 6 It is the responsibility of the rider to ensure that a machine used in competition is mechanically and structurally in a safe condition.

**SECTION 15 SOLO SPECIFICATIONS**

These specifications are in addition to and not in place of the General Technical Regulations above. Solo motorcycles must comply with the following requirements.

**15.1 SIZE OF WHEEL RIMS AND TYRES**

- 1 For solo motorcycles, the wheel rims must be at least 400mm (16") in diameter.
- 2 Any modification to the rim or spokes of an integral wheel (cast, moulded, riveted) as supplied by the manufacturer or of a traditional detached rim other than for spokes, valves or security bolts is prohibited except for tyre retention screws sometimes used to prevent tyre movement relative to the rim. If rim is modified for these purposes bolts, screws etc. must be fitted.
- 3 Tyres must have the following dimensions and will be measured mounted on the rim at a pressure of 1 kg/cm<sup>2</sup> (14 lbs/sq. in) measurements taken at a tyre section located at 90 degrees from the ground

**Note** Minimum tyre widths to be considered maximum for vintage machines.

Classes	FRONT WHEELS			REAR WHEELS		
	Minimum Rim Width Marking mm	Minimum Inside Width mm	Tyre	Minimum Rim Width Marking mm	Minimum Inside Width mm	Tyre
51cc to 125cc	1.50/WM0	38	50	1.50/WM0	38	50
126cc to 250cc	1.50/WM0	38	63	1.50/WM1	40.5	70
251cc to 350cc	1.60/WM1	40.5	70	1.85/WM1	47	83
351cc to 500cc	1.85/WM1	47	75	2.15/WM2	55	100
501cc to 1300cc	2.15/WM2	55	83	2.15/WM3	55	110

**15.2 TYPE OF TYRES INCLUDING THE USE OF SLICK TYRES IN CLUB MEETINGS**

- 1 For all National meetings the use of slick tyres is permitted. For all other meetings types of tyres must be specified in the Supplementary Regulations. Prior Road Race Committee approval is

required for Clubs wishing to permit the use of slick tyres or hand cut slick tyres at meetings below National status.

- 2 Unless stated otherwise in the Supplementary Regulations the use of slick tyres are not permitted at meetings of below National status.

### 15.3 TREADED TYRES

The minimum tread depth must be 1.6mm unless otherwise stated in Championship Conditions.

### 15.4 TUBELESS TYRES

If a tyre is to be run tubeless it is recommended that the internal rim dimensions are approved by the manufacturer of the tyres being used. Tyre/rim relationship for tubeless tyre application is very critical.

### 15.5 SLICK TYRES

The surface of a slick tyre must contain three or more hollows across the width of the tyre at 120 degree intervals or less around its circumference, indicating the limit of wear on the centre and shoulder areas of the tyre. When two or more of these indicator hollows become worn on different parts of the periphery, the tyre must not be used.

### 15.6 STREAMLINING

The streamlining of solo Road Racing machines must correspond to the following specifications (see also diagram 1 at the end of the Road Race Section).

- 1 The front wheel, with the exception of the tyre, must be clearly visible from each side.
- 2 No part of the streamlining must be in front of a vertical line drawn 150mm in front of the front wheel axle. Normal mudguards shall not be considered as streamlining.
- 3 No part of the streamlining must be to the rear of a vertical line drawn through the rear wheel axle and the rim of the rear wheel must be clearly visible over the 180 degrees of its circumference to the rear of this line. No part of the motorcycle shall project to the rear of a vertical line drawn through the exterior edge of the rear wheel.
- 4 Air foils or spoilers may only be fitted on solo machines when they are an integral part of the fairing or seat. They must not exceed the width of the fairing nor the height of the handlebar. Sharp edges must be rounded off with a minimum radius of 8mm.
- 5 Any part of the streamlining which faces rearwards, must be finished with rounded edges of 3.5mm min. radius.
- 6 The rider, in the normal riding position, must be completely visible with the exception of his forearms from either side, from the rear and from above. The minimum space between the face of the rider, or his helmet and the streamlining (including the windscreen) must be 100mm. It is forbidden to use transparent materials to evade these rules.
- 7 The maximum height of the back of the rider's seat is 150mm. This will be measured from the lowest point of the rigid base of the seat to the uppermost part of the fairing behind the driver.
- 8 Whatever the position of the handlebars there must be a space of at least 20mm between the streamlining and the ends of the handlebars or other steering systems, including any attachments thereto.
- 9 The front inclination where the number plate is fixed must not exceed an angle of 30 degrees to the rear of the vertical.
- 10 The ground clearance of a solo vehicle when loaded must not be less than 100mm.
- 11 The width of the seat or anything to its rear shall not be more than 450mm.
- 12 The fuel cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in a crash.
- 13 It is forbidden to add anything to the original streamlining of Production Racing motorcycles if fitted.

- 14 Streamlining for both solo and sidecar motorcycles used for World Record Attempts is unrestricted.

### 15.7 INCLINATION

It must be possible for a motorcycle (other than Vintage machines or Scooters) not being loaded, to be inclined to an angle of 50 degrees from the vertical, without any part of it other than the tyre coming in contact with the ground.

### 15.8 BRAKES

Motorcycles must be equipped with one efficient brake operating on each wheel and operated independently and concentrically with the wheel.

### 15.9 OIL CONTAINMENT

The lower fairing where fitted on all four stroke motorcycles must be constructed to hold at least half of the total oil and coolant capacity of the engine in the event of an engine failure. The lower edge of openings in the fairing must be positioned at least 50mm above the bottom of the fairing. (Minimum modifications to the profile of the lower fairing only to fulfil this rule). (Please see diagram). Four stroke motorcycles without a lower fairing must fit a sub-reservoir below the crankcase to hold at least half of the total oil and coolant capacity of the engine in the event of an engine failure.

**Note** Vintage and Classic machines (prior to 1973) will be exempt at all events.

## SECTION 16 SOLO ELIGIBILITY SPECIFICATIONS

### 16.1 ACU PRODUCTION CLASSES

- 1 These specifications are in addition to and not in place of the Technical Regulations. Solo motorcycles must comply with the following requirements. Machines must be complete, fully equipped motorcycles of a Model/Marque to UK specifications, as originally assembled at the factory of a recognised manufacturer, for road use in a minimum quantity of 100.  
The only permitted alterations are detailed below.
  - 2 Handlebars – any shape of handlebar is permitted provided that it is fitted in the original mounting position only.
  - 3 Footrests and foot controls – proprietary rearsets are acceptable.
  - 4 Gearing – the sprockets may be changed. The final drive chain specification must remain standard in respect of width and pitch.
  - 5 Friction linings, disc pads and brake hoses – may be changed.
  - 6 Compression springs and damping – may be changed, but the original mountings must be used.
  - 7 Exhaust systems – no modification is permitted.
  - 8 Rebores – to allow for wear, rebores will be permitted, but only to the maximum of the manufacturer's recommended re bore sizes.
  - 9 Air filter elements – may be removed. Air box assemblies must not be modified.
  - 10 The addition of the following is permitted – security bolts and screws, steering dampers, fork braces, engine protection bars.
  - 11 Carburettors – no modification other than a change of jet size is permitted.
  - 12 Compression ratio – cylinder head joint faces may be machined – the external appearance of the engine must remain unaltered. Where originally specified, a solid head gasket must be retained.
  - 13 Side stand mounting lugs – may be removed.
  - 14 Throttle controls – must be self-closing as Article 14.12.3.
- The following alterations **must** be made
- 15 Licence holders, club badges (except transfers), centre and prop stands, luggage carriers, mirrors and rear registration plate (but NOT tail light) must be removed. Indicators may be retained at the discretion of the rider but, if retained, the glasses must be taped.

- 16 Where breather pipes are fitted they must discharge via existing outlets into a catch tank as per Article 14.18.
- 17 Head lamp and rear light glasses must be adequately taped to prevent splintering.
- 18 All electrical equipment fitted must be in working order except the stop lamp which **MUST** be disconnected.
- 19 No addition or alteration by machining, welding, brazing, silver soldering or bonding may be carried out externally to any part of the machine.

## 16.2 FORMULA SPECIFICATIONS

These specifications are in addition to and not in place of the Technical Regulations. Solo motorcycles must comply with the following requirements.

### 1 Classes

- 125 – Production based machines up to 125cc two stroke (includes the 72cc and 80cc Jawa and Metrakit type machines)
- 250 – Production based machines 250cc four stroke.
- 400 – Production based machines 250cc two stroke, 400cc four stroke.
- 600 – Production based machines 600cc four stroke four cylinder and 675cc four stroke three cylinder.
- 2 Rebores up to the Manufacturers maximum recommended rebores size are permitted.
- 3 Any moulded treaded tyre is permitted.
- 4 Standard carburettors or fuel injection as homologated to be used.

## 16.3 ACU SUPERSPORT REGULATIONS

To comply with 2010 FIM Regulations and/or MCRCB Regulations.

## 16.4 ACU/FIM SPECIFICATIONS FOR SUPERBIKE

To comply with 2010 FIM Regulations and/or MCRCB Regulations

## 16.5 ACU STOCKSPORT/SUPERSTOCK REGULATIONS

To comply with 2010 FIM Regulations and/or MCRCB Regulations.

## 16.6 ACU SUPERSTOCK 600

To comply with UEM 2010 Regulations

# SECTION 17 SIDECAR SPECIFICATIONS

These specifications are in addition to and not in place of the Technical Regulations. Sidecars must comply with the following requirements. All Fuel used must comply with the ACU Standing regulations.

## 17.1 GROUPS B1 AND B2 – GENERAL

- 1 The three road wheels may be disposed so as to give two or three tracks.
- 2 If three tracks are made then the centres of the tracks of the motorcycle shall not be more than 75mm apart.
- 3 The sidecar may be placed either side of the motorcycle. Hinged sidecars and steerable sidecar wheels are forbidden. Remote steering linkages and the use of articulated joints in the steering mechanism are not allowed. By definition an articulated joint is one allowing movement in more than one plane.
- 4 The distance between the fore and aft centre lines of the tracks made by the motorcycle rear and sidecar wheels must be not less than 800mm and not more than 1150mm. Maximum dimension for a B2 overall width 1700mm (including exhaust systems). Maximum overall height of 800mm at front. Maximum overall length 3300mm. Maximum wheelbase 2300mm.

- 5 The minimum dimensions of the sidecar body shall be length 800mm, width 300mm (both measured 15cm above the platform). Height of the passenger's protective screen 300mm. Any bodywork or fairing must not protrude more than 400mm in front of the most forward part of the front tyre or rearward more than 400mm from the most rear part of the rear tyre.
- 6 The engine must be positioned in front of the rear wheel in such a way that the centre line of the engine – determined by half its overall width, shall not extend more than 160mm beyond the centre line of the rear wheel track of the motorcycle. By definition the centre line of the engine is the position midway between the centre lines of outermost cylinders for transverse engines or the crankshaft for in-line engines.
- 7 Any form of electronic traction control remains forbidden, this means that any traction control system whether it is a part or a full system that is fitted as standard on an homologated machine/engine CANNOT be used. Wheel speed sensors are not permitted.
- 8 The ground clearance measured over the entire length and width of the vehicle race ready, fully loaded with rider, passenger and fuel must be not less than 65mm with the handlebar in a straight position. No device is permitted to reduce the 65mm ground clearance during the course of the event. The under surface of the platform must, in principle, be flat.
- 9 The suspension of the front wheel must be designed so that under suspension action and in a straight ahead position, it shall only move vertically and in a single plane relative to the motorcycle – the plane must be in the driving direction. This must occur without changes to the camber or the tracking. The vertical travel of the front and rear wheel spindles under suspension action must be at least 20mm.
- 10 The motorcycle must be steered by a non adjustable handlebar which is directly fixed to the steering unit of the motorcycle. The handlebar must not be lower than the spindle of the front wheel. The steering unit must operate through the front wheel.
- 11 The provision of coachwork or streamlining is optional, but the vehicle must have accommodation for a passenger and the coachwork or streamlining shall not impede complete freedom of movement by the rider or passenger at all times. Neither driver or passenger may be attached to the machine (exception the driver must be attached by the cut out lanyard). The streamlining must be easily detachable for inspection by technical control.
- 12 **RIDER.** The rider in the normal riding position must be completely visible, with the exception of the arms, legs, and feet from above.  
**PASSENGER.** A passenger must be carried and must always be protected from the road wheels and both primary and final drives either by mudguard or some other means. The passenger must be able to lean out to either side of the sidecar, for this purpose the vehicle must be fitted with suitable hand-holds for the passenger to hold onto when leaning out. The handholds must be of the 'CLOSED LOOP' type, a single projection hand-hold is not permitted.
- 13 There shall be a clearance of at least 20mm between the streamlining and the extremities of the handlebar, including any attachments thereto whatever the position of the handlebar
- 14 The battery must be covered in such a way that neither the rider or the passenger can come in to contact with the battery or its contents.
- 15 A solid and effective protection between the rider and the engine must prevent direct contact between his body or clothes and/or escaping flames or leaking fuel and oil.
- 16 Throttle Controls and Cut Out Device
1. Throttle controls must be self-closing when not held by the hand.
  2. An ignition cut-out must be fitted to operate when the driver leaves the machine. This ignition cut-out system must interrupt the primary circuit and must be wired for both the supply and return of the current.
  3. The ignition cut-out must be placed as near to the centre of the handlebar as possible and must be operated by a non-elastic string of adequate length and thickness and strapped to the driver's body. A spiral cable (similar to that of a telephone wire) of maximum 1m extended

- length is permitted.
- 17 Any electric fuel feed pump must be wired in such a way as to cut out if the engine cut out device is operated.
  - 18 The fuel tank must be sufficiently independently protected from the ground. A non-return valve must be fitted to the petrol tank breather pipe, this pipe must discharge into a suitable catch tank, minimum capacity 500ml. The fuel filler cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in the event of an accident.
  - 19 All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be at least 19mm permanently fixed and forming an integral part of the lever. The maximum length of control levers measured from the pivot point to the extremity of the ball must not exceed 200mm. Each control lever (hand and foot) must be mounted on an independent pivot. The handlebar grips must not be longer than 150mm and must be attached to the ends of the handlebar.
  - 20 The rear driving wheel must be covered down to the level of the sidecar platform on the nearest side to the sidecar wheel, and to the top of the rear wheel rim flange on the outside. The rear facing section of the rear seat must cover the rear driving wheel down to the level of the rear wheel spindle. The sidecar wheel must be enclosed from the sidecar platform and level with the sidecar platform on the outside and around the periphery. Provision for the checking of the sidecar wheel tyre pressure is allowed.
  - 21 The exhaust system must fulfil all the requirements concerning noise control. Exhaust fumes must be discharged towards the rear but not in a manner as to raise dust, foul the tyres or brakes or inconvenience a passenger or any other rider. The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform. On the side opposite a sidecar the exhaust pipes must not extend beyond the streamlining. On the other side the exhaust pipes must not extend beyond the width of the sidecar. Exhaust pipes must be fitted/positioned so that it is impossible for them to become entangled with another machine
  - 22 An airbox must be used with all four-stroke engines. The airbox intake size is not restricted. (Except four-stroke engines in Formula II Class)
    1. The airbox must completely close around the induction bell-mouths.
    2. The carburettors or throttle-bodies may be entirely within the airbox.
    3. The engine must have a closed breather system.
    4. The engine breather must be connected and discharge in the airbox only (by a sealed catch tank if required).
    5. The airbox must cover and collect fluids discharged from the bell-mouths.
    6. The airbox must be constructed in such a way as to prevent any oil discharged in the airbox from spilling on the track.
    7. This oil containment must hold a minimum of 1000 cc of oil.
    8. The airbox must be sealed to prevent spillage of oil or fuel.

**17.2 GROUP B3 (CYCLECARS) – GENERAL**

- 1 The three road wheels, which may be disposed to give either two or three tracks shall be each of at least 400mm in diameter measured over the outside of the tyre, or in the case of a scooter with sidecar attached, as provided in the ACU Scooter Standing Regulations.
- 2 One of the wheels may be replaced by two wheels provided the distance between the two vertical centre lines of these two wheels does not exceed 200mm.
- 3 The wheel track, or lateral distance between tracks shall be at least 800mm.
- 4 The position of the engine is optional and the engine may drive one or more road wheels.
- 5 The provision of coachwork or streamlining is optional, but the vehicle must have accommodation for one or more passengers.
- 6 The passenger must always be completely protected from the road wheels and drive, either by

mud-guarding or some other means.

- 7 A passenger must be carried in addition to the rider unless the Supplementary Regulations have authorised the substitution of ballast. In such case, the ballast must consist of a single object placed on, and fixed to the passenger's seat, and of a weight of at least 132 lbs (60kg).
- 8 Throttle controls must be self-closing.

### 17.3 GROUP B1, B2 AND B3 TECHNICAL SPECIFICATIONS

#### 1 Streamlining

1. The streamlining on three-wheelers must be designed and fitted to allow complete liberty of movement to the rider, both when riding and when getting on or off the vehicle, without the streamlining or any part of it having to be displaced.
2. For B1 and B2 sidecars neither the rider nor the passenger must be covered from above nor may they be attached in any way. Furthermore, the passenger must be able to lean out on either side. Spoilers and other aerodynamic devices must not surpass the streamlining. The streamlining must not have any sharp edges.
3. The extreme forward part of the streamlining must not project forward in plan beyond the most forward part of the front tyre by more than 400mm.
4. There shall be a clearance of at least 20mm between the streamlining and the extremities of the handlebar (or other form of steering lever), including any attachment thereto whatever the position of the handlebar.
5. Streamlining must be held to the machine by means of chassis extensions etc.
6. There must be no possibility of the streamlining coming into contact with the road surface, impeding the front wheel or steering of the machine in the event of the failure of any individual fairing mounting point.

#### 2 Brakes

Motorcycles in Group B1 and B3 must be equipped with at least two brakes, operating independently on at least two of the road wheels, each giving complete control from the riding position. If hydraulic system is used it must comply with Group B2 rules (below).

All vehicles in group B2 must have the following braking system. All three wheels must be braked

1. The brake system must consist of one main system with at least two circuits operating separately, one of the circuits must operate on at least two of the three wheels.
2. If one circuit fails the other must work efficiently
3. An emergency system operated by a handlebar lever or a foot lever with a simple circuit operating on either the front or rear wheel of the motorcycle.
4. A sidecar brake is mandatory
5. Dispensation has been given to LCR style (i.e. any "long" type) sidecars with respect to the auxiliary handlebar operated brake.
6. Only ferrous brake discs are permitted. (For Classic and Vintage rules contact the relevant bodies).

#### 3 Wheels and Tyres

For sidecars and three-wheelers (Group B1, B2 and B3), the wheel rims shall be at least 254mm in diameter and 64mm in width. All wheels must be of metal construction, any modification to the rim or the spokes of the original cast or composite wheel as supplied by the manufacturer is prohibited.

For all meetings the use of slick tyres is permitted. The diameter of the tyre must be at least 400mm and the width 100mm, maximum front tyre width 220mm.

1. Tubeless Tyres. If a tyre is to be run tubeless it is recommended that the internal rim dimensions are approved by the manufacturer of the tyres being used. Tyre/rim relationship for tubeless application is very critical.
2. Slick Tyres. The surface of a slick tyre must contain three or more hollows across the width of



the tyre around its circumference at 180 degree intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. When at least two of these indicator hollows across the width of the tyre become worn on different parts of the periphery, the tyre must no longer be used.

#### 4 **Red Warning Lights**

Sidecars must be equipped for the duration of the event with a functional rear facing red anti-fog lamp, measuring a minimum of 30 sq cm, and producing a minimum 1500 MCD light. The light must be installed at least 100 mm off the ground, located in the area between the back wheel and the sidecar platform. The light must be mounted on a part of the suspended body (not on any unsuspended parts) and ensure no obstruction from the fairing and/or the passenger.

#### 5 **Air Intakes**

Cooling air intakes must be so constructed that there is NO forward projection/protrusion to catch or foul in the event of accident.

#### 6 **Oil And Coolant Containment**

1. In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine breakdown at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The surrounding edges of the tray must be at least 30 mm above the bottom of the tray.

2. The front edge of the oil bay reservoir wall must be extended upwards to just below (within 20 mm) the exhaust ports of the engine.

3. Holes for the engine mounts (hangers) must be sealed.

4. From a vertical view, the engine must be located completely inside the oil bay platform.

5. The rear wheel must be protected from any possible oil spray. To make this protection, the engine and rear wheel compartment must be separated. This separation must be created by installing a solid divider (wall) running from the top of the inside of the bodywork to the bottom of the oil tray. This divider (wall) must overlap the rear edge of the oil tray down to the bottom.

6. All machines must use this tray.

7. Oil cooler must not be mounted on or above the body of the sidecar. The location of the oil tank and oil cooler should be placed where it is least likely to be damaged in an accident.

8. Oil lines containing positive pressure, if replaced must be of metal reinforced construction with swaged or threaded connectors. Manufactured solid construction oil lines, where practical, must be replaced also. All sidecars shall attach oil absorbent materials of no less a quality than 3M Product number T156 or CEP Sorbents product number CEP-EP100.

This material shall be securely fixed to the following areas of the sidecar:

1. The entire oil tray, both the bottom and inside wall of the same. The volume of material used in this area according to manufacturers specifications, shall not be less than 3 litres of oil.

2. Any bodywork directly covering the engine. In the event that oil is absorbed by the material, it must be replaced before the next track session.

3. The material must be attached in such a way that it should be easily replaced, yet not become displaced while on the track, and its effectiveness is not inhibited, i.e. if an adhesive is used it must not clog the material, causing it to lose its absorbent properties. All absorbent material used, shall be non-flammable by design.

Vintage and Classic (prior to 1973 construction) machines are exempt from the above requirement 6.8

4. Where an oil breather pipe is fitted the outlet must discharge into a catch tank in an easily accessible position which must be emptied before the start of the meeting, minimum capacity 500ml.

#### 7 **Oil Catch Tanks**

1. Two strokes. Where an oil breather pipe is fitted, the outlet must be discharged into a catch

tank located in an easily accessible position and which must be emptied before the start of the race. The minimum size of catch tank shall be 250ml for gearboxes.

2. Four-stroke. Motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox only (by a sealed catch tank if required).

## SECTION 18 FORMULA II SIDECAR SPECIFICATIONS

Formula II Sidecars must comply with the general Sidecar specification unless changed by the following specifications:

Introduction. The object of this specification is to make use of cheaper, more readily available engine units of theoretically similar power outputs and of widely different configurations and hopefully to provide less expensive racing of a more traditional kind to the benefit of competitors, constructors and spectators. Hub centre steering, remote steering linkages and the use of articulated joints in the steering mechanism are not allowed.

### 18.1 ENGINE TYPES

The only permitted engines for this class are:

Up to 350cc 2 stroke, twin cylinder

501 – 600cc, 4 stroke, 4 cylinder, Production based

Rotary engines are not permitted.

Over-boring is not permitted.

Induction systems:

Up to 350cc, 2 stroke: 39mm maximum carburettor choke size

501 – 600cc, 4 stroke: Any carburettor is permitted.

501 – 600cc four-stroke Fuel injection engines: Fuel injection systems are permitted using only the throttle-bodies as homologated for the engine concerned

The injectors must be standard units as on the homologated engine.

Variable length intake tract devices that function while the engine is operating are not permitted.

Butterfly cannot be changed or modified. Where fitted a secondary butterfly or slide may be locked in the fully open position.

Any fuel pump may be used.

Homologated fuel pressure must remain unmodified.

The fuel ignition ECU and Ignition Control Unit may be changed.

**Note** From 1st January 2011

Bell mouths, intake tract devices (Velocity stacks, air funnels) may be modified or replaced. Variable length intake devices (Velocity stacks, air funnels) that function while the engine is operating are not allowed, unless such a system is used on homologated machine/engine.

### 18.2 GENERAL CONSTRUCTION

The Sidecar may be placed either side of the motorcycle. Hinged sidecars and steerable sidecar wheels are forbidden. Neither the rider nor passenger may be attached to the machine. Remote steering linkages and the use of articulated joints in the steering mechanism are not allowed. By definition an articulated joint is one allowing movement in more than one plane.

The three road wheels may be disposed as to give two or three tracks.

If three tracks are made then the centres of the tracks of the motorcycle shall not be more than 75mm apart.

A passenger must be carried and must always be protected from the road wheels and both primary and final drives either by mudguard or some other means.

The main frame (See Figure 1A) must consist of a minimum, of a steering head, a frame to accommodate the engine, and a main spar to the sidecar wheel, which will be made from good quality steel tube.

The tubing used for the construction of the frame may be of a circular or non-circular section. If

circular, the outside diameter shall not exceed 101.6mm. If non-circular, the maximum cross section shall not exceed 101.6mm. measured at right angles to any flat face.

These three components must be permanently fixed by welding or brazing.

The rear swinging arm outer pivot housings (See Figure 1B) may be detachable from the main frame, the pivot housings must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the outer pivot housings are forbidden.

The sidecar wheel upright or flange plate (See Figure 1C) at the end of the main sidecar wheel spar may be detachable, the upright flange plate must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised, any supporting tie rods to the upright or flange plate must be made of steel. The use of castings for the sidecar wheel upright or flange plate are forbidden.

The sidecar wheel stub axle housing (See Figure 1D) may be detachable from the sidecar wheel upright/flange plate, the housing must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the sidecar wheel stub axle housing are forbidden.

Reinforcement of the steering head is allowed. The steering head may be fully boxed in to a maximum of 305mm, measured from any point between the top and the bottom of the steering head spindle centre line (See Figure 1 X.X). Should any lightening or inspection holes be added to the "Fully Boxed In" section, they will be deemed as still "Fully Boxed In" and not open.

The front forks is to be either a leading / trailing fork, or links with the wheel equally supported on each side. The construction of the front forks and yokes must be made of good quality steel and must be either welded or brazed during construction. The lower loop must be made of good quality steel. Minimum suspension travel to be 20mm.

The rear swinging arm must be made of good quality steel, single sided swinging arms are allowed, and must have minimum of 20mm of travel in a single plane. The rear swinging arm pivot spindle must be 90 degrees to the fore and aft centre line of the rear wheel. The swinging arm must either be welded or brazed during construction, the dimensions for the swinging arm are free. Wishbone type swinging arms fitted to monocoque chassis's are forbidden.

The use of composite construction is forbidden with the exception of the sidecar platform, i.e. aluminium or carbon fibre skinned honeycomb.

The use of titanium in the construction of the frame, front forks, handlebars, swinging arm and wheel spindles is forbidden.

For wheel spindles, the use of light alloys is also forbidden.

Under trays must be detachable.

Monocoque construction is forbidden.

### 18.3 ENGINE POSITION

The engine must be positioned in such a way that the centre line of the engine (by definition a position midway between centre lines of outermost cylinders) shall not exceed 160mm beyond the centre line of the rear wheel of the motorcycle.

The engine must be positioned behind the steering head and in front of the driver.

The drive must be transmitted to the road through the rear wheel of the motorcycle. An engine positioned behind the rider and in front of the rear wheel is forbidden.

### 18.4 DIMENSIONS

Weight (Minimum) 136.5 kg. without fuel. The addition of ballast to reach this weight is forbidden.

Width (Overall Maximum) 1575mm.

Wheelbase (Maximum) 1651mm.

Track 800mm minimum, 1105mm maximum. The distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel.

Height (Overall Maximum) 800mm.

Ground clearance. The ground clearance measured over the entire length and width of the vehicle race ready, fully loaded with rider, passenger and fuel must be not less than 65mm with the handlebars on in a straight position. No device is permitted to reduce the 65mm ground clearance during the course of the event.

**Note:** The imperial measurements are no longer used so the Metric figures have been rounded up to nearest mm the differences were 0.1mm and 0.2mm.

### 18.5 STREAMLINING AND BODYWORK

The streamlining must be easily detachable for Technical Inspection. Aerofoils or spoilers are not permitted on streamlining.

The forward extremity of the streamlining shall not be more than 400mm in front of the line taken from a vertical tangent to the front tyre.

The extreme rear edge of the streamlining must not be more than 400mm to the rear of the line taken from a vertical tangent to the rear tyre.

The provision of coachwork or streamlining is optional, but the vehicle must have accommodation for a passenger and the coachwork or streamlining shall not impede complete freedom of movement by the rider or passenger at all times.

Whatever the position of the handlebars, there must be a space of at least 20mm between the streamlining and the ends of the handlebars or any other parts of the steering mechanism or front wheel.

A solid and effective protection must be fitted between the rider and the engine, this protection must prevent direct contact between the riders body or clothing and escaping flames or leaking fuel or oil.

The fairing must be mounted in such a way as to ensure the integrity of the whole installation in the event of failure of any individual mounting.

### 18.6 PASSENGER PLATFORM

Minimum dimensions 800mm by 300mm measured 150mm above the platform. The orientation is free.

**RIDER** The rider in the normal riding position must be completely visible, with the exception of the arms, legs, and feet from above.

**PASSENGER** The passenger must be able to lean out to either side of the sidecar, for this purpose the vehicle must be fitted with suitable hand-holds for the passenger to hold on to when leaning out. The hand-holds must be of the closed loop type, a single projection hand-hold is not permitted

### 18.7 AIR INTAKES

Cooling air intakes must be so constructed that there is NO forward projection/protrusion to catch or foul in the event of accident.

### 18.8 OIL AND COOLANT CONTAINMENT

In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine break down, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres).

The surrounding edges of the tray must be at least 30mm above the bottom of the tray.

The frontal edge of the oil tray wall must be extended upwards to arrive just below (within 20mm) of the exhaust ports of the engine.

Holes for the engine mounts (hangers) must be sealed.

From a vertical view, the engine must be located completely inside the oil tray platform.

The rear wheel must be protected from any possible oil spray. To make this protection, the engine and rear wheel compartment must be separated. This separation must be created by installing a solid divider (wall) running from the top of the inside of the bodywork to the bottom of the oil tray. This

divider (wall) must overlap the rear edge of the oil tray down to the bottom.

All machines must use this tray.

All sidecars shall attach oil absorbent materials of no less a quality than 3M Product number T156 or CEP Sorbents product number CEP-EP100.

This material shall be securely fixed to the following areas of the sidecar.

The entire oil-tray, both the bottom and the inside walls of the same. The volume of material used in this area, according to the manufacturers specifications, shall absorb not less than 3 litres of oil.

Any bodywork directly covering the engine.

In the event that oil is absorbed by the material, it must be replaced before the next track session.

The material must be attached in such a way that it should be easily replaced, yet must not become dislodged whilst on the track, and its effectiveness is not inhibited, i.e. if an adhesive is used it must not clog the material, causing it to lose its absorbent properties.

All absorbent material shall be non-flammable by design.

Oil-lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

Oil coolers must not be mounted on or above the bodywork of the sidecar.

The location of the oil tank and the oil cooler should be placed in a location where it is least likely to be damaged on an accident.

### 18.9 AIRBOX

An airbox must be used with all four-stroke engines.

The airbox intake sizes are restricted as follows:

- If 1 intake is used a maximum of 103mm Internal Diameter is permitted
- If 2 intakes are used a maximum of 73mm Internal Diameter per intake is permitted or equivalent area if none circular section(s) are used measured within 50mm of the point of entry into the airbox.

The airbox must completely close around the induction bell-mouths.

The carburettors or throttle-bodies may be entirely within the airbox.

The engine must have a closed breather system.

The engine breather must be connected and discharge in the airbox only (by a sealed catch tank if required).

The airbox must cover and collect fluids discharged from the bell-mouths.

The airbox must be constructed in such a way as to prevent any oil discharged in the airbox from spilling on the track.

This oil containment must hold a minimum of 1000 cc of oil.

The airbox must be sealed to prevent spillage of oil or fuel.

**Note** from 1st January 2011

i) For the Isle of Man TT Races and for FII British Sidecar Championships a restrictor in the airbox will be required that reduces the 2010 intake tolerance as detailed above. Further details will be published after 1st July 2010.

### 18.10 OIL CATCH TANKS

Four-stroke. Motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the airbox only (by a sealed catch tank if required).

### 18.11 WHEELS

The minimum diameter of an inflated tyre must be 400mm. All wheels must be of metal construction, any modification to the rim or the spokes of the original cast composite wheel as supplied by the manufacturer is prohibited.

### 18.12 STEERING

Steering of the front wheel must be accomplished by non-adjustable handlebars securely fixed to the forks or yokes of the motorcycle. They must be secured to steering members turning the front wheel and its supports directly with no intermediate push or pull rods. Handlebars and all steering bearings must be located on the sprung portion of the front suspension.

Any form of remote steering is forbidden.

Handlebar width 450mm minimum.

Steering lock angle each side of straight ahead position to be 20 degrees minimum, measured at the headstock.

Whatever the position of the handlebars the front wheel must never touch the streamlining.

Handlebar clamps must be carefully radiused and engineered so as to avoid fracture points in the bar.

### 18.13 THROTTLE CONTROLS

Throttle controls must be self-closing when not held by the hand.

### 18.14 CONTROL LEVERS

All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be at least 19mm permanently fixed and forming an integral part of the lever.

### 18.15 BRAKES

All three wheels must be braked. The brake system must consist of:

One main system with at least two circuits operating separately, one of the circuits must operate on at least two of the three wheels.

If one circuit fails the other must work efficiently.

An emergency system operated by a handlebar lever with a simple circuit operating on either the front or rear wheel of the motorcycle.

Only ferrous discs allowed.

### 18.16 TYRES

For all meetings the use of slick tyres is permitted. The wheel rim shall be at least 254mm in diameter and 64mm in width. The diameter of the tyre must be at least 400mm and the width 100mm, maximum front tyre width 220mm.

The surface of a slick tyre must contain two or more hollows at 180 degree intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. When at least two of these indicator hollows become worn on different parts of the periphery, the tyre must no longer be used.

### 18.17 MUDGUARDS AND WHEEL PROTECTION

The rear driving wheel must be covered down to the level of the sidecar platform on the nearest side to the sidecar wheel, and to the top of the rear wheel rim flange on the outside.

The rear facing section of the rear seat must cover the rear driving wheel down to the level of the rear wheel spindle.

The sidecar wheel must be enclosed from the sidecar platform and level with the sidecar platform on the outside and around the periphery. Provision for the checking of the sidecar wheel tyre pressure is allowed.

### 18.18 EXHAUST PIPES

The exhaust system must fulfil all the requirements concerning noise control. Exhaust fumes must be discharged in a manner so as to not raise dust, foul the tyres or brakes or inconvenience a passenger or any other driver. The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform.

On the side opposite a sidecar the exhaust pipes must not extend beyond the streamlining. On the

other side the exhaust pipes must not extend beyond the width of the sidecar.

Exhaust pipes must be fitted/positioned so that it is impossible for them to become entangled with another machine.

#### **18.19 FUEL TANK**

Fuel tanks must be sufficiently independently protected from the ground. A non-return valve must be fitted to the petrol tank breather pipe, this pipe must discharge into a suitable catch tank, minimum capacity 500ml.

The fuel filler cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in an accident.

#### **18.20 BATTERY**

The battery must be covered in such a way that neither the driver nor the passenger can come into contact with the battery or its contents.

#### **18.21 CUT OUT DEVICE**

An ignition cut-out must be fitted to operate when the driver leaves the machine. This cut-out system must interrupt the primary circuit and must be wired for both the supply and return current. The cut-out must be placed as near to the centre of the handlebar as possible and must be operated by a non-elastic string of adequate length and thickness and strapped to the driver's body. A spiral cable (similar to that of a telephone wire) of maximum 1m extended length is permitted.

Any electric fuel feed pump must be wired in such a way as to cut out if the engine cut-out device is operated.

#### **18.22 RED WARNING LIGHT**

Sidecars must be equipped for all the duration of the event with a functional rear-facing red anti-fog lamp, measuring a minimum of 30 sq.cm and producing a minimum of 1500 MCD continuous light. Pulsating lights are not permitted.

The light must be installed at least 100mm off the ground, located in the area between the back wheel and the sidecar platform.

The light must be mounted on a part of the suspended body, (not on any unsuspended parts) and ensure no obstruction from the fairing and/or the passenger

#### **18.23 TRACTION CONTROL**

Any electronic traction control system is forbidden. Wheel speed sensors are not permitted.

#### **18.24 REAR VIEW MIRROR**

External rear view mirrors having suitable dimensions and mountings are optional.

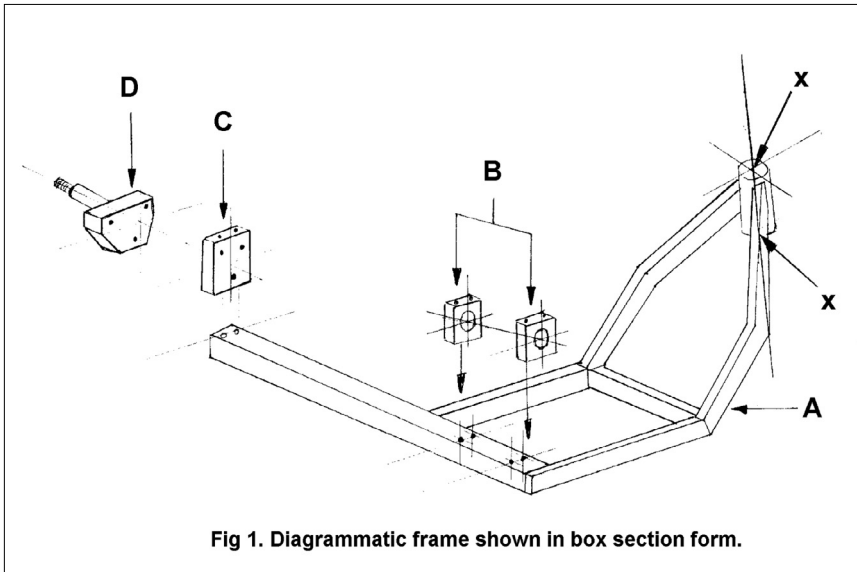


Fig 1. Diagrammatic frame shown in box section form.

## SECTION 19 FORMULA 1 SIDECAR SPECIFICATION

Formula 1 Sidecars must comply with the general Sidecar specification unless changed by the following specifications:

Note Subject to the 2010 FIM Rules being homologated the ACU will adopt them from  
2011 for National Events  
2015 for Club Events

### 19.1 ENGINE SPECIFICATIONS

- 1 Two Stroke Engines  
Maximum 500cc  
Prototype engine design is allowed  
Maximum of 4 cylinders
- 2 Four Stroke Engines  
Motorcycles of mass production only Maximum 1000cc  
Maximum 4 cylinders
- 3 Balancing and Lightening are permitted
- 4 Con rods may be changed, however the use of carbon or titanium is not allowed in their construction. The use of exotic materials is not allowed, (i.e. ceramics, metal matrix/aluminium beryllium) unless as fitted by manufacturer to homologated engine.
- 5 Piston rings and pins may be changed
- 6 The original cylinder head may be modified, however the number of ports and valves must remain as originally produced by the manufacturer
- 7 Camshafts may be altered or replaced. Method of cam drive must remain as originally produced by the manufacturer
- 8 The Ignition/Injection Engine Control system is free.
- 9 Maximum of 6 speed transmission



- 10 The clutch may be modified but must remain either wet or dry types as originally produced.
- 11 The generator and/or electric starter may be removed
- 12 Carburettors may be altered or replaced
- 13 The use of exotic materials is not allowed, (i.e. ceramics, metal matrix/aluminium beryllium). Unless as fitted by manufacturer to homologated engine.
- 14 The oil lubrication system is free.

## 19.2 ENGINE

Must be positioned in front of the rear wheel in such a way that the centre line of the engine shall not extend more than 160 mm beyond the centre line of the rear wheel track of the motorcycle. By definition the centre line of the engine is the position midway between the centre lines of the outmost cylinders for transverse engines, or the crankshaft for in-line engines.

## 19.3 DIMENSIONS

Overall width	Maximum 1700 mm (67 ins) (including exhaust system)
Overall height	Maximum 800 mm (31.5) (with exception of airbox max height 950mm (37.5 ins)
Overall length	Maximum 3300mm (130 ins)
Overall wheelbase	Maximum 2300 mm (90.5)

## 19.4 STEERING

The motorcycle must be steered by a handlebar. The handlebar extremities must not be lower than the front wheel spindle. (nor more than 500mm (19.7 ins) behind the front wheel spindle in the straight-ahead position) (the steering axis must not be offset more than 75 mm (2.9 ins) from the front wheel centre line).

## 19.5 SUSPENSION

The suspension of the front wheel must be designed so that under suspension action and in the straight ahead position, the wheel shall only move vertically and in a single plane relative to the motorcycle. The plane must be on the driving direction. This must occur without changes to the camber or the tracking. The vertical travel of the front and rear wheel spindles under suspension action must be at least 20mm (0.75 ins). The use of active suspensions is forbidden.

## 19.6 WHEEL PROTECTION

The rear wheel and sidecar wheel must be enclosed down to the level of the sidecar platform on the inside. The sidecar wheel on the outside must be enclosed down to the height of its axle centre-line. The rear wheel must be enclosed down to the top of the rim flange on the outside.

## 19.7 EXHAUST

The exhaust pipe must not extend beyond the width of the sidecar and the furthest extremity of the exhaust pipe must not exceed the vertical line drawn at a tangent to the rear edge of the sidecar bodywork.

Exhaust pipes fitted to the side of the sidecar must be covered so that it is impossible for the passenger to be burnt. The ends of the exhaust pipes fitted to the sidecar must be so positioned or protected that it is impossible for them to become entangled with another machine.

## SECTION 20 PARADES AT ACU/MCRCB ROAD RACE MEETINGS

### 20.1 INTRODUCTION

These Standing Regulations for Parades have been established in order to provide a framework under which all Parades at ACU/MCRCB Events are to be organised.

### 20.2 ORGANISATION

Parades may be organised within an ACU/MCRCB permitted event. Details may be included in the Supplementary Regulations for the event or separate Parade Supplementary Regulations may be issued.

- 1 There must be a separate Entry Form for each Parade. An entry fee may be charged.
- 2 All Parades will be covered by the ACU/MCRCB Permit issued for the meeting.
- 3 Parades may be organised by Circuit Owners, Promoters, ACU Affiliated Clubs, MCRCB or any body or organisation appointed by the aforementioned. However, in all cases the organisation on the circuit will be carried out under the supervision of the Clerk of the Course and the Organisers of the racing programme of the event. A senior representative of the Organisers of the Parade must be present in Race Control whilst the parade is in progress.
- 4 The Organisers of the Race Meeting (during which the parade will take place) and the Permit Issuing Authority must approve the Parade Supplementary Regulations and all other associated documents before these are issued to prospective entrants.
- 5 If the Secretary of the Meeting is responsible for the signing on of the riders he must be provided with a list of participants together with all other documentation on the day of the event.
- 6 The Secretary of the Parade is responsible for the signing-on procedures and the production of all other documentation.
- 7 Every participant in a parade is required to sign-on on the official forms provided and declare that their machine and clothing conform to the regulations.
- 8 The Secretary of the parade, the Organisers of the Meeting or the ACU Technical Officer may refuse the participation in the parade of any participant at any time.
- 9 The Secretary of the Parade is required to provide the Secretary of the meeting with a complete signing-on sheet covering every rider and passenger one hour before the start of the relevant parade.
- 10 Insurance cover is included as follows:
  - i) Public Liability Insurance is included in the Permit for the event.
  - ii) The Insurance Company (Brokers) will be appointed by the ACU/MCRCB.

### 20.3 PR5 – SPECTATOR PARADES – SPEED CONTROLLED

Where an opportunity is provided for riders of road going motorcycles to participate for their own pleasure on their own machines in controlled circumstances.

- 1 **Machine Qualification.** Machines must be road legal. Organisers may limit the type of machine allowed or grade the machines into separate parades.
- 2 **Rider Qualifications.** Riders must be between 14 and 70 years of age and hold a current ACU Road Race Licence or ACU Parade Licence or a Class A DVLA motorcycle licence. Passengers must be between 14 and 70 years of age. All participants must complete an entry form. Where a participant is under 18 years of age a Parental Consent Form must also be completed. Riders must be a member of an ACU affiliated club.
- 3 **Documents.** Road fund licence (tax disc), DVLA motorcycle licence and/or ACU licence and certificate of motor insurance applicable to that rider and machine must be produced at signing-on.
- 4 **Insurance**
  1. The Insurance Company (Brokers) will be appointed by the ACU/MCRCB.

2. Organisers of PR5 Parades are expected to pay a fee in respect of the Public Liability premium. Please refer to the Prices Section in this Handbook for further details.
3. No Personal Accident insurance is included in respect of PR5 parades.
4. No cover is included in respect of machines, clothing or other personal property etc.

5 **Clothing**

Full leather clothing (one piece or two piece zipped together) in good condition or suitable protective motorcycle clothing, including boots and gloves, designed for road use must be worn. (i.e. no paddock jackets, jeans, trainers etc. will be allowed on the track.)

6 **Safety Helmets**

Safety helmets must be worn and fastened properly at all times and must be legal for road use. ACU Gold standard is recommended.

7 **Identification**

A suitable means of identifying approved machines, riders and passengers must be used (i.e. headlamp stickers and wristbands).

8 **Technical Control**

1. Participants must ensure their machines and clothing meet the conditions stated in this document.
2. An approved ACU Technical Officer will be appointed. Checks will be carried out but limited to checking documentation and Registration Numbers.

9 **Briefing**

1. The Clerk of the Course of the Organising Club will conduct a briefing which all riders participating in the parade must attend.
2. Failure to attend the briefing will result in disqualification unless the Clerk of the Course has previously issued a waiver in writing to any participant.
3. The briefing will include Flag Signals, Speed, Safety, the Timetable and all other general arrangements for the conduct of the Parade.

10 **Speed**

The maximum speed of any participant must not exceed 60mph. The speed of the parade will be dictated by the Clerk of the Course, who will take into consideration the circuit, conditions and machinery, and will be controlled by Pace Cars. The Parade will not exceed 60mph at any time. No participant is allowed to overtake a pace car.

11 **Number of riders permitted**

Parades containing 60 or less riders will be controlled by two pace cars, one at the front and one at the rear. Parades containing over 60 riders are permitted, but will be controlled by one extra pace car for each additional block of up to 60 riders.

12 **Duration of sessions**

The duration of each session is limited to a maximum of 3 laps, one additional formation lap may be permitted on circuits under 1.75 miles.

**20.4 PR6 CLASSIC MACHINE AND/OR RIDER PARADES**

Being Parades usually organised as an integral part of a ACU/MCRCB permitted race meeting where an opportunity is provided for "Past Master" class riders to participate to celebrate past performances and/or riders of Classic machines or Machines of Historical Interest to participate for their own pleasure in controlled circumstances.

1 **Non competitive**

No Classic parade will include any competitive element in any circumstances.

2 **Courses**

Only courses licenced by the ACU/MCRCB for road racing may be used.

3 **Permit and Supplementary Regulations**

Parades require an ACU/MCRCB Permit which will be issued following approval of the Supplementary Regulations and Entry Forms to be issued for the event. Where a Classic Parade

is to be organised as part of an ACU/MCRCB Permitted race meeting it will be held under the Permit issued for that event.

#### 4 **Machine qualification**

Classic machines must be equipped with racing number plates and display the allocated riding numbers.

Machines must be examined by an ACU Technical Official. Organisers may limit the type of machine allowed or grade the machines into separate parades.

#### 5 **Documents**

Riders are required to provide a commentator's information sheet with the history of both themselves and their machine. Riders are also required to sign-on on the form provided by the Organising Club on the day of the event.

#### 6 **Insurance**

Insurance cover is included as follows:

1. The Insurance Company (Brokers) will be appointed by the ACU/MCRCB.
2. Personal Accident benefits are included for those taking part in PR6 Parades and is limited to £10,000 Death, loss of or loss of use of two limbs or the sight of two eyes, or loss of use of one limb and one eye, the loss of or loss of use of a limb or the sight of an eye. There are no weekly benefits in respect of temporary or total disablement.
3. Should any participants be found to be in breach of these Standing Regulations for Parades the Insurance arrangements stated in this article will be null and void.
4. The Insurance is for personal accident only and does not cover machine, clothing, equipment etc.
5. The Secretary of the Parade is responsible for the payment of Personal Accident Insurance premiums, which must be submitted to the Secretary of the meeting on the day of the parade at the latest. The Secretary of the Meeting is then responsible for the payment of the Insurance Premiums to the Brokers.
6. No cover is included in respect of machines, clothing or other personal property etc.

#### 7 **Rider qualification**

1. Riders must be between 14 and 70 years of age and hold a current ACU Road Race Licence, a current ACU Parade Licence or a Class A DVLA motorcycle Licence. Passengers must be aged between 14 and 70 years of age. All participants must complete an Entry Form that must include a Medical Declaration

*"In completing this form to enter this Parade I confirm that I know of no medical condition that would impair my ability to participate or cause injury to myself or others".*

2. Where a participant is under the age of 18 years a Parental Consent Form must also be completed. Riders must be members of an ACU affiliated club. Participants over the age of 70 will be able to participate on production of a certificate of fitness to participate signed by their own GP.

3. Riders from other FMN's must produce Start Permission and Insurance to cover Medical Repatriation to at least FIM standards.

#### 8 **Briefing**

1. The Clerk of the Course of the Organising Club will conduct a briefing which all riders participating in the parade must attend.

2. Failure to attend the briefing will result in disqualification unless the Clerk of the Course has previously issued a waiver in writing to any participant.

3. The briefing will include Flag Signals, Speed, Safety, the Timetable and all other general arrangements for the conduct of the Parade.

#### 9 **Method of start**

Riders will be filtered on to the circuit in small groups. Parades for "Past Masters" only may be started either singly or in small groups from the designated Starting grid at the discretion of the Organisers and where so required for the introduction of noteworthy participants to spectators.

**10 Noise**

The maximum noise level is 105 dB/A. Noise levels will be measured in accordance with the procedure specified in the ACU Standing Regulations for Road Racing. Exceptionally, noise levels may be increased on special occasions for the demonstration of particular riders or machines. In all such cases the permission of all appropriate sporting and civil authorities must be obtained beforehand.

**11 Speed**

The speed of the Parade will be determined by the Clerk of the Course who will take into consideration the circuit, conditions and machinery. Classic parades will not generally be speed restricted. The Clerk of the Course will immediately disqualify any rider deemed to be riding in an inappropriate manner by means of a Black Flag displayed at the Start and Finish line together with a board bearing the rider's number.

**12 Conduct of Parades**

Parades will be of a maximum of 15 minutes duration and must be conducted with Officials, Marshalling and Medical services all in place.

**13 Protective Clothing and Helmets**

As per Road Race Standing Regulations. Riders must present themselves at Technical Control fully clothed for Parading.

**14 Number of Riders permitted**

The maximum number of Paraders in any session will be the same as that authorised on the ACU MCRCB Circuit Licence for Official Practice.

**15 Officials**

The Organisers will appoint a Parade Secretary to be responsible for the proper completion of all entry forms and any other associated documents. The Club will appoint an ACU licenced Clerk of the Course to be responsible to the Stewards of the Meeting and to the Organisers for the general good management and conduct of the Parade.

**SECTION 21 ORGANISATION OF OFFICIAL TEST DAYS**

A day allocated for testing with no official results or timing. This may be associated with a Permitted Meeting or held under a separate Official Test Day Permit. The following conditions will apply:

**21.1 ORGANISATION**

This will be authorised by the issue of the Permit to the organising Club or Body.

**21.2 INSURANCE**

Insurance both Public Liability and Personal Accident must comply with Standing Regulations.

**21.3 MEDICAL COVER**

As laid down in the Minimum Requirements for Road Race Medical Services in the Road Race Safety Section of this Handbook.

**21.4 OFFICIALS**

There must be a minimum of 1 marshal on duty at each corner or bend. The Race Control must be controlled by officials authorised by the Permitting Body and the Regulations complied with.

**21.5 RIDERS**

All riders must have a valid competition licence appropriate for the machine they intend to ride. All riders must sign on prior to taking part.

### 21.6 JUNIOR RIDERS

For all riders under 18 years of age the following must be produced before participation

1. A completed Parental Consent form.
2. A Temporary Discharge Form from their school or college if in full time Education.

### 21.7 TECHNICAL CONTROL

Riders are responsible for ensuring both machine and equipment comply with the Standing Regulations for Road Race.

### 21.8 ON CIRCUIT CONTROL

The Track Licence condition regarding numbers allowed onto the circuit to Practice must be complied with.

### 21.9 CIRCUIT

With the exception of safety and medical requirements detailed in this article the circuit must comply with the Track Licence.

### ROAD RACE MOTORCYCLE

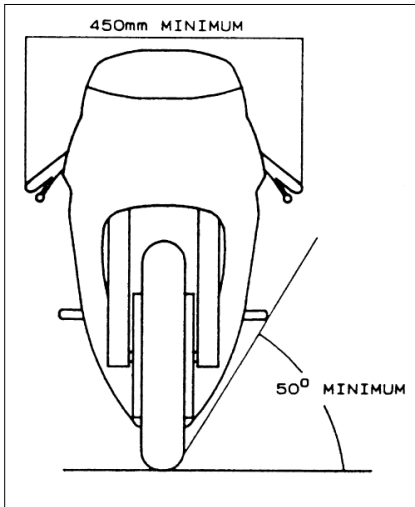


Diagram 1

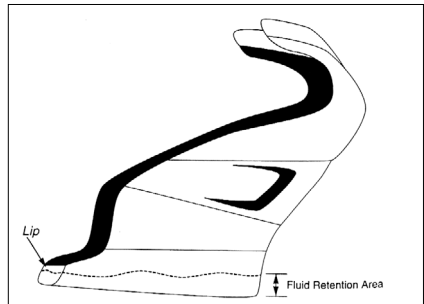


Diagram D

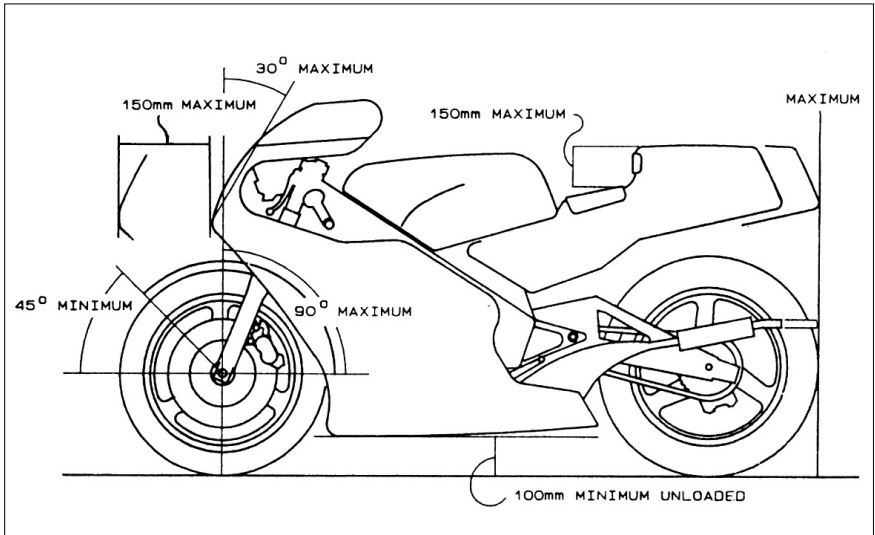


Diagram 2

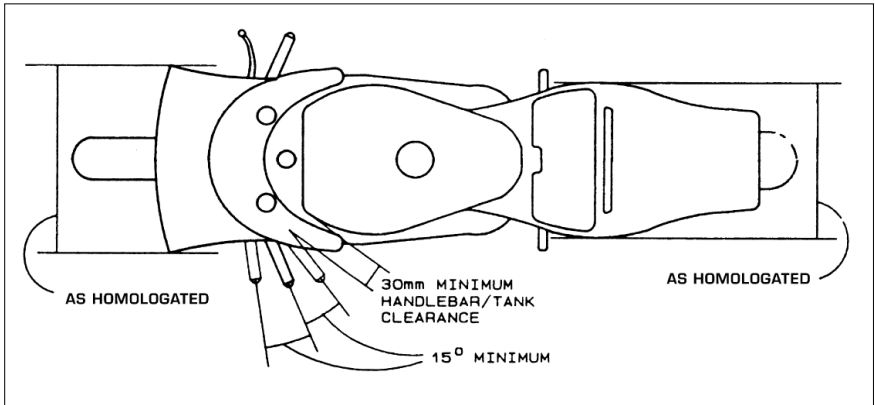
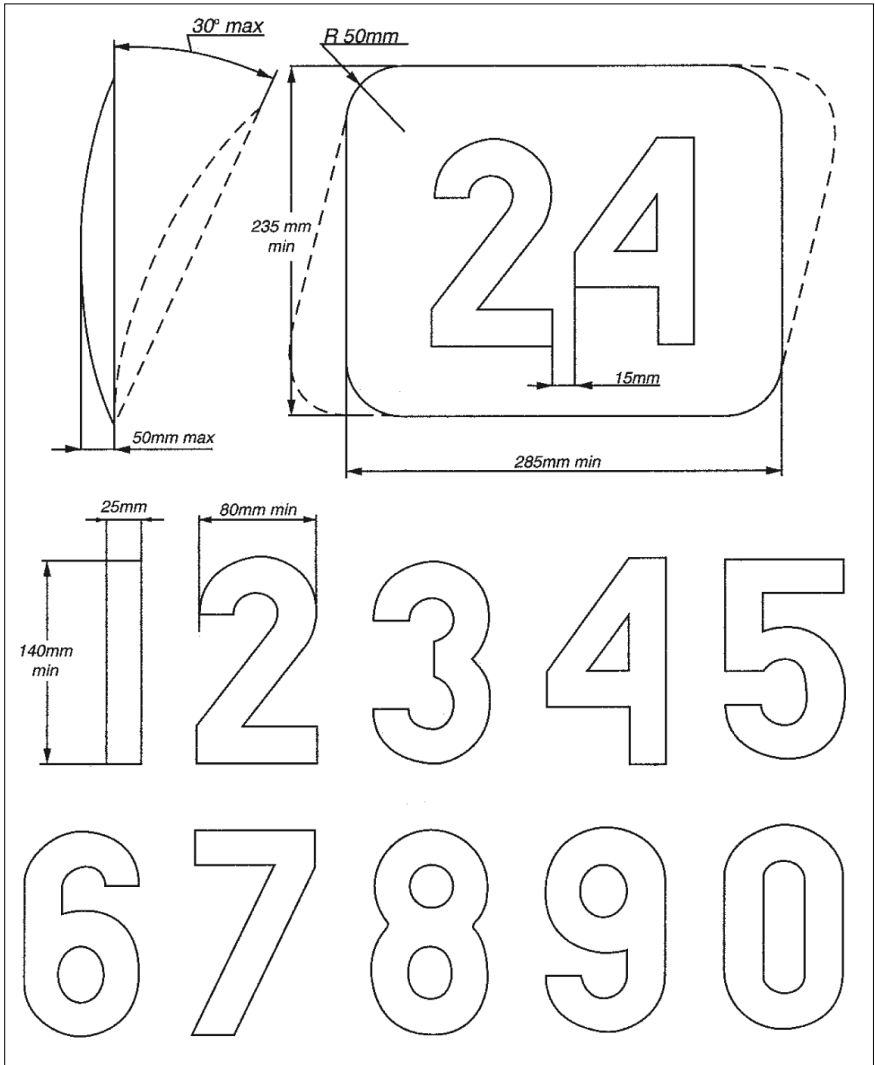


Diagram 3



Number plate



# Supermoto

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The National Sporting Code of the ACU and the Standing Regulations together with the Supplementary Regulations and any Final Instructions shall apply to all Supermoto Races held under an ACU Permit.

## SECTION 1 MEETINGS

### 1.1 CATEGORIES OF MEETINGS

- International Meetings
- European Open Meetings
- National Meetings
- Open Meetings
- Restricted Meetings

Permits for all Supermoto competitions are issued by ACU Headquarters

### 1.2 INTERNATIONAL

- 1 The Permit shall be issued by the ACU Headquarters for a meeting inscribed on the International Calendar of the FIM and having an FIM International Meeting Number (IMN).
- 2 An International meeting is open to Entrants and Riders of more than one nation who must hold an International Licence or a National Licence issued by the ACU valid for the particular meeting concerned
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.3 EUROPEAN OPEN

- 1 The permit shall be issued by ACU Headquarters for a meeting inscribed on the Calendar of the Union of European Motorcycling (UEM) and having a European Meeting Number (EMN).
- 2 A European Open meeting is open to Entrants and Riders of more than one European nation who must hold the appropriate Competition Licence valid for the particular meeting concerned.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI

### 1.4 NATIONAL

- 1 The Permit shall be issued by the ACU Headquarters.
- 2 A National meeting is open to Entrants and Riders who are the holders of a National or International Licence valid for the particular meeting concerned issued by any Federation.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.5 OPEN

- 1 An Open permit is issued by ACU Headquarters.
- 2 An Open meeting is open to Entrants and Riders who hold a valid ACU or SACU Licence for the meeting concerned.

### 1.6 RESTRICTED

- 1 A Restricted Permit is issued by ACU Headquarters.
- 2 A Restricted meeting is open to Entrants and Riders who hold a current ACU Licence valid for the meeting concerned.

- 3 The Supplementary Regulations issued for the event must specify all restrictions and requirements of eligibility.

### 1.7 ELIGIBILITY OF FOREIGN RIDERS IN OPEN AND RESTRICTED MEETINGS

- 1 The Supplementary Regulations issued for the event must specify the licence qualification and eligibility requirements of foreign riders.
- 2 All riders must have a current Licence and Start Permission from their own Federation valid for the event.

### 1.8 PRACTICE MEETINGS AND TEST DAYS

- 1 Permits for Practice Meetings and Test Days may be issued on application to the Permit Issuing Authority.
- 2 No such event may be held unless the appropriate Permit and Insurance has been issued.

### 1.9 CONDITIONS FOR SUPERMOTO MEETINGS

- 1 The ACU Road Race Committee must approve the Organiser.
- 2 The Venue must hold a current Track Licence or Track Certificate issued by the ACU Road Race Committee.
- 3 The ACU Secretariat must approve the Supplementary Regulations for the event and issue an ACU Permit prior to publication and circulation.
- 4 For all ACU Championships an ACU decal, supplied by the ACU Secretariat, must be displayed on the front number plate of each machine. Any rider not complying will be disqualified from the results of the race.
- 5 All officials and marshals must remain at the circuit and available to the Clerk of the Course and the Stewards during the period provided for the lodging of a Protest that period.
- 6 On venues where the average lap speed is expected to be greater than 65 kph and the maximum speed is greater than 130 kph the Clerk of the Course must be a Road Race National B official or above. This will be known as Supermoto R.
- 7 On venues where the average lap speed is expected to be less than 65 kph and the maximum speed is less than 130 kph the Clerk of the Course can be a National MX or Road Race National C official or above. This will be known as Supermoto X.
- 8 A Riders Briefing will be conducted by the Clerk of the Course before the start of practice or as detailed in the Final Instructions.

## SECTION 2 LICENCES – COMPETITORS

### 2.1 GENERAL

- 1 To participate in Supermoto events an annual Licence issued by the ACU is required. Residents in Scotland apply to the Scottish ACU.
- 2 A Licence can be upgraded at any time during the year.
- 3 The parent or legal guardian must accompany all competitors, or participants in parades, under 18 years of age to every meeting. This person must attend at signing-on and be present throughout the meeting.

### 2.2 GRADES

- 1 **Clubman** Entry level for all first time applicants.
- 2 **National** After competing and finishing in the top 50% of finishers in finals of races at 10 separate race days at 3 different venues during the current year and preceding 3 years Clubman Competitors may apply to be upgraded to a National licence.
- 3 **International** National licence holders who have held their National licence for 12 months and who have competed at a minimum of 3 meetings in the previous 12 months may apply for an

FIM Non-Championship International licence.

A medical examination is required.

- 4 **International Championship** National licence holders who have held their National licence for 12 months and who have competed at a minimum of 3 meetings in the previous 12 months may apply for a Championship licence as described in the appropriate Sporting Code of the UEM or FIM.

A medical examination is required.

### 2.3 LAPSED LICENCES

Licence holders who have allowed their licence to lapse for more than 3 years will be issued with a clubman licence.

### 2.4 CAPACITY AND LICENCE RESTRICTIONS

For each category the tables indicate the minimum licence requirements for their specified ages and machines

Min Age	Grade	Capacity/ Machine
11 Yrs	All	up to 125cc two stroke or 250 cc four stroke
14 Yrs	All	up to 250cc two strokes and 450cc four strokes.
16 Yrs	All	up to 750cc four strokes

**Important Notice** If a participant is under 18 years of age he/she must be accompanied to every meeting by their Parent or Legal Guardian. The Parent or Legal Guardian must attend signing on with the competitor and be available for the duration of the meeting.

## SECTION 3 LICENCES AND REGISTRATIONS – OFFICIALS

### 3.1 QUALIFICATIONS AND CONDITIONS

Supermoto Officials are divided into two categories:

Those that are **Licensed** and those that are **Registered**. Fees may be charged in respect of any Licences or Registration or for the appropriate form of identification issued.

**Licences:** Senior Supermoto Officials are required to hold an ACU Licence of the appropriate Grade for the performance of their duties.

**Registration:** A Register is maintained of Officials not required to hold a Licence.

### 3.2 SUPERMOTO OFFICIALS WHO REQUIRE A LICENCE

	See Note Below	Attendance at Seminar/ Training Session
Clerk of the Course	1	Every third year maximum
Chief Steward	2	Every third year maximum
Chief Technical Officer	3	Every third year maximum
Sound Inspector		Required for First Issue only
Measurer	4	Required for First Issue only
Timekeeper	5	Equipment and operators check

All the above licences are valid for 3 years

Clubs and Centres shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels organise Seminars that are compulsory for certain Officials.

### 3.3 GRADES FOR SUPERMOTO CLERK OF THE COURSE

#### 1 Probationary

Any club may nominate a Probationary Clerk of the Course. Such a Registered Official may only act as an Assistant Clerk of the Course at a Closed to Club event.

#### 2 Road Race National Grade C or National Grade A Motocross

A Clerk of the Course who may officiate at a Supermoto X meeting. May act as Deputy or Assistant Clerk of the Course at a Supermoto R Meetings.

#### 3 Road Race National Grade B

A Clerk of the Course who may officiate at a Supermoto R meeting.

#### Note 1 Clerk of the Course

Age Limits: Regardless of age or type of licence held Clerks of the Course of all grades may not officiate beyond the end of the season in which they attain their 70th birthday.

#### Note 2 Chief Steward

Grading: There is only one grade of Steward's Licence for all Road Race disciplines.

Age Limits: Stewards may not normally officiate beyond the end of the season in which they attain their 70th birthday. The Road Race, Drag and Sprint Committee will review Stewards who reach the age of 70 for appointments on an annual basis.

#### Note 3 Chief Technical Officer

The Chief Technical Officer will be licenced by the Technical Panel to be in charge of the Technical Control at an event. The Technical Panel may restrict the disciplines of licence holders.

#### Note 4 Measurer

The Measurer is required for ACU National Championships and National events. The Licence is issued by the Technical Panel and may be restricted by discipline.

#### Note 5 Timekeepers

Will be required to pay for their Licence.

#### Licence Fees:

All licences (exception Timekeepers licences) will be issued, free of charge, for a period of three years. No fee will be charged for attendance at all Seminars organised by the Road Race Drag and Sprint Committee or the relevant Panel with the exception of FIM Seminars.

### 3.4 SUPERMOTO OFFICIALS WHO DO NOT REQUIRE A LICENCE

Registration of the officials and marshals below will be renewed annually and they will receive an appropriate form of identification from the ACU.

Officials	See Note Below	Attendance at Seminar/ Training Session
Incident Officer	1 and 4	May attend Clerk of the Course Seminar at ACU HQ for information purposes
Secretary of the Meeting	2 and 4	Will receive Training at meetings and if required at Regional or ACU HQ Seminars
Technical Official		Will receive training via the Chief Technical Officer at meetings. May attend Regional Training Seminars
Club Stewards	3	May attend Regional or ACU HQ Seminars for information purposes
Chief Marshal		May receive training at ACU HQ or Regional Training Days
Marshal		May receive training at Regional Training days and at meetings via the Chief Marshal
Medical Officer		None required

#### Note 1 Incident Officer

Will collate all information and documentation, and prepare reports relating to serious accidents and to all incidents involving Officials or Spectators

**Note:** A Deputy Clerk of the Course may undertake these duties. An Incident Officer may be nominated to attend a Clerk of the Course Seminar to assist with these duties.

**Note 2 Secretary of the Meeting**

Will be responsible for all administration connected with the organisation of a meeting.

**Note 3 Club Stewards**

Will together with the Chief Steward form the judicial authority over the running of the meeting.

**Note 4 Incident Officer and Secretary of the Meeting**

Currently there is no requirement for these officials to be Registered for Road Race Disciplines.

## SECTION 4 PRACTICE

### 4.1 A MINIMUM PERIOD OF TIME MUST BE PUT ASIDE FOR THE PRACTICE SESSIONS AND MENTIONED IN THE SUPPLEMENTARY REGULATIONS OF THE MEETING.

- 1 Riders will commence practice under the instructions of the Start Officials.
- 2 The duration of practice will commence from the time the 1st rider joins the circuit.
- 3 The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has lapsed.
- 4 If practice is interrupted due to an incident or any other reason then a red flag will be displayed at the start line and at marshals posts. All riders must return slowly to the pit lane or as otherwise instructed by the Marshals under the direction of the Clerk of the Course.
- 5 When the practice is restarted the time remaining will be decided by the Clerk of the Course.

## SECTION 5 GRID POSITIONS

### 5.1 POSITIONS

- 1 Pole position, and the configuration of the grid, will be determined at the time of the Track Inspection.
- 2 Grid positions will be established according to the provisions of the Supplementary Regulations.

### 5.2 TIMED PRACTICE

- 1 Where timed practice is used and identical times are recorded by more than one rider in the official qualifying practice session for the race the rider first setting such a time will receive the better starting position.
- 2 A qualifying maxima may be specified in the Supplementary Regulations.

### 5.3 BALLOTTED

- 1 Where the Organiser decides that the grid positions will be by ballot this must be conducted by the competitors at the meeting.

### 5.4 ALLOCATED

- 1 Organisers wishing to allocate grid positions will specify this and the method to be adopted in the Supplementary Regulations.

### 5.5 SUPERPOLE

- 1 The riders, as detailed in the Supplementary Regulations, will take part in the Superpole.
- 2 Each Rider will have one warm-up lap, one timed lap and one slowing down lap.
- 3 The Rider with the fastest timed lap will have pole position for the race, the second fastest the second grid position and so on. Any rider that does not complete the Superpole will start the race from the last grid position allocated to Superpole riders.
- 4 If there is a tie for positions the fastest lap during the normal timed qualifying will be used.

## SECTION 6 START PROCEDURE

### 6.1 START METHODS

Races may be started by one of the following methods:

- 1 Group Starts
- 2 Interval Starts

Where competitors are started individually or in groups at pre-determined intervals. e.g. Superpole. Starts will be made with engines running unless specified otherwise in the Supplementary Regulations.

### 6.2 PROCEDURE

The final choice of motorcycle to be used in a race should be made before the motorcycle is brought into the waiting area.

- 1 15 minutes before the start of the Warm-Up laps: The entrance to the waiting area is open. The motorcycle of each rider must be placed in the waiting area.
- 2 3 minutes before the start of the Warm-Up laps: Sound or whistle signal. Riders may leave the waiting area to take their positions on the starting grid. The entrance from the paddock to the waiting area closes. The penalty for arriving late at the waiting area is loss of starting position. Late arriving motorcycles will be held in the waiting area. The riders concerned must obey the instructions from the officials.
- 3 1 minute before the start of the Warm-Up laps:
  - 1 The entrance from the waiting area to the grid is closed.
  - 2 On instructions from the Start Line Official the riders will proceed on the 2 compulsory warm-up laps. Any rider not completing the warm-up laps will start from the back of the grid
  - 3 The Start Line Official will stand at the front of the starting grid displaying a red flag. A second Official will stand at the back of the starting grid with a green flag and display it when the grid is complete.
  - 4 Any rider who encounters mechanical problems during the warm-up laps may go to the repair zone and make repairs.
  - 5 On returning to the grid the riders must take their position with the front wheel of their motorcycle up to the line defining their starting position and keep their engines running.
  - 6 Once a rider has taken his allocated position on the grid, he cannot change it, return to the pit lane or receive assistance prior to the start.
  - 7 When all the riders have taken up their grid positions the Official at the rear of the grid will raise the green flag.
  - 8 Any rider who arrives back from the warm-up laps after the Official at the rear of the starting grid has raised the green flag, will be considered a "late arrival" and start the race from a position behind the Official at the rear of the grid.
  - 9 If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm.
  - 10 Any rider who is unable to start his motorcycle within a reasonable time, must obey the instructions of the officials and remove his motorcycle from the grid
  - 11 If he manages to start his machine he may start the race after all other machines have left the grid at the start of the race.
  - 12 The Startline Official moves to the side of the track, holding up the red flag.
  - 13 The Startline Official puts down the red flag and the start light sequence begins.
  - 14 The red lights come on and remain on for upto five seconds the red lights will then be switched off and the Race starts.
  - 15 Any alteration to this Start Procedure must be conveyed to the riders at the Riders Briefing.



**6.3 ANTICIPATION OF THE START**

- 1 Anticipation of the start is defined as the motorcycle moving forward when the Red Lights are on.
- 2 Any competitor who takes up the incorrect grid position will also be adjudged to have anticipated the start.
- 3 The Clerk of the Course will award a time penalty of up to 20 seconds to any competitor who anticipates the start. The decision as to an anticipated start is a matter of fact with no right of appeal.

**SECTION 7 FLAGS AND LIGHTS**

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders:

**7.1 FLAGS AND LIGHTS USED TO PROVIDE INFORMATION****1 GREEN FLAG**

- 1 The track is clear. This flag must be shown motionless at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap(s) and for the warm up lap.
- 2 This flag must be shown motionless at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.
- 3 This flag must be waved by the starter to signal the start of the warm up lap.
- 4 When the pit-lane exit is open, this flag must be waved at the pit-lane exit.

**2 GREEN LIGHT**

- 1 This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap(s) and the start of the warm up lap.

**3 BLUE FLAG**

- 1 Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.
- 2 During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.
- 3 During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity.
- 4 Any Infringement of this rule will be penalised with one or more of the following penalties: fine – disqualification – withdrawal of Championship points.
- 5 At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track.

**4 CHEQUERED BLACK / WHITE FLAG**

- 1 This flag will be waved at the finish line on track level to indicate the finish of race or practice session.

**7.2 FLAGS WHICH CONVEY INFORMATION AND INSTRUCTIONS:****1 YELLOW FLAG**

- 1 Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed.
- 2 Shown waved at the flag marshal post, this flag indicates that there is a danger ahead. The riders must slow down and be prepared to stop.
- 3 Overtaking is forbidden up until the point where the green flag is shown.

- 4 Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred.
- 5 In case of infringement of this rule during the race, a time penalty will be imposed.
- 6 In both cases, further penalties (such as fine – suspension) may also be imposed.
- 7 During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, warm ups and races.

## 2 RED FLAG AND RED LIGHTS

- 1 When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on.
- 2 Riders must return slowly to the pits.
- 3 When the pit-lane exit is closed, this flag will be shown motionless at the pit-lane exit and the light will be switched on. Riders are not allowed to exit the pit lane.
- 4 Any infringement of this rule will be penalised with one or more of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.
- 5 The red flag will be shown motionless on the starting grid at the end of the sighting lap(s) and at the end of the warm up lap(s).
- 6 The red flag may also be used to close the track.
- 7 The red lights will be switched on at the start line for upto 5 seconds to start each race.

## 3 BLACK FLAG

- 1 This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number.
- 2 The rider must stop at the pits at the end of the current lap and cannot restart.
- 3 Any infringement of this rule will be penalised with one or more of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

## 4 BLACK FLAG WITH ORANGE DISK (RADIUS 40 CM)

- 1 This flag is used to convey instructions to one rider only and is displayed motionless together with the rider's number.
- 2 This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.
- 3 Any infringement of this rule will be penalised with one or more of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

## 7.3 FLAG DIMENSIONS

The flag dimension should be approximately 80cms in the vertical and 100cms in the horizontal.

## 7.4 FLAG COLOURS

The Pantones for the colours are as follows:

Black:	Pantone Black C
Blue:	Pantone 286C or 298C
Red:	Pantone 186C
Yellow:	Pantone Yellow C
Green:	Pantone 348C

## SECTION 8 BEHAVIOUR DURING PRACTICE AND RACE

### 8.1 RIDERS MUST OBEY THE FLAG SIGNALS, THE LIGHT SIGNALS, AND THE BOARDS WHICH CONVEY INSTRUCTIONS. ANY INFRINGEMENT TO THIS RULE WILL BE PENALISED ACCORDING TO THE PROVISIONS OF ARTICLE 7.2.

- 1 Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane.  
Any infringement of this rule will be penalised with one or more of the following penalties: fine – time penalty -disqualification – withdrawal of Championship points – suspension.
- 2 Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a time penalty.  
Further penalties (such as fine – disqualification – withdrawal of Championship points) may also be imposed.
- 3 Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine.
- 4 If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
- 5 If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 6 Riders are not permitted to return slowly to the pits for remedial work.
- 7 Riders may enter the pits during the race, but taking the motorcycle inside the pit box is not permitted. Any infringement of this rule will be penalised with a disqualification Refuelling is strictly prohibited.  
Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 8 Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine.
- 9 Riders who fall from their machine may remount and continue unless the Incident Marshal considers the machine too damaged or the Medical Personnel consider the rider unfit to continue. In this situation Riders who fall from their machine are not permitted to continue with the practice or race until passed fit by the Medical Officer and his machine re-inspected by technical control.
- 10 Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 11 No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, or legible messages on a pit board or body movements by the rider.
- 12 The carrying of on board cameras is only permitted with the prior approval, in writing of the Clerk of the Course. The installation of the camera must be approved by the Chief Technical Officer. Automatic lap timing devices, provided they do not disrupt official timekeeping methods, are not considered as telemetry.
- 13 A speed limit may be imposed in the Pit Lane.
  - 1 Any rider found to have exceeded the limit during the practice will be subject to a penalty as described in the Supplementary Regulations.
  - 2 Any rider who exceeds the pit lane speed limit during a race will be penalised with a time

penalty as described in the Supplementary Regulations.

- 3 The Clerk of the Course must communicate the offence to the pit of the rider.
- 14 In the interest of safety, a rider may not stop his machine on the racing surface during the slow down lap, (exception see Art 8.16) when returning to the pits after the chequered flag.
- 15 Stopping on the track during practices and races is forbidden. (exception see Art 8.16)
- 16 During the practice sessions and warm ups, practice starts are permitted, when it is safe to do so, at the pit lane exit before joining the track and after the chequered flag is shown at the end of practice sessions and warm ups, when it is safe to do so.  
These practice starts must take place off the racing line.
- 17 The spinning of rear wheels (burn-outs) is strictly forbidden. Breach of this rule will result in a penalty of disqualification.
- 18 Any competitor who in any ACU or MCRCB Permitted Event participates on a machine for which he is not eligible through age or licence restrictions will be penalised by a fine of £500.00 and a suspension for one year from the date of the hearing.
- 19 Riders who enter the Paddock during a race will be deemed to have retired from the race.

## SECTION 9 INTERRUPTION OF A RACE

### 9.1 INTERRUPTION OF A RACE

If the Clerk of the Course decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts and he will switch on the red lights around the circuit, where available.

- 1 Riders must immediately slow down and return to the pit lane, or as directed by the marshals, upon instructions from the Clerk of the Course.
- 2 Only riders still racing when the red flag is displayed will be counted as finishers.
- 3 The results will be the results taken at the last point where the leader had completed a full lap without the red flag being displayed.
- 4 If the results show that less than three laps have been completed by the leader of the race then the race will be null and void and a completely new race will be run.
- 5 If less than 50% of the race has been completed there will be a new race over a distance decided by the Clerk of the Course
- 6 The grid will be in the order of the last time riders crossed the finish line before the red flag was displayed. Riders will return to the Pit Lane, they may change motorcycles. The Clerk of the Course may disqualify any riders who in his opinion caused the race to be interrupted.
- 7 If it is found impossible to restart the race, then the results will count and half Championship points will be awarded.
- 8 If more than 50% of the race distance has been completed by the leader when the red flag is displayed the race will be considered completed. The Clerk of the Course may disqualify any riders who in his opinion caused the race to be interrupted.

### 9.2 INTERRUPTION OF A RACE AFTER THE CHEQUERED FLAG

If the race is interrupted after the chequered flag, the following procedure will apply:

- 1 For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- 2 For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- 3 The complete classification will be established by combining both partial classifications as per the lap/time procedure.

## SECTION 10 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

### 10.1 IF A RACE HAS TO BE RE-STARTED, THEN IT WILL BE DONE AS QUICKLY AS POSSIBLE, CONSISTENT WITH TRACK CONDITIONS ALLOWING. AS SOON AS THE RIDERS HAVE RETURNED TO THE PITS THE CLERK OF THE COURSE WILL ANNOUNCE A TIME FOR THE NEW START PROCEDURE TO BEGIN WHICH, CONDITIONS PERMITTING, SHOULD NOT BE LATER THAN 10 MINUTES AFTER THE INITIAL DISPLAY OF THE RED FLAG.

- 1 The results of the first race must be available to teams before the second part of a race can be started.
- 2 The start procedure will be identical to a normal start with sighting lap(s), warm-up lap etc.
- 3 Conditions for the re-started race will be as follows:
  - 1 Only riders who are classified as finishers in the first race may re-start.
  - 2 Motorcycles may be repaired or changed. Refuelling is permitted.
  - 3 The race distance will be announced by the Clerk of the Course.
  - 4 The grid position will be based on the finishing order of the first race.

## SECTION 11 FINISH OF A RACE AND RACE RESULTS

### 11.1 FINISH OF A RACE

- 1 When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level.

### 11.2 CHEQUERED FLAG

- 1 The chequered flag will continue to be displayed to the subsequent riders.
- 2 When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane.
- 3 In case of a photo-finish between two, or more, riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.
- 4 The Clerk of the Course may require machines to be presented for post race/practice verification. Where this is required the competitors must be informed before the start of the race or practice session that they must attend the Parc Ferme. Presentation of the machine will imply that it fully complies with the regulations.

### 11.3 RACE RESULTS

- 1 The results will be based on the order in which the riders cross the line and the number of laps completed.
- 2 To be counted as a finisher in the race and be included in the results a rider must:
  - a – Complete 75% of the race distance.
  - b – Cross the finish line on the race track (not in the pit lane) within two minutes of the race winner. The rider must be in contact with his machine.
- 3 A new lap record for a circuit can only be established by a rider during a race.
- 4 Both for practice and for race, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track.

## SECTION 12 SAFETY

### 12.1 MEDICAL SERVICES. MINIMUM REQUIREMENTS FOR SUPERMOTO MEETINGS

	PERSONNEL			VEHICLES		
	Doctors MO	Paramedic(s) PM	First Aid personnel	Ambulance(s)	Fast Intervention Vehicle	Special Notes
Supermoto (R)	1 MO		2	1	1	
Supermoto (X)		1PM	2	1		(i)
Supermoto (R) Test Day	1 MO		2	1		

The following applies to all events run under this code.

- 1 Medical Officer (MO) – Doctor** A medical practitioner (doctor) fully registered with the General Medical Council (GMC), and holding appropriate personal medical malpractice insurance cover (excludes NHS Crown Indemnity).
- 2 Paramedic (PM)** A State Registered Paramedic with the HPC (Health Professions Council) Paramedics must have appropriate personal medical malpractice insurance cover.
- 3 Ambulance** A vehicle registered as an ambulance with the DVLA (Driver and Vehicle Licencing Agency) or similar government licencing authority and complying with FIM minimum equipment regulations for a type C vehicle; that is:  
 Medical: A stretcher (preferably standardised), oxygen supply, apparatus to immobilise limbs and vertebral column. First aid medicaments and materials.  
 Technical: Radio communication. Visible and audible signals.  
 Staffing: An ambulance must be staffed by 2 First Aid Personnel (who can be two of the minimum First Aid Personnel required in the table).  
 An ambulance may act as a Medical Centre BUT if so it must be a vehicle additional to the minimum ambulance requirement.
- 4 First Aid Personnel** A person holding a current certificate of First Aid competency. (Where an event is open to the public event organisers should ensure that all First Aid personnel are insured against malpractice for the event concerned)

**Special Note (i)** The minimum medical requirements specific for this discipline also apply to associated Test Days.

- 5 Medical Examination** At any time during a meeting the Clerk of the Course may require a competitor to undergo a medical examination to determine his fitness to ride. The decision of the medical officer is final without right of appeal.

### 12.2 TRACK SAFETY PRECAUTIONS

- The safety precautions of circuits will be as laid down for each permanent course licence or temporary course certificate following an inspection of the course.
- It should be generally realised that the organisers of speed events have a legal responsibility to the general public and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public.
- Whilst organising clubs are insured under the Promoters Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with the National Sporting Code and any additional requirements as may be specified by the Permanent Course Licence or Temporary Course Certificate.  
 Clubs failing to do so stand in grave danger of any claims being repudiated to the club by the

- insurers under the terms of the policy covering legal liability.
- 4 The safety precautions to be adopted are provided with the Permanent Course Licence or Temporary Course Certificate for the particular course but the following general requirements must be observed.
  - 5 The attention of organisers is drawn to the provision of the NSC which stipulates that no alteration of the requirements contained in the Permanent Course Licence or Temporary Course Certificate shall be made without the prior approval, in writing, of the ACU.
  - 6 It is recognised that circumstances may arise in which it is necessary to make certain alterations to the course on the day of the meeting but any such alterations must be approved by the Stewards of the Meeting and details given in their report to the authority granting the permit.

### 12.3 FIRE EXTINGUISHERS

Each working vehicle in the Paddock must have a 2 Kg (minimum) dry powder fire extinguisher available for immediate use. This extinguisher must show the date of the last annual inspection. Non-compliance with this regulation will incur a penalty imposed by the Clerk of the Course.

### 12.4 FIRE EXTINGUISHERS AT CIRCUITS

At all race and speed events, there must be a valid certificate, issued annually immediately prior to the start of each season's racing by the manufacturer or his agent, to the effect that all fire extinguishers are in effective working order. This certificate must be available for inspection by the Stewards. All fire posts must be clearly marked. In addition to the fire equipment at each post there must be:

- 1 Fire extinguishers in the paddock and assembly area.
- 2 At least two fire extinguishers in the Technical Control Area.
- 3 Fire extinguishers in every medical room/centre.
- 4 In the case of National or lesser events during which machines may be refuelled and more than five gallons (22 litres) of fuel is held in any one pit, there shall be a minimum of one fire tender and crew in attendance, appropriately equipped and with immediate access to the pit area. International events must comply with appropriate FIM requirements.

### 12.5 WARNING AND PROHIBITION SIGNS AT CIRCUITS

#### 1 WARNING NOTICES

The following requirements regarding the display of Warning notices are applicable to all Road Racing events.

- 1 WARNING NOTICE (A) (29 x 20 inches.) Warning notices as detailed below must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock. These notices must be prominently displayed where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit.  
Where it is not possible to define the limits of the site and to control admission of the public (e.g. War Department and heath land) warning notices must be profusely displayed around the course and also in the car parks.
- 2 WARNING NOTICE (B) (20 x 15 inches.) Those parts of the course to which the public may be admitted and where it is neither practical nor necessary to erect a barrier, e.g. those parts of the course which are straight and are only used by the public to reach other parts of the course, may be indicated by the erection of the special type of Warning Notice (B).  
These notices should be displayed at least 30ft. from the course. It is recommended that the limit of these areas should also be defined by a boundary tape.

## 2 PROHIBITION NOTICES

The following requirements regarding the display of Prohibition notices are applicable to all Road Racing events.

PROHIBITED AREA NOTICE (C) (29 x 20 inches.) Areas where the public are not permitted must be clearly defined by the display of an adequate number of "Prohibited Area" notices (B). Notices should be displayed within the prohibited area, facing the public.

### 12.6 DECLARATION – ADMISSION TICKETS, ARMBANDS AND PASSES

Subject to the provision of the Sunday Observance Act 1780, no person may be allowed to any part of the circuit without a suitable pass or ticket. All tickets and passes must bear the following wording shown below in full and if the wording appears on the reverse side then the words "For Conditions of Admission See Over" must be clearly printed on the face thereof. Where a ticket is cancelled by being torn in half, the full wording and, where applicable, the "For conditions of admission see over" must appear on each half. Where a charge is made for admission into special or "reserved" enclosures a ticket bearing the approved declaration must be issued in exchange for payment to enter these enclosures.

#### Declaration.

WARNING. MOTOR SPORT CAN BE DANGEROUS. Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only. THEY ARE CONCERNED WITH YOUR SAFETY. All vehicle passes must bear the same wording and comply with the above requirements.

### 12.7 DECLARATION ON THE OFFICIAL PROGRAMME

The declaration as outlined above should be printed in full on the outside front cover of all Official Programmes. Where this is not possible it must be printed in full in the programme and the words "For conditions of admission see inside" printed on the outside cover.

### 12.8 SIGNING ON

All riders, passengers, officials and assistants, press and team crew must sign a declaration on the relevant signing on form (available from the ACU).

- 1 Age Limits for Officials  
All event Executive and Administrative Officials shall be 18 years of age or over.
- 2 Age Limits for Marshals
  - 1 All Assistant Officials whose function is to be carried out at the immediate track-side must be at least 16 years of age.
  - 2 All Assistant Officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing-on signature must be countersigned by the person responsible for the official at the event.
  - 3 When using the services of officials under 18 years of age for any duties at any event special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

## SECTION 13 TECHNICAL SPECIFICATIONS

All machines must comply with the National Sporting Code Appendix B and general technical regulations. Any part of the motorcycle except the frame can be modified, altered or replaced.

### 13.1 CLASSES

- 1 **SM4 – Junior Class** up to 125cc two stroke cylinder or up to 250cc four stroke single cylinder machines
- 2 **SM2 – 450 Class** up to 450cc two or four stroke single or twin cylinder machines
- 3 **SM1 – Open Class** 251 to 750cc two or four stroke single or twin cylinder machines



### 13.2 NOISE CONTROL

The noise limit is 96 dB/A with no post race tolerance. The noise is measured according to the FIM Sound Control method.

### 13.3 NUMBER PLATES

Junior Class            White numbers on Green (RAL code 6002) plates

450 Class                Black numbers on White (RAL code 9010) plates

Open Class              Black numbers on Yellow (RAL code 9005) plates

All numbers must comply with the numbers diagram printed elsewhere in this handbook.

### 13.4 PROTECTIVE CLOTHING

During practice and racing riders and passengers must wear the following clothing and footwear:

- 1 A complete all in one leather suit of at least 1.2mm in thickness on all parts of the suit, suits zipped together at the waist are not permitted. Non-leather material may be used if it meets with the following requirements.
- 2 The following characteristics of the material must be at least equivalent to 1.5mm of cowhide (not split leather). Fire retardant quality – Resistance to abrasion – Coefficient of friction against all types of asphalt – perspiration absorbing qualities – Medical test – non toxic and non allergenic – Fabric of a quality that does not melt. It must be non-flammable.
- 3 The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:  
Shoulders, elbows, both sides of the torso and hip joint, the back of the torso, knees.
- 4 Competitors must wear complete undergarments if they use suits which are not lined. Suitable undergarments may be of the Nomex type, they may also be of silk or simply cotton. Synthetic materials which may melt and which could harm the riders skin in an accident are not allowed, neither for the suit nor for the undergarments.
- 5 Competitors footwear must be of leather or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection (i.e. no exposed areas).
- 6 Competitors must wear leather protective gloves.
- 7 The use of metallic material in any item of clothing or personal protection which regularly comes into contact with the track is prohibited (i.e. metal studs in knee sliders, boots etc.).
- 8 A back protector is compulsory.

### 13.5 HELMETS

Helmets bearing the current ACU gold stamp and in sound condition and properly fitted must be worn by all riders and passengers while practising and racing. Overseas riders may use helmets as approved by their own FMN.

### 13.6 IDENTIFICATION DISCS

While practising and racing, riders and passengers are required to wear an identification disc around the neck, attached by a material approved by the technical officer. Thin chains should be avoided. The disc must be permanently marked with the wearer's full name and date of birth.

Identification discs shall be of a durable material, circular in shape, between 20mm and 25mm in diameter and having rounded edges with no sharp or ragged projections.

### 13.7 BODY JEWELLERY

It is recommended that any body piercing studs, ring etc. are removed.

# Drag Race

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The National Sporting Code of the ACU and the Standing Regulations together with the Supplementary Regulations and any Final Instructions shall apply to all Drag Races held under an ACU Permit.

## SECTION 1 MEETINGS

### 1.1 CATEGORIES OF MEETINGS

- International Meetings
- European Open Meetings
- National Meetings
- Open Meetings
- Restricted Meetings

Permits for all Drag Race competitions are issued by ACU Headquarters.

### 1.2 INTERNATIONAL

- 1 The Permit shall be issued by the ACU Headquarters for a meeting inscribed on the International Calendar of the FIM and having an FIM International Meeting Number (IMN).
- 2 An International meeting is open to Entrants and Riders of more than one nation who must hold an International Licence or a National Licence issued by the ACU valid for the particular meeting concerned.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.3 EUROPEAN OPEN

- 1 The permit shall be issued by ACU Headquarters for a meeting inscribed on the Calendar of the Union of European Motorcycling (UEM) and having a European Meeting Number (EMN).
- 2 A European Open meeting is open to Entrants and Riders of more than one European nation who must hold the appropriate Competition Licence valid for the particular meeting concerned.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.4 NATIONAL

- 1 The Permit shall be issued by the ACU Headquarters.
- 2 A National meeting is open to Entrants and Riders who are the holders of a National or International Licence valid for the particular meeting concerned issued by any Federation.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.5 OPEN

- 1 An Open permit is issued by ACU Headquarters.
- 2 An Open meeting is open to Entrants and Riders who hold a valid ACU or SACU Licence for the meeting concerned.

### 1.6 RESTRICTED

- 1 A Restricted Permit is issued by ACU Headquarters.
- 2 A Restricted meeting is open to Entrants and Riders who hold a current ACU Licence valid for the meeting concerned.

- 3 The Supplementary Regulations issued for the event must specify all restrictions and requirements of eligibility.

### **1.7 ELIGIBILITY OF FOREIGN RIDERS IN OPEN AND RESTRICTED MEETINGS**

- 1 The Supplementary Regulations issued for the event must specify the licence qualification and eligibility requirements of foreign riders.
- 2 All riders must have a current Licence and Start Permission from their own Federation valid for the event.

### **1.8 PRACTICE MEETINGS AND TEST DAYS**

- 1 Permits for Practice Meetings and Test Days may be issued on application to the Permit Issuing Authority.
- 2 No such event may be held unless the appropriate Permit and Insurance has been issued.

### **1.9 CONDITIONS FOR DRAG MEETINGS**

- 1 The ACU Road Race Committee must approve the Organiser.
- 2 The Venue must hold a current Track Licence or Track Certificate issued by the ACU Road Race Committee.
- 3 The ACU Secretariat must approve the Supplementary Regulations for the event and issue an ACU Permit prior to publication and circulation.
- 4 For all ACU Championships an ACU decal, supplied by the ACU Secretariat, must be displayed on the number plate of each machine. Any rider not complying will be disqualified from the results of the race.
- 5 The Race Control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit and available to the Clerk of the Course and the Stewards during that period.
- 6 There will be a minimum turn around time of 30 minutes for all classes except for Pro-stock and Funny Bike where the turn around time will be 45 minutes and for Top Fuel where the turn around time will be 60 minutes. In all cases these turn around times are subject to track conditions permitting.

## **SECTION 2 LICENCES – COMPETITORS**

### **2.1 GENERAL**

- 1 To participate in Drag Race events a Licence issued by the ACU is required. Residents in Scotland apply to the Scottish ACU.
- 2 A Licence can be upgraded at any time during the year, providing the correct criteria have been complied with.
- 3 The parent or legal guardian must accompany all competitors under 18 years of age to every meeting. This person must attend at signing-on and be present throughout the meeting.
- 4 A Clubman Licence will be issued to all new riders to include a record form, which, on completion of requirements set out below, will be completed by the Clerk of the Course at a RWYB meeting or an ACU recognised event.
- 5 Any rider competing on a new bike to him/her must first complete single runs to the satisfaction of the Clerk of the Course.

### **2.2 GRADES**

#### **1 Clubman**

Entry level for first time applicants for Category 1 or Category 2 machines.

**Category 1**  
8.50

9.50

Super Twin Top Gas (STG)

Super Twin RET Bracket (SET)

Clubman Licence holders can compete on a Category machine 1 once they have completed the following requirements to the satisfaction of an ACU Clerk of the Course.

- Be conversant with the start & race procedure;
- Make a half pass ( $\frac{1}{2}$  mile) under power to the satisfaction of the Clerk of the Course;
- Make a full run ( $\frac{1}{4}$  mile) representative of the performance expected within the category.
- Complete a 55yd Launch.

All tasks must be made as single runs during qualifying sessions at an ACU recognised drag race meeting or under the control of an ACU licenced National or International Drag Race Clerk of the Course at RWYB meetings.

The Clerk of the Course may request the rider to repeat tasks until they are satisfied a satisfactorily safe standard has been achieved, which may take more than one race meeting and is at the sole discretion of the Clerk of the Course.

The  $\frac{1}{2}$  mile pass will count towards qualifying at an ACU recognised event.

**Category 2 – Riders 18 yrs of age and over**

Clubman licence holders are not eligible to compete on Category 2 machines. They are permitted to ride a category 2 machine to complete the tasks required to upgrade to a National licence as detailed below.

Super Twin Top Fuel (STF)

Super Street Bike

Competition Bike

Pro Stock Bike

Funny Bike

Top Fuel Bike

## 2. **National**

Clubman Licence holders who have completed the following tasks to the satisfaction of an ACU National or International Clerk of the Course and whose record card has been endorsed by the Clerk of the Course for each task completed may apply to upgrade to National.

- Be conversant with the start & race procedure;
- Perform a tyre burnout and start correctly
- Make a half pass ( $\frac{1}{2}$  mile) under power to the satisfaction of the Clerk of the Course;
- Make a full run ( $\frac{1}{4}$  mile) representative of the performance expected within the category.
- Complete a 55yd Launch.

All tasks must be made as single runs during qualifying sessions at an ACU recognised drag race meeting or under the control of an ACU licenced National or International Drag Race Clerk of the Course at RWYB meetings.

The Clerk of the Course may request the rider to repeat tasks until they are satisfied a satisfactorily safe standard has been achieved, which may take more than one race meeting and is at the sole discretion of the Clerk of the Course.

National licence holders are eligible to compete on Category 1 or Category 2 machines.

National licence holders who have competed at 3 ACU permitted events may apply for Start Permission to compete abroad.

## 3. **International**

National Licence holders who have held their National Licence for 12 months may apply for an FIM Non-Championship Licence.

A medical examination is required.

## 4. **International Championship**

National Licence holders who have held their National Licence for 12 months may apply for a UEM or FIM Championship Licence as described in the appropriate Sporting Code.



A medical examination is required.

### 2.3 LAPSED LICENCES

**Clubman or National** Clubman or National Licence holders who have allowed their Licences to lapse for more than 3 years will be re-issued with a Clubman Licence and will be required to complete the criteria set out above to retain the Clubman Licence or upgrade to the National Licence.

### 2.4 CAPACITY AND LICENCE RESTRICTIONS FOR JUNIOR COMPETITORS

For each category the table indicates the minimum licence requirements for their specified ages and machines.

Min Age	Max Age	ET Restrictions	Engine Restrictions
8 years	10 years	to run 12.9 ET or slower	50cc Automatic Clutch
11 years	16 years	to run 8.9 ET or slower	125cc Automatic or manual clutch

Junior riders will compete over a maximum distance of 1/8th mile, and will be run on an ET dial in basis.

#### Important Notice

If a participant is under 18 years of age he/she must be accompanied to every meeting by their Parent or Legal Guardian. The Parent or Legal Guardian must attend signing on with the competitor and be available for the duration of the meeting.

## SECTION 3 LICENCES AND REGISTRATIONS – OFFICIALS

### 3.1 QUALIFICATIONS AND CONDITIONS

Drag Officials are divided into two categories: Those that are Licensed and those that are Registered. Fees may be charged for attendance at Seminars. Licences: Senior Drag Officials are required to hold an ACU Licence of the appropriate Grade for the performance of their duties.

Registration: A Register is maintained of Officials not required to hold a Licence.

### 3.2 DRAG OFFICIALS WHO REQUIRE A LICENCE

	See Note Below	Attendance at Seminar/ Training Session
Clerk of the Course	1	Every third year maximum
Chief Steward	2	Every third year maximum
Chief Technical Officer	3	Every third year maximum
Sound Inspector		Required for First Issue only
Measurer	4	Required for First Issue only
Timekeeper	5	Equipment and operators check

All the above licences are valid for 3 years

Clubs and Centres shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels organise Seminars that are compulsory for certain Officials.

### 3.3 GRADES FOR CLERK OF THE COURSE

- 1 Probationary.** Any club may nominate a Probationary Clerk of the Course. Such a Registered Official may only act as an Assistant Clerk of the Course at a Closed to Club event.
- 2 National Grade D.** A Clerk of the Course who may officiate at any Closed to Club, National Restricted or National event for Hill Climb, Drag or Sprint. May officiate as a Deputy to a National Grade E Clerk of the Course.
- 3 National Grade E.** A Clerk of the Course who may officiate at any event held under an ACU

Permit for Hill Climb, Drag or Sprint. May officiate as a Deputy or Assistant to an FIM International Clerk of the Course for Hill Climb, Drag or Sprint. To upgrade from a National D to a National E a licence holder must officiate as a National D Clerk of the Course at 5 events. He must act as a Deputy to a National E Clerk of the Course at 5 events and be recommended by the Clerk of the Course at each.

In addition members of the Road Race, Drag and Sprint Committee may be appointed to observe him.

A club must nominate him as being required to take charge of a specific future event.

**Note 1 Clerk of the Course**

Age Limits: Regardless of age or type of licence held Clerks of the Course of all grades may not officiate beyond the end of the season in which they attain their 70th birthday.

**Note 2 Chief Steward**

There is only one grade of Steward’s Licence for all Road Race disciplines

Age Limits: Stewards may not normally officiate beyond the end of the season in which they attain their 70th birthday.

The Road Race, Drag and Sprint Committee will review Stewards who reach the age of 70 for appointments on an annual basis.

**Note 3 Chief Technical Officer**

The Chief Technical Officer will be licenced by the Technical Panel to be in charge of the Technical Control at an event.

The Technical Panel may restrict the disciplines of licence holders.

**Note 4 Measurer**

The Measurer is required for ACU National Championships and National events. The Licence is issued by the Technical Panel and may be restricted by discipline.

**Note 5 Timekeepers**

Will be required to pay for their Licence.

**Licence Fees:** All licences (exception Timekeepers licences) will be issued, free of charge, for a period of three years. A fee will be charged for attendance at all Seminars organised by the Road Race Drag and Sprint Committee or the relevant Panel.

**3.4 DRAG OFFICIALS WHO DO NOT REQUIRE A LICENCE**

Registration of the following officials and marshals will be renewed annually and they will receive an appropriate form of identification from the ACU.

	<b>See Note Below</b>	<b>Attendance at Seminar/ Training Session</b>
Incident Officer	1 and 4	May attend Clerk of the Course Seminar at ACU HQ for information purposes.
Secretary of the Meeting	2 and 4	Will receive Training at meetings and if required at Regional or ACU HQ Seminars.
Technical Official		Will receive training via the Chief Technical Officer at meetings. May attend Regional Training Seminars
Club Stewards	3	May attend Regional or ACU HQ Seminars for information purposes
Chief Marshal		May receive training at ACU HQ or Regional Training Days
Marshal		May receive training at Regional Training days and at days and at meetings via the Chief Marshal
Medical Officer		None required

**Note 1 Incident Officer**

Will collate all information and documentation, and prepare reports relating to serious accidents and

to all incidents involving Officials or Spectators.

A Deputy Clerk of the Course may undertake these duties. An Incident Officer may be nominated to attend a Clerk of the Course Seminar to assist with these duties.

**Note 2 Secretary of the Meeting**

Will be responsible for all administration connected with the organisation of a meeting.

**Note 3 Club Stewards**

Will together with the Chief Steward form the judicial authority over the running of the meeting.

**SECTION 4 BEHAVIOUR AT A MEETING**

**4.1 ANY INFRINGEMENT OF THESE RULES WILL BE PENALISED**

- 1 Riders who fall from their machine are not permitted to continue in the meeting until passed fit by the Medical Personnel and his machine re-inspected by technical control. In the event of a serious accident organisers may impound any machines, equipment or clothing of riders involved in the accident.
- 2 Riders must not ride or push their motorcycles in the opposite direction of the circuit, unless doing so under the direction of an Official.
- 3 The carrying of on board cameras is only permitted with the prior approval, in writing of the Clerk of the Course. The installation of the camera must be approved by the Chief Technical Officer.
- 4 Stopping on the track during a run is forbidden except for machine failure.
- 5 The spinning of rear wheels (burn-outs) is strictly forbidden on the track, with the exception of the Start Area. Breach of this rule will result in a penalty of disqualification.
- 6 All competitors finishing an event must submit the machine for final examination if required. The organisers may retain that machine for a reasonable period to allow for that examination.
- 7 Any competitor who in any ACU or MCRCB Permitted Event participates on a machine for which he is not eligible through age or licence restrictions will be penalised by a fine of £500.00 and a suspension for one year from the date of the hearing.

**SECTION 5 SAFETY**

**5.1 MEDICAL SERVICES MINIMUM REQUIREMENTS FOR DRAG MEETING**

	PERSONNEL			VEHICLES		
	Doctors MO	Paramedic(s) PM	First Aid personnel	Ambulance(s)	Fast Intervention Vehicle	Special Notes
Drag Race	1 MO or 1 Paramedic		2	1		

The following applies to all events run under this code.

- 1 **Medical Officer (MO) – Doctor** A medical practitioner (doctor) fully registered with the General Medical Council (GMC), and holding appropriate personal medical malpractice insurance cover (excludes NHS Crown Indemnity).
- 2 **Paramedic (PM)** A State Registered Paramedic with the HPC (Health Professions Council). Paramedics must have appropriate personal medical malpractice insurance cover.
- 3 **Ambulance** A vehicle registered as an ambulance with the DVLA (Driver and Vehicle Licencing Agency) or similar government licencing authority and complying with FIM minimum equipment regulations for a type C vehicle; that is:  
 Medical: A stretcher (preferably standardised), oxygen supply, apparatus to immobilise limbs and vertebral column. First aid medicaments and materials.  
 Technical: Radio communication. Visible and audible signals

Staffing: An ambulance must be staffed by two First Aid Personnel (who can be the two minimum First Aid Personnel).

An ambulance may act as a Medical Centre BUT if so it must be a vehicle in addition to the minimum ambulance requirement.

- 4 **First Aid Personnel** A person holding a current certificate of First Aid competency. (Where an event open to the public event organisers should ensure that all First Aid personnel are insured against malpractice for the event concerned).

### Special Notes

The minimum medical requirements specific for this discipline also apply to associated Test Days.

- 5 **Medical Examination** At any time during a meeting the Clerk of the Course may require a competitor to undergo a medical examination to determine his fitness to ride. The decision of the medical officer is final without right of appeal.

## 5.2 TRACK SAFETY PRECAUTIONS

- 1 The safety precautions of circuits will be as laid down for each permanent course licence or temporary course certificate following an inspection of the course.
- 2 It should be generally realised that the organisers of speed events have a legal responsibility to the general public and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public.
- 3 Whilst organising clubs are insured under the Promoters Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with the National Sporting Code and any additional requirements as may be specified by the Permanent Course Licence or Temporary Course Certificate.  
Clubs failing to do so stand in grave danger of any claims being repudiated to the club by the insurers under the terms of the policy covering legal liability.
- 4 The safety precautions to be adopted are provided with the Permanent Course Licence or Temporary Course Certificate for the particular course but the following general requirements must be observed.
- 5 The attention of organisers is drawn to the provision of the NSC which stipulates that no alteration of the requirements contained in the Permanent Course Licence or Temporary Course Certificate shall be made without the prior approval, in writing, of the ACU.
- 6 It is recognised that circumstances may arise in which it is necessary to make certain alterations to the course on the day of the meeting but any such alterations must be approved by the Stewards of the Meeting and details given in their report to the authority granting the permit.

## 5.3 FIRE EXTINGUISHERS

Each working vehicle in the Paddock must have a 2 Kg (minimum) dry powder fire extinguisher available for immediate use. This extinguisher must show the date of the last annual inspection. Non-compliance with this regulation will incur a penalty imposed by the Clerk of the Course.

## 5.4 FIRE EXTINGUISHERS AT CIRCUITS

At all race and speed events, there must be a valid certificate, issued annually immediately prior to the start of each season's racing by the manufacturer or his agent, to the effect that all fire extinguishers are in effective working order. This certificate must be available for inspection by the Stewards.

All fire posts must be clearly marked. In addition to the fire equipment at each post there must be:

- 1 Fire extinguishers in the paddock and assembly area.
- 2 At least two fire extinguishers in the Technical Control Area.
- 3 Fire extinguishers in every medical room/centre.

## 5.5 WARNING AND PROHIBITION SIGNS AT CIRCUITS

For full details regarding Warning Notices and Prohibition Notices please refer to the Safety Precautions section of this Handbook.

### 1 WARNING NOTICES

The following requirements regarding the display of Warning notices are applicable to all Road Racing events.

- 1 WARNING NOTICE (A) (29 x 20 inches.) Warning notices as detailed below must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock. These notices must be prominently displayed where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit.  
Where it is not possible to define the limits of the site and to control admission of the public (e.g. War Department and heath land) warning notices must be profusely displayed around the course and also in the car parks.
- 2 WARNING NOTICE (B) (20 x 15 inches.) Those parts of the course to which the public may be admitted and where it is neither practical nor necessary to erect a barrier, e.g. those parts of the course which are straight and are only used by the public to reach other parts of the course, may be indicated by the erection of the special type of Warning Notice (B). These notices should be displayed at least 30ft. from the course. It is recommended that the limit of these areas should also be defined by a boundary tape.

### 2 PROHIBITION NOTICES

The following requirements regarding the display of Prohibition notices are applicable to all Road Racing events.

PROHIBITED AREA NOTICE (C) (29 x 20 inches.) Areas where the public are not permitted must be clearly defined by the display of an adequate number of "Prohibited Area" notices (B). Notices should be displayed within the prohibited area, facing the public.

## 5.6 DECLARATION – ADMISSION TICKETS, ARMBANDS AND PASSES

Subject to the provision of the Sunday Observance Act 1780, no person may be allowed to any part of the circuit without a suitable pass or ticket. All tickets and passes must bear the following wording shown below in full and if the wording appears on the reverse side then the words "For Conditions of Admission See Over" must be clearly printed on the face thereof. Where a ticket is cancelled by being torn in half, the full wording and, where applicable, the "For conditions of admission see over" must appear on each half. Where a charge is made for admission into special or "reserved" enclosures a ticket bearing the approved declaration must be issued in exchange for payment to enter these enclosures.

### Declaration.

WARNING. MOTOR SPORT CAN BE DANGEROUS. Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only. THEY ARE CONCERNED WITH YOUR SAFETY. All vehicle passes must bear the same wording and comply with the above requirements.

## 5.7 DECLARATION ON THE OFFICIAL PROGRAMME

The declaration as outlined above should be printed in full on the outside front cover of all Official Programmes. Where this is not possible it must be printed in full in the programme and the words "For conditions of admission see inside" printed on the outside cover.

**5.8 SIGNING ON**

All riders, passengers, officials and assistants, press and team crew must sign a declaration on the relevant signing on form (available from the ACU).

- 1 Age Limits for Officials  
All event Executive and Administrative Officials shall be 18 years of age or over.
- 2 Age Limits for Marshals
  1. All Assistant Officials whose function is to be carried out at the immediate track-side must be at least 16 years of age.
  2. All Assistant Officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing-on signature must be countersigned by the person responsible for the official at the event.
  3. When using the services of officials under 18 years of age for any duties at any event special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

**SECTION 6 GENERAL SPECIFICATIONS OF MOTORCYCLES**

Motorcycles must comply with these general conditions unless they are amended in the specific class conditions.

**6.1 BRAKES**

- 1 All machines must be equipped with at least one efficient brake per wheel, operating independently, and acting directly on the wheel.
- 2 Hydraulic brakes may be fitted to any wheel, provided that the cylinders and lines are adequately protected from accidental damage. The hydraulic fluid reservoir must be mounted in such a position as to allow easy inspection of the fluid level.
- 3 All disc brakes must be of the double calliper pattern, e.g. having brake pads on each side of the disc. Must be able to operate from normal riding position i.e. both hands on handlebars and feet on footrests.
- 4 Any class of machine capable of 175 mph and above must be fitted with dual front discs of minimum 230mm diameter, or single disc of minimum 295mm diameter.

**6.2 TYRES**

- 1 The minimum cross section of tyre allowed for any class is 50mm.
- 2 Dust caps must be fitted to all tyre valves.
- 3 For street tyre classes readily available street tyres only, 1mm minimum tread depth, slicks, hand cut slicks, and tyres marked "Not for Highway Use" not allowed.
- 4 Any tyre which, in the opinion of the Technical Official, bears any signs of having sidewall markings or lettering tampered with will be grounds for immediate disqualification of the rider from the event.

**6.3 APPEARANCE**

All machines must be of presentable appearance at all times. Entries may be refused where appearance is not considered to be up to the general standards of competition.

**6.4 CAPACITY RESTRICTIONS**

Where the individual class regulations allow, superchargers and turbochargers are allowed up to 2000cc, normally aspirated engines are allowed up to 3300cc.

**6.5 DRAIN PLUGS**

All drain plugs securing any liquid must be so fitted as to prevent any leakage, and positively locked against loosening, with wire (Streetbike Classes exempt).

## 6.6 FUEL LINES

Must be securely fitted at all joints and a quick action fuel tap must be within easy reach of the rider. Where nitromethane fuel is used in any percentage, a lanyard is mandatory to operate a spring loaded fuel shut off valve and must be situated on the entry side of the barrel valve, with means to completely cut off the fuel supply by handlebar control.

## 6.7 FUEL TANKS

All fuel tanks must be securely fitted to the machine and incorporate securely fitting filler caps. Tanks must be robustly constructed.

## 6.8 FUEL PUMPS

Any make of fuel pump may be fitted. If electrically operated, the pump must be connected to the ignition switch so that they are switched off with the ignition.

## 6.9 FUELS

For petrol-burning classes, the dielectric constant as per DC meter may be no greater than 4, and Propylene Oxide is prohibited. Octane boosters are permitted. For non petrol-burning classes, hydrazine and propylene oxide are not permitted, otherwise there is no limitation to the types of fuel permitted. Competitors should check the class regulations for any specific restrictions.

## 6.10 NITROUS OXIDE INJECTION SYSTEMS

- 1 Only gas storage cylinder certified for use at the working pressure of the system may be used (this also applies to any machine with a pressurised gas fuel system).
- 2 All receiving cylinders should have rupture discs or safety valve to prevent over pressurisation.
- 3 The bottle to solenoid supply pipe should be of a high quality braided steel hose attached to the frame at regular intervals.
- 4 For any machine running Nitrous Oxide, the system must remain inoperable until the throttle is fully open.
- 5 Any other switches must be wired through the throttle switch. The engine must be able to be cranked over without the ignition system operable to enable purging of any gas from the combustion chambers.
- 6 A separately operated ignition arming switch must be fitted.

## 6.11 OVERFLOWS

All breathers must terminate in a catch can/tank of 550ml minimum capacity or vent into the exhaust/induction system (street tyred classes exempt). Cans should be of a two chamber design or with intake isolated from outlet to ensure oil cannot exit directly from the inlet.

## 6.12 HANDLEBARS AND CONTROL LEVERS

- 1 Any type or make of handlebar may be fitted at the owner's discretion.
- 2 It is compulsory to fit lock stops to ensure a minimum clearance of 25mm between the handlebars and any other part of the machine, to prevent trapping of the rider's hands.
- 3 The minimum angle of rotation either side of centre line or mid point is 20 degrees.
- 4 Handlebar grips, if fitted, must be securely attached.
- 5 All control levers (clutch, brake etc.) must be in principle 'ball ended', diameter of ball end to be 12.5mm minimum. The ball end may be flattened to a minimum thickness of 12.5mm, but all edges must be rounded. Ball ends must be permanently fixed and form an integral part of the lever.

## 6.13 THROTTLE

- 1 All motorcycles must have the throttle controlled by a hand operated twistgrip, incorporating a

positive acting spring attached directly to the carburettor throttle arm.

- 2 The throttle must close automatically upon releasing the twistgrip.
- 3 For any motorcycle running nitromethane fuel, it is mandatory to have a positive return cable as well as a return spring, i.e. a push-pull twistgrip.
- 4 Any machine running Nitrous Oxide, the system must remain inoperable until the throttle is fully open.
- 5 Any other switches must be wired through the throttle switch.
- 6 For nitro fuelled bikes with slider clutches a throttle locking device that will positively lock the butterfly to barrel valve linkage is mandatory.
  1. It is recommended that this device is located at the butterfly end of the linkage, however a drilled throttle twist grip with locking pin is acceptable.
  2. This device is to be operated when the machine is being pushed back with the engine running.
  3. The locking device must be suitably flagged to clearly indicate when it is in use.

#### 6.14 STREAMLINING

- 1 There must be clearance of at least 20mm between the streamlining and the extremities of the handlebars or steering device, including any attachment thereto, whatever the position of the handlebars.
- 2 It must not be possible for the front wheel to make contact with the streamlining whatever the position of the handlebars.
- 3 The streamlining must be constructed of metal or other suitable material, and fitted to allow complete liberty of movement of the rider, both when riding and when getting on and off the machine, without the streamlining or any part of it having to be displaced.
- 4 The screen, if fitted, must be constructed of a shatterproof material.

#### 6.15 ENGINE

Car engines prohibited. Aftermarket cases must have same number of cylinder studs as OEM motorcycle manufacture and located within 2mm of stock position, twin or v8 engines excepted.

#### 6.16 ENGINE RESTRAINTS

V-Twin motors running injected nitromethane must utilise cylinder head restraint or a ballistic type explosion blanket.

#### 6.17 IGNITION

- 1 Any type or make of ignition system may be fitted.
- 2 A positive acting cut out switch must be fitted, and attached to the top fork yoke or handlebars. Ignition KILL buttons are not acceptable.
- 3 For 8.50, 9.30, 9.50, 9.90, Super Street, Pro Stock, Competition Bike, Funny Bike, and Top Fuel (where applicable), all machines must have a positive KILL switch attached to the rider by lanyard which also disarms any nitrous oxide systems.
- 4 A lanyard assembly must be of sufficient strength for purpose. Any lanyard assembly that, in the opinion of the technical team, is not fit for purpose is grounds for disqualification.

#### 6.18 COMPUTERS

Can be used for information gathering only. Throttle operation, shifting, clutch activation, control of fuel injection metering etc., are to be solely under the control of the rider or preset prior to any run.

#### 6.19 GEAR SHIFT SYSTEMS

- 1 Where individual class rules allow, timed gear shift allowed as long as present prior to run. Automatic gear shifting prohibited unless OEM of engine used. RPM gear shifting strictly prohibited.



- 2 Where the gear shift is air and/or electrically assisted, all wiring and switches for this system must be separate from the main wiring harness, and must be readily identifiable, traceable and accessible for inspection by the Technical Official.
  - 3 Except where clearly part of an ignition kill device, any part of the wiring in the gear shift system which, in the opinion of the Technical Officer, passes through, or is connected to a closed control box or unit of any type, will be grounds for disqualification.
  - 4 Speed sensing is only permitted from the driven wheel
  - 5 Suspension travel and ride height sensing is not permitted
- See also NSC Appendix D paragraph 2 (Any form of traction control is not permitted)

## 6.20 FOOTRESTS

Unless original equipment is used the footrests should be of minimum 19mm diameter and 75mm long and ball ended.

## 6.21 BATTERIES

May be located at the owner's discretion, providing that the mounting is of sound construction.

## 6.22 NUMBERS

Competitors should display their class and vehicle numbers to the rear and each side of the motorcycle, in numbers and letters at least 75mm high.

## 6.23 PRIMARY TRANSMISSION

- 1 If the clutch and/or primary transmission is exposed it must be fitted with a guard as a safety measure to protect the rider even as a result of breakage.
- 2 The guard must be conceived in such a manner as to minimise the risk of a rider coming into accidental contact with these transmission parts and designed to protect the rider from injury.
- 3 Outboard mounted clutches must have a cover of at least 3mm aluminium or 1 mm steel.
- 4 Any suitable make or type of drive chain/belt may be installed.

## 6.24 GROUND CLEARANCE

Where no particular class rules apply. Immediately after a run machines must have a minimum ground clearance of 50mm with the rider sitting on the machine in the normal riding position with their feet off the ground. Failure to comply will result in disqualification of the run.

## 6.25 DRIVE CHAINS AND GUARDS

Any suitable make or type of chain may be used, but must be adequately guarded. Stock chain guards, or guards manufactured from 3mm Dural (or equivalent strength alternative) must be fitted to prevent the chain contacting the rider as a result of breakage.

# SECTION 7 PROTECTIVE CLOTHING

## 7.1 PROTECTIVE CLOTHING

- 1 Bulky hard objects such as tools etc. are NOT to be carried in pockets or on the person.
- 2 During practice and racing, riders and passengers must wear the following clothing and footwear:
- 3 Competitors must wear a complete leather suit of at least 1.2mm in thickness (on all parts of the suit), two piece suits that zip together at the waist are acceptable. Each part of the zip should be securely attached to the jacket or the trousers respectively and the suit must zip together over at least 75% of the waist band.
- 4 Non-leather material may be used if it meets with the requirements laid down by ACU Road Racing Standing Regulations.

- 5 Competitors footwear must be of leather (i.e. outer hide) or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection i.e. no exposed areas.
- 6 Competitors must wear leather (or an approved substitute material) protective gloves.

**7.2 BODY JEWELLERY**

It is recommended that any body piercing studs, ring etc. are removed.

**7.3 HELMETS**

Helmets bearing the current ACU gold stamp and in sound condition and properly fitted must be worn by all riders and passengers while practicing and racing. Overseas riders may use helmets as approved by their own FMN.

**7.4 IDENTIFICATION DISCS**

While practising and racing, riders and passengers are required to wear an identification disc around the neck, attached by a material approved by the technical officer. Thin chains should be avoided. The disc must be permanently marked with the wearer's full name and date of birth.

Identification discs shall be of a durable material, circular in shape, between 20mm and 25mm in diameter and having edges with no sharp or ragged projections.

**SECTION 8 9.50 BIKE**

**A petrol-burning street tyred class with a 9.50 index.**

**8.1 CLUTCH**

Any type, make or pattern of clutch permitted. All clutches must be fully enclosed.

**8.2 ENGINE**

Any type or combination of engine acceptable.

**8.3 EXHAUST**

Any type of road going system allowed. Baffle may be removed. No flexible pipe allowed.

**8.4 FRAME**

Any generally available road going frame allowed.

**8.5 GEARBOX**

OEM only.

**8.6 LIGHTS AND MIRRORS**

- 1 Must be fitted and work, and comply with the Road Traffic Act. All lenses must be taped over.
- 2 Mirrors should be removed or taped over.

**8.7 MUDGUARDS**

Must be fitted and comply with the Road Traffic Act.

**8.8 SEATS**

Any type allowed, must be securely fitted to machine.

**8.9 STANDS**

Must be wired up or removed.

**8.10 TYRES**

See General Technical Regulations.

**8.11 WHEELS**

Any type and size allowed, as long as they comply with the Road Traffic Act.

**8.12 WHEELIE BARS**

Not allowed.

**8.13 SUSPENSION**

Any type allowed, but if fitted must be operational. Rear struts allowed.

**SECTION 9 SUPER STREET BIKE**

**A petrol-burning street tyred class.**

**9.1 CARBURETTOR**

Any type of carburettor or fuel injection may be used.

**9.2 CLUTCH**

Any type, make or pattern of clutch assembly may be installed. All clutches must be fully enclosed.

**9.3 ENGINE**

May be of any type with any modifications. Only one engine allowed.

**9.4 EXHAUST**

Any type of exhaust allowed. No flexible pipe is allowed. Open exhaust permitted.

**9.5 FRAME**

Steering head geometry, trail and wheelbase may be altered to improve the stability of the machine, provided that all modifications are undertaken to a safe and professional standard. Maximum wheelbase permitted is 1730mm, measured with the rear wheel in the most extended position allowed by the swinging arm.

**9.6 GEARBOX**

Any make or type may be fitted.

**9.7 LIGHTS AND MIRRORS**

- 1 Lights need not be operational, but must be of stock appearance, lenses must be taped over.
- 2 Mirrors should be removed or taped over.

**9.8 MUDGUARDS**

Must be fitted to comply with the Road Traffic Act.

**9.9 SEAT**

Any type allowed, must be securely fitted to machine. Any padding used must be securely attached to the seat.

**9.10 STANDS**

Must be wired up or removed.

**9.11 SUPERCHARGERS AND TURBOCHARGERS**

Allowed.

**9.12 NITROUS OXIDE INJECTION**

Allowed.

**9.13 SUSPENSION**

Any type allowed, but if fitted must be operational. Rear struts allowed.

**9.14 TYRES**

See General Technical Regulations

**9.15 WHEELS**

Any type or size permitted, as long as they comply with the Road Traffic Act. It is highly recommended that rear rim width should not exceed tyre width.

**9.16 WHEELIE BARS**

Not permitted.

**SECTION 10 8.50 BIKE**

**A class for machines complying with the general and safety regulations.**

Standing Regulations as per Competition Bike.

**SECTION 11 PRO STOCK BIKE (PS)**

**A petrol-burning class**

**11.1 DEFINITION**

This class will be for stock appearance (factory produced motorcycle available to the general public, modified for drag racing) gasoline burning motorcycles.

**11.2 FRAMES**

- 1 Aftermarket frames permitted.
- 2 Steering head geometry, trail and wheel base may be changed if done in a safe and professional manner.
- 3 Steering head angle may not be less than stock rake or more than 40 degrees maximum rake.
- 4 Maximum wheel base is 1780mm, measured from the most extendable point on the swing arm.

**11.3 FRONT SUSPENSION**

Minimum usable travel: 10mm, inner tube diameter minimum 34mm. Replacement front ends are allowed. Steering damper mandatory and may not act as a fork stop.

**11.4 BRAKES**

Hydraulic type, minimum front: dual, 200mm diameter x 5mm width; single 250mm diameter x 4.5mm width. Rear minimum 200mm diameter x 4.5mm width with dual front discs, or minimum 250mm x 4.5mm width with single front discs. Fork brace mandatory for machines fitted with single front disc.

**11.5 CONTROLS**

- 1 All handlebar controls must remain in the stock location. Replacement bars are permitted. Welded aluminium handlebars are prohibited. Welded steel or chrome-moly extensions are allowed, but cannot extend more than 100mm from stock location. Minimum handlebar width 560mm.

- 2 Brake pedals and foot pegs may be rear set, but must be at least 380mm in front of the rear axle.
- 3 Throttle and clutch levers must be manually operated by the rider. Electronic, pneumatic, hydraulic or other devices may in no way affect the operation of the throttle or clutch.

### 11.6 BODY

- 1 Must have originally been produced with a 750cc or larger engine. All main body parts must have stock appearance and shape, and cannot be mixed between models.
- 2 Replacement parts permitted, but must retain the shape of the stock parts they replaced.
- 3 Lower portion of fairing may be modified for exhaust pipe clearance or removed completely.
- 4 Windscreen may be trimmed.
- 5 Must have simulated headlight and tail light of same configuration and design from specific body used, holes for air passage and aerodynamic devices prohibited unless originally incorporated into same OEM of that year.

### 11.7 SEATS

Custom seats with a step to prevent the rider from sliding backwards permitted. Seat, tail section and rear fender may be incorporated in one unit. Minimum seat height 500mm from lowest point of seat to ground.

### 11.8 WHEELS

Replacement wheels are permitted.

Front: 16" minimum, 19" maximum, or as stock.

Rear: 15" minimum.

### 11.9 TYRES

Front tyre minimum width 2.75". Maximum rear tyre (rubber on ground) 10".

### 11.10 WHEELIEBAR

Maximum length of 3300mm from centre of front axle to centre of wheeliebar axle, measured in a straight line from axle to axle. Wheels must be nonmetallic.

### 11.11 ENGINE

- 1 Engine manufacturer will determine make of bike.
- 2 Must be of a type specifically designed and manufactured for a production motorcycle.
- 3 External modifications to engine cases are not allowed except for repair purposes.
- 4 Twin cylinder engines must be of pushrod type and of V configuration, with a maximum capacity of 160 C.I. (1737CC) up to 45 degree angle, and 200 C.I. (3278CC) between 45 and 60 degree. Aftermarket cases, EFI and side by side rod configuration permitted on V twin configuration.

### 11.12 CYLINDER HEAD

Cylinder head casting must be manufactured by the same manufacturer as the main engine cases. FIM Technical Steward accepted aftermarket cylinder heads permitted.

### 11.13 FUEL INJECTION

Is permitted. Any type or size of fuel injection and throttle bodies allowed, but must be of the open loop type i.e. fuel metering must not be controlled by computer data gathering during the run.

### 11.14 IGNITION

Any ignition is allowed.

**11.15 FUEL**

Pump or racing gasoline generally available allowed.

**11.16 WEIGHT BREAKS**

Minimum weights of bike and rider at conclusion of run:

3 or 4 Cylinder	Maximum 1510cc	265 Kg (583lbs)
3 or 4 Cylinder	Maximum 1600cc	275 Kg (605lbs)
3 or 4 Cylinder	Maximum 1655cc	280Kg (616lbs)
3 or 4 Cylinder	Maximum 1800cc	285 Kg (627lbs)*
2 Cylinder	Maximum 2000cc	220 Kg (484lbs)
2 Cylinder OHC or DOHC	Maximum 2700cc	285 Kg (627lbs)
2 Cylinder Pushrod > 45 degree	Maximum 2700cc	290 Kg (638lbs)
2 Cylinder Pushrod 45 degree	Maximum 3200cc	265 Kg (583lbs)

\* Plain Bearing Crank only

The ACU Drag Racing sub committee reserve the right to make changes to weight breaks or combinations during the season. If this circumstance should arise then the changes will be published on the ACU website.

**11.17 TRANSMISSION**

- 1 Any transmission with a maximum of six forward gears, minimum three forward gears, may be used.
- 2 Transmission must be shifted from gear to gear manually or by air shifter.
- 3 RPM, computer controlled or timed shifts prohibited.
- 4 Transmission must be contained within the stock case, except two cylinder or two stroke engines.

**11.18 ENGINE/WEIGHT CONTROL**

- 1 In order to check the capacity of the machines of Pro-Stock Bike Finalists, both must remove the cylinder heads in the presence of the technical inspector.
- 2 In order to make sealing of Pro-Stock bikes possible, a 1mm hole must be made in the cylinder head and cylinder casting.
- 3 Riders must present themselves and their machine immediately before or after each run in both qualifying and racing, at the location specified by the organisers.
- 4 Failure to comply with any control procedure will render a run null and void, and could result in elimination from the competition.

**SECTION 12 COMPETITION BIKE (CB)****12.1 CLUTCH AND PRIMARY TRANSMISSION**

Any type, make or pattern of clutch assembly and/or drive chain/ belt may be installed.

**12.2 ENGINE**

Aftermarket cases must have the same number of cylinder studs as OEM motorcycle manufacture and located within 2mm of stock position, twin or v8 engines excepted.

**12.3 EXHAUST**

Any make or type of exhaust system allowed. No flexible pipe allowed.

**12.4 FRAME**

- 1 Frame may be original factory equipment, altered or modified at the owner's discretion, or of tubular type frame construction. All butt welds must have visible reinforcement, and no grinding or filling of welds is permitted.

- 2 It is not permitted to use the engine as a stressed member of the frame.

### 12.5 MUDGUARDS

- 1 Are not compulsory, but if fitted must be constructed of material with no sharp edges, and must be securely fitted to the machine.
- 2 If a stock front mudguard is removed, and an aftermarket item used, a fork brace of adequate dimensions must be fitted on machines weighing 205kg and over.

### 12.6 SEAT

Must be securely attached to frame, and be so constructed as to prevent slipping backwards from the proper seating position. Any padding used must be securely attached.

### 12.7 SUPERCHARGERS

- 1 May be fitted at the owner's discretion.
- 2 It is recommended that a guard be fitted over the belt drive on superchargers mounted in front of the engine.
- 3 Where a supercharger is mounted behind the engine, such a guard is mandatory.
- 4 Where a supercharger is chain driven, guards of 3mm thick dural or equivalent strength, are the minimum requirement, irrespective of the position of the unit.
- 5 Explosion proof blankets fully surrounding the supercharger are highly recommended.

### 12.8 FRONT TYRE

Front tyres to be of road type, minimum specification 'V' rated or racing tyre specification.

### 12.9 WHEELS

- 1 All wire spoked wheels must utilise steel spokes of adequate strength and properly laced.
- 2 Wheels manufactured for cars may be used providing the fitting to the machine is of sound engineering.
- 3 All wheels must run true and all bearings must be in good condition.
- 4 Balance weights must be securely attached.

### 12.10 WHEELBASE

At the owner's discretion.

## SECTION 13 TOP FUEL (TF)

### 13.1 DESIGNATION

- 1 TF followed by rider number. Reserved for motorcycles running a minimum of 50% Nitromethane fuel.
- 2 A maximum of two engines allowed with unlimited modifications.
- 3 No appearance restrictions.
- 4 Turbo chargers and super chargers considered the same.

### 13.2 ENGINE

- 1 Displacement limited to 1700cc for supercharged 4 cylinder engines, and 2000cc for Twin cylinder supercharged engines.
- 2 For V8 configurations, 1350cc on each bank with a maximum of 2700cc.
- 3 Twin cylinder engines limited to maximum 3300cc
- 4 Lower engine ballistic/restraint device recommended.
- 5 Aftermarket cases must have same number of cylinder studs as OEM motorcycle manufacture and located within 2mm of stock position, twin or v8 engines excepted.

**13.3 ENGINE/WEIGHT CONTROL**

Super charged 4 cylinder engines: 9lbs/inch<sup>3</sup> (0.25kg/cc). V8 engines: no weight restriction.

- 1 In order to check the capacity of the machines of Finalists, both must be prepared to remove the cylinder heads in the presence of the technical inspector if required.
- 2 Riders must present themselves and their machine immediately before or after each run in both qualifying and racing, at the location specified by the organisers.
- 3 Failure to comply with any control procedure will render a run null and void, and could result in elimination from the competition.

**13.4 BODY**

All rear fenders must extend past the rear axle.

**13.5 FRAME**

Minimum wheel base 84 inches (2134mm).

**13.6 FRONT SUSPENSION**

- 1 Hydraulic tube type only. Minimum tube diameter 34mm, minimum travel 10mm.
- 2 Positive steering stops for both directions of travel mandatory.
- 3 Two steering dampers recommended but may not be used as steering stops.

**13.7 EXHAUST**

Any make or type allowed.

**13.8 SUPERCHARGERS**

- 1 Belt drive guards highly recommended for front mounts, mandatory when rear mounted.
- 2 If chain driven 3mm thick dural or equivalent strength mandatory irrespective of mounting position.
- 3 Explosion proof ballistic or restraint device highly recommended.

**13.9 FUEL SHUT OFF**

- 1 Pre-loaded fuel shut offs mandatory.
- 2 A lanyard must be connected between the rider and the shut off valve situated on the entry side of the barrel valve.
- 3 A separate device to completely cut off fuel supply by handlebar control is mandatory.

**13.10 THROTTLE LINKAGE**

- 1 For nitro fuelled bikes with slider clutches a throttle locking device that will positively lock the butterfly to the barrel valve linkage is mandatory.
- 2 It is recommended that this device is located at the butterfly end of the linkage, however, a drilled throttle twist grip with locking pin is acceptable.

**13.11 BRAKES****Minimums:**

Front	Dual discs	230mm diameter, 3.2mm thickness
	Single discs	295mm diameter, 4.5mm thickness
Rear	Single discs	255mm diameter, 4.5mm thickness

All brake lines must be steel braided type.

**13.12 WHEELS AND TYRES**

- 1 Front Tyre must be a minimum V rating road tyre or Race Tyre Specification.
- 2 Rear tyre width must not exceed rim width by 2 inches. Rear wheel bead locks highly recommended.



## SECTION 14 FUNNY BIKE (FB)

### 14.1 DESIGNATION

- 1 FB followed by rider number.
- 2 Reserved for single engine alcohol and petrol burning motorcycles in addition to single or double engine nitromethane burning Twins.
- 3 All machines except Nitro burning Twins must run a fuel tank, either real or dummy, in stock location, with the engine manufacturers name clearly visible on both sides of the tank.
- 4 All bikes must have front and rear mudguards. All machines except nitromethane burning Twins must have head light or nose piece.
- 5 Aftermarket cases must have same number of cylinder studs as OEM motorcycle manufacture and located within 2mm of stock position, twin or v8 engines excepted.

### 14.2 CLASS REQUIREMENTS

Superchargers and turbo chargers will be considered the same.

- 1 Petrol or Alcohol fuel injected or carburetted supercharged or turbocharged.
- 2 Single or double alcohol or nitromethane fuelled twin cylinder engines, no gearbox.
- 3 Nitro injected, no supercharging or nitrous allowed 2500cc maximum displacement.
- 4 Other construction rules as per Competition Bike.

### 14.3 FUEL SHUT OFF

All nitromethane fuelled bikes must have a pre-loaded fuel shut off. A lanyard must be connected between the rider and the fuel shut off valve. All these machines must have a handlebar operated fuel shut off.

## SECTION 15 JUNIOR DRAG BIKE (JRB)

**Reserved for non-street legal single or twin cylinder four stroke motorcycles built to give the appearance of a top fuel of funny bike.**

Requirement and Specifications:

### 15.1 ENGINE

Engine: Any make or model. Any configuration or engine is permitted. Small engine modifications are permitted such as: exhaust, air filter, and carburettor. Air Shifters: are permitted.

### 15.2 SUSPENSION AND BRAKES

- 1 Brakes: Front and rear mandatory (disc or drum).
- 2 Suspension: Front suspension minimum size 27mm and minimum travel of 2 inches. Rear suspension not permitted.

### 15.3 FRAME

- 1 Must be purpose built and of tubular construction utilizing a rigid rear end.
- 2 Rider must be able to reach all controls safely and able to place both feet flat on the ground.
- 3 Wheelie Bars: Mandatory.

### 15.4 WHEELS AND TYRES

Tyres: Slicks are permitted, any make or size.

Wheels: Any make or size permitted.

### 15.5 BODY

- 1 Must have rear mudguard or body work extending past the rear axle.
- 2 The Seat must be securely attached so as to prevent the rider from sliding backwards.

**15.6 STARTING**

Electric, kick or off-board starters permitted. No push or roller starts.

**For any other construction rules refer to the general rules.**

**SECTION 16 SUPER TWINS****16.1 CATEGORIES**

SUPER TWINS – A category for motorcycles with one twin cylinder engine. For unlimited capacity street-legal motorcycles complying with the Road Traffic Act, with modifications outlined in the following regulations.

These Regulations are in addition to the Drag Regulations for General Specifications for Motorcycles.

Super Twin top Fuel STF

Super Twin ET Bike SET

Super Twin Top fuel STG

**16.2 SUPER TWIN TOP FUEL**

**Designation – STF** Preceded by bike number.

A class designed for motorcycles with unrestricted modifications running heads up from a pro start.

**1 Engine**

Engine may be of any internal combustion type, provided that the drive is transmitted through one road wheel. Engine may be mounted in any position and any modifications are permitted.

**2 Superchargers and Turbochargers**

May be fitted at the owners discretions.

**3 Exhaust**

Any make or type of exhaust system allowed. No flexible pipe allowed.

**4 Fuel Shut off**

For nitro fuelled bikes a pre-loaded fuel shut off is mandatory. A lanyard must be connected between the rider and the shut off valve situated on the entry side of the barrel valve. A device to completely cut off fuel supply by handlebar control is mandatory.

**6 Engine Restraints**

V-twin motors running injected nitro must utilise cylinder head restraint or a ballistic type explosion blanket.

**7 Clutch and Primary Transmission**

Any type, make or pattern of clutch assembly and/or drive chain/belt may be install.

**8 Suspension**

The minimum front fork stanchion diameter is as follows:

<b>Bike weight</b>	<b>Diameter</b>
300lbs (136kg)	28mm
350lbs (158kg)	30mm
450lbs (204kg)	32mm
Over 450lbs (204kg)	34mm

**9 Frame**

Frame may be original factory equipment, altered or modified at the owners discretion, or of tubular type frame construction. All butt welds must have visible reinforcement, and no grinding or filling of welds is permitted. Positive steering stops for both directions of travel mandatory. Steering dampers may not be used as steering stops.

**10 Alignment**

Sufficient trail must be incorporated into the alignment to ensure proper handling, recommended 6 inches.

**11 Ground Clearance**

Minimum of 75mm is recommended.

- 12 **Wheelbase**  
At the owner's discretion.
- 13 **Tyres and Wheels**
1. Front tyre  
To be of racing type, or if of road type, minimum spec 'v' rated or racing type spec.
  2. Wheels  
All wire spoked wheels must utilise steel spokes of adequate strength and properly laced. Wheels manufactured for car may be used providing the fitting to the machine is of sound engineering. All wheels must run true and all bearings must be in good condition. Balanced weights must be securely attached.
- 14 **Seat**  
Must be securely attached to frame, and be so constructed as to prevent slipping backwards from the proper seating position. Any padding used must be securely attached.
- 15 **Mudguards**  
Are not compulsory, but if fitted must be constructed of material with no sharp edges and must be securely fitted to the machine. If a stock front mudguard is removed and an aftermarket item used, a fork brace of adequate dimensions must be fitted on machines weighing 450lbs (204kg) and over.

### 16.3 SUPER TWIN ET BIKE

**Designation – SET** Preceded by bike number

A class designed for petrol burning street tyred bikes running to a fixed index of their choice.

- 1 **Engine**  
May be of any type with any modifications.
- 2 **Carburettor**  
Any type of carburettor or fuel injection may be used.
- 3 **Superchargers and Turbochargers**  
May be fitted at the owners discretion.
- 4 **Nitrous Oxide Injection**  
Allowed.
- 5 **Exhaust**  
Any make or type of exhaust system allowed. No flexible pipe allowed.
- 6 **Clutch**  
Any type, make or pattern of clutch assembly may be installed. All clutches must be fully enclosed.
- 7 **Gearbox**  
Any make or type may be fitted.
- 8 **Suspension**  
Any type allowed, but if fitted must be operational. Rear struts allowed.
- 9 **Frame**  
Steering head geometry, trail and wheelbase may be altered to improve the stability of the machine, provided that all modifications are undertaken to a safe and professional standard. Positive steering stops for both directions of travel mandatory. Steering dampers may not be used as steering stops.
- 10 **Stands**  
Must be wired up or removed.
- 11 **Wheelie Bars**  
Not allowed
- 12 **Tyres and wheels**
  1. Tyres  
Readily available street tyres only.

2. **Wheels**

Any type and size allowed, as long as they comply with the road traffic act. It is highly recommended that rear rim width should not exceed tyre width. All wire spoked wheels must utilise steel spokes of adequate strength and properly laced.

13 **Seat**

Must be securely attached to frame, and be so constructed as to prevent slipping backwards from the proper seating position. Any padding used must be securely attached.

14 **Mudguards**

Must be fitted to comply with the Road Traffic Act.

15 **Mirrors**

Mirrors should be removed or taped over.

16 **Ignition Lanyard**

If the motorcycle has any aftermarket race accessory fitted, then it needs a ignition lanyard.

**16.4 SUPER TWIN TOP GAS**

**Designation – STG** Preceded by bike number

A class designed for motorcycles with unrestricted modifications running heads up from a pro start A petrol burning class.

1 **Engine**

Engine may be of any internal combustion type, provided that the drive is transmitted through one road wheel. Engine may be mounted in any position and any modifications are permitted.

2 **Superchargers and Turbochargers**

May be fitted at the owners discretion.

3 **Exhaust**

Any make or type of exhaust system allowed. No flexible pipe allowed.

4 **Clutch and Primary Transmission**

Any type, make or pattern of clutch assembly and/or drive chain/belt may be installed.

5 **Suspension**

The minimum front fork stanchion diameter is as follows:

<b>Bike weight</b>	<b>Diameter</b>
300lbs (136kg)	28mm
350lbs (158kg)	30mm
450lbs (204kg)	32mm
Over 450lbs (204kg)	34mm

6 **Frame**

Frame may be original factory equipment, altered or modified at the owners discretion, or of tubular type frame construction. All butt welds must have visible reinforcement, and no grinding or filling of welds is permitted.

7 **Alignment**

Sufficient trail must be incorporated into the alignment to ensure proper handling, recommended 6 inches.

8 **Ground Clearance**

Minimum of 75mm is recommended.

9 **Wheelbase**

At the owner's discretion.

10 **Tyres and wheels**1. **Front Tyre**

Front tyres to be of racing type, or if of road type, minimum spec 'v' rated or racing type spec.

2. **Wheels**

All wire spoked wheels must utilise steel spokes of adequate strength and properly laced.

Wheels manufactured for car may be used providing the fitting to the machine is of sound

engineering. All wheels must run true and all bearings must be in good condition. Balanced weights must be securely attached.

11 **Seat**

Must be securely attached to frame, and be so constructed as to prevent slipping backwards from the proper seating position. Any padding used must be securely attached.

12 **Mudguards**

Are not compulsory, but if fitted must be constructed of material with no sharp edges and must be securely fitted to the machine. If a stock front mudguard is removed and an aftermarket item used, a fork brace of adequate dimensions must be fitted on machines weighing 450lbs (204kg) and over.

## SECTION 17 ACU/UK DRAG BIKE CHAMPIONSHIP

### 17.1 CLASSES

Riders who wish to enter the championship should register with the championship co-ordinator. The classes will be as follows:

- 1 SUPER STREET Modified street motorcycles running heads up.
- 2 PRO STOCK Ultimate street appearing class.
- 3 COMPETITION BIKE Motorcycles designed to run on the quarter mile with unrestricted modifications.
- 4 FUNNY BIKE As per ACU Regulations.
- 5 TOP FUEL BIKE The ultimate Drag racing motorcycle, designed to run on the quarter mile with unrestricted modifications.

**Note:** A minimum of two events per class to comprise the Championship.

### 17.2 ELIGIBILITY

- 1 Open only to holders of current Drag Race Licences issued by:
  - a) The Auto Cycle Union. b) The Scottish Auto Cycle Union. c) EU Federations
- 2 For all ACU Championships an ACU decal, supplied by the ACU, will be displayed on the front number plate.
- 3 The decal to be supplied by the organiser. Any Competitor failing to display such a decal shall forfeit the right to any prize money or Championship points. This will be treated as a matter of fact.

### 17.3 SPECIFICATIONS

Motorcycles must comply with the Standing Regulations and the class structure as outlined in this book.

### 17.4 CLASSIFICATION

- 1 At the conclusion of the Series all points scored will be added together and the rider with the highest number of points will be declared the winner.
- 2 Where a class is run at more than five rounds additional rounds may be non-scoring. Number of scoring rounds to be announced prior to the start of the championship.

### 17.5 POINTS

Points at each round will be allocated as follows:

- 1 Attendance points: Each competitor who has signed on and whose machine has passed technical verification – 100 points.
- 2 Qualifying Points: 10 points will be allocated per qualifying position from last qualifier upwards, i.e. last qualifier 10 points, second from last 20 points and so on in increments of 10 points per position.  
Eliminations: 100 points for each winning run.

Bonus points:

Event Low ET 25 points    Championship Record ET 100 points

Event High TS 25 points    Championship Record TS 100 points

In the event of a rain off points are scored up to the last complete round of qualifying or elimination.

- 3 If the race distance is reduced after commencement of an event, due to adverse weather or track conditions, then bonus points will only be awarded to those riders establishing the low ET or high mph over the distance for which the last complete round of qualifying or eliminations has been contested.

### 17.6 TIES

In the event of a tie between riders for first place in a Championship after the conclusion of all rounds, the winner will be determined in the following manner:

- a) The rider who has won the most races during the Championship. If there is still a tie, then:
- b) The rider who qualified highest at the final round of the Championship.

### 17.7 AWARDS

The overall winner per class will receive an ACU trophy (1 year retention) to be presented at the annual presentation ceremony. There will be an end of season ACU prize fund.

### 17.8 PUBLICITY

Round Promoters and Organising Clubs must give maximum publicity to the Championship before and after each round. The current up-to-date positions of the Championship and current Championship records must be given in the programme at each round.

### 17.9 ABANDONMENT

In the event of a round being interrupted or abandoned by bad weather, the following conditions will apply:

- 1 Qualifying
 

If less than 75% of the total number of competitors entered in a class have made qualifying runs, the Emergency QT's (Emergency Qualifying Times) will be used.

  1. If more than 75% have made qualifying runs, then EQT's will only be used for the competitors who were unable to run. Everyone else will be paired by the QT's they were able to record.
  2. A record of championship EQT's will be maintained and will be the competitors quickest time from the past 2 championship meetings.
  3. In the case of one or more identical times arising in the same class, the next quickest time will be considered, with the lowest ET taking precedence in the pairing selection.
  4. When no previous ET has been recorded, competitors concerned will assume the lowest positions in their class if there are vacant spots.
  5. When qualifying positions are determined by EQT's their fields will be on an all run basis.
- 2 Racing
  1. In the event of racing being terminated, before conclusion, points will be awarded up to the last complete round of competition.
- 3 Subject to the prior written approval of the promoter the following shall apply
  1. In the event of the race being terminated before conclusion any class prize monies not awarded to riders at that point will be equally divided within the particular class to those riders still remaining in the competition.
  2. In the event of a race being terminated before eliminations have commenced then first round loser monies for a particular class will be awarded to each competitor in that class who has signed on and whose machine has passed technical verification.

**17.10 ESTABLISHING RECORDS**

- 1 For all records the following criteria must be satisfied:
  1. The vehicle must comply with all class regulations, Technical Crew decisions will be final.
  2. Records can only be set during qualifying or eliminations, practice run performances will not count.
  3. In order to ensure the validity of all new records, a back up performance of within 1% of the mark is required at the same event. In the event that two runs exceed the existing records but are not within 1% of each other, the quicker time or faster speed will be acceptable as the back up for the slower time, which will stand as the new record.
  4. Only the driver/rider holding the record at the conclusion of the event will be credited with the record. A driver/rider setting and then losing a record at the same event will not receive credit for establishing a record, or receive points for doing so.

**17.11 QUALIFYING**

The following minimum number of qualifying sessions will be held:

2 day qualifying – 4 sessions (2 per day) 1 day qualifying – 3 sessions Track conditions permitting. There will be compulsory alternate lane qualifying. For first qualifying run pairs should be run where possible, lane choice for first qualifier is at the discretion of the start crew and singles should be restricted to one only per session, track conditions permitting.

A valid qualifying run must be made under engine power and an E.T. and/or T.S. must be recorded. If the race distance is reduced before the conclusion of qualifying then the positions in the ladder will be established over the distance for the last complete round of qualifying.

**17.12 CHOICE OF LANE**

The rider with the quickest time from the preceding round will be allowed to inspect the start line, if required, immediately prior to the running of his/her class.

**17.13 ELIMINATION LADDER AND FIELD SIZES**

Professional ladders will be used. All classes will be operated on an all qualified basis up to a 8 bike maximum field. Above that number the fields will be set on the following basis:

9–12 Qualifiers	8 Bike field
13–24 Qualifiers	16 Bike field
24+ Qualifiers	32 Bike field

**17.14 ALTERNATES**

Once qualifying has concluded and a ladder has been established, pairings will not be changed. However, should a qualified bike and rider be unable to make the first round of eliminations (not reach the burnout water area) an alternative will be inserted in their place. The quickest non-qualifier will take the first available space, the second quickest non qualifier the next available space and so on.

**17.15 STAGING**

Both riders must be in pre-stage before either rider can stage. In any case riders must stage when instructed to do so by the Start line Marshal.

**17.16 FIRST OR WORST PROCEDURE**

If both riders commit a foul during a race the rider committing the worst foul would be disqualified. If both riders commit the same foul then the first rider to commit the foul is disqualified. The following is the list of fouls in descending order (i.e. 1 is the worst).

- 1 Contact with the guard rail barriers, or any other track fixture (i.e. Christmas tree, timing equipment, cones etc.) is grounds for disqualification.
- 2 Crossing any part of the track centreline.

- 3 Red light.
- 4 Crossing any part of the lane boundary lines.
- 5 Pushing the machine over the finish line.

NB. On a solo bye run a competitor is considered the winner once he stages his machine under power and the start sequence is initiated.

**17.17 MACHINE WEIGHING**

It is the responsibility of the Clerk of the Course to weigh machines before or after each qualifying or elimination run where weighted brakes are in force.

**17.18 SERIES CO-ORDINATOR**

The Series will be co-ordinated by:

Mr. I. King, 11 Cockhall Close, Litlington, Royston, Herts SG8 0RB.

Fax: 01763 852707

Mobile: 07785 341099

e-mail: [ian@kingracing.com](mailto:ian@kingracing.com)

**17.19 RACE RESULTS**

A list of ALL competitors who have signed-on, qualifying lists and elimination ladders, highlighting fastest time and highest speed for the class (including qualifying) must be submitted to the Road Race Department and the Series Co-ordinator within two days of the event, by fax, mail or email.



# Hillclimb

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The National Sporting Code of the ACU and the Standing Regulations together with the Supplementary Regulations and any Final Instructions shall apply to all Hillclimb Races held under an ACU Permit.

## SECTION 1 MEETINGS

### 1.1 CATEGORIES OF MEETINGS

- International Meetings
- European Open Meetings
- National Meetings
- Open Meetings
- Restricted Meetings

Permits for all Hillclimb competitions are issued by ACU Headquarters

### 1.2 INTERNATIONAL

- 1 The Permit shall be issued by the ACU Headquarters for a meeting inscribed on the International Calendar of the FIM and having an FIM International Meeting Number (IMN).
- 2 An International meeting is open to Entrants and Riders of more than one nation who must hold an International Licence or a National Licence issued by the ACU valid for the particular meeting concerned
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.3 EUROPEAN OPEN

- 1 The permit shall be issued by ACU Headquarters for a meeting inscribed on the Calendar of the Union of European Motorcycling (UEM) and having a European Meeting Number (EMN).
- 2 A European Open meeting is open to Entrants and Riders of more than one European nation who must hold the appropriate Competition Licence valid for the particular meeting concerned.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI

### 1.4 NATIONAL

- 1 The Permit shall be issued by the ACU Headquarters.
- 2 A National meeting is open to Entrants and Riders who are the holders of a National or International Licence valid for the particular meeting concerned issued by any Federation.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.5 OPEN

- 1 An Open permit is issued by ACU Headquarters.
- 2 An Open meeting is open to Entrants and Riders who hold a valid ACU or SACU Licence for the meeting concerned.

### 1.6 RESTRICTED

- 1 A Restricted Permit is issued by ACU Headquarters.
- 2 A Restricted meeting is open to Entrants and Riders who hold a current ACU Licence valid for the meeting concerned.

- 3 The Supplementary Regulations issued for the event must specify all restrictions and requirements of eligibility.

### 1.7 ELIGIBILITY OF FOREIGN RIDERS IN OPEN AND RESTRICTED MEETINGS

- 1 The Supplementary Regulations issued for the event must specify the licence qualification and eligibility requirements of foreign riders.
- 2 All riders must have a current Licence and Start Permission from their own Federation valid for the event.

### 1.8 PRACTICE MEETINGS AND TEST DAYS

- 1 Permits for Practice Meetings and Test Days may be issued on application to the Permit Issuing Authority.
- 2 No such event may be held unless the appropriate Permit and Insurance has been issued.

### 1.9 CONDITIONS FOR HILLCLIMB MEETINGS

- 1 The ACU Road Race Committee must approve the Organiser.
- 2 The Venue must hold a current Track Licence or Track Certificate issued by the ACU Road Race Committee.
- 3 The ACU Secretariat must approve the Supplementary Regulations for the event and issue an ACU Permit prior to publication and circulation.
- 4 For all ACU Championships an ACU decal, supplied by the ACU Secretariat, must be displayed on the front number plate of each machine. Any rider not complying will be disqualified from the results of the race.
- 5 The Race Control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit and available to the Clerk of the Course and the Stewards during that period.
- 6 Where a class is cancelled because of insufficient entries the organisers may merge such entries with the next higher capacity class.

## SECTION 2 LICENCES – COMPETITORS

### 2.1 GENERAL

- 1 To participate in events an annual Licence issued by the ACU is required. Residents in Scotland apply to the Scottish ACU.
- 2 A Licence can be upgraded at any time during the year.
- 3 The parent or legal guardian must accompany all competitors, or participants in parades, under 18 years of age to every meeting. This person must attend at signing-on and be present throughout the meeting.
- 4 A One-Event Licence is available to Competitors resident in the UK. For meetings up to National Level.

### 2.2 GRADES

- 1 **Clubman** Entry Level for first time applicants.
- 2 **National** After competing satisfactorily in 10 separate race days during the current year and preceding 3 years a Clubman Competitor may apply to be upgraded to a National licence.
- 3 **International** National licence holders who have competed at 5 race days may apply for an FIM Non-Championship International Licence.  
A medical examination is required.
- 4 **International Championship** National licence holders who have competed at 5 race days may apply for a UEM or FIM Championship licence as described in the appropriate Sporting Code.  
A medical examination is required.

### 2.3 LAPSED LICENCES

- 1 Clubman  
Clubman licence holders who have allowed their licence to lapse for more than 3 years will be re-issued with a Clubman licence.
- 2 National  
National licence holders who have allowed their licence to lapse for more than 3 years will be re-issued with a Clubman licence.

### 2.4 CAPACITY AND LICENCE RESTRICTIONS

Junior Competitors (aged 13–16 years) are restricted to machines of up to 125cc maximum capacity.

#### Important Notice

If a participant is under 18 years of age he/she must be accompanied to every meeting by their Parent or Legal Guardian. The Parent or Legal Guardian must attend signing on with the competitor and be available for the duration of the meeting.

## SECTION 3 LICENCES AND REGISTRATIONS – OFFICIALS

### 3.1 QUALIFICATIONS AND CONDITIONS

Hillclimb Officials are divided into two categories:

Those that are **Licensed** and those that are **Registered**.

Fees are payable in respect of any Licences or Registration or for the appropriate form of identification issued.

**Licences:** Senior Hillclimb Officials are required to hold an ACU Licence of the appropriate Grade for the performance of their duties.

**Registration:** A Register is maintained of Officials not required to hold a Licence.

### 3.2 HILLCLIMB OFFICIALS WHO REQUIRE A LICENCE

All the following licences are valid for 3 years

	See Note Below	Attendance at Seminar/ Training Session
Clerk of the Course	1	Every third year maximum
Chief Steward	2	Every third year maximum
Chief Technical Officer	3	Every third year maximum
Sound Inspector		Required for First Issue only
Measurer	4	Required for First Issue only
Timekeeper	5	Equipment and operators check

Clubs and Centres shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels organise Seminars that are compulsory for certain Officials.

### 3.3 GRADES FOR CLERK OF THE COURSE

- 1 Probationary  
Any club may nominate a Probationary Clerk of the Course. Such a Registered Official may only act as an Assistant Clerk of the Course at a Closed to Club event.
- 2 National Grade D  
A Clerk of the Course who may officiate at any Closed to Club, National Restricted or National event for Hill Climb, Drag or Sprint. May officiate as a Deputy to a National Grade E Clerk of the Course  
To upgrade from a National D to a National E a licence holder must officiate as a National D

Clerk of the Course at 5 events. He must act as a Deputy to a National E Clerk of the Course at 5 events and be recommended by the Clerk of the Course at each. In addition members of the Road Race, Drag and Sprint Committee may be appointed to observe him. A club must nominate him as being required to take charge of a specific future event.

3 National Grade E

A Clerk of the Course who may officiate at any event held under an ACU Permit for Hill Climb, Drag or Sprint. May officiate as a Deputy or Assistant to an FIM or UEM International Clerk of the Course for Hill Climb, Drag or Sprint.

**Note 1 Clerk of the Course**

Age Limits: Regardless of age or type of licence held Clerks of the Course of all grades may not officiate beyond the end of the season in which they attain their 70th birthday.

**Note 2 Chief Steward**

Grading: There is only one grade of Steward’s Licence for all Road Race disciplines.

Age Limits: Stewards may not normally officiate beyond the end of the season in which they attain their 70th birthday. The Road Race, Drag and Sprint Committee will review Stewards who reach the age of 70 for appointments on an annual basis.

**Note 3 Chief Technical Officer**

The Chief Technical Officer may be a Senior Technical Official or a Registered Technical Official to be in charge of the Technical Control at an event. The Technical Panel may restrict the disciplines of licence holders.

**Note 4 Measurer**

The Measurer is required for ACU National Championships and National events. The Licence is issued by the Technical Panel and may be restricted by discipline.

**Note 5 Timekeepers**

Will be required to pay for their Licence.

**Licence Fees:**

All licences (exception Timekeepers licences) will be issued, free of charge, for a period of three years. A fee may be charged for attendance at all Seminars organised by the Road Race Drag and Sprint Committee or the relevant Panel.

**3.4 SPRINT OFFICIALS WHO DO NOT REQUIRE A LICENCE**

	<b>See Note Below</b>	<b>Attendance at Seminar/ Training Session</b>
Incident Officer	1 and 4	May attend Clerk of the Course Seminar at ACU HQ for information purposes.
Secretary of the Meeting	2 and 4	Will receive Training at meetings and if required at Regional or ACU HQ Seminars.
Technical Official		Will receive training via the Chief Technical Officer at meetings May attend Regional Training Seminars
Club Stewards	3	May attend Regional or ACU HQ Seminars for information purposes
Chief Marshal		May receive training at ACU HQ or Regional Training Days
Marshal		May receive training at Regional Training days and at meetings via the Chief Marshal.
Medical Officer		None required

Registration of the above officials and marshals will be renewed annually and they will receive an appropriate form of identification from the ACU.

**Note 1 Incident Officer**

Will collate all information and documentation, and prepare reports relating to serious accidents and to all incidents involving Officials or Spectators

**Note:** A Deputy Clerk of the Course may undertake these duties. An Incident Officer may be nominated to attend a Clerk of the Course Seminar to assist with these duties.

**Note 2 Secretary of the Meeting**

Will be responsible for all administration connected with the organisation of a meeting.

**Note 3 Club Stewards**

Will together with the Chief Steward form the judicial authority over the running of the meeting.

**Note 4 Incident Officer and Secretary of the Meeting**

Currently there is no requirement for these officials to be Registered for Road Race Disciplines.

## SECTION 4 START AND FINISH PROCEDURE

### 4.1 TIMING EQUIPMENT

- 1 Unless otherwise provided for in the Supplementary Regulations, the timing apparatus shall not be placed beneath the wheels of the motorcycle in order to actuate the timing equipment.
- 2 The ACU grade of the timing apparatus must be stated in the Supplementary Regulations.

### 4.2 STARTS

- 1 Starts shall be made from a stationary position with the engine running and foremost part of the motorcycle a distance of 100mm behind an actual start line or a stage beam set 100mm behind a start beam.
- 2 A chock shall be placed against a rear wheel of the motorcycle upon lining up with the 100mm mark and shall be retained in position.
- 3 A rider must start within one minute of receiving the start signal.
- 4 Any rider failing to start within this period may be disqualified. A rider will be deemed to have started when his machine actuates the timing equipment.

### 4.3 FINISH

- 1 The finishing line shall be clearly marked and defined by a chequered flag or board.
- 2 The limit of the braking area shall be clearly defined. The distance of the braking area must be stated in the Supplementary Regulations. If ropes are used, coloured streamers (minimum 300mm in length) must be attached at intervals of not more than 2 metres.

## SECTION 5 FLAGS AND LIGHTS

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders:

### 5.1 FLAGS AND LIGHTS USED TO PROVIDE INFORMATION

#### 1 GREEN FLAG

- 1 The track is clear
- 2 This flag must be shown motionless at each flag marshal post for the first practice run to indicate the flag marshal posts.

#### 2 YELLOW AND RED STRIPED FLAG (OPTIONAL)

- 1 The adhesion on this section of the track could be affected.

#### 3 CHEQUERED BLACK / WHITE FLAG OR BOARD

- 1 This flag or board will be displayed to indicate the finish line.

## 5.2 FLAGS WHICH CONVEY INFORMATION AND INSTRUCTIONS

### 1 YELLOW FLAG (OPTIONAL)

- 1 Shown waved at the flag marshal post, this flag indicates that there is a danger ahead
- 2 The riders must slow down and be prepared to stop.
- 3 Any infringement of this rule during a run will result in the cancellation of the time of the run during which the infraction occurred.
- 4 Further penalties (such as fine – suspension) may also be imposed.

### 2 RED FLAG AND RED LIGHTS

- 1 When the run is being interrupted, the red flag will be waved at each flag marshal post and the red lights (where provided) switched on. Riders must stop and await instructions.
- 2 Any infringement of this rule will be penalised with one of the following penalties:  
fine – disqualification – withdrawal of Championship points – suspension.

The red flag may also be used to close the track.

## 5.3 FLAG DIMENSIONS

The flag dimension should be approximately 80cms in the vertical and 100cms in the horizontal.

## 5.4 FLAG COLOURS

The Pantones for the colours are as follows:

- Red: Pantone 186C  
 Yellow: Pantone Yellow C  
 Green: Pantone 348C

## SECTION 6 BEHAVIOUR AT A MEETING

- 6.1 Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine
- 6.2 Solo riders must adopt a position with their feet on the footrests.
- 6.3 Riders who fall from their machine are not permitted to continue in the meeting until passed fit by the Medical Personnel and the machine re-inspected by technical control. In the event of a serious accident organisers may impound any machines, equipment or clothing of riders involved in the accident.
- 6.4 Riders must not ride or push their motorcycles in the opposite direction of the circuit, unless doing so under the direction of an Official.
- 6.5 The carrying of on board cameras is only permitted with the prior approval, in writing of the Clerk of the Course. The installation of the camera must be approved by the Chief Technical Officer
- 6.6 Stopping on the track during a run is forbidden except for machine failure.
- 6.7 The spinning of rear wheels (burn-outs) is strictly forbidden on the track, with the exception of the start area. Breach of this rule will result in a penalty of disqualification.
- 6.8 All competitors finishing an event must submit the machine for final examination if required. The organisers may retain that machine for a reasonable period to allow for that examination.
- 6.9 Any competitor who in any ACU or MCRCB Permitted Event participates on a machine for which he is not eligible through age or licence restrictions will be penalized by a fine of £500.00 and a suspension for one year from the date of the hearing.



## SECTION 7 SAFETY

### 7.1 MEDICAL SERVICES – MINIMUM REQUIREMENTS FOR HILLCLIMB MEETING.

	PERSONNEL			VEHICLES		
	Doctors MO	Paramedic(s) PM	First Aid personnel	Ambulance(s)	Fast Intervention Vehicle	Special Notes
Hillclimb	1 MO or 1 Paramedic		2	1		

The following applies to all events run under this code.

- Medical Officer (MO) – Doctor**  
A medical practitioner (doctor) fully registered with the General Medical Council (GMC), and holding appropriate personal medical malpractice insurance cover (excludes NHS Crown Indemnity)
- Paramedic (PM)**  
A State Registered Paramedic with the HPC (Health Professionals Council)  
Paramedics must have appropriate personal medical malpractice insurance cover.
- Ambulance** A vehicle registered as an ambulance with the DVLA (Driver and Vehicle Licencing Agency) or similar government licencing authority and complying with FIM minimum equipment regulations for a type C vehicle; that is:  
Medical: A stretcher (preferably standardised), oxygen supply, apparatus to immobilise limbs and vertebral column. First aid medicaments and materials.  
Technical: Radio communication. Visible and audible signals  
Staffing: An ambulance must be staffed by two First Aid Personnel (who can be the two minimum First Aid Personnel). An ambulance may act as a Medical Centre BUT if so it must be a vehicle in addition to the minimum ambulance requirement.  
An ambulance may act as a Medical Centre BUT if so it must be a vehicle additional to the minimum ambulance requirement.
- First Aid Personnel** A person holding a current certificate of First Aid competency. (Where an event is open to the public event organisers should ensure that all First Aid personnel are insured against malpractice for the event concerned).

#### Special Notes

The minimum medical requirements specific for this discipline also apply to associated Test Days.

- Medical Examination** At any time during a meeting the Clerk of the Course may require a competitor to undergo a medical examination to determine his fitness to ride. The decision of the Medical Officer is a matter of fact without right of protest.

### 7.2 TRACK SAFETY PRECAUTIONS

- The safety precautions of circuits will be as laid down for each Permanent Course Licence or Temporary Course Certificate following an inspection of the course.
- It should be generally realised that the organisers of speed events have a legal responsibility to the general public and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public.
- Whilst organising clubs are insured under the Promoters Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with the National Sporting Code and any additional requirements as may be specified by the Permanent Course Licence or Temporary Course Certificate.  
Clubs failing to do so stand in grave danger of any claims being repudiated to the club by the insurers under the terms of the policy covering legal liability.
- The safety precautions to be adopted are provided with the Permanent Course Licence or

Temporary Course Certificate for the particular course but the following general requirements must be observed.

- 5 The attention of organisers is drawn to the provision of the NSC which stipulates that no alteration of the requirements contained in the Permanent Course Licence or Temporary Course Certificate shall be made without the prior approval, in writing, of the ACU.
- 6 It is recognised that circumstances may arise in which it is necessary to make certain alterations to the course on the day of the meeting but any such alterations must be approved by the Stewards of the Meeting and details given in their report to the authority granting the permit.

### 7.3 FIRE EXTINGUISHERS

Each working vehicle in the Paddock must have a 2 Kg (minimum) dry powder fire extinguisher available for immediate use. This extinguisher must show the date of the last annual inspection. Non-compliance with this regulation will incur a penalty imposed by the Clerk of the Course.

### 7.4 FIRE EXTINGUISHERS AT CIRCUITS

At all race and speed events, there must be a valid certificate, issued annually immediately prior to the start of each season's racing by the manufacturer or his agent, to the effect that all fire extinguishers are in effective working order. This certificate must be available for inspection by the Stewards.

All fire posts must be clearly marked. In addition to the fire equipment at each post there must be:

- 1 Fire extinguishers in the paddock and assembly area.
- 2 At least two fire extinguishers in the Technical Control Area.
- 3 Fire extinguishers in every medical room/centre.

### 7.5 WARNING AND PROHIBITION SIGNS AT CIRCUITS

For full details regarding Warning Notices and Prohibition Notices please refer to the Safety Precautions section of this Handbook.

#### 1 WARNING NOTICES

The following requirements regarding the display of Warning notices are applicable to all Hill Climb events.

- 1 WARNING NOTICE (A) (29 x 20 inches.) Warning notices as detailed below must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock. These notices must be prominently displayed where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit.

Where it is not possible to define the limits of the site and to control admission of the public (e.g. War Department and heath land) warning notices must be profusely displayed around the course and also in the car parks.

- 2 WARNING NOTICE (B) (20 x 15 inches.) Those parts of the course to which the public may be admitted and where it is neither practical nor necessary to erect a barrier, e.g. those parts of the course which are straight and are only used by the public to reach other parts of the course, may be indicated by the erection of the special type of Warning Notice (B). These notices should be displayed at least 30ft. from the course. It is recommended that the limit of these areas should also be defined by a boundary tape.

#### 2 PROHIBITION NOTICES

The following requirements regarding the display of Prohibition notices are applicable to all Speed events

PROHIBITED AREA NOTICE (C) (29 x 20 inches.) Areas where the public are not permitted must be clearly defined by the display of an adequate number of "Prohibited Area" notices (B). Notices should be displayed within the prohibited area, facing the public.

## 7.6 DECLARATION – ADMISSION TICKETS, ARMBANDS AND PASSES

Subject to the provision of the Sunday Observance Act 1780, no person may be allowed to any part of the circuit without a suitable pass or ticket. All tickets and passes must bear the following wording shown below in full and if the wording appears on the reverse side then the words “For Conditions of Admission See Over” must be clearly printed on the face thereof. Where a ticket is cancelled by being torn in half, the full wording and, where applicable, the “For conditions of admission see over” must appear on each half. Where a charge is made for admission into special or “reserved” enclosures a ticket bearing the approved declaration must be issued in exchange for payment to enter these enclosures.

### Declaration.

WARNING. MOTOR SPORT CAN BE DANGEROUS. Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only. THEY ARE CONCERNED WITH YOUR SAFETY. All vehicle passes must bear the same wording and comply with the above requirements.

## 7.7 DECLARATION ON THE OFFICIAL PROGRAMME

The declaration as outlined above should be printed in full on the outside front cover of all Official Programmes. Where this is not possible it must be printed in full in the programme and the words “For conditions of admission see inside” printed on the outside cover.

## 7.8 SIGNING ON

All riders, passengers, officials and assistants, press and team crew must sign a declaration on the relevant signing on form (available from the ACU).

- 1 Age Limits for Officials  
All event Executive and Administrative Officials shall be 18 years of age or over.
- 2 Age Limits for Marshals
  1. All Assistant Officials whose function is to be carried out at the immediate track-side must be at least 16 years of age.
  2. All Assistant Officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing-on signature must be countersigned by the person responsible for the official at the event.
  3. When using the services of officials under 18 years of age for any duties at any event special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

## SECTION 8 SPECIFICATION OF MOTORCYCLE

Motorcycles must comply with the requirements of the following Regulations.

### 8.1 DRIVE

The drive to the machine shall be only through the road wheel or wheels.

### 8.2 BRAKES

- 1 Solo motorcycles must be equipped with one efficient brake operating on each wheel, and operated independently.
- 2 Motorcycles in Group B1, B2 and B3 must be equipped with at least two brakes, operating independently, on at least two of the road wheels, each giving complete control.

### 8.3 TYRES

Any type of tyre is permissible.

**8.4 MUDGUARDS**

Mudguards are not compulsory.

**8.5 CLUTCH AND BRAKE LEVERS**

Clutch and brake levers must be ball ended, the diameter of the ball being not less than 16mm and either an integral part of the lever or a permanent fixture.

**8.6 PRIMARY AND AUXILIARY DEVICES**

Adequate guards must be fitted to prevent the drives being accidentally touched at any part of the run not in contact with the sprockets.

**8.7 THROTTLES**

All machines must be fitted with self-closing throttles.

**8.8 HANDLEBARS**

- 1 The minimum angle of rotation of the handlebars, each side of the centre line or mid-position must be 20 degrees.
- 2 Handlebar minimum width 450mm.
- 3 Whatever the position of the handlebars, it must not be possible for the front wheel to make contact with any streamlining.
- 4 It is compulsory to fit a stop or stops or other devices to ensure a minimum clearance of 30mm between the handlebars and tank when on full lock to prevent the trapping of the rider's fingers.

**8.9 SUPERCHARGERS**

Superchargers are permitted.

**8.10 FUEL**

- 1 Fuel may be Methanol or unleaded petrol, see ACU/FIM Fuel Regulations for physical properties, fuel test costs and penalties for non-compliance. (Test costs and penalties also apply if Methanol is used).
- 2 Power boosters nitrous oxide injection and octane boosters are forbidden.
- 3 Fuel must be stored in a labelled metal container.
- 4 Machines of a type manufactured before 1975 may use leaded pump petrol.

**8.11 FOOTRESTS**

- 1 The footrests for the rider must be positioned to give easy access to any control pedal
- 2 The ends of the footrests must be rounded with a ball end of not less than 8mm diameter.

**8.12 OIL DRAIN PLUGS AND SUPPLY PIPES**

All oil drain plugs must be tight and must be drilled and wired in position. Oil supply pipes must be adequately wired in position.

**8.13 OIL CATCH TANKS**

- 1 Where an oil breather pipe is fitted the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the start of a meeting
- 2 Total loss engines must have an effective means of collecting all ejected oil with no discharge to road.

**8.14 NUMBER PLATES**

- 1 Whenever number plates are required to be carried at an event they will be three in number and must comply with the following requirements.

- 2 They must be made of rigid material and solidly constructed, rectangular in shape, measuring a minimum of 235mm x 285mm in size with 50mm radius rounded corners.
- 3 The plates must be flat or slightly curved (not more than one inch from the true plane) and must not be otherwise bent or obscured in any way.
- 4 One plate must be carried facing forward and not more than 25 degrees from the vertical and others must be facing outwards and vertical, one on each side of the machine.
- 5 The minimum dimension of the figures must be: height 140mm, width of stroke 25mm, and the space between any two figures 25mm.
- 6 The figures must be legible and both figures and background must be in a 'matt' (non-shiny) colour. The following colours shall be used and they must be Matt colours following the RAL Colour table:

Black 9005, Blue 5010, Yellow 1003, Orange 2007,  
 Red 3020, Green 6002, White 9010,

The front and side number plates for each class of motorcycles are:

Class	Background colour	Number colour
F125cc	Red	White
125cc	Black	White
250cc	Green	White
350cc	Blue	White
500cc	Yellow	Black
Over 500cc	White	Black
Supersport 400	Blue	White
Formula 400	Blue	White
Supersport 600	White	Blue
Formula 600	White	Blue
Supermono	Black	Yellow
Stocksport	Red	White
Fill Sidecars	Red	White
Open Sidecars (Three wheelers)	White	Black

- 7 They must be so fixed that they are clearly visible and not obscured by any part of the machine or by the rider when he is in the riding position.
- 8 In place of detachable plates similar areas may be painted on the body of the machine or on the streamlining.
- 9 Any other number plate or any marking on the motorcycle that might be confused with a number plate must be removed before the rider is allowed to start.

**8.15 CONTROL OF EXHAUST SOUND LEVEL**

- 1 The Clerk of the Course may disqualify any machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy.
- 2 The sound level of hill climb machines is controlled according to the FIM method.
- 3 Machines must comply with the Supplementary Regulations for the meeting.

**8.16 CONSTRUCTION**

As per the Road Race Regulations.

**8.17 ADDITIONAL SPECIFICATIONS FOR THREE WHEEL MACHINES**

- 1 **Class 1**
  - 1 Handlebar steering – handlebar minimum width 450mm.
  - 2 Handlebar twist grip.

- 3 Single front wheel steering only.
- 4 Or be age related, historic three wheel machines.

#### **Class 2**

- 1 Modern three wheel car type machines.
- 2 Steering wheel.
- 3 Accelerator pedal.
- 2 All three-wheelers must carry a timing strut mounted on the most forward part of the vehicle to activate timing devices in events where timing is activated by a light beam.
- 3 The vertical strut must be opaque and non-reflecting and a height of 25.4cm by a depth of 5cm between 20cm and 46cm from the ground.
4. A passenger or ballast must be carried in addition to the rider. If a passenger is replaced by ballast this must weigh not less than 132lb and must be securely affixed under the supervision of a Technical Official. Where a passenger is carried, the passenger must always be completely protected from the road wheels and drive (both primary and final) either by mud guarding or some other means.

## **SECTION 9 RUN WHAT YOU BRUNG** – CLASSES FOR ROAD LEGAL MACHINES

**The National Sporting Code of the ACU, these Standing Regulations and the Disciplinary Section of the Road Race Standing Regulations shall apply to all Sprint and Hill Climb “Run what you Brung” events within a Sprint or Hill Climb Meeting together with the Supplementary Regulations and any final instructions.**

### **9.1 DEFINITION**

A race at a Sprint or Hill Climb meeting for Competitors competing on motorcycles registered and licenced for use on the Public Highway.

### **9.2 ELIGIBILITY**

Open to competitors who are holders of a full DVLA motorcycle licence and who hold an ACU Competition Licence or ACU One Event Licence.

### **9.3 MACHINE ELIGIBILITY**

Any motorcycle registered and licenced for use on the Public Highway. A current MOT certificate, if required, must be produced at Technical Control inspection. The machine must be in road legal condition to be eligible to take part in this type of event.

### **9.4 TECHNICAL CONTROL**

- 1 The machine must be free from all obvious fluid leaks.
- 2 A number issued by the organisers must be displayed on the machine, to enable identification.
- 3 All lights and indicators must be taped over.
- 4 All stands must be wired or taped up.

### **9.5 PROTECTIVE CLOTHING**

See Section 10 below.

## **SECTION 10 PROTECTIVE CLOTHING**

### **10.1 PROTECTIVE CLOTHING**

- 1 Bulky hard objects such as tools etc. are NOT to be carried in pockets or on the person.
- 2 During practice and racing, riders and passengers must wear the following clothing and footwear:

- 3 Competitors must wear a complete leather suit of at least 1.2mm in thickness (on all parts of the suit), two piece suits that zip together at the waist are acceptable. Each part of the zip should be securely attached to the jacket or the trousers respectively and the suit must zip together over at least 75% of the waist band.
- 4 Non-leather material may be used if it meets with the requirements laid down by ACU Road Racing Standing Regulations.
- 5 Competitors footwear must be of leather (i.e. outer hide) or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection i.e. no exposed areas.
- 6 Competitors must wear leather (or an approved substitute material) protective gloves.

### **10.2 BODY JEWELLERY**

It is recommended that any body piercing studs, ring etc. are removed.

### **10.3 HELMETS**

- 1 Helmets bearing the current ACU gold stamp and in sound condition and properly fitted must be worn by all riders and passengers while practicing and racing.
- 2 Overseas riders may use helmets as approved by their own FMN.

# Sprint

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**SECTION 12 RECORD ATTEMPTS**

The National Sporting Code of the ACU and the Standing Regulations together with the Supplementary Regulations and any Final Instructions shall apply to all Sprints held under an ACU Permit.

## SECTION 1 MEETINGS

### 1.1 CATEGORIES OF MEETINGS

- International Meetings
- European Open Meetings
- National Meetings
- Open Meetings
- Restricted Meetings

Permits for all Sprint competitions are issued by ACU Headquarters

### 1.2 INTERNATIONAL

- 1 The Permit shall be issued by the ACU Headquarters for a meeting inscribed on the International Calendar of the FIM and having an FIM International Meeting Number (IMN).
- 2 An International meeting is open to Entrants and Riders of more than one nation who must hold an International Licence or a National Licence issued by the ACU valid for the particular meeting concerned
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.3 EUROPEAN OPEN

- 1 The permit shall be issued by ACU Headquarters for a meeting inscribed on the Calendar of the Union of European Motorcycling (UEM) and having a European Meeting Number (EMN).
- 2 A European Open meeting is open to Entrants and Riders of more than one European nation who must hold the appropriate Competition Licence valid for the particular meeting concerned.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI

### 1.4 NATIONAL

- 1 The Permit shall be issued by the ACU Headquarters.
- 2 A National meeting is open to Entrants and Riders who are the holders of a National or International Licence valid for the particular meeting concerned issued by any Federation.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.5 OPEN

- 1 An Open permit is issued by ACU Headquarters.
- 2 An Open meeting is open to Entrants and Riders who hold a valid ACU or SACU Licence for the meeting concerned.

### 1.6 RESTRICTED

- 1 A Restricted Permit is issued by ACU Headquarters.
- 2 A Restricted meeting is open to Entrants and Riders who hold a current ACU Licence valid for the meeting concerned.

- 3 The Supplementary Regulations issued for the event must specify all restrictions and requirements of eligibility.

### **1.7 ELIGIBILITY OF FOREIGN RIDERS IN OPEN AND RESTRICTED MEETINGS**

- 1 The Supplementary Regulations issued for the event must specify the licence qualification and eligibility requirements of foreign riders.
- 2 All riders must have a current Licence and Start Permission from their own Federation valid for the event.

### **1.8 PRACTICE MEETINGS AND TEST DAYS**

- 1 Permits for Practice Meetings and Test Days may be issued on application to the Permit Issuing Authority.
- 2 No such event may be held unless the appropriate Permit and Insurance has been issued.

### **1.9 CONDITIONS FOR SPRINT MEETINGS**

- 1 The ACU Road Race Committee must approve the Organiser.
- 2 The Venue must hold a current Track Licence or Track Certificate issued by the ACU Road Race Committee.
- 3 The ACU Secretariat must approve the Supplementary Regulations for the event and issue an ACU Permit prior to publication and circulation.
- 4 For all ACU Championships an ACU decal, supplied by the ACU Secretariat, must be displayed on the front number plate of each machine.  
Any rider not complying will be disqualified from the results of the race.
- 5 The Race Control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit and available to the Clerk of the Course and the Stewards during that period.

## **SECTION 2 LICENCES – COMPETITORS**

### **2.1 GENERAL**

- 1 To participate in events an annual Licence issued by the ACU is required. Residents in Scotland apply to the Scottish ACU.
- 2 A Licence can be upgraded at any time during the year.
- 3 The parent or legal guardian must accompany all competitors, or participants in parades, under 18 years of age to every meeting. This person must attend at signing-on and be present throughout the meeting.
- 4 A One-Event Licence is available to Competitors resident in the UK for meetings up to National Level

### **2.2 GRADES**

- 1 **Clubman** Entry Level for first time applicants.
- 2 **National** After competing satisfactorily in 10 separate race days during the current year and preceding 3 years a Clubman Competitor may apply to be upgraded to a National licence.
- 3 **International** National licence holders who have completed at 5 race days may apply for an FIM Non-Championship International Licence.  
A medical examination is required.
- 4 **International Championship** National licence holders who have competed at 5 race days may apply for a UEM or FIM Championship licence as described in the appropriate Sporting Code.  
A medical examination is required.

### 2.3 LAPSED LICENCES

- 1 Clubman  
Clubman licence holders who have allowed their licence to lapse for more than 3 years will be re-issued with a Clubman licence.
- 2 National  
National licence holders who have allowed their licence to lapse for more than 3 years will be re-issued with a Clubman licence.

### 2.4 CAPACITY AND LICENCE RESTRICTIONS

For each category the table indicates the Class, ages and machine specifications.

Minimum Age	Licence	Grade of Capacity of Machine
11 yrs	Clubman	up to 125cc Production Scooter Automatic
12 yrs	Clubman	up to 125cc Production
13 yrs	National	up to 125cc GP Machine
14 yrs	Clubman	up to 125cc GP Machine
15 yrs	National	up to 500cc twin Cylinder, 4 Stroke Production Based Machine
16 yrs and over	No restrictions	

Junior Competitors are restricted to a maximum sprint of  $\frac{1}{4}$  mile.

- 1 When a rider reaches the maximum age limit for his class, he may continue to compete in that class until the end of the calendar year or upgrade on his birthday.
- 2 A junior may only compete in one class. Any junior rider being issued with an adult licence cannot revert back to junior status.

#### Important Notice

If a participant is under 18 years of age he/she must be accompanied to every meeting by their Parent or Legal Guardian. The Parent or Legal Guardian must attend signing on with the competitor and be available for the duration of the meeting.

## SECTION 3 LICENCES AND REGISTRATIONS – OFFICIALS

### 3.1 QUALIFICATIONS AND CONDITIONS

Sprint Officials are divided into two categories:

Those that are **Licensed** and those that are **Registered**.

Fees are payable in respect of any Licences or Registration or for the appropriate form of identification issued.

**Licences:** Senior Sprint Officials are required to hold an ACU Licence of the appropriate Grade for the performance of their duties.

**Registration:** A Register is maintained of Officials not required to hold a Licence.

### 3.2 SPRINT OFFICIALS WHO REQUIRE A LICENCE

All the following licences are valid for 3 years

	See Note Below	Attendance at Seminar/ Training Session
Clerk of the Course	1	Every third year maximum
Chief Steward	2	Every third year maximum
Chief Technical Officer	3	Every third year maximum
Sound Inspector		Required for First Issue only
Measurer	4	Required for First Issue only
Timekeeper	5	Equipment and operators check

Clubs and Centres shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels organise Seminars that are compulsory for certain Officials.

**3.3 GRADES FOR SPRINT CLERK OF THE COURSE**

**1 Probationary**

Any club may nominate a Probationary Clerk of the Course. Such a Registered Official may only act as an Assistant Clerk of the Course at a Closed to Club event.

**2 National Grade D**

A Clerk of the Course who may officiate at any Closed to Club, National Restricted or National event for Hill Climb, Drag or Sprint. May officiate as a Deputy to a National Grade E Clerk of the Course

**3 National Grade E**

A Clerk of the Course who may officiate at any event held under an ACU Permit for Hill Climb, Drag or Sprint. May officiate as a Deputy or Assistant to an FIM International Clerk of the Course for Hill Climb, Drag or Sprint.

To upgrade from a National D to a National E a licence holder must officiate as a National D Clerk of the Course at 5 events. He must act as a Deputy to a National E Clerk of the Course at 5 events and be recommended by the Clerk of the Course at each. In addition members of the Road Race, Drag and Sprint Committee may be appointed to observe him. A club must nominate him as being required to take charge of a specific future event.

**Note 1 Clerk of the Course**

Age Limits: Regardless of age or type of licence held Clerks of the Course of all grades may not officiate beyond the end of the season in which they attain their 70th birthday.

**Note 2 Chief Steward**

Grading: There is only one grade of Steward's Licence for all Road Race disciplines

Age Limits: Stewards may not normally officiate beyond the end of the season in which they attain their 70th birthday. The Road Race, Drag and Sprint Committee will review Stewards who reach the age of 70 for appointments on an annual basis.

**Note 3 Chief Technical Officer**

The Chief Technical Officer may be a Senior Technical Official or a Registered Technical Official to be in charge of the Technical Control at an event. The Technical Panel may restrict the disciplines of licence holders.

**Note 4 Measurer**

All measurer is required for ACU National Championships and National events. The Licence is issued by the Technical Panel and may be restricted by discipline.

**Note 5 Timekeepers**

Will be required to pay for their Licence.

**Licence Fees:**

All licences (exception Timekeepers licences) will be issued, free of charge, for a period of three years. A fee may be charged for attendance at all Seminars organised by the Road Race Drag and Sprint Committee or the relevant Panel.

### 3.4 SPRINT OFFICIALS WHO DO NOT REQUIRE A LICENCE

	See Note Below	Attendance at Seminar/ Training Session
Incident Officer	1 and 4	May attend Clerk of the Course Seminar at ACU HQ for information purposes.
Secretary of the Meeting	2 and 4	Will receive Training at meetings and if required at Regional or ACU HQ Seminars.
Technical Official		Will receive training via the Chief Technical Officer at meetings May attend Regional Training Seminars
Club Stewards	3	May attend Regional or ACU HQ Seminars for information purposes
Chief Marshal		May receive training at ACU HQ or Regional Training Days
Marshal		May receive training at Regional Training days and at meetings via the Chief Marshal.
Medical Officer		None required

Registration of the above officials and marshals will be renewed annually and they will receive an appropriate form of identification from the ACU

#### Note 1 Incident Officer

Will collate all information and documentation, and prepare reports relating to serious accidents and to all incidents involving Officials or Spectators

**Note A** Deputy Clerk of the Course may undertake these duties. An Incident Officer may be nominated to attend a Clerk of the Course Seminar to assist with these duties.

#### Note 2 Secretary of the Meeting

Will be responsible for all administration connected with the organisation of a meeting.

#### Note 3 Club Stewards

Will together with the Chief Steward form the judicial authority over the running of the meeting.

#### Note 4 Incident Officer and Secretary of the Meeting

Currently there is no requirement for these officials to be Registered for Road Race Disciplines.

## SECTION 4 START AND FINISH PROCEDURE

### 4.1 TIMING EQUIPMENT

- 1 Unless otherwise provided for in the Supplementary Regulations, the timing apparatus shall not be placed beneath the wheels of the motorcycle in order to actuate the timing equipment.
- 2 The ACU grade of the timing apparatus must be stated in the Supplementary Regulations.

### 4.2 STARTS

- 1 Starts shall be made from a stationary position with the engine running and foremost part of the motorcycle a distance of 100mm behind an actual start line or a stage beam set 100mm behind a start beam.
- 2 A chock shall be placed against a rear wheel of the motorcycle upon lining up with the 100mm mark and shall be retained in position.
- 3 A rider must start within one minute of receiving the start signal. Any rider failing to start within this period may be disqualified.
- 4 A rider will be deemed to have started when his machine actuates the timing equipment.

### 4.3 FINISH

- 1 The finishing line shall be clearly marked and defined by a chequered board, for each lane.
- 2 The limit of the braking area shall be clearly defined. The distance of the braking area must be stated in the Supplementary Regulations. If ropes are used, coloured streamers (minimum

300mm in length) must be attached at intervals of not more than 2 metres.

## SECTION 5 FLAGS AND LIGHTS

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders:

### 5.1 FLAGS AND LIGHTS USED TO PROVIDE INFORMATION

#### 1 GREEN FLAG

- 1 The track is clear
- 2 This flag must be shown motionless at each flag marshal post for the first practice run to indicate the flag marshal posts.

#### 2 YELLOW AND RED STRIPED FLAG

- 1 The adhesion on this section of the track could be affected.

#### 3 CHEQUERED BLACK / WHITE FLAG OR BOARD

- 1 This flag or board will be displayed to indicate the finish line.

### 5.2 FLAGS WHICH CONVEY INFORMATION AND INSTRUCTIONS

#### 1 YELLOW FLAG (OPTIONAL)

- 1 Shown waved at the flag marshal post, this flag indicates that there is a danger ahead. The riders must slow down and be prepared to stop.
- 2 Any infringement of this rule during a run will result in the cancellation of the time of the run during which the infraction occurred.
- 3 Further penalties (such as fine – suspension) may also be imposed.

#### 2 RED FLAG AND RED LIGHTS

- 1 When the run is being interrupted, the red flag will be waved at each flag marshal post and the red lights (where provided) switched on. Riders must stop and await instructions.
- 2 Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.
- 3 The red flag may also be used to close the track.

### 5.3 FLAG DIMENSIONS

The flag dimension should be approximately 80cms in the vertical and 100cms in the horizontal.

### 5.4 FLAG COLOURS

The Pantones for the colours are as follows:

- Red: Pantone 186C  
 Yellow: Pantone Yellow C  
 Green: Pantone 348C

## SECTION 6 BEHAVIOUR AT A MEETING

- 6.1 Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine
- 6.2 Solo riders must adopt a position with their feet on the footrests.
- 6.3 Riders who fall from their machine are not permitted to continue in the meeting until passed fit by the Medical Personnel and his machine re-inspected by technical control. In the event of a serious accident organisers may impound any machines, equipment or clothing of riders

involved in the accident.

- 6.4 Riders must not ride or push their motorcycles in the opposite direction of the circuit, unless doing so under the direction of an Official.
- 6.5 The carrying of on board cameras is only permitted with the prior approval, in writing of the Clerk of the Course. The installation of the camera must be approved by the Chief Technical Officer.
- 6.6 Stopping on the track during a run is forbidden except for machine failure.
- 6.7 The spinning of rear wheels (burn-outs) is strictly forbidden on the track with the exception of the Start Area. Breach of this rule will result in a penalty of disqualification.
- 6.8 All competitors finishing an event must submit the machine for final examination if required. The organisers may retain that machine for a reasonable period to allow for that examination.
- 6.9 Any competitor who in any ACU or MCRCB Permitted Event participates on a machine for which he is not eligible through age or licence restrictions will be penalized by a fine of £500.00 and a suspension for one year from the date of the hearing.

## SECTION 7 SAFETY

### 7.1 MEDICAL SERVICES MINIMUM REQUIREMENTS FOR SPRINT MEETING

	PERSONNEL			VEHICLES		
	Doctors MO	Paramedic(s) PM	First Aid personnel	Ambulance(s)	Fast Intervention Vehicle	Special Notes
Sprint	1 MO or 1 Paramedic		2	1		

The following applies to all events run under this code,

- 1 **Medical Officer (MO) – Doctor** A medical practitioner (doctor) fully registered with the General Medical Council (GMC), and holding appropriate personal medical malpractice insurance cover (excludes NHS Crown Indemnity)
- 2 **Paramedic (PM)** A State Registered Paramedic with the HPC (Health Professions Council) Paramedics must have appropriate personal medical malpractice insurance cover.
- 3 **Ambulance** A vehicle registered as an ambulance with the DVLA (Driver and Vehicle Licencing Agency) or similar government licencing authority and complying with FIM minimum equipment regulations for a type C vehicle; that is:  
 Medical: A stretcher (preferably standardised), oxygen supply, apparatus to immobilise limbs and vertebral column. First aid medicaments and materials.  
 Technical: Radio communication. Visible and audible signals  
 Staffing: An ambulance must be staffed by two First Aid Personnel (who can be the two minimum First Aid Personnel). An ambulance may act as a Medical Centre BUT if so it must be a vehicle in addition to the minimum ambulance requirement.
- 4 **First Aid Personnel** A person holding a current certificate of First Aid competency. (Where an event is open to the public event organisers should ensure that all First Aid personnel are insured against malpractice for the event concerned).

#### Special Notes

The minimum medical requirements specific for this discipline also apply to associated Test Days.

- 5 **Medical Examination** At any time during a meeting the Clerk of the Course may require a competitor to undergo a medical examination to determine his fitness to ride. The decision of the Medical Officer is a matter of fact without right of protest.

### 7.2 TRACK SAFETY PRECAUTIONS

- 1 The safety precautions of circuits will be as laid down for each Permanent Course Licence or



Temporary Course Certificate following an inspection of the course.

- 2 It should be generally realised that the organisers of speed events have a legal responsibility to the general public and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public.
- 3 Whilst organising clubs are insured under the Promoters Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with the National Sporting Code and any additional requirements as may be specified by the Permanent Course Licence or Temporary Course Certificate.  
Clubs failing to do so stand in grave danger of any claims being repudiated to the club by the insurers under the terms of the policy covering legal liability.
- 4 The safety precautions to be adopted are provided with the Permanent Course Licence or Temporary Course Certificate for the particular course but the following general requirements must be observed.
- 5 The attention of organisers is drawn to the provision of the NSC which stipulates that no alteration of the requirements contained in the Permanent Course Licence or Temporary Course Certificate shall be made without the prior approval, in writing, of the ACU.
- 6 It is recognised that circumstances may arise in which it is necessary to make certain alterations to the course on the day of the meeting but any such alterations must be approved by the Stewards of the Meeting and details given in their report to the authority granting the permit.

### **7.3 FIRE EXTINGUISHERS**

Each working vehicle in the Paddock must have a 2 Kg (minimum) dry powder fire extinguisher available for immediate use. This extinguisher must show the date of the last annual inspection. Non-compliance with this regulation will incur a penalty imposed by the Clerk of the Course.

### **7.4 FIRE EXTINGUISHERS AT CIRCUITS**

At all race and speed events, there must be a valid certificate, issued annually immediately prior to the start of each season's racing by the manufacturer or his agent, to the effect that all fire extinguishers are in effective working order. This certificate must be available for inspection by the Stewards.

All fire posts must be clearly marked. In addition to the fire equipment at each post there must be:

- 1 Fire extinguishers in the paddock and assembly area.
- 2 At least two fire extinguishers in the Technical Control Area.
- 3 Fire extinguishers in every medical room/centre.

### **7.5 WARNING AND PROHIBITION SIGNS AT CIRCUITS**

For full details regarding Warning Notices and Prohibition Notices please refer to the Safety Precautions section of this Handbook.

#### **1 WARNING NOTICES**

The following requirements regarding the display of Warning notices are applicable to all Sprint events.

- 1 **WARNING NOTICE (A)** (29 x 20 inches). Warning notices as detailed below must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock. These notices must be prominently displayed where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit.  
Where it is not possible to define the limits of the site and to control admission of the public (e.g. War Department and heath land) warning notices must be profusely displayed around the course and also in the car parks.
- 2 **WARNING NOTICE (B)** (20 x 15 inches). Those parts of the course to which the public may be admitted and where it is neither practical nor necessary to erect a barrier, e.g. those parts of the

course which are straight and are only used by the public to reach other parts of the course, may be indicated by the erection of the special type of Warning Notice (B). These notices should be displayed at least 30ft. from the course. It is recommended that the limit of these areas should also be defined by a boundary tape.

## 2 PROHIBITION NOTICES

The following requirements regarding the display of Prohibition notices are applicable to all Sprint events.

PROHIBITED AREA NOTICE (C) (29 x 20 inches). Areas where the public are not permitted must be clearly defined by the display of an adequate number of "Prohibited Area" notices (B).

Notices should be displayed within the prohibited area, facing the public.

### 7.6 DECLARATION – ADMISSION TICKETS, ARMBANDS AND PASSES

Subject to the provision of the Sunday Observance Act 1780, no person may be allowed to any part of the circuit without a suitable pass or ticket. All tickets and passes must bear the following wording shown below in full and if the wording appears on the reverse side then the words "For Conditions of Admission See Over" must be clearly printed on the face thereof. Where a ticket is cancelled by being torn in half, the full wording and, where applicable, the "For conditions of admission see over" must appear on each half. Where a charge is made for admission into special or "reserved" enclosures a ticket bearing the approved declaration must be issued in exchange for payment to enter these enclosures.

#### Declaration.

WARNING. MOTOR SPORT CAN BE DANGEROUS. Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only. THEY ARE CONCERNED WITH YOUR SAFETY. All vehicle passes must bear the same wording and comply with the above requirements.

### 7.7 DECLARATION ON THE OFFICIAL PROGRAMME

The declaration as outlined above should be printed in full on the outside front cover of all Official Programmes. Where this is not possible it must be printed in full in the programme and the words "For conditions of admission see inside" printed on the outside cover.

### 7.8 SIGNING ON

All riders, passengers, officials and assistants, press and team crew must sign a declaration on the relevant signing on form (available from the ACU).

- 1 Age Limits for Officials  
All event Executive and Administrative Officials shall be 18 years of age or over.
- 2 Age Limits for Marshals
  1. All Assistant Officials whose function is to be carried out at the immediate track-side must be at least 16 years of age.
  2. All Assistant Officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing-on signature must be countersigned by the person responsible for the official at the event.
  3. When using the services of officials under 18 years of age for any duties at any event special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

## SECTION 8 TECHNICAL SPECIFICATIONS

**Specification of motorcycle** Motorcycles must be of Solo Category I, Group A1 or Category II, Group F, Sidecars, Category I, Group B1 or B2 or Category II Group F, Three Wheelers, Category I, Group B3 or Category II, Group F.

**8.1 DRIVE**

The drive to the machine shall be only through the road wheel or wheels.

**8.2 BRAKES**

- 1 Solo Motorcycles must be equipped with one efficient brake operating on each wheel, and operated independently.
- 2 Motorcycles in Group B1, B2 and B3 must be equipped with at least two brakes operating independently, on at least two of the road wheels, each giving complete control.

**8.3 SIZE OF TYRES**

There is no restriction on the type or size of tyres that may be used, except that the cross section must not be less than 50mm.

**8.4 CLUTCH AND BRAKE LEVERS**

Clutch and brake levers must be ball ended, the diameter of the ball being not less than 16mm and either an integral part of the lever or a permanent fixture.

**8.5 PRIMARY AND AUXILIARY DEVICES**

Adequate guards must be fitted to prevent the drives being accidentally touched at any part of the run not in contact with the sprockets.

**8.6 THROTTLE**

All machines must be fitted with self-closing throttles.

**8.7 MUDGUARDS**

Mudguards are not compulsory.

**8.8 EXHAUST PIPES**

The end of the exhaust pipe or pipes may project beyond any part of the vehicle or its bodywork.

**8.9 DISCHARGES**

Any provision for the discharge of waste or surplus oil must be so made that it does not inconvenience a following driver.

**8.10 SUPERCHARGERS**

The use of superchargers is permitted on machines up to 2000cc.

**8.11 HANDLEBARS**

The minimum angle of rotation of the handlebars, each side of the centre line or mid-position must be 20 degrees. Whatever the position of the handle-bars, it must not be possible for the front wheel to make contact with any streamlining (see also Reg. No 15). It is compulsory to fit a stop or stops or other device to ensure a minimum clearance of 30mm between the handlebars and tank when on full lock to prevent the trapping of the riders fingers.

**8.12 FOOTRESTS**

- 1 The footrests for the rider must be positioned to give easy access to any control pedal
- 2 The ends of the footrests must be rounded with a radius of not less than 8mm diameter.

**8.13 STREAMLINING**

- 1 Unless otherwise stated in the Supplementary Regulations, there is no restriction on the type of streamlining of a motorcycle except that there must be a clearance of at least 50mm between the

streamlining and the extremities of the handlebars or other form of steering device, including any attachments thereto, whatever the position of the handlebars (see also Reg. No 8.11).

- 2 Should the streamlining totally enclose the rider and/or passenger, a firewall must be installed between the engine and the rider and passenger and, in addition, a substantial roll bar must be securely fitted.
- 3 Any streamlining must be approved by the Technical Official and, unless so approved, the motorcycle must not be driven in any event or in practice thereof.

#### 8.14 FUEL

- 1 Unless otherwise stated in the Supplementary Regulations, there shall be no restrictions as to the type of fuel that may be used.
- 2 All machines of any capacity running on any percentage of Nitro Methane must have a positive fuel cut off that can be activated from the handlebars without the rider having to remove a hand from the handlebars and to display a red triangle on the front of the machine to indicate to the technical officials the machine is running on Nitro.
- 3 For Junior Classes only unleaded petrol may be used. Nitrous oxide injection, power and octane boosters are prohibited.

#### 8.15 NUMBER PLATES

- 1 Whenever number plates are required to be carried at an event they will be three in number and must comply with the following requirements.
- 2 They must be made of rigid material and solidly constructed, rectangular in shape, measuring a minimum of 235mm x 285mm in size with 50mm radius rounded corners.
- 3 The plates must be flat or slightly curved (not more than one inch from the true plane) and must not be otherwise bent or obscured in any way.
- 4 One plate must be carried facing forward and not more than 25 degrees from the vertical and others must be facing outwards and vertical, one on each side of the machine.
- 5 The minimum dimension of the figures must be: height 140mm, width of stroke 25mm, and the space between any two figures 25mm.
- 6 They must be so fixed that they are clearly visible and not obscured by any part of the machine or by the rider when he is in the riding position.
- 7 In place of detachable plates similar areas may be painted on the body of the machine or on the streamlining.
- 8 Any other number plate or any marking on the motorcycle that might be confused with a number plate must be removed before the rider is allowed to start.

**Note** The above regulations, 8.15, 1–8 are advisory for 2008 and will be mandatory for 2009 onwards.

- 9 The following colours shall be used and they must be Matt colours following the RAL Colour table:

Black	9005,	Blue	5010,	Yellow	1003,	Orange	2007,
Red	3020,	Green	6002,	White	9010		

The front and side number plates for each class of motorcycles are:

Class	Background colour	Number colour
F125cc	Red	White
125cc	Black	White
250cc	Green	White
350cc	Blue	White
500cc	Yellow	Black
Over 500cc	White	Black
Supersport 400	Blue	White
Formula 400	Blue	White
Supersport 600	White	Blue
Formula 600	White	Blue
Supermono	Black	Yellow
Stocksport	Red	White
FII Sidecars	Red	White
Open Sidecars (Three wheelers)	White	Black

Any additional colours for particular events will be detailed in the Supplementary Regulations.

**8.16 CONTROL OF EXHAUST SOUND LEVEL**

- 1 The Clerk of the Course may disqualify any machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy.
- 2 The sound level of a sprint machine is controlled according to the FIM method. Machines must comply with the Supplementary Regulations for the meeting.

**8.17 CONSTRUCTION**

- 1 For wheel spindles the use of light alloys is forbidden.
- 2 The use of titanium alloy nuts and bolts is allowed. But a dimension increase may be necessary when ferrous fastners are replace by non-ferrous fastners.

**8.18 SPECIFICATIONS FOR SOLO MACHINES**

(1300cc and over). All motorcycles in or over 1300cc (Category) must comply with the following:

- 1 A positive on-off ignition cut-out switch must be fitted in an accessible position on the handlebar so as to be operated by a rider or marshal in an emergency.
- 2 All fuel lines from the main supply tanks must be fitted with easily accessible on and off control taps.
- 3 A final drive steel guard with a minimum thickness of 1.5mm steel or 3mm alloy gauge must be fitted to enclose the top run if a chain is used. If drive shafts are employed, restraining steel rings must encircle the shafts, one at each end.
- 4 A clutch guard of sufficient strength must be fitted to protect the rider and/or passenger in the event of clutch parts breaking up. If of cruciform shape, to be made of minimum 38mm wide 3mm steel. If a complete covering, minimum 1.5mm wall thickness.
- 5 All frames must be entirely self-supporting and stable in the event of one or more of the engines disintegrating.
- 6 The front steering assembly must have a minimum trail of 100mm and be of sufficient strength to obviate any likelihood of collapse during acceleration or under braking conditions. Flimsy forks or frames are not permitted
- 7 For Junior Classes superchargers and turbochargers are not permitted. For Junior Classes standard rebores are permitted to a maximum increase in engine capacity of 3cc.

**8.19 ADDITIONAL SPECIFICATIONS FOR THREE-WHEELERS**

- 1 All three-wheelers must carry a timing strut mounted on the most forward part of the vehicle to activate timing devices in events where timing is activated by a light beam.
- 2 Where fitted the vertical strut must be opaque and non-reflecting and a height of 25.4cm by a depth of 5cm between 20cm and 46cm from the ground.
3. A passenger or ballast must be carried in addition to the rider. If a passenger is replaced by ballast this must weigh not less than 132lb and must be securely affixed under the supervision of a Technical Official. Where a passenger is carried, the passenger must always be completely protected from the road wheels and drive (both primary and final) either by mud guarding or some other means.

**SECTION 9 RUN WHAT YOU BRUNG SPRINT & HILL CLIMB EVENTS**

**The National Sporting Code of the ACU, these Standing Regulations and the Disciplinary Section of the Road Race Standing Regulations shall apply to all Sprint and Hill Climb “Run what you Brung” events within a Sprint or Hill Climb Meeting together with the Supplementary Regulations and any final instructions.**

**9.1 DEFINITION**

A race at a Sprint or Hill Climb meeting for Competitors competing on motorcycles registered and licenced for use on the Public Highway.

**9.2 ELIGIBILITY**

Open to competitors who are holders of a full DVLA motorcycle licence and who hold an ACU Competition Licence or ACU One Event Licence.

**9.3 MACHINE ELIGIBILITY**

Any motorcycle registered and licenced for use on the Public Highway. A current MOT certificate, if required, must be produced at technical control inspection. The machine must be in road legal condition to be eligible to take part in this type of event.

**9.4 TECHNICAL CONTROL**

The machine must be free from all obvious fluid leaks. A number issued by the organisers must be displayed on the machine, to enable identification. All lights and indicators must be taped over. All stands must be wired or taped up.

**SECTION 10 PROTECTIVE CLOTHING****10.1 PROTECTIVE CLOTHING**

- 1 Bulky hard objects such as tools etc. are NOT to be carried in pockets or on the person.
- 2 During practice and racing, riders and passengers must wear the following clothing and footwear:
- 3 Competitors must wear a complete leather suit of at least 1.2mm in thickness (on all parts of the suit), two piece suits that zip together at the waist are acceptable. Each part of the zip should be securely attached to the jacket or the trousers respectively and the suit must zip together over at least 75% of the waistband. Non-leather material may be used if it meets with the requirements laid down by ACU Road Racing Standing Regulations.
- 4 Competitors footwear must be of leather (i.e. outer hide) or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection i.e. no exposed areas.
- 5 Competitors must wear leather (or an approved substitute material) protective gloves.

**10.2 BODY JEWELLERY**

It is recommended that any body piercing studs, ring etc. are removed.

**10.3 HELMETS**

Helmets bearing the current ACU gold stamp and in sound condition and properly fitted must be worn by all riders and passengers while practicing and racing. Overseas riders may use helmets as approved by their own FMN.

**SECTION 11 ACU SPRINT CHAMPIONSHIP  
QUALIFYING ROUNDS (TO BE ANNOUNCED)**

**11.1 TITLE**

The main title of each round shall be the ACU Sprint Championship ‘X’ Round – this to appear on all documentation. The title may however be abbreviated at the discretion of the ACU in the case of the use of associated advertising material, where it would be impracticable to use the full title.

**11.2 ELIGIBILITY**

- 1 Open only to holders of a current ACU, Scottish ACU or MCUI competition licence for sprinting
- 2 All Championship rounds shall be run under Restricted Permits.
- 3 For all ACU Championships an ACU decal will be displayed on the front number plate. The decal to be supplied by the organiser. Any Competitor failing to display such a decal shall forfeit the right to any prize money or Championship points. This will be treated as a matter of fact.

**11.3 CLASSES**

<b>Capacity</b>	<b>From – To</b>
<b>Racing Solo Motorcycles</b>	
50cc	Up to 50cc
125cc	51cc to 125cc
250cc	126cc to 250cc
400cc	251cc to 400cc
500cc	401cc to 500cc
750cc	501cc to 750cc
1000cc	751cc to 1000cc
2000cc	1001cc to 2000cc
Over 2000cc	Over 2000cc (normally aspirated)
<b>Vintage Solo M/C</b>	Built before 1/1/59
<b>Scooters – Category A2</b>	Up to 250cc
<b>Road Legal Solo Motorcycles</b>	
	Up to 250cc
251cc	Up to 400cc
401cc	Up to 750cc
751cc	Up to 1000cc
1001cc	And above
<b>Racing Sidecars &amp; Three Wheelers – Category B</b>	
500cc	Up to 500cc
1000cc	501cc to 1000cc
2000cc	1001cc to 2000cc
3500cc	2001cc to 3500cc

**11.4 POINTS**

Points will be awarded in all rounds on the basis of the finishing places in each class.

10 points 1st place      9 points 2nd place      8 points 3rd place      7 points 4th place

3 extra points will be awarded to a competitor for breaking a class record. Points cannot be scored in Racing and Road Legal Classes on the same machine. No points will be awarded for establishing a class record.

**11.5 OVERALL CLASSIFICATION**

At the conclusion of the Championship the points for each riders best six performances from the nine rounds will be added together, and the rider with the highest number of points in any one class will be declared the winner.

**11.6 TIES**

Ties will be decided as follows:

- 1 By the rider gaining the highest number of wins from the six meetings counting for the riders total.
- 2 By the highest number of class records broken.
- 3 By the greatest number of first and second places in all qualifying events.
- 4 In the event of a continuing tie, the decision will be taken on the basis of the extent to which class records have been broken.

**11.7 RESULTS RETURN METHOD**

- 1 Immediately after each meeting organisers should send a copy of the result sheets to the Series Coordinator – Mr. C. Butterworth, Slack Booth House, Hollin Hall, Trawden, Colne, Lancs BB8 8SS. Tel: 07709 429315
  - 2 The Series Coordinator will assess the results, and will send them immediately of the final round to the ACU for ratification. The Results form will be completed by him in the following manner:
    1. Heading: The number of the round, the venue and the date.
    2. Name: Rider's name.
    3. Number: Racing number allocated by round organiser.
    4. Record Time: If a new track class record has been established the time will be entered, otherwise a line will be drawn through the box.
    5. Class: Each rider's capacity class will be shown with "Racing" or "Prod" as appropriate.
    6. Position: Results for each rider will be entered as follows:
 

10 points 1st place	9 points 2nd place
8 points 3rd place	7 point 4th place
- 3 extra points for breaking a class record

**SECTION 12 RECORD ATTEMPTS**

- 1 An application for a National Attempt meeting must be lodged with the ACU at least one month (International 3 months) before the attempt, together with the names of the appointed Timekeeper and Measurer.
- 2 Applications for a permit to attempt records by a rider must be received at the ACU offices not less than 28 days before the published day of the event.
- 3 Regulations governing attempts at British National Records and Elvington' Production Records are obtainable from the ACU Headquarters together with a list of current Records. Price £5.00 available from the ACU Road Race Department.



# Pocket Bike

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**The National Sporting Code of the ACU and these Standing Regulations shall apply to all Pocket Bike Meetings, together with the Supplementary Regulations and any final instructions.**

**Definition** A sport where miniature motorcycles or sidecars with a rigid frame and propelled by an internal combustion engine. They compete in massed start races around a specially designed metallod road circuit.

## SECTION 1 GENERAL

### 1.1 ELIGIBILITY

- Race Circuits** These can be either permanent or temporary courses. The Circuit must hold a current Track Licence for racing issued by the Auto Cycle Union. The course should ideally have a minimum length of 250m. The minimum width must be 3m.
- Competitors** All competitors must hold a current competition licence for Road Racing or Pocket Bike Racing issued by the Auto Cycle Union.
- Categories**

Class	Age Limits	Rider's Weight
Junior A	6–9 Years	
Junior B	10–12 Years	Weight limit 39.9kg minimum
Junior C	10–12 Years	Weight limit 40kg maximum
Junior Production	10–12 Years	
Production Superlight	12 Years Minimum	Weight limit 59.9kg minimum
Production Lights	12 Years Minimum	Weight limit 60kg minimum 74.9kg maximum
Production Heavies	12 Years Minimum	Weight limit 75kg minimum
Senior A	13 Years and over	Weight limit 61.9kg maximum
Senior B	13 Years and over	Weight limit 62kg minimum
Senior Midi *	13 Years and over	No limits
Super	12–16 Years	No limits
Super	16 Years and over	Weight limit 60kg minimum
Junior Sidecar Drivers	12–16 Years	
Junior Sidecar Passengers	12 Years and over	
F2 Sidecars Drivers	16 Years and over	
F1 Sidecars Drivers	16 Years and over	
Sidecar Passengers	13 Years and over	

All riders must be weighed with minimum clothing.

## SECTION 2 MACHINES

### 2.1 CATEGORIES

- Junior A B & C Single gear. Single cylinder engine maximum 40cc (two stroke), 80cc (four stroke), air cooled. Mini bikes only
- Senior Class, 4.2 Mini or Midi Bikes. Single Gear. Single cylinder engine maximum 40cc (two Lights, Superlights, stroke), 80cc (four stroke), air cooled.
- Heavies. All Production Any homologated production based engine, three ports 6.2hp. All internal surfaces must remain as factory finish. No machining of internal surfaces. Subject to a minimum production volume of 200 units per year worldwide. Mini or Midi bikes allowed.
- Super Single gear. Single cylinder five port engine maximum 50cc (two stroke), 80cc (four stroke), air cooled or water cooled. No engine restrictions. Mini or Midi bikes.

## SECTION 3 CLOTHING

All competitors must wear protective clothing as described in the Road Race Technical Regulations.

### 3.1 PROTECTIVE CLOTHING

Two piece leather suits zipped together at the waist are permitted. Proprietary Pocket Bike clothing is acceptable, but must include back and knee protectors.

### 3.2 JEWELLERY

It is recommended that all body piercing, studs, rings etc. are removed.

Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an incident, e.g. chewing gum. This includes removing dentures.

### 3.3 HELMETS

All competitors must wear a helmet as described in Road Race Technical Regulations.

### 3.4 IDENTIFICATION DISCS

While practising and racing riders and passengers are required to wear an identification disc around the neck, attached by a material approved by the technical official. Thin chains should be avoided. The disc must be permanently marked with the wearer's full name and date of birth.

Identification discs shall be of durable material, circular in shape, between 20mm and 25mm in diameter and having rounded edges with no sharp or ragged projections.

## SECTION 4 SPECIFICATIONS

### 4.1 SOLO BASIC DIMENSIONS IN MM

	Minibikes	Midibikes min	max
Wheelbase	620 max	675	730
Length	900 max	968	1060
Height of Saddle	385 max	425	460
Footrests	Non-folding	Non-folding	
Total Height	540 max	620	
Minimum length of Footpegs*	60 min		

Foot pegs must be plastic or rubber covered and round tipped.

A tolerance of +/- 5% is allowed

All solo machines must have dry centrifugal clutch keyed into the crank shaft. The engine for solo machines must have a recoil cord pull starting device.

### 4.2 CARBURETTORS

- 1 Junior Classes Standard carburettors with the engine restrictor in place over a length of 3mm between the cylinder and exhaust. The main jet may be modified.
- 2 Production Classes Standard SHA 14/14L Dellorto with any jet. This may be mounted on a rubber manifold.
- 3 Senior and Super Classes No restrictions

### 4.3 SPARK PLUGS

No restrictions

### 4.4 FUEL

Only unleaded fuel, that can be obtained from a roadside Petrol Station can be used.

**4.5 KILL SWITCH**

A kill switch must be located on the handlebars adjacent to the headstock.

**4.6 COOLANT**

Water is the only coolant permitted in water cooled engines.

**4.7 WHEELS**

Any make of wheel is permitted. Diameter of wheel and tyre 280mm maximum. The width of the wheels is 110mm maximum.

**4.8 TYRES**

Any make of tyre, slick or treaded, is permitted. The maximum diameter of tyre is 280mm.

**4.9 BRAKES**

Cable operated disc brakes are required on either wheel.

**4.10 TRANSMISSION**

By chain with any ratios. A chain guard must be fitted in such a way as to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

**4.11 EXHAUST**

- 1 For all 4.2 type engines the down pipe will be a cylindrical shape with a minimum length of 280mm from the flange (maximum 4mm thick) to the expansion box with an external diameter of 25mm (+maximum 1.0mm tolerance) made of sheet metal with a thickness of between 1.0mm and 2.0mm.
- 2 The regulated exhaust pipe must have standard ribbing which may only be removed at the point at which it would come into contact with the frame or other parts.
- 3 A cut may be made in the exhaust pipe to aid assembly but the manufacturer must prove the need.

**4.12 NOISE CONTROL**

The maximum permitted noise is 97db/a (post race inspection tolerance 2dba) The noise control is measured at an engine speed of 8,000rpm. The end of the exhaust must not project beyond the back end of the tailpiece.

**4.13 BODYWORK**

Fairing and streamlining are permitted. Covering of the headstock is compulsory.

**4.14 NUMBER PLATES**

- 1 Front numbers are compulsory and must be 70mm high. They must be of a contrasting colour to the number plate (e.g. white numbers on a black plate).
- 2 Side number plates are optional.
- 3 The font for all numbers must be in accordance with the ACU Road Race Standing Regulations.

**4.15 SIDECAR SPECIFICATION**

- 1 A passenger must be carried and must always be protected from the road wheels and both primary and final drive trains.
- 2 Construction The chassis must be constructed of quality steel tube or box section with a maximum diameter of 50mm.

**3 Basic Dimensions**

Length	1380mm Maximum including bodywork
Width	1020mm Maximum including bodywork
Height	560mm Maximum including bodywork
Wheelbase	1040mm Maximum
Track	690mm Maximum (Measured as the distance between the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel. A tolerance of +/- 5% is allowed.)

**4.16 ENGINES**

- 1 Junior Sidecars Maximum 6 gears. Honda GXQ4 200cc 4 stroke engine. No tuning is permitted other than polishing internal parts.
- 2 F2 Sidecar Maximum 6 gears. Single cylinder engine maximum 80cc (two stroke), 125cc (four stroke) derived from road motorcycles. Tuning permitted to any engine to a maximum rating of 15hp.
- 3 F1 Sidecars Maximum 6 gears.
- 4 Single cylinder engine maximum 80cc (two stroke), 200cc (four stroke) derived from Moto X / Enduro motorcycles.
- 5 For four stroke engines tuning is permitted to a maximum rating of 26hp. Two stroke engines must remain as standard including the ignition, carburettor and exhaust.

**4.17 ENGINE POSITION**

The engine must be positioned between the front and rear spindles. The drive must be transmitted through the rear wheel.

**4.18 OIL AND COOLANT CONTAINMENT**

- 1 In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres).
- 2 The surrounding edges of the tray must be at least 50mm above the bottom of the tray. This tray should incorporate a maximum of two holes of 25mm in diameter and be closed with rubber plugs.
- 3 These holes must remain closed in dry conditions and only opened when wet race conditions have been declared by the Clerk of the Course.
- 4 Four stroke machines must use this tray
- 5 Oil lines containing positive pressure must, if replaced, be of a metal construction, with swaged or threaded connectors.
- 6 Oil coolers must not be mounted on or above the body of the sidecar.
- 7 The location of the oil tank and oil cooler should not be placed in a location where it is likely to be damaged in an accident.
- 8 Where an oil breather pipe is fitted the outlet must discharge into a catch tank in an easily accessible position which must be emptied before the start of the meeting, minimum capacity 500ml.

**4.19 KILL SWITCH**

A kill switch must be located on the handlebars adjacent to the headstock.

**4.20 AIR INTAKES**

Air or cooling ducts must not project outside the maximum length or width.

**4.21 CARBURETTORS**

No restrictions.

**4.22 WHEELS**

All wheels must be of metal construction with a maximum diameter of 127mm.

**4.23 SIDECAR WHEEL**

This must be offset to the left with the axle forward of the rear wheel. The sidecar wheel must be enclosed from the sidecar platform and level with the platform on the outside and right round the periphery. A cut out to check the tyres is permitted.

**4.24 TYRES**

Any make of tyre, slick or treaded, is permitted. Kart tyres are permitted.

**4.25 BRAKE**

Both road wheels must have effective brakes, one of which must be of the hydraulic type. A brake on the sidecar wheel is optional.

**4.26 FUEL**

Only unleaded fuel, that can be obtained from a roadside Petrol Station can be used.

**4.27 COOLANT**

Water is the only coolant permitted in water cooled engines.

**4.28 NUMBER PLATES**

Front numbers are compulsory and must be 70mm high. They must be of a contrasting colour to the number plate (e.g. white numbers on a black plate).

The font for all numbers must be in accordance with the ACU Road Race Standing Regulations.

**SECTION 5 MEDICAL SERVICES****5.1 MEDICAL SERVICES. MINIMUM REQUIREMENTS FOR POCKET BIKE MEETINGS**

	PERSONNEL			VEHICLES		
	Doctors MO	Paramedic(s) PM	First Aid personnel	Ambulance(s)	Fast Intervention Vehicle	Special Notes
Pocket Bikes	1 MO	2	1	1	(ii)	

- Medical Officer (MO) – DOCTOR** A medical practitioner (doctor) fully registered with the General Medical Council (GMC), and holding appropriate personal medical malpractice insurance cover (excludes NHS Crown Indemnity).
- Ambulance** A vehicle registered as an ambulance with the DVLA (Driver and Vehicle Licencing Agency) or similar government licencing authority and complying with FIM minimum equipment regulations for a type C vehicle; that is:  
 Medical: A stretcher (preferably standardised), oxygen supply, apparatus to immobilise limbs and vertebral column. First aid medicaments and materials.  
 Technical: Radio communication. Visible and audible signals.  
 Staffing: An ambulance must be staffed by 2 First Aid Personnel (who can be the two minimum First Aid).  
 An ambulance may act as a Medical Centre BUT if so it must be a vehicle additional to the

minimum ambulance requirement.

- 3 **First Aid Personnel** A person holding a current certificate of First Aid competency. (Where an event is open to the public event organisers should ensure that all First Aid personnel are insured against malpractice for the event concerned).

**Special Notes**

The minimum medical requirements specific for this discipline also apply to associated Test Days.

# Scooter

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**The National Sporting Code of the ACU and these Standing Regulations shall apply to all Scooter meetings, together with the Supplementary Regulations and any final instructions. Note: please refer to the ACU website for any changes to these scooter standing regulations for 2010.**

## SECTION 1 MEETINGS

### 1.1 CATEGORIES OF MEETINGS

- International Meetings
- European Open Meetings
- National Meetings
- Open Meetings
- Restricted Meetings

Permits for all Road Race competitions are issued by ACU Headquarters

### 1.2 INTERNATIONAL

- 1 The Permit shall be issued by the ACU Headquarters for a meeting inscribed on the International Calendar of the FIM and having an FIM International Meeting Number (IMN).
- 2 An International meeting is open to Entrants and Riders of more than one nation who must hold an International Licence or a National Licence issued by the ACU valid for the particular meeting concerned.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.3 EUROPEAN OPEN

- 1 The permit shall be issued by ACU Headquarters for a meeting inscribed on the Calendar of the Union of European Motorcycling (UEM) and having a European Meeting Number (EMN).
- 2 A European Open meeting is open to Entrants and Riders of more than one European nation who must hold the appropriate Competition Licence valid for the particular meeting concerned.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.4 NATIONAL

- 1 The Permit shall be issued by the ACU Headquarters.
- 2 A National meeting is open to Entrants and Riders who are the holders of a National or International Licence valid for the particular meeting concerned issued by any Federation.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

**Note:** This includes all riders holding a licence issued by the MCUI.

### 1.5 OPEN

- 1 An Open permit is issued by ACU Headquarters.
- 2 An Open meeting is open to Entrants and Riders who hold a valid ACU or SACU Licence for the meeting concerned.

### 1.6 RESTRICTED

- 1 A Restricted Permit is issued by ACU Headquarters.
- 2 A Restricted meeting is open to Entrants and Riders who hold a current ACU or SACU Licence valid for the meeting concerned.

- 3 The Supplementary Regulations issued for the event must specify all restrictions and requirements of eligibility.

### 1.7 ELIGIBILITY OF FOREIGN RIDERS IN OPEN AND RESTRICTED MEETINGS

- 1 The Supplementary Regulations issued for the event must specify the licence qualification and eligibility requirements of foreign riders.
- 2 All riders must have a current Licence and Start Permission from their own Federation valid for the event.

### 1.8 PRACTICE MEETINGS AND TEST DAYS

- 1 Permits for Practice Meetings and Test Days may be issued on application to the Permit Issuing Authority.
- 2 No such event may be held unless the appropriate Permit and Insurance has been issued.

### 1.9 CONDITIONS FOR ROAD RACE MEETINGS

- 1 The ACU Road Race Committee must approve the Organiser.
- 2 The Venue must hold a current Track Licence or Track Certificate issued by the ACU Road Race Committee.
- 3 The ACU Secretariat must approve the Supplementary Regulations for the event and issue an ACU Permit prior to publication and circulation.
- 4 For all ACU Championships an ACU decal, supplied by the ACU Secretariat, must be displayed on the front number plate of each machine. Any rider not complying will be disqualified from the results of the race.

## SECTION 2 LICENCE – COMPETITORS

### 2.1 GENERAL

- 1 To participate in Scooter Road Race events an annual Licence issued by the ACU is required. Residents in Scotland apply to the Scottish ACU.
- 2 First time applicants are required to demonstrate an ability to control a motorcycle and complete the ACU pre-licence training course.
- 3 A Licence can be upgraded at any time during the year.
- 4 The parent or legal guardian must accompany all competitors, or participants in parades, under 18 years of age to every meeting. This person must attend at signing-on and be present throughout the meeting.

### 2.2 GRADES

- 1 **Clubman** Entry level for all first-time Scooter Road Race Applicants.
- 2 **National** Clubman Competitors may apply to be upgraded to a National licence after competing at 10 separate race days at 3 different venues during the last 3 years. This does not include heats, qualifiers, consolation races or “B” finals.

### 2.3 LAPSED LICENCES

Licence holders who have allowed their licence to lapse for more than 3 years will be required to complete the ACU pre-licence training course, after which a Clubman licence may be issued.

### 2.4 CAPACITY AND LICENCE RESTRICTIONS

Upto 125cc Production automatic scooter	11yrs	Clubman Licence
Upto 125cc Production based scooter	12yrs	Clubman Licence
Unrestricted Scooter	14yrs	National Licence
Unrestricted Scooter	15yrs	Clubman Licence

## SECTION 3 LICENCES AND REGISTRATIONS – OFFICIALS

### 3.1 QUALIFICATIONS AND CONDITIONS

Road Race Officials are divided into two categories: Those that are Licensed and those that are Registered. Licences: Senior Road Race Officials are required to hold an ACU Licence of the appropriate Grade for the performance of their duties.

Registration: A Register is maintained of Officials not required to hold a Licence.

### 3.2 ROAD RACE OFFICIALS WHO REQUIRE A LICENCE

All the following licences are valid for 3 years

	See Note Below	Attendance at Seminar/ Training Session
Clerk of the Course	1	Every third year maximum
Chief Steward	2	Every third year maximum
Chief Technical Officer	3	Every third year maximum
Sound Inspector		Required for First Issue only
Measurer	4	Required for First Issue only
Timekeeper	5	Equipment and operators check

Clubs and Centres shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels organize Seminars that are compulsory for certain Officials.

### 3.3 GRADES FOR CLERK OF THE COURSE

#### 1 Probationary

Any club may nominate a Probationary Clerk of the Course. Such a Registered Official may act as an Assistant to a National C Clerk of the Course at a Closed to Club event.

To upgrade from Probationary to National C a registered official must act as an Assistant at 10 meetings and be recommended by the Clerk of the Course and must be nominated by a club for a specific future event.

#### 2 National Grade C

A Clerk of the Course who may officiate at a Closed to Club event where the use of slick tyres has NOT been authorised. May act as Deputy or Assistant Clerk of the Course at National Restricted events and Closed to Club events where slick tyres have been authorised.

To upgrade from National C to National B a licence holder must officiate as Clerk of the Course at 5 Closed to Club events. He must also officiate as a Deputy to a National B Clerk of the Course at 5 events and be recommended by the Clerk of the Course at each. In addition members of the Road Race, Drag and Sprint Committee may be appointed to observe him. A Club must nominate him as being required to take charge of a specific future event.

#### 3 National Grade B

A Clerk of the Course who may officiate at a National Restricted event or a Closed to Club event where slick tyres HAVE been authorised. May officiate as Deputy to a National Grade A. To upgrade from National B to National A a Licence holder must officiate as a National B Clerk of the Course at 5 events. He must act as Deputy to a National A Clerk of the Course at 5 events and be recommended by the Clerk of the Course at each. In addition members of the Road Race, Drag and Sprint Committee may be appointed to observe him. A club must nominate him as being required to take charge of a specific future event

#### 4 National Grade A

A Clerk of the Course who may officiate at any event held under an ACU Permit. May officiate as Deputy or Assistant at FIM (Non Championship) event.

**Note 1 Clerk of the Course**

Age Limits: Regardless of age or type of licence held Clerks of the Course of all grades may not officiate beyond the end of the season in which they attain their 70th birthday.

**Note 2 Chief Steward**

Grades: There is only one grade of Steward's Licence for all Road Race disciplines.

Age Limits: Stewards may not normally officiate beyond the end of the season in which they attain their 70th birthday. The Road Race, Drag and Sprint Committee will review Stewards who reach the age of 70 for appointments on an annual basis.

**Note 3 Chief Technical Officer**

The Chief Technical Officer will be licensed by the Technical Panel to be in charge of the Technical Control at an event. The Technical Panel may restrict the disciplines of licence holders.

**Note 4 Measurer**

The Measurer is required for ACU National Championships and National events. The Licence is issued by the Technical Panel and may be restricted by discipline.

**Note 5 Timekeepers**

Will be required to pay for their Licence.

Licence Fees: All licences (exception Timekeepers licences) will be issued, free of charge, for a period of three years. No fee will be charged for attendance at Seminars organised by the Road Race Drag and Sprint Committee or the relevant Panel with the exception of FIM Seminars.

**3.4 ROAD RACE OFFICIALS WHO DO NOT REQUIRE A LICENCE**

	<b>See Note Below</b>	<b>Attendance at Seminar/ Training Session</b>
Incident Officer	1 and 4	May attend Clerk of the Course Seminar at ACU HQ for information purposes.
Secretary of the Meeting	2 and 4	Will receive Training at meetings and if required at Regional or ACU HQ Seminars.
Technical Official		Will receive training via the Chief Technical Officer at meetings. May attend Regional Training Seminars
Club Stewards	3	May attend Regional or ACU HQ Seminars for information purposes
Chief Marshal		May receive training at ACU HQ or Regional Training Days
Marshal		May receive training at Regional Training days and at meetings via the Chief Marshal.
Medical Officer		None required

Registration of the above officials and marshals will be renewed annually. All such Officials will receive an appropriate form of identification from the ACU.

**Note 1 Incident Officer**

Will collate all information and documentation, and prepare reports relating to serious accidents and to all incidents involving Officials or Spectators.

**Note:** A Deputy Clerk of the Course may undertake these duties. An Incident Officer may be nominated to attend a Clerk of the Course Seminar to assist with these duties.

**Note 2 Secretary of the Meeting**

Will be responsible for all administration connected with the organisation of a meeting.

**Note 3 Club Stewards**

Stewards of the meeting exercise judicial authority over the running of the meeting according to the National Sporting Code and Supplementary Regulations.

**Note 4 Incident Officer and Secretary of the Meeting Registration**

Currently there is no requirement for these officials to be registered for Road Race Disciplines.

## SECTION 4 PRACTICE

### 4.1 TIME MUST BE PUT ASIDE FOR THE PRACTICE SESSIONS AND THESE MUST BE DEFINED IN THE SUPPLEMENTARY REGULATIONS FOR THE MEETING.

- 1 Riders will commence practice under the instructions of the Start Officials.
- 2 The duration of each practice session will commence from the time the first rider joins the circuit and will finish not less than 10 minutes later.
- 3 The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has lapsed.
- 4 If practice is interrupted due to an incident or any other reason then a red flag will be displayed at the start line and at marshals posts. All riders must return slowly to the pit lane or as otherwise instructed by the Marshals under the direction of the Clerk of the Course.
- 5 When the practice is restarted the time remaining will be decided by the Clerk of the Course.

## SECTION 5 GRID POSITIONS

### 5.1 POSITIONS

- 1 Pole position, and the configuration of the grid, will be determined at the time of the Track Inspection.
- 2 Grid positions will be established according to the provisions of the Supplementary Regulations.

### 5.2 TIMED PRACTICE

Where timed practice is used and identical times are recorded by more than one rider in the official qualifying practice session for the race the rider first setting such a time will receive the better starting position.

A qualifying maxima may be specified in the Supplementary Regulations.

### 5.3 BALLOTTED

Where the Organiser decides that the grid positions will be by ballot this must be conducted by the competitors at the meeting.

### 5.4 ALLOCATED

Organisers wishing to allocate grid position will specify this and the method to be adopted in the Supplementary Regulations.

## SECTION 6 START PROCEDURES

Races may be started by one of the following methods:

### 6.1 GROUP STARTS

Which include the 45 degree echelon line up known as the Le Mans start.

### 6.2 INTERVAL STARTS

Where competitors are started individually or in groups at pre-determined intervals.

Starts may be made with engines running or engines stopped. For starts with engines stopped the Supplementary Regulations for the race must specify the authorised method of starting.

### 6.3 CLUBMANS RACES

- 1 Riders collect in the Assembly Area and proceed when directed to the Grid to take up their allocated Grid positions.
- 2 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.

- 3 Riders who do not go on to the Grid may join the warm-up lap from the Pit Lane on the instruction of the Officials, but in this case must start the race from the back of the Grid.
- 4 On the completion of the warm-up lap an Official will display a Red Flag at the front of the Grid.
- 5 When the grid is re-formed the Official with the Red Flag will leave the Grid indicating to the Riders that the race is about to commence.
- 6 Any Rider who stalls his engine on the Grid, or who has other difficulties, must remain on his motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.
- 7 A Red light will be displayed for up to 5 seconds. The Red Light will then be extinguished to start the race. Alternatively, the National Flag may be lowered to start the race.
- 8 After the Riders have passed the exit of the Pit Lane any Riders waiting there may be permitted to join the race at the discretion of the Clerk of the Course and under the instructions of the Officials.
- 9 Should there be a problem on the Grid, the Starter may display a Yellow Flag or Yellow lights to indicate a delayed start. The Clerk of the Course may decide that the Riders will complete another warm-up lap and the race distance may be reduced.

#### 6.4 NATIONAL RACES

- 1 Riders proceed as directed to the Grid upon the opening of the Pit Lane and take up their starting positions.
- 2 Riders take up their allocated positions on the Grid. Riders who encounter technical problems must go to the Pit Lane to make adjustments or to change machines.
- 3 Two minutes before the start of the race the Starter will signal all the Riders to proceed on a warm-up lap by waving a Green Flag. On completion of the warm-up lap the riders each return to their allocated Grid positions.
- 4 Riders not going on to the Grid may join the warm-up lap from the Pit Lane on the instructions of the Officials but in this case must start the race from the rear of the Grid.
- 5 On completion of the warm-up lap an Official will display a Red Flag at the front of the grid.
- 6 When the Grid is re-formed the Official with the Red Flag will leave the track indicating to the Riders that the race is about to commence.
- 7 Any Rider who stalls his engine on the Grid or who has other difficulties must remain on his motorcycle and raise an arm. It is not permitted to delay the start by any other means.
- 8 A Red Signal light will be displayed for up to 5 seconds. The Red Light will then be extinguished to start the race. Alternatively, the National Flag may be lowered to start the race.
- 9 After the Riders have passed the exit to the Pit lane any Riders waiting there may be permitted to join the race at the discretion of the Clerk of the Course and under the instructions of the Officials.
- 10 Should there be a problem on the Grid, the Starter may display a Yellow Flag or Yellow lights to indicate a delayed start. Riders will stop engines. One assistant per team may enter the grid to assist the competitors. The Rider(s) responsible for the delay will start from the back of the Grid. The Riders will complete another warm-up lap and the race distance will be reduced by one lap.

#### 6.5 ANTICIPATION OF THE START

- 1 Anticipation of the Start is defined as when the motorcycle is moving forward when the Red Lights are on.
- 2 Any Competitor who takes up an incorrect Grid position will be judged to have anticipated the Start.

- 3 The Clerk of the Course will award a Time Penalty of up to 20 seconds to any Rider who anticipated the Start. The decision as to an anticipated Start is to be accepted as a Matter of Fact from which there is no right of Protest.

## **SECTION 7 FLAGS AND LIGHTS**

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders:

### **7.1 FLAGS AND LIGHTS USED TO PROVIDE INFORMATION**

#### **1 NATIONAL FLAG OR START LIGHTS**

- 1 Signal for the Start of the Race

#### **2 GREEN FLAG**

- 1 The track is clear
- 2 This flag will be shown waved by the starter to signal the start of the warm up lap.
- 3 This flag must be shown motionless at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap(s) and for the warm up lap.
- 4 This flag must be shown motionless at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

#### **3 YELLOW AND RED STRIPED FLAG**

- 1 Oil, water or other substance is affecting adhesion on this section of the track.
- 2 This flag must be shown motionless at the flag marshal post.

#### **4 BLUE FLAG**

- 1 National events and above. Not mandatory at Club level events
- 2 May be shown waved, this flag indicates that a faster rider is about to overtake.
- 3 The use of this flag is optional at meetings of lower than National Status. Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.
- 4 During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.
- 5 During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity.

#### **5 YELLOW FLAG WITH BLACK DIAGONAL CROSS**

- 1 This flag will be shown motionless at the finish line at track level to indicate the commencement of the final lap of the race.

#### **6 CHEQUERED BLACK AND WHITE FLAG**

- 1 This flag will be waved at the finish line on track level to indicate the finish of race or practice session.

#### **7 CHEQUERED BLACK AND WHITE FLAG PLUS BLUE FLAG**

- 1 The chequered black/white flag will be waved together with the blue flag presented motionless at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line.

### **7.2 FLAGS USED TO CONVEY INFORMATION AND INSTRUCTIONS**

**1 YELLOW FLAG AND OR YELLOW LIGHTS**

- 1 Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed.
- 2 When shown stationary at the flag marshal post this flag indicates danger ahead, riders must slow down.  
No overtaking is permitted
- 3 When shown waved at the flag marshal post this flag indicates that the danger is more imminent. The riders must be prepared to stop.
- 4 Overtaking is forbidden up until the point where the green flag is shown.
- 5 Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred.
- 6 In case of infringement of this rule during the race, a time penalty will be imposed. In both cases, further penalties (such as fine – suspension) may also be imposed.
- 7 During the final inspection lap (by the Stewards and other Officials) this flag must be waved at the exact place where the flag marshal will be positioned during the practices, warm ups and races.

**Note:** Following an incident during a practice or race the Yellow Flags are usually displayed as follows:

- 1 Shown waved at the flag marshals' post immediately prior to the incident.
- 2 Shown stationary at the flag marshals' post preceding the post at which it is being shown waved.
- 3 Additional flags may be shown at the request of the Clerk of the Course.

**2 WHITE FLAG**

- 1 National events only. Not permitted at Club level.
- 2 An intervention vehicle is on the track.
- 3 Waved at the flag marshal post, this flag indicates that the rider will encounter the vehicle in the current section of the track.
- 4 It is forbidden for a rider to overtake another rider during the display of the white flag.
- 5 Overtaking the intervention vehicle is permitted.
- 6 As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented.

**Note:** At a meeting of below National status no Ambulance or Fast Intervention Vehicle will be allowed to be moved onto the course or its immediate verges whilst racing or practice is in progress on any part of the circuit. This means that in circumstances when an Ambulance or Fast Intervention Vehicle is required on the circuit, the Red Flags must first be displayed and the race or practice brought to an actual and effective halt before any vehicle is deployed.

**3 WHITE FLAG WITH RED DIAGONAL CROSS**

- 1 Indicates that a Safety Car (Pace Car) is on the Track. Riders must slow down, overtaking is prohibited.

**4 RED FLAG AND RED LIGHTS**

- 1 When the race or practice is being interrupted, the red flag will be waved at each flag marshal's post. Riders must return slowly to the pits or as directed by the Marshals.
- 2 Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.
- 3 The red flag will be shown motionless on the starting grid at the end of the sighting lap(s) and at the end of the warm up lap.
- 4 The red flag may also be used to close the track.
- 5 The red lights will be switched on at the start line for up to 5 seconds to start each race.



**5 BLACK FLAG**

- 1 This flag is used to convey instructions to one rider only and is displayed motionless together with the rider's number.
- 2 The rider must stop at the pits at the end of the current lap and cannot restart.
- 3 Any infringement of this rule will be penalised with one or more of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

**6 BLACK FLAG WITH ORANGE DISK (RADIUS 40 CM)**

- 1 This flag is used to convey instructions to one rider only and is displayed motionless together with the rider's number.
- 2 This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.
- 3 Any infringement of this rule will be penalised with one or more of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

**7.3 FLAG DIMENSIONS**

The flag dimension should be approximately 80cms in the vertical and 100cms in the horizontal.

**7.4 FLAG COLOURS**

The Pantones for the colours are as follows:

- Orange: Pantone 151C
- Black: Pantone Black C
- Blue: Pantone 286C or 298C
- Red: Pantone 186C
- Yellow: Pantone Yellow C
- Green: Pantone 348C

**7.5 FLAG MARSHALS POSTS**

The position of the Flag Marshals Posts will be fixed during the ACU Track Inspection.

**7.6 MARSHALS OVERALLS**

It is recommended that Marshals overalls be Orange (pantone 151C) or white in colour. Waterproofs should be of the same colour or transparent.

**SECTION 8 BEHAVIOUR DURING PRACTICE AND RACE****8.1 RIDERS MUST OBEY THE FLAG SIGNALS, THE LIGHT SIGNALS, AND THE BOARDS WHICH CONVEY INSTRUCTIONS. ANY INFRINGEMENT TO THIS RULE WILL BE PENALISED ACCORDING TO THE PROVISIONS OF SECTION 7.**

- 1 Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalised with one of the following penalties: fine – time penalty – disqualification – withdrawal of Championship points – suspension.
- 2 Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a time penalty. Further penalties (such as fine – disqualification – withdrawal of Championship points) may also be imposed.
- 3 Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him

to lift the machine and holding it whilst any repairs or adjustments are made.

The marshal may then assist him to re-start the machine.

- 4 If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
- 5 If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 6 Riders are not permitted to return slowly to the pits for any reason during practice or racing.
- 7 Riders may enter the pits during the race, but taking the motorcycle inside the pit box is not permitted. Any infringement of this rule will be penalised with a disqualification. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 8 Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine.
- 9 Riders must adopt a position with their feet on the footrests.
- 10 Riders who fall from their machine are not permitted to continue with the practice or race until passed fit by the Medical Officer and the machine re-inspected by technical control.
- 11 Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 12 No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, or legible messages on a pit board or body movements by the rider. Automatic timing devices, provided they do not disrupt official timekeeping methods, are not considered as telemetry.
- 13 The carrying of on board cameras is only permitted with the prior approval, in writing of the Clerk of the Course. The installation of the camera must be approved by the Chief Technical Officer.
- 14 A speed limit may be imposed in the Pit Lane
  1. Any rider found to have exceeded the limit during the practice will be subject to a penalty as described in the Supplementary Regulations.
  2. Any rider who exceeds the pit lane speed limit during a race will be penalised with a time penalty as described in the Supplementary Regulations.
  3. The Clerk of the Course must communicate the offence to the pit of the rider.
- 15 In the interest of safety, a rider may not stop his machine on the racing surface during the slow down lap, (exception see Art 8.17) when returning to the pits after the chequered flag.
- 16 Stopping on the track during practices and races is forbidden. (exception see Art 8.17)
- 17 During the practice sessions and warm ups, practice starts are permitted, when it is safe to do so, at the pit lane exit before joining the track and after the chequered flag is shown at the end of practice sessions and warm ups, when it is safe to do so. These practice starts must take place off the racing line.
- 18 The spinning of rear wheels (burn-outs) is strictly forbidden. Breach of this rule will result in a penalty of disqualification.
- 19 Any competitor who in any ACU or MRCB Permitted Event participates on a machine for which he is not eligible through age or licence restrictions will be penalised by a fine of £500.00 and a suspension for one year from the date of the hearing.

## 8.2 PROTESTS

- 1 Any Rider, Passenger, Entrant or Official licenced by the ACU affected by a decision taken during a meeting held under an ACU Permit has the right to protest against that decision.
- 2 No protest may be lodged against a decision of statement of fact of the Race Direction to inflict or not:

- A time penalty
- A change of position
- A ride through
- A disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- A fine for speeding in the pit lane.

## SECTION 9 NEUTRALISATION OF RACES – SAFETY CAR

A compulsory riders briefing on these Regulations must be conducted by the Clerk of the Course or his Deputy prior to any race in which the use of Safety Cars is intended. The Safety Cars if they are to go on the track must be equipped with Yellow Flashing lights. The words “Safety Car” should be clearly indicated on the back and the sides of the car. The Driver of the Safety Car should be the holder of an ACU or FIM Clerk of the Course or Competition Licence for Road Racing, a MSA Competition Licence or an ARDS Licence. All “Safety Car” drivers must be assisted in the car by a Race Official who is in constant contact with the Clerk of the Course.

If during a race of 20 miles or more an incident other than rain puts at risk the safety of the competitors and renders impossible the normal progress of the competition the Clerk of the Course (Grade National A or above or of Grade National B with the prior individual approval of the Road Race Committee) may decide to neutralize the race.

The following procedure will be adopted:

- 1 A White Flag with a Red Diagonal Cross must be displayed at the selected Marshals Posts during the whole of the neutralisation period.
- 2 A White Board showing the words “Safety Car” will be displayed at the Start Line during the whole of the neutralisation period.
- 3 Riders must immediately slow down. Overtaking is forbidden. The Track Marshals will record all infringements and report them to the Clerk of the Course.
- 4 The pit lane exit will be closed to competitors.
- 5 When the leading competitor approaches the start line at the end of the lap that the neutralisation was decided a “Safety Car” equipped with two flashing Yellow Lights on the roof will enter the track with two flashing lights switched on.
- 6 The competitors will end up in single file behind the “Safety Car” without overtaking it.
- 7 Competitors may now enter the pits but all other rules must be complied with.
- 8 After stopping at the pits competitors must line up at the pit lane exit and must only rejoin the circuit when instructed to do so by the official with a Green Flag or when the Green Light at that location is switched on. These instructions will be given 10 seconds after the last competitor in line behind the “Safety Car” has passed that point. Competitors must join the back of the line and MUST NOT overtake. The pit lane exit will then be closed and competitors must wait for the next lap.
- 9 During the last lap of the neutralisation period the “Safety Car” will switch off the Lights on the roof to indicate to the competitors that the “Safety Car” will enter the pit lane at the end of that lap and the race will resume.
- 10 When the “Safety Car” has left the track overtaking is forbidden up until the start line, where a Green Flag will be waved and the White Flags with the Red Diagonal Cross immediately withdrawn.
- 11 The pit lane exit will then be permanently re-opened.
- 12 The race will continue normally.
- 13 Unless otherwise decided by the Clerk of the Course, each lap completed by the “Safety Car” will be counted as a race lap. A Board displaying the new actual number of laps remaining will be displayed on the start line when the green flag is waved. If the race is eventually stopped under SR 9.1 whilst the “Safety Car” is deployed the result will be according to the position at the last completed lap before the “Safety Car” was introduced.

- 14 No Protest may be lodged against the decision of the Clerk of the Course regarding the number of laps remaining in order to complete the race.
- 15 All other rules of the race must be observed.

## SECTION 10 INTERRUPTION OF A RACE

### 10.1 IF THE CLERK OF THE COURSE DECIDES TO INTERRUPT A RACE DUE TO CLIMATIC CONDITIONS OR SOME OTHER REASON, THEN RED FLAGS WILL BE DISPLAYED AT THE FINISH LINE AND AT ALL FLAG MARSHALS' POSTS.

- 1 Riders must immediately slow down and return to the pit lane, or as directed by the marshals upon instructions from the Clerk of the Course.
- 2 Only riders still racing when the red flag is displayed will be counted as finishers.
- 3 The results will be the results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed calculated as in the principle set out in the following example:  
Example of a race consisting of 30 laps:  
If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then the race result will be 8 laps completed, and the second part will consist of 22 laps.  
If a Red Flag is shown when the leader and all other riders on the same lap as the leader are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 21 laps.  
Exception: if the race is interrupted after the chequered flag, the following procedure will apply:
- 4 For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- 5 For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- 6 The complete classification will be established by combining both partial classifications as per the lap/time procedure.
- 7 If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for any Championship.
- 8 If three laps or more have been completed by the leader of the race, and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be restarted. If it is found impossible to restart the race, then the results will count and half points will be awarded in any Championship.
- 9 If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all the other riders on the same lap as the leader, then the race will be deemed to have been completed and full Championship points will be awarded.
- 10 Exception: Where a race is interrupted at a meeting of below National Status the Clerk of the Course is permitted to decide that the race has been completed or to run a new race over a distance appropriate to the prevailing conditions.

## SECTION 11 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

### 11.1 IF A RACE HAS TO BE RE-STARTED, THEN IT WILL BE DONE AS QUICKLY AS POSSIBLE, CONSISTENT WITH TRACK CONDITIONS ALLOWING. AS SOON AS THE RIDERS HAVE RETURNED TO THE PITS THE CLERK OF THE COURSE WILL ANNOUNCE A TIME FOR THE NEW START PROCEDURE TO BEGIN WHICH, CONDITIONS PERMITTING, SHOULD NOT BE LATER THAN 10 MINUTES AFTER THE INITIAL DISPLAY OF THE RED FLAG.

- 1 The results of the first race must be available to the riders before the second part of a race can be started.
- 2 The start procedure will be identical to a normal start with sighting lap(s), warm-up lap etc.
- 3 Conditions for the re-started race will be as follows:
  1. In the case of the situation described in Article 10.7 above (less than 3 laps completed) All riders may re-start.
  2. Motorcycles may be repaired or changed. Refuelling is permitted.
  3. The number of laps will be the same as the original race.
  4. The grid positions will be as for the original race.
- 4 In the case of situation described in Article 10.8 above (3 laps or more and less than two-thirds completed)
  1. Only riders who are classified as finishers in the first race may re-start. Article 12.3.
  2. Motorcycles may be repaired or changed. Re-fuelling is permitted.
  3. The number of laps of the second race will be the number of laps required to complete the original race distance with a minimum of 5 laps.
  4. The grid position will be based on the finishing order of the first race.
  5. The final race classification will be based on the results of each rider classified in each race added together. Riders who have completed an identical number of laps will be placed according to the combined time for each race. In the case of a tie the result of the last race will be decisive.
- 5 Exception: Provisions of Article 10.10 may apply according to the status of the meeting. (The discretion of the Clerk of the Course to decide at meetings of lower than National status.)

## SECTION 12 FINISH OF A RACE AND RACE RESULTS

### 12.1 FINISH OF A RACE

- 1 When the leading rider has completed the designated number of laps (or the designated time in the case of Endurance) for the race, a Chequered Flag will be displayed at the finishing line.

### 12.2 THE CHEQUERED FLAG WILL CONTINUE TO BE DISPLAYED TO THE SUBSEQUENT RIDERS.

- 1 After the Chequered Flag is displayed to the leading Rider no other Rider is permitted to enter the track from the Pit Lane.
- 2 If a Rider closely precedes the leader during the final lap before the finish line the Official will show to the Riders and to the Leaders simultaneously the Chequered Flag and the Blue Flag. This will indicate to the Leader that he has completed the race and to the Rider closely preceding the Leader that he still has to complete the final lap.
- 3 In the case of a photo finish between two or more Riders the decision shall be taken in favour of the Rider whose Front Wheel leading edge crossed the finish line first. In the case of Ties, the Riders concerned will be ranked according to the best lap times they achieved in the race.
- 4 The Clerk of the Course may require machines to be presented for post Practice or Race verification. Where this is required the Riders must be informed prior to the start of the Practice or Race that they must attend the "Parc Ferme".

### 12.3 RACE RESULTS

- 1 When the Race has been completed as described above the Results will be based on the order in which the Riders crossed the finish line and the number of laps that they have completed.
- 2 When the Race has been declared completed by the Clerk of the Course following an Interruption under Article 10.3, the result will be established according to the procedure described in Articles 10.4-10.6 for a race interrupted after the Chequered Flag.
- 3 In either of the cases described in 1) and 2) above. To be counted as a Finisher and be included in the results a Rider must have completed 75% of the actual race distance. He must also have crossed the finish line on the track and not in the Pit Lane within two minutes after the winner and be in contact with his machine.
- 4 A new Lap record can only be established during a race.
- 5 Both for the Practice and for the Race, the lap time is the subtraction of the time between two consecutive crossings of the finish line.

## SECTION 13 SAFETY

### 13.1 MEDICAL SERVICES – MINIMUM REQUIREMENTS FOR ROAD RACE MEETINGS

	PERSONNEL			VEHICLES		
	Doctors MO	Paramedic(s) PM	First Aid personnel	Ambulance(s)	Fast Intervention Vehicle	Special Notes
Road race	2 MOs	PMs can assist MOs but not replace them	5	2	1	(i)
Road race Test day	1 MO	1 PM	2	1	1	

The following applies to all events run under this code,

- 1 **Medical Officer (MO) – Doctor** A medical practitioner (Doctor) fully registered with the General Medical Council (GMC), and holding appropriate personal medical malpractice insurance cover (excludes NHS Crown Indemnity).
- 2 **Paramedic (PM)** A State Registered Paramedic with the HPC (Health Professions Council) Paramedics must have appropriate personal medical malpractice insurance cover.
- 3 **Ambulance** A vehicle registered as an ambulance with the DVLA (Driver and Vehicle Licencing Agency) or similar government licencing authority and complying with FIM minimum equipment regulations for a type C vehicle; that is:  
 Medical: A stretcher (preferably standardised), oxygen supply, apparatus to immobilise limbs and vertebral column. First aid medicaments and materials.  
 Technical: Radio communication. Visible and audible signals.  
 Staffing: An ambulance must be staffed by two First Aid Personnel (who can be the two minimum First Aid Personnel).  
 An ambulance may act as a Medical Centre BUT if so it must be a vehicle in addition to the minimum ambulance requirement.
- 4 **First Aid Personnel** A person holding a current certificate of First Aid competency. (Where an event is open to the public event organisers should ensure that all First Aid personnel are insured against malpractice for the event concerned).
- 5 **Fast Intervention Vehicle (FIV)**
  1. A Fast Intervention Vehicle is a compulsory requirement at all Road Race events.

2. Such a vehicle requires a driver, a Doctor, and appropriate medical equipment. If the driver is not a First Aid Person, then such a Person must be present in the vehicle. This vehicle must be immediately available to proceed to an incident, if called to do so, upon instructions from the Clerk of the Course.
3. A FIV must not be used in place of an ambulance.
4. A Fast Intervention Vehicle must be equipped with visible signals (flashing lights).
5. At a meeting of below National status no ambulance or Fast Intervention Vehicle is allowed to be moved onto the course or its immediate verges whilst racing or practice is in progress on any part of the circuit. This means that in the circumstances when an Ambulance or Fast Intervention Vehicle is required on the circuit, the Red Flags must first be displayed and the race or practice brought to an actual and effective halt before the vehicle is deployed.  
**Note:** This restriction is not applicable where the Clerk of the Course has decided to neutralise the race by use of the Safety Car in accordance with the provisions of Section 9 of the Road Race Regulations.
6. During Sighting Lap: Stationary or moving Ambulances, Fast Intervention Vehicles, and the like, may be encountered anywhere on the circuit when riders are dispatched from the Assembly Area on their "sighting lap" to the start line prior to the start of a race. This "sighting lap" is not considered to be either Practice or Racing and riders must always be prepared to encounter such vehicles. When such a vehicle or vehicles are on the track the Yellow Flags will be displayed in the appropriate section of the course.

### Special Notes

- 2 MOs must be present at the start of every meeting and be present for the duration of the meeting unless accompanying a patient to hospital. If vehicles or First Aid personnel leave the circuit to convey a patient to hospital then the minimum requirements for the event to continue are 1 MO, 1 FIV, 2 Ambulances and 4 First Aid personnel.
- 6 **Medical Examination** At any time during a meeting the Clerk of the Course may require a competitor to undergo a medical examination to determine his fitness to participate. The decision of the Medical Officer is a matter of fact without right of protest.

## 13.2 TRACK SAFETY PRECAUTIONS

- 1 The safety precautions of circuits will be as laid down for each Permanent Course Licence or Temporary Course Certificate following an inspection of the course.
- 2 It should be generally realised that the organisers of speed events have a legal responsibility to the general public and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public.
- 3 Whilst organising Clubs are insured under the Promoters Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with the National Sporting Code and any additional requirements as may be specified by the Permanent Course Licence or Temporary Course Certificate.  
Clubs failing to do so stand in grave danger of any claims being repudiated to the Club by the insurers under the terms of the policy covering legal liability.
- 4 The safety precautions to be adopted are provided with the Permanent Course Licence or Temporary Course Certificate for the particular course but the following general requirements must be observed.
- 5 The attention of organisers is drawn to the provision of the NSC which stipulates that no alteration of the requirements contained in the Permanent Course Licence or Temporary Course Certificate shall be made without the prior approval, in writing, of the ACU.
- 6 It is recognised that circumstances may arise in which it is necessary to make certain alterations to the course on the day of the meeting but any such alterations must be approved by the Stewards of the Meeting and details given in their report to the permit issuing authority.

### 13.3 FIRE EXTINGUISHERS

Each working vehicle in the Paddock must have a 2 Kg (minimum) dry powder fire extinguisher available for immediate use. This extinguisher must show the date of the last annual inspection. Non-compliance with this regulation will incur a penalty imposed by the Clerk of the Course.

### 13.4 FIRE EXTINGUISHERS AT CIRCUITS

At all race and speed events, there must be a valid certificate, issued annually immediately prior to the start of each season's racing by the manufacturer or his agent, to the effect that all fire extinguishers are in effective working order. This certificate must be available for inspection by the Stewards.

All fire posts must be clearly marked. In addition to the fire equipment at each post there must be:

- 1 Fire extinguishers in the paddock and assembly area.
  - 2 At least two fire extinguishers in the Technical Control Area.
  - 3 Fire extinguishers in every medical room/centre.
  - 4 During events of National status or below where machines may be refueled and more than five gallons (22 litres) of fuel is held in any one pit, there shall be a minimum of one fire tender and crew in attendance, appropriately equipped and with immediate access to the pit area.
- International events must comply with appropriate FIM requirements.

### 13.5 WARNING AND PROHIBITION SIGNS AT CIRCUITS

For full details regarding Warning Notices and Prohibition Notices please refer to the Safety Precautions section of this Handbook.

#### 1 WARNING NOTICES

The following requirements regarding the display of Warning notices are applicable to all Road Racing events.

- 1 WARNING NOTICE (A) (29 x 20 inches.) Warning notices as detailed below must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock. These notices must be prominently displayed where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit.  
Where it is not possible to define the limits of the site and to control admission of the public (e.g.M.O.D Land and heath land) warning notices must be profusely displayed around the course and also in the car parks.
- 2 WARNING NOTICE (B) (20 x 15 inches.) Those parts of the course to which the public may be admitted and where it is neither practical nor necessary to erect a barrier, e.g. those parts of the course which are straight and are only used by the public to reach other parts of the course, may be indicated by the erection of the special type of Warning Notice (B). These notices should be displayed at least 30ft. from the course. It is recommended that the limit of these areas should also be defined by a boundary tape.

#### 2 PROHIBITION NOTICES

The following requirements regarding the display of Prohibition notices are applicable to all Road Racing events.

PROHIBITED AREA NOTICE (C) (29 x 20 inches.) Areas where the public are not permitted must be clearly defined by the display of an adequate number of "Prohibited Area" notices (B). Notices should be displayed within the prohibited area, facing the public.

### 13.6 DECLARATION – ADMISSION TICKETS, ARMBANDS AND PASSES

Subject to the provision of the Sunday Observance Act 1780, no person may be allowed to any part of the circuit without a suitable pass or ticket. All tickets and passes must bear the following wording shown below in full and if the wording appears on the reverse side then the words "For Conditions of



Admission See Over” must be clearly printed on the face thereof. Where a ticket is cancelled by being torn in half, the full wording and, where applicable, the “For conditions of admission see over” must appear on each half. Where a charge is made for admission into special or “reserved” enclosures a ticket bearing the approved declaration must be issued in exchange for payment to enter these enclosures.

#### **Declaration.**

WARNING. MOTOR SPORT CAN BE DANGEROUS. Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only. THEY ARE CONCERNED WITH YOUR SAFETY. All vehicle passes must bear the same wording and comply with the above requirements.

### **13.7 DECLARATION ON THE OFFICIAL PROGRAMME**

The declaration as outlined above should be printed in full on the outside front cover of all Official Programmes. Where this is not possible it must be printed in full in the programme and the words “For conditions of admission see inside” printed on the outside cover.

### **13.8 SIGNING ON**

All riders, passengers, officials and press must sign a declaration on the relevant signing on form (available from the ACU).

- 1 Age Limits for Officials  
All event Executive and Administrative Officials shall be 18 years of age or over.
- 2 Age Limits for Marshals
  1. All Assistant Officials whose function is to be carried out at the immediate trackside must be at least 16 years of age.
  2. All Assistant Officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing-on signature must be countersigned by the person responsible for the official at the event.
  3. When using the services of officials under 18 years of age for any duties at any event special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

## **SECTION 14 GENERAL TECHNICAL SPECIFICATIONS**

### **14.1 PROTECTIVE CLOTHING**

During practice and racing riders and passengers must wear the following clothing and footwear:

- 1 A complete all in one leather suit of at least 1.2mm in thickness on all parts of the suit. Suits zipped together at the waist are not permitted. Non-leather material may be used if it meets with the following requirements.
- 2 The following characteristics of the material must be at least equivalent to 1.5mm of cowhide (not split leather)  
Fire retardant quality – Resistance to abrasion – Coefficient of friction against all types of asphalt – perspiration absorbing qualities – Medical test – non toxic and non allergenic – Fabric of a quality that does not melt. It must be non-flammable.
- 3 The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:  
Shoulders, elbows, both sides of the torso and hip joint, the back of the torso, knees.
- 4 Competitors must wear complete undergarments if they use suits which are not lined. Suitable undergarments may be of the Nomex type, they may also be of silk or simply cotton. Synthetic materials which may melt and which could harm the riders skin in an accident are not allowed, neither for the suit nor for the undergarments.
- 5 Competitors footwear must be of leather or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection (i.e. no exposed areas.)

- 6 Competitors must wear leather protective gloves.
- 7 The use of metallic material in any item of clothing or personal protection which regularly comes into contact with the track is prohibited (i.e. metal studs in knee sliders, boots etc.).

#### 14.2 HELMETS

Helmets bearing the current ACU gold stamp and in sound condition and properly fitted must be worn by all riders and passengers while practising and racing. Overseas riders may use helmets as approved by their own FMN.

#### 14.3 IDENTIFICATION DISCS

While practising and racing, riders and passengers are required to wear an identification disc around the neck, attached by a material approved by the technical officer. Thin chains should be avoided. The disc must be permanently marked with the wearer's full name and date of birth. Identification discs shall be of a durable material, circular in shape, between 20mm and 25mm in diameter and having rounded edges with no sharp or ragged projections.

#### 14.4 BODY JEWELLERY

It is recommended that any body piercing studs, ring etc. are removed.

## SECTION 15 TECHNICAL SPECIFICATIONS FOR SOLO MOTORSCOOTERS

**Note: please refer to the ACU website for any changes to these scooter standing regulations for 2010.**

### 15.1 INTRODUCTION

These Regulations specify the requirements for construction of Solo Motor scooters for use in Road Races, Sprints and Hill Climbs.

### 15.2 GENERAL

For the purposes of these Regulations and any events for which they are applicable, SOLO MOTORSCOOTERS are divided into TWO categories – "Standard Class Machines" and "Special Scooters".

The regulations detailed below are applicable to ALL Solo Motor scooters except where they specifically state For Standard Class Machines or For Special Scooters when they shall apply only to the appropriate category of Solo Motor scooter.

### 15.3 DEFINITIONS

Except as specially authorised by the ACU, a Solo Motor scooter is a two wheeled motor vehicle on which the driver may sit on a seat and have free and open space in front of the seat for passage of his legs, with the following additional characteristics:

- 1 The minimum size of the space forward of the seat must be a regular or irregular trapezium with its top measuring 250mm along a line projected forward from the top of the seat parallel with a line drawn through the centres of the two road wheels and measured from the front extremity of the seat towards the steering column. Its depth vertically downwards must not be less than 250mm and its base not less than 100mm. The minimum space must be clear at all times of any obstruction of a permanent or temporary nature except where any such obstruction was fitted as manufacturer's original equipment (e.g. Vespa 90SS).
- 2 It shall have been manufactured by a manufacturer recognised by the ACU and not less than one hundred machines of that type equipped with the manufacturer's original or optional equipment must have been made and sold in the U.K. An Accountant's Certificate may be required as proof.

- 3 In cases of doubt the matter shall be referred to the Technical Committee.

## 15.4 FRAME AND BODYWORK

### 1 FOR STANDARD CLASS MACHINES

- 1 The frame shall remain as the manufacturer's original specification.
- 2 The front forks must have originated from the same motor scooter type as the frame and the main structure of the forks shall remain as the manufacturer's original specification.
- 3 It must have a body and leg shields in the form of an apron and footboards of the platform type.
- 4 All detachable external panelwork, e.g. side panels, leg shields, footboards and front mudguards, which form part of the manufacturer's original specification shall be securely fixed in place.
- 5 The tail-light unit and headlight and handlebar casings shall remain in their original position although glass may be removed (see Regulation 15.10).
- 6 Side panels, front mudguards and the top section of the headlight & handlebar casing may be replaced with properly manufactured components of similar appearance and structural strength to the original specification.
- 7 Minor modifications to panelling will be permitted to allow the fitting of larger carburettors, footrests, exhausts, and similar, but trimming or reducing original specification dimensions are prohibited.
- 8 Any type of seating may be used provided it is properly padded and securely fitted in place, but it shall not extend beyond the rear of the bodywork of the machine unless so positioned in the manufacturer's original specification. No part of the seat must be more than 900 mm above the ground when the motor scooter is not loaded.
- 9 No streamlining, spoilers or material additions may be made to the bodywork.
- 10 Rear view mirrors are forbidden.

### 2 FOR SPECIAL SCOOTERS

- 1 The basic frame and forks shall originate from a motor scooter as defined in Regulation 3 above. The main frame member extending from the steering head to the rear suspension mounting, and including the original engine mountings, must remain basically unaltered and Regulation 3(a). The above shall be complied with at all times unless the motor scooter was originally manufactured so as to contravene the said Regulation.
- 2 Any "non-original" portions of the frame must be constructed of good quality seamless drawn steel tube of a circular or non-circular section, welded or brazed together. If circular, the outside diameter shall not exceed 100mm, if non-circular, the maximum cross section shall not exceed 100mm measured at right angles to any flat face.
- 3 The use of composite (i.e. skinned bonded honeycomb) or Monocoque construction is forbidden with the exception of those parts of the motor scooter which were so constructed as part of the manufacturer's original specification.
- 4 The use of TITANIUM and similar "exotic" metals is forbidden in the construction of the frame, front forks, handlebars, swinging arm and wheel spindles. The use of light alloys is forbidden for wheel spindles.
- 5 The front forks must have originated from the same motor scooter type as the frame and the main structure of the forks shall remain as the manufacturer's original specification except that the steering column may be shortened.
- 6 Any type of seating may be used provided it is properly padded, securely fitted in place and no part of the seat is more than 900 mm above the ground when the motor scooter is not loaded.
- 7 Any form of bodywork may be used subject to the Regulations regarding streamlining in 5 below and provided the machine remains in a safe condition.
- 8 Rear view mirrors are forbidden.

### 15.5 STREAMLINING

For Standard Class Machines the provision of streamlining is prohibited.

- 1 For Special Scooters any streamlining fitted must comply with the following:
  1. The streamlining must be easily detachable for technical control and be so designed and fitted to allow complete liberty of movement to the driver when the vehicle is in motion and when getting on and of the vehicle, without any part of it having to be displaced.
  2. Aerofoils or spoilers are not permitted.
  3. The front road wheel, with the exception of the tyre, must be visible from either side.
  4. The extreme forward part of the streamlining must not project forward of a vertical line drawn 50mm in front of the front wheel axle.
  5. The extreme rearward part of the streamlining must not project rearward of a line drawn vertically at 330mm to the rear of the centre line of the axle of the rear wheel.
  6. Normal mudguards are not considered as streamlining.
  7. It must be possible to see the driver completely with the exception of the forearms, in the normal driving position, from either side and from above.
  8. It is forbidden to use any transparent material to avoid the application of these Regulations.
  9. No part of the seat or saddle or anything to the rear of these must be more than 900mm above the ground when the motor scooter is not loaded.
  10. Whatever the position of the handlebars, there must be a clear space of at least 25mm between the streamlining and the extremities of the handlebars, including any attachments thereto, and a clear space of at least 20 mm between the streamlining and any other part of the steering mechanism or front wheel.

### 15.6 INCLINATION

It must be possible for the motor scooter, not being loaded, to be inclined to an angle of 26° from the vertical without any part of it, other than the tyres, coming into contact with the ground.

### 15.7 FOOTRESTS

Footrests, which may comprise the original platform, must be provided and be so designed and positioned that easy access is available to all control pedals. Drivers must adopt a position with their feet on the footrests or they will be disqualified.

### 15.8 PROJECTIONS

There shall be as few sharp projections as possible. Where there are projections, they must be covered in such a way as to prevent injury, occasioned by accidental contact, to the driver. All tubular ends must be securely fitted with rounded ends.

### 15.9 KICKSTARTS

It is recommended that kickstart pedals be removed. Projecting kickstart shafts must be removed.

### 15.10 GLASS

All glass in lights and on instruments must be either removed or securely taped to retain it in place in the event of breakage.

Where any glass is removed the exposed aperture must be securely covered or infilled to retain the original appearance.

### 15.11 AIR INTAKES

Cooling air intakes, where permitted, must be so constructed that there is NO forward projection/protrusion to catch or foul in the event of an accident.

**15.12 ENGINE AND DRIVE UNITS – GENERAL**

- 1 The engine and drive unit must have originated from the same type of motor scooter as the frame and the drive must be transmitted to the road through the rear wheel of the motor scooter.
- 2 The unit shall be properly and safely finished with all necessary studs, nuts, bolts and washers securely fitted. There shall be no evidence of oil leaks.
- 3 The MAXIMUM PERMITTED engine capacity is 260cc. Any modifications made must not prejudice the safety of the driver, any other competitor or official and must be within the following parameters for the parts specified:

**15.13 FOR STANDARD CLASS MACHINES**

- 1 CYLINDER HEAD(s) – Liquid cooling of the cylinder head(s) is not permitted unless it formed part of the manufacturer's original specification for the engine used.
- 2 Cylinder Barrel(s) – Must be as manufacturer's original specification (though not necessarily produced by the original manufacturer) in regard to shape, size, configuration, position and number of ports, and external appearance, materials and method of manufacture, except that:
  1. Ports may be enlarged, but they may not be bridged nor the cylinder barrel(s) slotted. The position may not be changed, additional ports may not be provided, and the provision of additional material on either the inside or the outside of the barrel is prohibited.
  2. The bore size of a cylinder may be increased by not more than 10 mm.
  3. The cylinder length, between the base gasket and the head gasket faces may be reduced by not more than 10mm.
  4. Sleeving will only be permitted in order to return the barrel(s) to their original bore specification. Sleeving may not be used to alter the number, position or configuration of ports, or to reduce the bore size to less than its design dimension.
  5. The use of chrome, nicasil or any similar hard facing material to form the cylinder bore is prohibited except where provided as part of the manufacturer's original specification.
  6. The use of Malossi, Pinasco, Polini and Quattrini M1 cylinders are permitted. The use of twin induction cylinders is forbidden. Lambretta machines in class 4 – the use of the AF Rapido 200 cylinder and Mugello 200 Cylinder is permitted.
- 3 Packing pieces – The total thickness of any packing piece(s) or gasket(s) used between the base of the cylinder and the crankcase must not exceed 10 mm. Packing pieces may not be used as a means of increasing the available port area.  
A 10mm packaging plate may be used on the side casing to enable the use of a six plate clutch. No other modification is allowed to the gearbox, end plate, chain, chain runner, or cush drive and sproket.  
No other packaging pieces are allowed on standard class machines.
- 4 Crankcase – Crank casings must be as manufacturer's original specification, except that:
  1. Modifications may be made to permit the use of a larger section tyre subject to the limitations in Regulation 15.23 below.
  2. Modifications may be made to any existing crankcase porting except that the provision of additional material on either the inside or the outside of the casing is prohibited.
  3. Notwithstanding the exception in B above, the provision of additional material to effect genuine repairs to a crankcase will be permitted provided that the final dimensions and appearance do not exceed the manufacturer's original specification.
- 5 Crankshaft – The crankshaft shall remain as manufacturer's original specification, except that:
  1. The ignition mounting may be altered.
  2. Stroke size may not be altered except that when a crankshaft designed for use in any other motor scooter by the same manufacturer is used; the crankshaft stroke shall be as originally specified for the crankshaft employed.
  3. Modifications may be made in respect of inlet timing.

4. The crankshaft may be “padded” but must originate from a motor scooter engine produced by the same manufacturer as the engine unit in use.
5. The connecting rod may be altered or changed.
6. The crankshaft may be altered to accommodate the use of modified connecting rod assemblies.
7. Gearcase – The gear casing must be as manufacturer’s original specification.
8. Gearbox – The gearbox must be as manufacturer’s original specification for the engine type, except that the original gear cluster may be altered to provide alternative ratios. The thickness of the original loose gears may be altered but the original gear teeth must remain. The number of ratios must remain unchanged.

#### 15.14 FOR SPECIAL SCOOTERS

- 1 Cylinder Barrels(s), Crankcase and Crankshaft
  1. In regard to shape, size, configuration, position and number of ports, and external appearance, materials and method of manufacture, the cylinder barrel(s) must have originally conformed to the manufacturer’s original specification (though not necessarily produced by the original manufacturer) or be included in the ACU list of approved kit barrels.
  2. The bore size of a cylinder may be increased by no more than 10mm.
  3. The cylinder used must have been originally designed for the engine type, must retain the original method and position of fitting and both the cylinder and the crankcase must retain the centres of the original stud holes used for bolting the cylinder to the crankcase. It must therefore be possible, with the exception of interference from a modified cylinder spigot, to fit the cylinder to a standard crank casing as produced by the original manufacturer of the engine unit used.
  4. The crankcase to cylinder gasket face must be parallel to that of the original crankcase.
  5. The crank casing must retain the original mounting points for support within the frame and the principal external dimensions must remain as manufacturer’s original specification.
  6. Any modification to the crank casing to permit usage of modified crankshaft assemblies will not be permitted if the modification is so extensive as to preclude the fitting of the standard crankshaft as produced by the original manufacturer of the engine unit used.
  7. Any type of crankshaft may be used subject to the limitations specified in sub paragraph F above.
  8. Liquid cooling, or any other modification, to the cylinder will not be permitted if the modification is so extensive as to preclude identification of the origin of the cylinder.
- 2 Gearcase / Gearbox – The gearcase must be basically as the manufacturer’s original specification. Modifications may be made to the number of drive ratios, the ratios themselves and to the gears.  
Alterations to the gear casing will not be permitted if the modification is so extensive as to preclude the fitting of a standard gear set as produced by the original manufacturer of the engine unit used.

**Note:** For the purposes of this Regulation, the ‘engine’ is deemed to comprise the cylinder barrel(s), crankcase and all internal components within these units.

#### 15.15 ENGINE POSITION

The engine must be positioned in the frame in an identical position and manner to that of the original motor scooter.

#### 15.16 INDUCTION SYSTEMS

- 1 For Standard Class Machines any form of carburation may be used but changes to the method of induction (i.e. use of reed or rotary valves unless originally fitted) are not permitted. The use of fuel injection or forced induction (see Regulation 15.17) is prohibited.

- 2 For Special Scooters any form of induction system may be used with the exception of forced induction (see Regulation 15.17), which is prohibited.

### 15.17 FORCED INDUCTION

An engine shall be considered as having Forced Induction when in respect of one engine cycle, the total volume of gaseous mixture induced exceeds the capacity, measured geometrically, of the engine working cylinder(s). The intra-cylinder injection of fuel shall not be considered as forced induction.

### 15.18 FUEL

Will be a maximum of a 100 ll octane. The use of power boosters and/or octane boosters is specifically prohibited.

### 15.19 EXHAUST SYSTEMS

- 1 The exhaust systems must fulfil all the current ACU requirements concerning noise control.
- 2 The systems must be constructed in a manner not prejudicial to the safety of the driver or any other competitor or official and be mounted in a safe manner.
- 3 Exhaust fumes must not be discharged in a manner as to raise dust, foul the tyres or brakes or inconvenience any other driver.
- 4 The furthest extremity of any exhaust pipe must not project beyond any part of the machine or its bodywork or streamlining; nor must the end of any exhaust pipe point upwards or downwards at an angle greater than 10° from the horizontal.
- 5 For Standard Class Machines exhaust systems must be basically fitted in the standard position and follow the original routing. The use of variable exhaust valves on expansion systems is prohibited.
- 6 For Special Scooters where high-level exhaust systems are used they must have an adequate heat shield fitted to prevent contact with the systems by the driver in normal driving position and also by the driver or others in the event of an accident.

### 15.20 FUEL TANK

- 1 All fuel tanks must be provided with a securely fitted filler cap fitted in such a way that it does not protrude from the bodywork and cannot be torn off in an accident.
- 2 A fuel feed tap must be fitted in an easily accessible position and be prominently marked to indicate the "OFF" position.
- 3 Any fuel tank breather pipe must be fitted with a non-return valve and must discharge into a leak-proof catch tank having a minimum capacity of 500 ml, which must be empty at technical control.
- 4 All fuel pipes must be adequately secured.
- 5 For Standard Class Machines the fuel tank shall remain as the manufacturer's original specification.
- 6 For Special Scooters fuel tank(s) must be soundly constructed, entirely of metal.

### 15.21 OIL DRAIN/FILLER PLUGS AND CATCH TANKS

- 1 All oil drain, level and filler plugs must be tight and drilled and wired in position.
- 2 Any oil breather pipe fitted must discharge into a catch tank mounted in an easily accessible position and having a minimum capacity of 500 ml.
- 3 The catch tank must be empty at technical control.

### 15.22 STEERING

- 1 Steering shall be through the front wheel only by means of non-adjustable handlebars securely fixed to the steering head of the motor scooter and having a MINIMUM overall width of 510 mm.

- 2 The angle of rotation of the handlebars, measured horizontally at ground level to each side of a straight ahead position, must be a MINIMUM of 20° and steering stops must be fitted to limit angular movement to a MAXIMUM of 65° and/or to allow a MINIMUM clear space of 25 mm between the handlebars and any part of the bodywork, streamlining, tank or similar attachments.
- 3 Whatever the position of the handlebars and suspension no part of the front wheel or forks must pass within 20 mm of any bodywork or streamlining.
- 4 For Standard Class Machines alterations to cast handlebar assemblies are prohibited except as provided in Regulation 4 above, and for Lambretta Vega and Luna type machines where lowering of the handlebar grips is permitted providing the grips remain in the same horizontal and vertical planes relative to the ground and they are fixed to the original casting base.

### 15.23 WHEELS AND TYRES

- 1 All wheels and hubs must be of metal construction and the rim diameter must not exceed 407mm. Only treaded tyres designed and manufactured as suitable for use on motor scooters will be permitted. At technical control all tyres must have a minimum depth of tread of 1.6 mm across the entire original tread area.
- 2 The use of recut moulded tyres or any non-skid attachment to tyres is prohibited.
- 3 For Standard Class Machines wheels must be as manufacturer's original specification and tyres must not deviate from original specification section by more than 13mm.

### 15.24 SUSPENSION

- 1 For Standard Class Machines all suspension links, legs, yokes, swing arm or other similar component of the rear suspension assembly shall remain as manufacturer's original specification. However, anti-dive systems are permitted for use on the front.
- 2 Springs, dampers and "suspension units" may be replaced with non-original components but must be mounted in a manner identical to that of the original component.

### 15.25 BRAKES

- 1 The braking system must consist of two efficient brakes operated independently, one on each of the two road wheels.
- 2 For Standard Class Machines brakes must be as manufacturer's original specification except that the method of operation may be changed. (i.e. the Lambretta cable operated cam may only be replaced with a single piston hydraulic cylinder.
- 3 Two brake pads of a diameter not exceeding 40mm, must be used. In addition an original style static housing must also be used).
- 4 External Disc Brake – The use of external single hydraulic disc will be allowed for group 4 machines. The hub must be original to the scooter or specifically manufactured for the scooter (Lambretta or Vespa) e.g. SCOOT RS type for Lambretta and PX type for Vespas. The specification of these items can not be changed for a bigger disc, or different calliper type or size. The addition of an Anti Dive unit and the use of different pads will be allowed but they must keep the same surface area. No variation from these brakes will be allowed.

### 15.26 MUDGUARDS

- 1 For Special Scooters mudguards are not compulsory. Where fitted they must be adequate for the purpose, properly and safely constructed, and securely mounted.
- 2 For Standard Class Machines mudguards are not compulsory except where they form part of the external bodywork and are required to be fitted in accordance with Regulation 4 above. Where optional mudguards are fitted they must be adequate for the purpose, properly and safely constructed, and securely mounted.



**15.27 ELECTRICAL SYSTEMS AND BATTERY**

- 1 All vehicles must be fitted with an easily accessible ignition switch, mounted in the vicinity of the handlebar/headset and within a radius of 200mm of the centre line of the top of the fork stem.
- 2 Switches must be of a positive locking type in both the on and off positions and when in the "OFF" position must not allow the engine to run.
- 3 The "OFF" position of all switches must be prominently marked in capital letters of at least 10mm in height with dark coloured letters on a light background and vice versa.
- 4 Batteries, if fitted, must be of the leak-proof type.

**15.28 THROTTLE CONTROLS**

Throttle controls must be self-closing when not held by the hand.

**15.29 CONTROL LEVERS**

- 1 All handlebar levers must be ball ended, the ball to be at least 19 mm in diameter and to be a permanently fixed integral part of the lever.
- 2 Each control lever (both hand and foot) must be mounted on an independent pivot.
- 3 Handlebar grips must be securely fixed to the ends of the handlebars.

## **SECTION 16 TECHNICAL SPECIFICATIONS FOR "AUTOMATIC" SOLO MOTORSCOOTERS**

**Unless specifically mentioned in these Regulations the Standing Regulations for Solo Motor Scooters for use in all Road Race Sprints and Hill Climb shall apply.**

**Note: please refer to the ACU website for any changes to these scooter standing regulations for 2010.**

**16.1 INTRODUCTION**

These regulations specify the requirements for construction of "Automatic" Class Solo Motor scooters for use in Road Races, Sprints and Hill Climbs.

**16.2 DEFINITIONS**

- 1 An "Automatic" Class Solo Motor scooter is a two-wheeled motor vehicle upon which the driver may sit on a seat and have free and open space in front of the seat for passage of their legs, with the following additional characteristics and exceptions:
  1. The minimum size of the space forward of the seat must be a regular or irregular trapezium with its top measuring 250 mm along a line projected forward from the top of the seat and parallel with a line drawn through the centres of the two road wheels and measured from the front extremity of the seat towards the steering column. Its depth Vertically downwards must not be less than 250 mm and its base not less than 100mm. The minimum space must be clear at all times of any obstruction of a permanent or temporary nature.
  2. The rim diameter of any road wheel shall not exceed 356mm (14 inches).
  3. It must have a starting device. The electrical and lighting equipment, if fitted, must conform to the International Convention of Road Vehicles.
  4. It must have a body and leg shields in the form of an apron, which must have a width, and length of not less than 400 mm The footrests must be of the platform type and not less than 250 mm in length and 300 mm in width overall.
  5. It shall have been manufactured by a manufacturer recognised by the ACU and not less than one hundred machines of that type equipped with the manufacturer's original or optional equipment must have been made and sold. An Accountant's Certificate will be required as proof.
  6. In cases of doubt the matter shall be referred to the Technical Committee.

7. Exceptions – In the instances of scooter-based machines that do not offer a specific trapezium other characteristics will determine suitability. Those characteristics will be wheel/tyre sizes and engine layout/specification. The Gilera Runner series of scooters and the Gilera DNA are acceptable in the specific classes of their engine capacity and are suitable for use in the BSSO Championships.

### 16.3 ENGINE CAPACITY

- 1 The class limits are set out in these regulations and each machine can be used in a class to suit the capacity of the engine.
- 2 There are NO lower class limits; therefore smaller class machines may be used in larger capacity classes.
- 3 Aftermarket performance kits may be used if specifically designed for the engine concerned, as long as it is commercially available to all competitors
- 4 The stroke must remain absolutely as the manufacturer's original specification.

### 16.4 IGNITION (STARTER AND FLYWHEEL)

Replacement of the Original by parts from aftermarket manufactures is allowed, on the condition that all parts are commercially available to all competitors.

### 16.5 SEAT

The replacement may be made providing no other parts are removed and the original attachments are employed.

### 16.6 SPECIFICATIONS

The replacement, removal or modification of the following parts of the scooter as listed in points 1. and 2. below is absolutely forbidden.

- 1 Engine and Drive Unit
  1. Complete crankcase – except as noted in 3.4 below
  2. Induction system – the fuel feeding system of the engine must remain absolutely mono – carburettor
  3. Automatic clutch which must be working – except as noted in 3.5 below
- 2 Frame Wheels and Bodywork
  1. Frame (complete carrying structure)
  2. Wheel Rims (front and rear, sizes and materials)
  3. Handlebars (position, height, width)
  4. Petrol tank
  5. External body assembly (plastic parts included) – (with the exceptions to allow cooling for engine unit)
  6. Mudguards (front and rear) – (where fitted from new)
  7. Connections and working system of the rear shock absorber
- 3 Modifications may be made to other parts of the motor scooter, subject to the following restrictions:
  1. The system of introducing fuel into the engine must be as used by the original engine unit. Where the original system is by Fuel Injection (aka Aprilia Di-Tech), it is allowed to convert to a carburettor system. In all Automatic classes there are no restrictions on the maximum size of carb that can be used.
  2. Magneto: the magneto of the ignition can be of a type without an RPM limit-switch; the use of variable advance type is permitted.
  3. Exhaust Ports: The use of a shutter valve (power valve) on the exhaust port is forbidden.
  4. Crankcase: The removal of some material is allowed whereas the addition of any material is forbidden.

5. Clutch: The replacement of the springs and of the friction material is permitted and original or aftermarket equipment may be fitted as long as it is commercially available to all competitors. It is also allowed to lighten or to modify the clutch set.
6. Exhaust Systems: The exhaust system need not necessarily be the original one but it must fulfil all the current ACU requirements concerning noise control. The system must be constructed in a manner not prejudicial to the safety of the driver, any other competitor or official, and be mounted in a safe manner. Exhaust fumes must not be discharged in a manner as to raise dust, foul the tyres or brakes or inconvenience any other driver. The furthest extremity of any exhaust pipe must not project beyond any part of the machine or its bodywork; nor must the end of any exhaust pipe point upwards or downwards at an angle greater than 10° from the horizontal.
7. Flywheel Cover: removal is forbidden; however it is possible to modify it to improve the engine cooling system. You may replace it with an aftermarket part as long as it is commercially available to all competitors.
8. Variator Cover: the modification of this component is allowed in order to improve the cooling of the variator, unless such a modification exists on the original part or on a component of the manufacturer of the vehicle. You may replace it with an aftermarket part as long as it is commercially available to all competitors.
9. Cover: the modification of this component is allowed in order to improve the cooling of the clutch set. You may replace it with an aftermarket part as long as it is commercially available to all competitors.
10. Engine Cooling: an improvement of the engine cooling is allowed unless it changes the original system (liquid or air-cooled); the use of both of these systems at the same time is forbidden.
11. Replaceable Parts: all replaceable parts (apart from the exhaust system) must not be unique (prototype) parts; they must be mass-production items and must be found in the manufacturers catalogues.
12. In all instances all alterations must be made with safety in mind. If any such alteration is deemed dangerous then steps must be taken to alter the modifications to a safe state.

## 16.7 WEIGHT

The total weight of the vehicle (including fuel) must not be less than 65 Kg.

## 16.8 PROJECTIONS

There shall be as few sharp projections as possible. Where there are projections, they must be covered in such a way as to prevent injury, occasioned by accidental contact, to the driver. All tubular ends must be securely fitted with rounded ends. **All racks, spare wheels, prop-stands, crash bars and mirrors must be removed.**

## 16.9 GLASS/PLASTIC LENSES

All glass or plastic in lights and on instruments must be securely taped to retain it in place in the event of breakage. Speedo and rev counter faces should be covered with transparent plastic sheet or tape.

## 16.10 FUEL

Will be a maximum of a 100 ll octane. No additives other than normal lubricants are permitted. The use of power boosters and/or octane boosters is specifically prohibited.

## 16.11 FUEL FEED TAPS

If a manual fuel feed tap is used, then it must be prominently marked to indicate the "OFF" position.

**16.12 TYRES**

- 1 Only commercially available treaded tyres of good quality designed and manufactured as suitable for use on the wheel rims of the vehicle will be permitted.
- 2 At technical control all tyres must have a minimum depth of tread of 1.6mm across the entire original tread area.
- 3 The use of Agricultural, Industrial, "Slick" and recut moulded tyres is prohibited.

**16.13 BRAKES**

The brake disc, pads and calliper, may be replaced with alternative aftermarket items specifically designed for the machine in question, as long as the items concerned are commercially available to all competitors.

**16.14 IGNITION SWITCHES AND BATTERY**

All vehicles must be fitted with an easily accessible ignition switch/key which must be prominently marked to indicate the "OFF" position in capital letters of at least 10mm in height with dark coloured letters on a light background and vice versa. Batteries, fitted, must be of the leak-proof type.

## **SECTION 17 TECHNICAL REGULATIONS FOR PRODUCTION CLASS SOLO MOTORSCOOTERS**

**Unless specifically mentioned in these Regulations the Standing Regulations for Solo Motor Scooters for use in Road Race, Sprints and Hill Climb shall apply**

**Note: please refer to the ACU website for any changes to these scooter standing regulations for 2010.**

**17.1 INTRODUCTION**

These Regulations specify the requirements for construction of Production Class Solo Motor scooters for use in Road Races, Sprints and Hill Climbs.

**17.2 GENERAL**

The regulations detailed below are applicable to ALL Production Class Solo Motor scooters.

**17.3 BASIC SPECIFICATION**

Motor scooters must be as manufacturer's original specification except for the modifications detailed below. No other alterations, modifications or changes from manufacturer's original specification will be permitted.

**17.4 SEATING**

Any type of seating may be used provided it is properly padded and securely fitted in place, but it shall not extend beyond the rear of the bodywork of the machine unless so positioned in the manufacturer's original specification. No part of the seat must be more than 900 mm above the ground when the motor scooter is not loaded.

**17.5 GLASS/PLASTIC LENSES**

All glass or plastic in lights and on instruments must be securely taped to retain it in place in the event of breakage. Speedo and rev counter faces should be covered with transparent plastic sheet or tape.

**17.6 IGNITION SYSTEM**

The ignition system must be of the manufacturer's original type for the motor scooter. The timing position may be altered. NO other modifications will be permitted.

### 17.7 GEARING

The gear casing, gearbox and gear cluster must be as manufacturer's original specification. NO modifications will be permitted.

### 17.8 INDUCTION SYSTEM

The induction system must be of manufacturer's original type for the motor scooter. NO increase in internal bore will be permitted. Jetting may be altered.

### 17.9 BORE AND STROKE

The bore and stroke of the motor scooter must be clearly marked in letters and numbers at least 10mm in height, on the right hand side rear competition number plate.

### 17.10 FUEL

Fuel must be a commercial brand of UNLEADED petrol as supplied from a wayside pump. No additives other than normal lubricants are permitted. The use of power boosters and/or octane boosters is specifically prohibited.

### 17.11 FUEL FEED TAPS

The fuel feed tap must be prominently marked to indicate the "OFF" position.

### 17.12 TYRES

Only commercially available treaded tyres of good quality designed and manufactured as suitable for use on motor scooters will be permitted. At technical control all tyres must have a minimum depth of tread of 1.6mm across the entire original tread area. The use of Agricultural, Industrial, "Slick" and recut-moulded tyres is prohibited.

### 17.13 FRONT SUSPENSION

Anti-dive systems are permitted in all solo standard classes.

## SECTION 18 TECHNICAL SPECIFICATIONS FOR STREET CLASS SOLO MOTORSCOOTERS

**Unless specifically mentioned in these Regulations the Standing Regulations for Solo Motor Scooters for use in Road Race, Sprints and Hill Climb shall apply**

**Note: please refer to the ACU website for any changes to these scooter standing regulations for 2010.**

### 18.1 INTRODUCTION

These Regulations specify the requirements for construction of "Street Class" Solo Motor scooters for use in Road Races, Sprints and Hill Climbs.

### 18.2 GENERAL

The regulations detailed below are applicable to ALL "Street Class" Solo Motor scooters.

### 18.3 BASIC SPECIFICATION

Motor scooters must be in full compliance with all current legal requirements for use on the public highway and must have a current vehicle excise (Road Tax) licence and, where required, a current DTP Test Certificate.

### 18.4 SEATING

Any type of seating may be used provided it is properly padded and securely fitted in place, but it shall not extend beyond the rear of the bodywork of the machine unless so positioned in the manufacturer's

original specification. No part of the seat must be more than 900 mm above the ground when the motor scooter is not loaded.

### 18.5 GLASS/PLASTIC LENSES

All glass or plastic in lights and on instruments must be securely taped to retain it in place in the event of breakage. Speedo and rev counter faces should be covered with transparent plastic sheet or tape.

### 18.6 FUEL

Fuel must be a commercial brand of UNLEADED petrol as supplied from a wayside pump. No additives other than normal lubricants are permitted. The use of power boosters and/or octane boosters is specifically prohibited.

### 18.7 FUEL FEED TAPS

The fuel feed tap must be prominently marked to indicate the "OFF" position.

### 18.8 OIL DRAIN/FILLER PLUGS

All oil drain, level and filler plugs must be tight and drilled and wired in position.

### 18.9 TYRES

Only commercially available treaded tyres of good quality designed and manufactured as suitable for use on motor scooters and for use on the public highway will be permitted. At technical control all tyres must have a minimum depth of tread of 1.6mm across the entire original tread area. The use of Agricultural, Industrial, "Slick" and recut-moulded tyres is prohibited.

### 18.10 BRAKES

The standard braking system must consist of two efficient brakes operated independently, one on each of the two road wheels.

### 18.11 FRONT SUSPENSION

Anti-dive systems are permitted in all solo standard classes.

## SECTION 19 TECHNICAL SPECIFICATIONS FOR MOTORSCOOTER COMBINATIONS (GROUP 7)

**Note: please refer to the ACU website for any changes to these scooter standing regulations for 2010.**

### 19.1 INTRODUCTION

These Regulations specify the requirements for construction of Motor scooter Combinations for use in Road Races, Sprints and Hill Climbs.

### 19.2 GENERAL

- 1 The sidecar must be placed on the left side of the motor scooter and the three road wheels must be disposed to give two tracks.
- 2 Hinged sidecars and steerable sidecar wheels are forbidden.
- 3 Neither the driver nor the passenger may be attached to the machine.

### 19.3 CONSTRUCTION

- 1 The frame must employ as part of its construction, the original type of engine fixing into the chassis giving effective support to the engine.
- 2 The remainder of the frame must be constructed of good quality seamless drawn steel tube of a circular or non-circular section, welded or brazed together. If circular, the outside diameter

shall not exceed 100mm, if non-circular, the maximum cross section shall not exceed 100mm measured at right angles to any flat face.

- 3 The above does not restrict the swinging arm.
- 4 Reinforcement of the steering head is allowed to a maximum of 230mm from the centre line of the steering head.
- 5 Monocoque construction is forbidden.
- 6 The use of composite construction is forbidden with the exception of the sidecar platform. (i.e. Aluminium or carbon fibre skinned honeycomb).
- 7 The use of TITANIUM and similar "exotic" metals is forbidden in the construction of the frame, front forks, handlebars, swinging arm and wheel spindles. The use of light alloys is forbidden for wheel spindles.

#### 19.4 DIMENSIONS

Weight: The MINIMUM weight, without fuel, shall be 130kg. The use of ballast to reach this weight is forbidden.

Width: The overall MAXIMUM shall be 1700mm.

Wheelbase: The MAXIMUM shall be 1650mm.

Track: The MINIMUM shall be 760mm. The distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel.

Ground Clearance: The MINIMUM clear space to be maintained beneath the entire under surface of the machine when loaded with fuel, driver and passenger is 65mm.

#### 19.5 STREAMLINING AND BODYWORK

- 1 The streamlining must be easily detachable for technical control and be so designed and fitted to allow complete liberty of movement to the driver and passenger when the vehicle is in motion and when getting on and off the vehicle, without any part of it having to be displaced.
- 2 Aerofoils or spoilers are not permitted.
- 3 Rear view mirrors are forbidden.
- 4 A solid and effective protection must be fitted between the driver and the engine and must prevent direct contact between the driver's body or clothing and escaping flames or leaking fuel or oil.
- 5 Any type of seating may be used provided it is properly padded and securely fitted in place.
- 6 The extreme forward part of the streamlining must not project forward in plan beyond the most forward part of the front tyre by more than 400mm.
- 7 The extreme rearward part of the streamlining must not project rearward in plan beyond the most rearward part of the rear tyre by more than 400mm.
- 8 Whatever the position of the handlebars, there must be a clear space of at least 20mm between the streamlining and the extremities of the handlebars, including any attachments thereto, and a clear space of at least 20mm between the streamlining and any other part of the steering mechanism or front wheel.

#### 19.6 PROJECTIONS

- 1 There shall be as few sharp projections as possible. Where there are projections, they must be covered in such a way as to prevent injury, occasioned by accidental contact, to the driver and passenger.
- 2 All tubular ends must be securely fitted with rounded ends.

#### 19.7 DRIVE GUARD

An adequate guard must be fitted to prevent the drive being accidentally touched. Drive chains must be guarded from sprocket to sprocket.

### 19.8 GLASS

All glass in lights and on instruments must be securely taped to retain it in place in the event of breakage.

### 19.9 AIR INTAKES

Cooling air intakes must be so constructed that there is NO forward projection/protrusion to catch or foul in the event of an accident.

### 19.10 ENGINE AND DRIVE UNITS

- 1 The engine and drive unit must have originated from a motor scooter and the drive must be transmitted to the road through the rear wheel of the motor scooter.
- 2 The unit shall be properly and safely finished with all necessary studs, nuts, bolts and washers securely fitted. There shall be no evidence of oil leaks. THE MAXIMUM PERMITTED ENGINE CAPACITY IS 260 cc.
- 3 Any modifications made must not prejudice the safety of the driver, any other competitor or official and must be within the following parameters for the parts specified:  
Cylinder Barrel(s) and Crankcase
  1. In regard to shape, size, configuration, position and number of ports, and external appearance, materials and method of manufacture, the cylinder barrel(s) must have originally conformed to the manufacturer's original specification (though not necessarily produced by the original manufacturer) or be included in the ACU list of approved kit barrels.
  2. The bore size of a cylinder may be increased by no more than 10mm.
  3. The cylinder used must have been originally designed for the engine type, must retain the original method and position of fitting and both the cylinder and the crankcase must retain the centres of the original stud holes used for bolting the cylinder to the crankcase. It must therefore be possible, with the exception of interference from a modified cylinder spigot, to fit the cylinder to a standard crank casing as produced by the original manufacturer of the engine unit used.
  4. The crankcase to cylinder gasket face must be parallel to that of the original crankcase.
  5. The crank casing must retain the original mounting points for support within the frame and the principal external dimensions must remain as manufacturer's original specification.
  6. Any modification to the crank casing to permit usage of modified original type crankshaft assemblies will not be permitted if the modification is so extensive as to preclude the fitting of the standard crankshaft as produced by the original manufacturer of the engine unit used.
  7. Modifications may be made to facilitate the use of water-cooling but the engine must comprise a single unit.
  8. Liquid cooling, or any other modification, to the cylinder will not be permitted if the modification is so extensive as to preclude identification of the origin of the cylinder.
- 4 GEARCASE / GEARBOX – The gearcase must be basically as the manufacturer's original specification. Modifications may be made to the number of drive ratios, the ratios themselves and to the gears. Alterations to the gear casing will not be permitted if the modification is so extensive as to preclude the fitting of a standard gear set as produced by the original manufacturer of the engine unit used.

**Note:** For the purposes of this Regulation, the 'engine' is deemed to comprise the cylinder barrel(s), crankcase and all internal components within these units.

### 19.11 ENGINE POSITION

The engine must be positioned behind the steering head and in front of the rear wheel and be so located that the centre line of the engine (by definition, a position midway between the centre lines of outermost cylinders) is no more than 160mm from the centre line of the rear wheel of the motor scooter.



**19.12 INDUCTION SYSTEMS**

Any form of induction system may be used with the exception of forced induction (see 13 below), which is prohibited.

**19.13 FORCED INDUCTION**

An engine shall be considered as having Forced Induction when in respect of one engine cycle, the total volume of gaseous mixture induced exceeds the capacity, measured geometrically, of the engine working cylinder(s). The intra-cylinder injection of fuel shall not be considered as forced induction.

**19.14 FUEL**

Fuel will be a maximum of a 100 ll octane. The use of power boosters and/or octane boosters is specifically prohibited

**19.15 EXHAUST SYSTEMS**

- 1 The exhaust systems must fulfil all the current ACU requirements concerning noise control.
- 2 The systems must be constructed in a manner not prejudicial to the safety of the driver, the passenger, or any other competitor or official. Exhaust fumes must not be discharged so as to raise dust, foul the tyres or brakes or inconvenience a passenger or any other driver.
- 3 The furthest extremity of any exhaust system must not project beyond any part of the machine or its bodywork or streamlining; nor must the end of any exhaust pipe point upwards or downwards at an angle greater than 10° from the horizontal.

**19.16 FUEL TANK**

- 1 The fuel tank(s) must be soundly constructed, entirely of metal, with a securely fitted filler cap, and sufficiently independently protected from the ground. The fuel filler cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in an accident.
- 2 A fuel feed tap must be fitted in an easily accessible position and be prominently marked to indicate the "OFF" position.
- 3 Any fuel tank breather pipe must be fitted with a non-return valve and must discharge into a leak-proof catch tank having a minimum capacity of 500 ml, which must be empty at technical control. All fuel pipes must be adequately secured.

**19.17 OIL DRAIN/FILLER PLUGS AND CATCH TANKS**

- 1 All oil drain, level and filler plugs must be tight and drilled and wired in position.
- 2 Any oil breather pipe fitted must discharge into a catch tank mounted in an easily accessible position and having a minimum capacity of 500 ml.
- 3 The catch tank must be empty at technical control.

**19.18 STEERING**

- 1 Steering shall be through the front wheel only by means of handlebars firmly secured to steering members turning the front wheel and its supports directly with no intermediate push or pull rods.
- 2 Hub centre steering, remote steering linkages and the use of articulated joints in the steering mechanism are not permitted. By definition an articulated joint is one allowing movement in more than one plane.
- 3 Handlebars and all steering bearings must be located on the sprung portion of the front suspension. The extreme width of the handlebars must be not less than 450mm.
- 4 The minimum angle of rotation of the handlebars, each side of a straight ahead position and measured horizontally at ground level, is to be 30° and stops must be fitted in order to limit angular movement to 65° and to allow a minimum of 20mm clearance between the handlebars and any tank, similar attachments or streamlining.

- 5 Whatever the position of the handlebars and suspension no part of the front wheel or forks must pass within 20mm of any bodywork or streamlining.
- 6 It is permissible to displace the steering head up to a maximum of 75mm determined by measuring the offset from the centre line of the rear wheel.

**19.19 WHEELS AND TYRES**

- 1 All wheels must be of metal construction and be within an allowance of 5° from the vertical.
- 2 The diameter of any fully inflated tyre, measured over the outside of the tyre, shall be NOT LESS THAN 407mm and NOT MORE THAN 560mm.
- 3 At technical control ALL moulded tread tyres must have a minimum depth of tread of 1.6mm across the entire original tread area. Recut moulded tyres are not permitted.
- 4 When conditions permit, slick (untreaded) tyres may be used and these may be professionally grooved. The surface of the slick tyre must contain three or more hollows at 120-degree intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. When at least two of these indicator hollows become worn on different parts of the periphery, the tyre must no longer be used.
- 5 Intermediate Pattern Tyres. For wet weather conditions which call for a “TREADED” tyre other than a full “WET” tyre, an “INTERMEDIATE” pattern tyre must be used. The tyre pattern must be professionally cut and consist of a minimum of three circumferential grooves each 0.18 inches in width. The depth may be cut to show the canvas, but must never sever the canvas fibres.

**Note:** At technical control the surface of the tyre must contain three or more hollow “WEAR” indicators at 120 degree intervals indicating the limit of wear across the tread area.

One groove must be cut in the centre of the tread area, with the remaining grooves located equi-distant between the centre groove and the edge of the tread area.

In addition to the circumferential groove, “SLITS” across the tread area must be cut from each groove, 0.18 inches in width, 0.4 inches minimum in length. Spacing must be equi-distant around the periphery of the tyre and no more than 3 inches apart.

To give inter groove relationship between the “SLITS”; their position must be staggered.

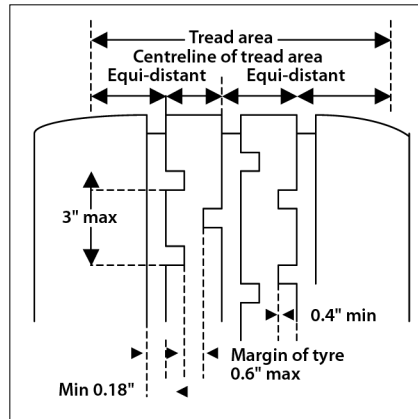
The margin of tyre surface between the ends of the opposed “SLITS” must be no greater than 0.60 inches.

See FIGURE 1 for example calculation and a diagrammatic explanation of the above dimensions.

**Figure 1**

6.2 inches x 13 inches “SLICK” tyre  
with a rolling diameter of 19.8 inches

$$\frac{TTD}{3} = \frac{3.142 \times 19.8}{3} = \frac{62.203}{3} = 20.734$$



### 19.20 FRONT SUSPENSIONS

The front suspension is to be either a leading or trailing fork, or links, with the wheel equally supported on each side. Wishbones are not permitted.

### 19.21 REAR SUSPENSION

The rear suspension, if fitted, is to be of the swinging arm type. A single sided swinging arm is allowed.

### 19.22 BRAKES

The braking system must consist of at least two brakes operated independently on the front and rear road wheels, each giving complete control. Braking of the sidecar wheel is optional.

### 19.23 MUDGUARDS AND WHEEL PROTECTION

- 1 The rear wheel mudguard must cover at least 240 degrees of the rear wheel. The side nearest to the sidecar wheel must be enclosed.
- 2 The sidecar wheel must be enclosed from the sidecar platform and level with the sidecar platform around the periphery.
- 3 For rear exit sidecars the sidecar wheel must be totally enclosed down to platform level.

### 19.24 DRIVER

- 1 The driver in the normal driving position must be completely visible, with the exception of his forearms and lower legs, from the side opposite to the sidecar and from above.
- 2 It is forbidden for the driver's legs to be enclosed. The driver's position must be such that the driver's feet are positioned behind the knees when viewed from above and the footrests so designed and positioned that easy access is always available to any control pedal.

### 19.25 PASSENGER

The passenger must be able to lean out to either side of the sidecar. For this purpose the vehicle must be fitted with suitable handholds, which must be of the "closed loop" type.

### 19.26 ELECTRICAL SYSTEMS AND BATTERY

- 1 All vehicles must be fitted with an easily accessible ignition switch, mounted in the vicinity of the handlebar/headset and within a radius of 200mm of the centre line of the top of the fork stem.
- 2 Switches must be of a positive locking type in both the on and off positions and when in the "OFF" position must not allow the engine to run. The "OFF" position of all switches must be prominently marked in capital letters of at least 10mm in height with dark coloured letters on a light background and vice versa.
- 3 Any electric fuel feed pump must be wired in such a way as to cut out when the ignition switch is in the "OFF" position.
- 4 Batteries, if fitted, must be of the leak-proof type.

### 19.27 THROTTLE CONTROLS

Throttle controls must be self-closing when not held by the hand.

### 19.28 CONTROL LEVERS

- 1 All handlebar levers must be ball ended, the ball to be at least 19 mm in diameter and to be a permanently fixed integral part of the lever.
- 2 Each control lever (both hand and foot) must be mounted on an independent pivot.
- 3 Handlebar grips must be securely fixed to the ends of the handlebars.

## SECTION 20 TECHNICAL SPECIFICATIONS FOR FORMULA 125 MOTORSCOOTER COMBINATIONS

Unless specifically mentioned in these Regulations the Standing Regulations for the construction of Group 7 Motor Scooter Regulations detailed above shall apply.

Note: please refer to the ACU website for any changes to these scooter standing regulations for 2010.

### 20.1 CONSTRUCTION

- 1 The frame must be of good quality drawn steel tube of circular or non-circular section, welded or brazed together. If circular the outside diameter must not exceed 100mm. If non-circular the maximum cross section shall not exceed 150mm. measured at right angles to any flat surface.
- 2 The above does not restrict the swinging arm. The use of composite construction is forbidden with the exception of the sidecar platform, i.e. Aluminium or carbon fibre honeycomb.
- 3 The use of Titanium or other similar 'exotic' materials in the construction of the frame, forks, handlebars, swinging arm and wheel spindles is forbidden.

### 20.2 DIMENSIONS

Width: The overall maximum shall be 1524mm. (60") measured over the extremities of the streamlining.

Wheelbase: The maximum shall be 1829mm. (72") measured between the centres of the front and rear wheels.

Track: The minimum shall be 760mm. The maximum shall be 1170mm. The track being the distance measured between the rear and sidecar wheel, the point of measurement being at right angles to a line drawn between the centre line of the front and rear wheels of the combination and a line at right angles passing through the sidecar wheel.

Ground clearance: The minimum clear space to be maintained beneath the entire under surface of the machine when loaded with fuel, driver and passenger must be 65mm.

### 20.3 STREAMLINING AND BODYWORK

- 1 This must be easily detachable for technical control purposes and be so designed and fitted to allow complete liberty of movement to the driver and passenger when the vehicle is in motion and when getting on and off the vehicle without any part of the streamlining being displaced.
- 2 Fairings and Rear view mirrors are allowed.
- 3 A solid and effective protection must be fitted between the driver and the engine to prevent direct contact between the driver's body or clothing from escaping flames or leaking oil.
- 4 Any type of seating may be used provided it is properly padded and securely fitted in place.
- 5 The extreme forward part of any streamlining must not project forward in plan beyond the most forward part of the front tyre by more than 400mm.
- 6 The extreme rearward part of the streamlining must not project rearward in plan beyond the most rearward part of the rear tyre by more than 400mm.

### 20.4 DRIVEGUARDS

A metal guard must be fitted to prevent accidental contact with the chain or sprocket. Drive chains must be guarded from sprocket to sprocket.

### 20.5 ENGINE AND DRIVE UNITS

- 1 Permitted engine: 125cc. i.e. Aprilia
- 2 Drive must be transmitted to the road through the rear wheel of the machine.
- 3 The engine unit must be properly and safely finished, all studs, bolts, nuts and washers fitted securely in place.
- 4 There shall be no evidence of oil leaks.

- 5 Any modifications made to the engine unit must not prejudice the safety of the driver and passenger or other competitor or official and must be within the specifications of the engine and drive unit regulations.
- 6 Cylinder Barrel and Crankcase
  1. In regard to the shape, size, configuration, position and number of sports, external appearance, materials and manufacture, the cylinder barrel must conform to the manufacturers original specification (though not necessarily produced by the same manufacturer).
  2. The bore size of a cylinder may be increased.
  3. The cylinder used, must have been originally designed for the engine type, must retain the original method and position of fixing, (the number and position of studs in the crankcase at the gasket face must be as manufacturers original specification).
  4. The crankcase to cylinder gasket face must be parallel to that of the original crankcase. The crankcase porting may be altered.
  5. The crankcase must retain the original mounting points, which must be used to support the engine in the frame.  
External dimensions of the crankcase must remain as manufacturers original specification.
  6. The Crankshaft must remain as the manufacturers original specification, although the connecting rod may be modified or substituted.
  7. Alternative pistons may be used to change the characteristics of the engine. The cylinder barrel gasket faces may be machined to allow for the difference in compression height of the piston used.
  8. Liquid cooling of the engine case will not be permitted.

## 20.6 ENGINE POSITION

The engine must be positioned between the steering headstock and the rear wheel.

## 20.7 INDUCTION SYSTEMS

Any form of induction system may be used with the exception of superchargers.

## 20.8 FUEL – UNLEADED

- 1 A fuel tank with a breather pipe must be fitted with a non-return valve and discharge into a minimum of 500ml. catch bottle.
- 2 Fuel must be commercially available brand of petrol, as supplied from a wayside petrol station. (Aviation fuel, Avgas, is not included).
- 3 No additives other than lubricants are permitted, (power boosters, octane boosters are prohibited).

## 20.9 STEERING

- 1 Steering will be through the front wheel only, by means of handlebars with a minimum width of 450mm.
- 2 The minimum angle of rotation of the handlebars each side of the straight-ahead position must be 30°, stops must be fitted to limit the angular movement of the handlebars to 65°. Whatever the position of the handlebars and suspension, no part of the front wheel or forks must pass within 20mm. of any bodywork or streamlining.
- 3 It is permissible to displace the steering head up to a maximum of 75mm. determined by measuring the offset from the centre line of the rear wheel.
- 4 Machines with offset steering heads must maintain two tracks.

## 20.10 WHEELS & TYRES

- 1 All wheels rims must be of metal construction and a maximum diameter of 407mm.
- 2 The wheel when fitted in position must rotate within 5° of the vertical plane.

- 3 At technical control all moulded treaded tyre must have a minimum of 1.6mm. of tread across the entire original tread area. (recut moulded tyre are not permitted).
- 4 Sidecar wheels may be Kart type 'slick' tyre, the surface of the tyre must contain three or more wear indicators positioned at 120o around the tyre circumference.
- 5 When at least two of these become worn on different parts of the tyre, the tyre may no longer be used.
- 6 Wheel spindles must pass through the fork legs /swinging arm assemblies which must provide a positive location for the spindle when assembled, split pin locking and/or nylon locking nuts must be used to prevent the axle coming lose.

### 20.11 REAR SUSPENSION

- 1 The rear suspension, if fitted is to be the swinging arm type. Movement of the arm i.e. for the purpose of chain adjustment can be by means of eccentric cams.

**Note:** any adjustment used must not allow the wheelbase to exceed the maximum permitted dimension.

## SECTION 21 TECHNICAL SPECIFICATIONS FOR CLASSIC (GROUP 8) MOTORSCOOTER COMBINATIONS

**Unless specifically mentioned in these Regulations the Standing Regulations for the construction of (Group 7) Motor Scooter Regulations detailed above shall apply.**

**Note: please refer to the ACU website for any changes to these scooter standing regulations for 2010.**

### 21.1 INTRODUCTION

These Regulations specify the requirements for construction of Classic Motor scooter Combinations for use in Road Races, Sprints and Hill Climbs.

### 21.2 CONSTRUCTION

- 1 The chassis must incorporate, as an integral part, the complete Lambretta spine frame including engine mountings.
- 2 The remainder of the chassis must be constructed of good quality seamless drawn steel tube of a circular or non-circular section, welded together.
- 3 Reinforcement of the steering head is allowed to a maximum of 230mm from the centre line of the steering head.
- 4 The use of composite construction is forbidden with the exception of the sidecar platform. (i.e. Aluminium or carbon fibre skinned honeycomb).
- 5 The use of TITANIUM and similar "exotic" metals is forbidden in the construction of the chassis, front forks, handlebars and wheel spindles. The use of light alloys is forbidden for wheel spindles.

### 21.3 DIMENSIONS

Width: The overall MAXIMUM shall be 1520mm.

### 21.4 STREAMLINING AND BODYWORK

- 1 The streamlining must be easily detachable for technical control and be so designed and fitted to allow complete liberty of movement to the driver and passenger when the vehicle is in motion and when getting on and off the vehicle, without any part of it having to be displaced.
- 2 Aerofoils or spoilers are not permitted.
- 3 Rear view mirrors are forbidden.
- 4 A solid and effective protection must be fitted between the driver and the engine and must prevent direct contact between the driver's body or clothing and escaping flames or leaking fuel or oil.

- 5 Any type of seating may be used provided it is properly padded and securely fitted in place.
- 6 The extreme forward part of the streamlining must not project forward in plan beyond the most forward part of the front tyre by more than 400mm.
- 7 The extreme rearward part of the streamlining must not project rearward in plan beyond the most rearward part of the rear tyre by more than 400mm.
- 8 Whatever the position of the handlebars, there must be a clear space of at least 25mm between the streamlining and the extremities of the handlebars, including any attachments thereto, and a clear space of at least 20mm between the streamlining and any other part of the steering mechanism or front wheel.

## 21.5 ENGINE AND DRIVE UNITS

- 1 The engine and drive unit must have originated from a Lambretta motor scooter.
- 2 The unit shall be properly and safely finished with all necessary studs, nuts, bolts and washers securely fitted. There shall be no evidence of oil leaks.
- 3 The MAXIMUM PERMITTED bore is 70mm. The MAXIMUM PERMITTED stroke is 60mm.
- 4 Any modifications made must not prejudice the safety of the driver, any other competitor or official and must be within the following parameters for the parts specified:
- 5 CYLINDER HEAD – Liquid cooling is not permitted.
- 6 CYLINDER BARREL – Cylinder barrel must be as manufacturer's original specification either a TS1 or RB22 kit barrel.
- 7 PORTS – Ports may be enlarged, but they may not be bridged nor the cylinder barrel slotted. The position may not be changed, additional ports may not be provided, and the provision of additional material on either the inside or the outside of the barrel is prohibited.
- 8 PACKING PIECES – The total thickness of any packing piece(s) or gasket(s) used between the base of the cylinder and the crankcase must not exceed 10mm. Packing pieces may not be used as a means of increasing the available port area.

## 21.6 CRANKCASE

Crank casing must be as manufacturer's original specification, except that:

- 1 Modifications may be made to permit the use of a larger section tyre subject to the limitations in Regulation 18 below.
- 2 Modifications may be made to any existing crankcase porting except that the provision of additional material on either the inside or the outside of the casing is prohibited.
- 3 Notwithstanding the exception in B above, the provision of additional material to effect genuine repairs to a crankcase will be permitted provided that the final dimensions and appearance do not exceed the manufacturer's original specification.

## 21.7 CRANKSHAFT

The crankshaft must be a commercially available type designed to fit a Lambretta motor scooter with a MAXIMUM permitted stroke of 60mm and shall remain as manufacturer's original specification, except:

- 1 The ignition mounting may be altered.
- 2 The crankshaft may be "padded".

## 21.8 GEARCASE

- 1 The gearcase must be as manufacturer's original specification except that a spacer maybe used to facilitate the use of extra clutch plates.
- 2 The gearbox must be as manufacturer's original specification for the engine type, except that the original gear cluster may be altered to provide alternative ratios. The number of ratios must remain unchanged.

**Note:** For the purposes of this Regulation, the 'engine' is deemed to comprise the cylinder barrel(s), crankcase and all internal components within these units.

**21.9 ENGINE POSITION**

The engine unit must be in the original position.

**21.10 INDUCTION SYSTEMS**

The engine shall be normally aspirated.

**21.11 WHEELS AND TYRES**

- 1 All wheels must be of metal construction and be within an allowance of 5° from the vertical.
- 2 The diameter of the front and sidecar wheels MUST be 10 inches and the tyres thereon have a MAXIMUM section of 5J. The diameter of the rear wheel MUST be 10 inches with a wider section standard pattern rim permissible and allowing a MAXIMUM tyre size of 10 inches by 4.00.
- 3 At technical control ALL tyres must have moulded treads and must have a minimum depth of tread of 1.6mm across the entire original tread area. Recut moulded tyres are not permitted.

**21.12 REAR SUSPENSION**

Rear suspension is not permitted.

**21.13 CONTROL LEVERS**

- 1 All handlebar levers must be ball ended, the ball to be at least 19mm in diameter and to be a permanently fixed integral part of the lever. Each control lever (both hand and foot) must be mounted on an independent pivot. Handlebar grips must be securely fixed to the ends of the handlebar.

**The following information does not form part of the Standing Regulations but is provided as a quick guide to the requirements of the SRs.**

It is hoped, by the promoters of this class, that this limited specification will enable close racing at an affordable cost. For the benefit of all who compete in the class, cheating will not be tolerated.

- 1 Complete Lambretta spine frame.
- 2 Engine in original position driving the rear wheel.
- 3 Lambretta cast iron or TS1 barrel.
- 4 No water-cooling for head or barrel.
- 5 Porting to Standard class specification, i.e. no bridged ports or extra ports.
- 6 Maximum stroke 60mm. Maximum bore 70mm.
- 7 No 'alloy' welding of barrels.
- 8 Passenger exit can be in front of or behind the sidecar wheel, whichever is preferred.
- 9 The use of titanium or similar 'exotic' material is forbidden.
- 10 Treaded tyres only at all times.
- 11 Front and sidecar wheels 10 x 5J maximum.
- 12 Rear wheel must be standard pattern rim or wide version with 4.00 x 10 maximum scooter tyre.
- 13 Maximum chassis dimensions – wheelbase 1650mm – width 1520mm. Track – minimum 760mm. Ground clearance when fully loaded – 65mm.
- 14 Centre hub steering and sidecar wheel steering is forbidden.
- 15 Independently operated brakes on front and rear wheels – sidecar brake is optional.



# section three

**ACU HISTORICAL INFORMATION**

**CHAMPIONS**

# ACU Historical information

## ACU PATRON

HRH The Prince Philip, Duke Of Edinburgh	
KG KT OM GBE AC QSO	1952–Present
HRH The Duke Of York KG KT	1935

## ACU PRESIDENT EMERITUS

The Rt Hon The Lord Jopling DL	2004–Present
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## ACU PRESIDENT

The Rt Reverend John Oliver	2009–
Lt. Col E.P. Bartlett (Ret'd)	2004–2008
The Rt Hon The Lord Jopling DL	1990–2003
Sir Hector Monro, AE, JP, DL, MP	1984–1989
The Most Honourable The Marquess Camden, DL, JP	1966–1983
The Rt Hon. Lord Brabazon Of Tara, GBE, MC, PC	1948–1964
The Hon. Sir Arthur Stanley, GBE, CB, MVO	1947–1948

## ACU VICE PRESIDENT

A. Ackland	2001–2006
G. R. Allan	1946–1962
J. N. Anelay	1978–1996
Mrs M. L. Anning	1949–1950
V. C. Anstice	1939–1969
L. J. Archer	1970–1973
M. D. Ball	1947–1948
H. P. Baughan	1949–1968
K. Blampied	1991–1999
B. S. Bonny	1987–1987
R. B. Bower	1991–1994
The Rt. Hon Lord Brabazon Of Tara P.C., M.C.	1925–1947
Lt-Col F. S. Brereton CBE	1925–1926
Major R. V. C. Brook	1932–1938
J. W. G. Brooker	1925–1933
J. Bussell	1990–1991
A. Carter	1988–1994
P. S. Chamberlain	1949–1954
D. Clampin	1996–1998
V. Cooper	1974–1982
E. G. Cope	1974–1990
J. T. Courtney	1986–1999
E. Damadian	1953–1983
Col A. E. Davidson DSO	1925–1933
L. H. Davis	1980–1983
N. E. Dixon MBE	1953–1983

E. Featherstone	1932–1938
M. G. Francis	1997–1998
N. Goss MBE	1970–1999
J. R. Greene	1947–1950
E. P. Greenhill	1925–1939
G. Hadfield	1994–1999
F. Hanks	1989–2000
H. P. E. Harding	1925–1952
Brig-Gen. Sir H. Capel Holden	1925–1933
A. Jefferies	1955–1978
H. E. Jones	1980–1985
C. H. King	1951–1981
J. A. Laurie	1984–1986
Col. F. Lindsay Lloyd C.M.G.	1925–1939
Professor A. M. Low A.C.G.I. D.Sc.	1925–1956
Mrs D. Lowe	1985–1997
J. C. Lowe	1953–1969
K. Lywood	1996–1998
B. Marians	1937–1952
J. McNulty	1970–1979
Mrs M. Mellish	2008–Present
T. W. Monkhouse	1933–1939
C. Moram	1992–Present
J. M. Noaks	1931–1948
Lt-Col M. O'Gorman	1927–1933
Sir J. Orde	1925–1929
R. G. Owen	1980–1987
G. E. Padley	1982–1992
L. C. Pendergast	1988–1989
H. S. Perrey	1955–1978
Major J. R. Potter	1933–1935
A. G. Reynolds	1925–1935
H. W. Robinson	1939–1952
T. E. Ryan	1951–1985
G. Smith	1938–1938
K. Sprayson	1994–1998
J. E. Sutton	1968–1976
W. E. Swann	1970–1980
A. Taylor	1939–1939
K. S. Topping	1947–1973
F. E. G. Vigers	1983–1985
W. H. Wells M.I.A.E.	1925–1933
J. E. Whitaker	1957–1966
C. Wilkinson	1981–1989
E. W. Winckle	1933–1935
J. D. Woodhouse	1937–1961
E. A. Woods	1984–1994
R. F. Woods	1986–1994

**ACU CHAIRMAN**

R. Todd	1903–1913
J. R. Nisbet	1914–1919
Lt. Col A. E. Davidson	1920–1920
Lt. Col F. S. Brereton CBE	1921–1925
Major J. R. Potter	1926–1931
Prof A. M. Low	1932–1956
N. E. Dixon MBE	1957–1981
N. E. Goss	1982–1987
W. A. Smith	1988–1991
K. J. Lywood	1992–1992
W. S. Rawlinson	1993–1996
Lt. Col (Ret'd) E. P. Bartlett	1997–2003
J. Parker	2004–Present

**ACU HONORARY MEMBERS SINCE 2000**

C Armes	2002–
D D Banks	2008–
K A R Blampied	2001–2006
J Cadogan	2002–
D R Clampin	2001–
J Coles	2008–
M Francis	2008–
F J Rendell	2001–2004
A Brownlie	2001–
J Bussell	2005–
Dr J Ehrlich	2000–2001
N E Goss MBE	2001–
R W Smith	2001–
W A Smith	2008
K Sprayson	2003–
Miss P Miller	2005–2005
D Ryder	2006–
K Lywood	2008–
J Stone	2008–
Lt. Col (Ret'd) E. P. Bartlett	2009
D Slaughter	2009

**ACU MEDAL OF HONOUR**

Ron Carter	2009
Jack Parker	2009

**MOTOCROSS CHAMPIONS**

Maxxis British MX1 Champion

**Brad Anderson**

Maxxis British MX2 Champion

**Stephen Sword**

Maxxis British MX2Y Champion

**Josh Waterman**

Ladies British Motocross Champion

**Natalie Kane***MMX British Championships*British Open Champion **Kristian Whatley**Under 21 Champion **Scott Elderfield**

Maxxis British Sidecar Cross Champions

**Stuart Brown / Luke Peters**

British Open Class Quad Champion

**Paul Winrow**British Under 21 Quad Champion **Paul Holmes**

ACU Sidecar Clubmans Champions

**Colin Philpot / Stuart Dance**

British Quad Qualifying Champion

**Andy Britton**

British Quad Masters Champion

**Andy Britton**

British Veteran Motocross Champion

**Rob Herring***British Youth Motocross Championship*Clubman Expert **Ryan Pottenger**Clubman Junior **Zac Stealey**Open **Josh Waterman**85cc Big Wheel **Ryan Houghton**85cc Small Wheel **Ben Watson**65cc **Conrad Mews**Rookie **Gary Sharp***British Youth Quad Cross Championship*50cc Production **Aaron Swan**50cc Modified **Lawrence Whyte**100cc Production **Scott Wilson**100cc Modified **Luke Davies**100cc Geared **Jack Straughan**200cc Production **Joshua Waring**200cc Modified **Christian Morris**250cc **George Callaway****TRIALS CHAMPIONS**

ACU Events British Solo Champion

**James Dabill**

ACU Events British Expert A Champion

**Sam Connor**

ACU Events British Expert B Champion

**Sam Ludgate**

British Womens Champion

**Becky Cook**

British Womens Intermediate Champion

**Emma Morphett***British Girls Championships*Class A **Joanne Coles**Class A Intermediate **Harriet Shore**Class B **Danielle Whitham**Class C **Hannah Richardson**

ACU Novogar Champion

**Chris Pearson**

British Sidecar Champions

**Jon Tuck & Matt Sparkes**

ACU Intermediate Sidecar Champions

**Seomond Stephens & Gary Davey**

ACU Clubmans Sidecar Champions

**Gareth Andrew & Keith Morcom**

Best Sidecar Newcomer

**David Wilcox & Michael Ripper***ACU Normandale Traditional Trials Series*Class A **Carl Batty**Class B **David Pye**Class C **Mark Reason**Class D **Ashley Hall**Class E **Clive Charlton**Class F **Jon Bliss***ACU Sammy Miller Products Trials Championship*Best British Performance **Paul Anstey**Pre-Unit Rigid **Steve Allen**Pre-Unit Springer **Martyn Wilmore**Two Stroke **Brad Jones**Unit Construction **Paul Anstey**Pre-Unit Sidecar **Paul Fishlock & Debbie****Merrell**Unit Sidecar **Ian Hannam & Deborah Smith**British Specials & Twinshock **Philip Wiffen**

ACU Trail Bike Championship  
**Julian Page**

*British Bike Trial Champions*  
 Femina Class **Lois Morgan**  
 Poussin Class **Adam Morewood**  
 Benjamin Class **Ryan Manthorpe**  
 Minime Class **Jack Carthy**  
 Junior Class **Ryan Trickett**  
 Senior Class **Mathew Burge**  
 Elite Class **Daniel Butler**

*British Youth Championship*  
 Class A **Jack Sheppard**  
 Class B **George Gosden**  
 Class C **Jack Price**  
 Class D Medium Wheel **Jack Peace**  
 Class D Small Wheel **Joe Faunthorpe**

**ENDURO CHAMPIONS**

British Solo Champion  
**David Knight**  
 British E1 2 Stroke Champion  
**Edward Jones**  
 British E1 4 Stroke Champion  
**Daryl Bolter**  
 British E2 Champion  
**David Knight**  
 British E3 Champion  
**Jamie Paget**  
 ACU Overall Expert Champion  
**Rheinallt Davies**  
 ACU E1 2 Stroke Expert Champion  
**Rheinallt Davies**  
 ACU E1 4 Stroke Expert Champion  
**Craig Reynolds**  
 ACU E2 Expert Champion  
**Mark Roberts**  
 ACU E3 Expert Champion  
**Ben Begbie**  
 ACU Overall Clubman Champion  
**Gareth Davies**  
 ACU E1 2 Stroke Clubman Champion  
**Kalem Hicks**  
 ACU E1 4 Stroke Clubman Champion  
**Frazer Norrie**  
 ACU E2 Clubman Champion  
**Gareth Davies**  
 ACU E3 Clubman Champion  
**Keith Wooster**

ACU Veteran Clubman Champion  
**Carl Tiley**  
 British Sidecar Champions  
**Gareth Andrew & George Edgvean**  
 ACU Sidecar Clubmans Champions  
**Alistair Nevill & Sharon Nevill**  
 Best Sidecar Newcomers  
**Roger James & Sam Wilkinson**

ACU Quad Champion  
**William Duggan**

British Quad X-Country Champion  
**Paul Winrow**

**BRITISH SCOOTER CHAMPION**

Charlie Edmonds

**BRITISH SPRINT CHAMPION**

Alan Tinnion

**ROAD RACE CHAMPIONS**

R&G Racing Suzuki GSX-R Trophy Champion  
**Ross Connolly**  
 British Supermono Champion  
**Mark Lawes**  
 GP250cc ACU National Champion  
**Jason Davis**  
 Yokohama ACU/FSRA British FII Sidecar  
Champions  
**John Holden / Andy Winkle**  
 Yokohama ACU/FSRA British FII Cup  
Champions  
**Dean Henry / Ian Smith**

**SUPERMOTO CHAMPIONS**

2009 Proppa.com ACU British Supermoto Elite  
Champion  
**Christian Iddon**  
 2009 Proppa.com ACU British Supermoto Lites  
Champion  
**Oliver Harrison**  
 2009 Proppa.com ACU British Supermoto SM  
Cup Champion  
**Bruce Dingle**  
 2009 Proppa.com ACU British Supermoto  
Junior Champion  
**Joe Collier**  
 2009 Proppa.com ACU British Supermoto SXV  
Challenge Champion  
**Bruce Dingle**

**BRITISH DRAG RACE CHAMPIONS**

Top Fuel Champion

**Steve Woollatt**

Super Streetbike Champion

**Richard Stubbins**

Competition Bike Champion

**Ivan Birch**

Prostock Champion

**Dave Beck**

Funnybike Champion

**Kevin Charman****GRASS TRACK CHAMPIONS**

British 250cc Champion

**Harland Cook**

British 350cc Champion

**Jason Handley**

British 500cc Sidecar Champions

**Nick Radley / Abi Radley**

British 1000cc Left Hand Sidecar Champions

**Danny Hollman / Ben Fitness****Martin Cuff / Steve North***Best Pairs Champions*250cc Solo **Paul Simmons / Adam Shipp**350cc Solo **Richard Smith / Dave Mears**500cc Solo **Mitch Godden / Vince Kinchin**500cc Sidecar **Nick Radley / Abi Radley****Simon Beard / Mark Kerns**1000cc Sidecar **Rod Winterburn / Liam Brown****Colin Blackborne / Martyn Smith**

British Under 21 Champion

**Jamie Rodgers**ACU/Speedway Star British Masters Open 500cc  
Champion**Lewis Denham**ACU/Speedway Star British 1000cc Sidecar  
Masters Open Champion**Mark Cossar / Tom Cossar**ACU 500cc Solo British Masters Challenge  
Champion**Tom Perry**ACU 1000cc Sidecar British Masters Challenge  
Champion**Richard Thomas / Jason Barry**

British Short Track Champion

**Peter Boast***British Youth Grass Track Championship*Auto Cadet **Tom Brennan**Cadet **Edmund Best**Junior **Robert Lambert**Intermediate **Oliver Greenwood**Senior A 250cc **Josh Dingle**Senior B 350cc **Craig Drury**Junior 65cc MX **Edmund Best**Inter 85 MX **Sam Morgan**Senior 85cc MX **Jordan Holliday**International 125cc **Craig Drury**

Youth Short Track Champion

**Tom Welbourn**

Brian Stibbs Trophy

**Rob Bradley / Shaun Simpson**

Jim Rendall Trophy

**Jamie Rodgers***British Pre 75 Champions*250cc **Richard Warry**350cc **Dave Norris**500cc **Dave Norris****SPEEDWAY CHAMPIONS**

British Under 15 Speedway Champion 250cc

**Brandon Freemantle**

British Under 15 Speedway Champion 500cc

**Ashley Morris**

British Under 18 Speedway Champion

**Jerran Hart**

British Under 21 Speedway Champion

**Lewis Bridger**

Speedway Champion of Great Britain

**Chris Harris**

Speedway Sidecar Champions

**Matthew Tyrrell / Shaun Yates**

**ISDE AWARDS**

Trophy Team **Paul Edmondson, Greg Evans, David Knight, Euan McConnell, Tom Sagar & Si Wakely**

Junior Trophy Team **Lee Edmondson, Oliver Moyce, Jamie Paget & Ashley Wood**  
 Meeten Award **Paul Edmondson**  
 Arthur Prince Award **Greg Evans**  
 Tim Ward Award **Andrew Edwards**  
 Welsh Motorcycle Federation Award For Best British Club Team **MCC Wales A Andrew Edwards, Dylan Jones & Gethin Price**  
 Team Manager **Gemma Williams**

**WORLD & EUROPEAN CHAMPIONSHIPS**

FIM World Supersport Champion  
**Cal Crutchlow**

FIM Sidecar World Champions

**Ben Birchall & Tom Birchall**

Trial des Nations *2nd*

**Michael Brown, James Dabill, Dougie**

**Lampkin & Alexz Wigg**

Womens Trial des Nations *1st*

**Emma Bristow, Joanne Coles & Becky Cook**

FIM Womens Trial World Championship *2nd*

**Becky Cook**

FIM Junior Trial World Cup Champion

**Alexz Wigg**

FIM Youth Trial Cup Champion

**Jonathan Richardson**

FIM Track Racing 1000cc Sidecar World Championship *3rd*

**Rob Wilson / Terry Saunters**

Grasstrack Individual European Championship *3rd*

**Glen Phillips**

UEM Superstock Champion

**Gino Rea**

UEM ICGP 350cc Champion

**Lea Gourlay**

UEM ICGP 350cc *2nd*

**Ian Simpson**

UEM ICGP 350cc *3rd*

**Richard Parker**

UEM ICGP 250cc *2nd*

**Steve Clark**

UEM Drag Bike Top Fuel Champion

**Ian King**

UEM Drag Bike Pro-Stock Champion

**Martin Bishop**

UEM Vintage Road Racing Cup Class 5 500cc *3rd*

**Nigel Hall-Smith**

UEM Enduro Veteran Championship *3rd*

**Philip Smithson**

UEM Enduro Veteran Team Trophy *2nd*

**Julian Crimp, Karl Greenall & Philip Smithson**

UEM Trials Championship *3rd*

**Alexz Wigg**

UEM Youth Trial Cup Championship *2nd*

**Jack Sheppard**

UEM Junior Trial Cup Champion

**Jonathan Richardson**

UEM Womens Trial Cup *2nd*

**Becky Cook**

# section four

**NATIONAL SPORTING CODE**



# National Sporting Code of the ACU

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## FOURTH EDITION – REVISION 10: JANUARY 2010

**CHAPTER 1 JURISDICTION****1.01 THE AUTO-CYCLE UNION**

- 1 The Auto-Cycle Union Limited (ACU) is the Internationally Recognised Governing Body for the Sport of Motorcycling throughout the British Isles, excluding Ireland, for machines as defined in the Appendices to this Code.
- 2 In order that the control of motorcycle sport shall be exercised in a fair and equitable manner, the ACU National Council has approved these rules designated, “The National Sporting Code”, hereinafter also called “the Code” or “NSC” which are generally in conformity with the International Sporting Code of the Fédération Internationale de Motocyclisme.

**1.02 APPLICATION OF THE CODE**

- 1 This Code supersedes the previous Third Edition of the National Sporting Code and governs the relations arising in any matter whatsoever in connection with the Sport of Motorcycling and Social Gatherings as between the ACU and/or amongst Officials, Organisers, Entrants, Riders and Passengers, Affiliated Clubs and Club Members.
- 2 This Code shall have no authority over competitions, officials, championships and events under the control of the MRCB or SCB, other than in the case of the SCB for judicial functions as described in Chapter 10 and 11 of this Code.
- 3 Such competitions, officials, championships and events shall be organised in accordance with their respective sporting codes.

**1.03 APPENDICES TO THE CODE**

- 1 Appendices to the Code include Insurance Regulations, Standing Regulations for each discipline as published in the current ‘ACU Handbook’ and Supplementary Regulations defining the nature of and governing technical requirements. Rules for the conduct and control of Competitions for the various disciplines of the sport of motorcycling as established, shall form part of this Code and have the same force in their application. In the event of any conflict between the National Sporting Code and its Appendices, the National Sporting Code shall prevail.

**1.04 ALTERATIONS AND AMENDMENTS**

- 1 This Code and its Appendices may be altered from time to time. No revised rule shall be effective unless it has been approved by the National Council of the ACU and has been published.

**1.05 INTERPRETATION OF THE CODE**

- 1 In cases of dispute, the National Council of the ACU is empowered to decide the interpretation of this Code. Where any word used within this Code shall refer to gender, that word shall be deemed to relate to either sex.

**1.06 LOYAL OBSERVATION OF THE CODE**

- 1 No Member of the ACU or any Affiliated Club or other approved body which has formally undertaken to observe and comply with this Code and no person licensed or otherwise authorised to enter or participate in or officiate at any Competition governed by this Code shall:
  1. Assist any person or body that does not comply with and/or conform to this Code or the Rules or Code of the SCB, the MRCB, or acts in any manner contrary thereto.
  2. Belong to, or lend his name to, or be an Officer of, any such body.
- 2 Dispensation from this rule may be given where a body can satisfy the ACU that its rules and

regulations are compatible with those of the ACU and that competitors, officials and spectators receive similar protection (i.e. insurance and safety) to that applicable to ACU permitted events and on condition that any other criteria laid down in Government legislation such as official notification or approval of the running of event(s) are met (see 3.06, final paragraph).

## CHAPTER 2 NOMENCLATURE AND DEFINITIONS

### 2.01 1. In addition to the definitions, and abbreviations of terms appearing in this Code or its appendices, the following phraseology and abbreviations shall be adopted and their definitions shall be applicable to all Supplementary Regulations and for general use.

#### 2.02 ACU

- 1 The Auto-Cycle Union Limited, (ACU – British Motorcycle Sport), founded in 1903 as a branch of the Royal Automobile Club (RAC) and made independent of the RAC in 1999, consisting of Affiliated National Clubs, Affiliated Non-Territorial Clubs, and Affiliated Local Motorcycle Clubs forming Local Centres and other recognised Associations. The constitution of the ACU is laid down in 'The Rules of the Union'.
- 2 Where ACU is used to indicate the governing authority, it is that authority vested in the National Council of the Auto-Cycle Union for the governance of the sport of motorcycling.

#### 2.03 ACU COURT

- 1 An ACU Court shall be a body set up for Jurisdiction or Arbitration purposes as follows.
  1. **Clerk of the Course:** To adjudicate all protests arising out of a meeting.
  2. **Steward(s) of the meeting:** To adjudicate all Appeals arising out of a meeting.
  3. **Referee:** To adjudicate all Appeals arising out of a meeting.
  4. **ACU Centre Court:** To adjudicate on any matter referred to them by the Stewards of the meeting with respect to an event for which they have issued the Permit. To adjudicate on any matter of conflict or complaint from a Club or Member of a Club under the jurisdiction of that Centre.
  5. **ACU National Court:** To adjudicate on any matter referred to them by the Stewards of the meeting with respect to an event for which the ACU Headquarters have issued the Permit. To adjudicate on any matter of conflict or complaint from a Centre, Non-Territorial Club or National Official.

#### 2.04 AFFILIATED CLUB

- 1 Any Affiliated Local Motorcycle Club or Non-Territorial Motorcycle Club, Association, Institution or other body or section of such body connected with the sport or recreation of motorcycling which is affiliated to the ACU in accordance with the Rules of the Union in force at any one time, and consisting of members, whether paid up individuals or Honorary Members, who are entered on the Club roll and are eligible to become Members of the ACU.

#### 2.05 MEMBERSHIP OF THE ACU

- 1 Membership of the ACU is defined as follows:
  1. **Affiliated Member:** An individual who is a fully paid up member of one or more Clubs affiliated to the ACU. Such an individual shall be eligible to take part as an Official of the ACU or Competitor in any competition organised under this National Sporting Code provided he holds a current Competition Licence/Trials Registration, and meets any other eligibility requirement specified in the National Sporting Code, its Appendices or Event Regulations. All Applications for Competition Membership are subject to the approval of the Board of Directors of ACU. (See also Rules of the Union Article (B) (19))
  2. **Associate Member:** An individual who is an Associate Member is not required to be a fully

paid up member of any Club affiliated to the ACU. Such an individual shall be eligible to receive an ACU Handbook and to a variety of member benefits that may be made available from time to time. Associate Members are not eligible to participate as a competitor in any competition organised under this National Sporting Code unless also a Competition Member or authorised in the Supplementary Regulations of a particular competition. (e.g. National Rally). The holder of an Associate Membership having paid the annual individual registration fee direct to the ACU in accordance with the Rules of the Union in force at any one time. All Applications for Associate Membership are subject to the approval of the Board of Directors of the ACU. (See also Rules of the Union Article (B) (19))

## 2.06 AMRCO

- 1 The Association of Motor Racing Circuit Owners.

## 2.07 BSPA

- 1 British Speedway Promoters' Association.

## 2.08 CERTIFIED TEST

- 1 A test of which the purpose is to obtain information as to the characteristics of a motorcycle or accessory or material used in connection with a motorcycle, and which is conducted in accordance with certain specified conditions.

## 2.09 COMPETITION

- 1 Any part of meeting/event, in which one or more riders compete against each other, or against time, or attempt to fulfil certain pre-determined conditions.
- 2 A competitive element introduced into a Social Gathering whereby one rider competes against another shall itself constitute a competition.
- 3 Competitions are of either a speed or non-speed type.

## SPEED EVENTS

- 1 **Beachcross:** A race on or adjacent to the sea shore with some of the characteristics of motocross.
- 2 **Drag Race:** A race between two competitors over a flat straight course of a quarter of a mile in length.
- 3 **Grass Track Race:** A race on a predetermined continuous, originally grassed and generally flat surface.
- 4 **Hillclimb:** A race from point to point usually on a metalled and sealed surface with bends and a continuous severe gradient. Each competitor will ride individually.
- 5 **Motocross:** A cross country race on a closed predetermined continuous course presenting severe irregularities of surface and gradient.
- 6 **Pocket Bike:** A race for miniature motorcycles and miniature motorcycle sidecars with rigid frames and propelled by a petrol engine. The course will be on a metalled sealed surface and be predetermined.
- 7 **Road Race:** A race on a metalled and sealed surface making a continuous predetermined course which has the general characteristics of an ordinary highway.  
Also Circuit Road Race: A race on a permanent circuit the surface of which is metalled and sealed with either banked or unbanked bends and corners.
- 8 **Sand Race:** A race on the seashore on a predetermined continuous, generally flat sand course.
- 9 **Scooter Racing:** Road racing for both solo and combination scooters. Machines are from 50cc to 650cc, based either on classic geared scooters or modern automatics.
- 10 **Speed Record attempt:** A record is the best result obtained over a certain distance or within an imposed time limit

- 11 **Speedway:** A race, or venue for a race conforming to the requirements of and licensed by the Speedway Control Bureau. No venue other than one licensed by the Speedway Control Bureau shall be described as a Speedway and no motorcycle event shall be described as Speedway unless it is held under a permit authorised by the Speedway Control Bureau.
- 12 **Sprint:** A race from point to point on a metalled and sealed surface, approximately level and not exceeding one mile in length, between two or more competitors or individually against time.
- 13 **Supercross/Arenacross:** A race, held in a stadium type facility, on a closed predetermined continuous course containing severe irregularities of surface and gradient.
- 14 **Supermoto:** A race on a predetermined flat or undulating course which is a mixture of natural and metalled sealed surfaces.
- 15 **Twisty Sprint:** A race from point to point on a metalled and sealed surface, approximately level using left and right turns and not exceeding one mile in length, between two or more competitors or individually against time.

**NON SPEED EVENTS**

- 1 **Enduro:** A long distance event of endurance and reliability with the course predominantly of an off-road cross country nature.
- 2 **Hare and Hounds:** A group start event of no less than 2 hour duration held over undulating ground where the target will be to achieve a set number of laps within the time allowed.
- 3 **Trial:** A test of riding skill and balance over a variety of observed obstacles with riders incurring penalties for 'footing' or stopping or for failing to fulfil other conditions as may be stated in the supplementary regulations.
- 4 **A Gymkhana:** An event held wholly on private ground and in which no test is determined solely by the speed of the competing motorcycle, or by the skill of the rider in controlling the machine, and in which if there are timed tests there will be at least an equal number of untimed tests. No test may be timed to an accuracy of less than 5 seconds.

**2.10 SOCIAL GATHERING (RALLY)**

- 1 A Social Gathering is an event where the participants do not compete against each other but may be required to satisfy general criteria to achieve an award. A Social Gathering may include a competition as defined under 2.08.  
A Social Gathering may be;
  - 1. A Navigational Scatter Road Rally or Road Safety Rally taking place over various routes converging on a rallying point fixed in advance in which average speed is limited, or
  - 2. An activity organised with the prime objective of assembling touring motorcyclists at a point fixed in advance.

**2.11 INTERNATIONAL BODIES**

- 1 **FIM:** The Fédération Internationale de Motocyclisme, the International Controlling Body for Motorcycle Sport.
- 2 **UEM:** The European Motorcycle Federation, the Body established by the FIM to control Continental Motorcycle Sport within the continent of Europe.
- 3 **FMN:** Fédération Motocycliste Nationale, a National Controlling Body of Motorcycle Sport recognised as such by the FIM.
- 4 **FMNR:** The FMN under whose jurisdiction an International event is held.

**2.12 LOCAL CENTRE**

- 1 A grouping of ACU affiliated Local Motorcycle Clubs, having their headquarters within a district or area designated by the ACU, which the ACU shall recognise as being the body of the ACU responsible for the local encouragement of the sport of motorcycling under this Code.



**2.13 MCRCB**

- 1 The Motorcycle Circuit Racing Control Board. The body to which the control of National level motorcycle Road Racing on permanent road race circuits belonging to and under the control of AMRCO has been delegated by the ACU.

**2.14 MEETING/EVENT**

- 1 An assembly of riders, passengers if appropriate, and officials under official control at which one or more competitions are held, or performance registered.

**2.15 MSA**

- 1 The Royal Automobile Club Motor Sports Association Ltd.

**2.16 NON-TERRITORIAL CLUB**

- 1 A Club, Association or other body or section of such body, connected with the sport and recreation of motorcycling, having objectives, activities and membership which does not restrict it to Local Centre membership and having a minimum membership as shall be determined by the ACU, and which is affiliated to the ACU, in accordance with the Rules of the Union. Where a Non-Territorial club has local sections, these sections shall affiliate to the Local Centre and will conduct their sport through the normal Centre procedures.

**2.17 PARC FERMÉ**

- 1 An area in which no repairs or servicing is permitted, except as allowed by the Supplementary Regulations.

**2.18 PERMIT**

- 1 An authorising document issued in accordance with Article 3.08.

**2.19 PRACTICE**

- 1 That part of an event intended to allow a rider to become familiar with the course. In certain events, performance during specified periods of practice may be used by the organisers to determine starting order or position.

**2.20 PRACTICE MEETING/TEST DAY**

- 1 A practice meeting/test day is a meeting which is instigated, announced and conducted by an Affiliated club and in which there is no element of competition. See also Article 3.08 (h).

**2.21 PROMOTIONAL ACTIVITY**

- 1 A Non-competitive activity designed solely to enable participants to experience riding motorcycles.
- 2 To participate in this type of activity the rider does not require to be a member of an ACU Club or to have any competition licence.

**2.22 RAC**

- 1 The Royal Automobile Club.

**2.23 RECOGNISED ASSOCIATION**

- 1 Any organisation or body (not being an affiliated club) which shall be recognised by National Council, having an interest in the sport of motorcycling which is not considered to be in conflict with the interests of the Auto-Cycle Union. Recognised Associations shall be entitled to:
  1. Receive all annual and periodical publications.
  2. Attend and speak at meetings of the Non-Territorial Board.

3. Attend seminars and other meetings by invitation, for which a fee may be charged.

### **2.24 RECOGNISED PROMOTER**

- 1 A Company or other body connected with the sport or recreation of motorcycling which is affiliated to the ACU in accordance with the Rules of the Union in force at any one time. A Recognised Promoter shall be entitled to;
  1. Receive all annual and periodical publications.
  2. Attend and speak at meetings of the Non-Territorial Board.
  3. Attend seminars and other meetings by invitation, for which a fee may be charged.

### **2.25 ROAD**

- 1 A route having the general characteristics of a public highway.

### **2.26 SACU**

- 1 Scottish Auto-Cycle Union.

### **2.27 SCB**

- 1 The Speedway Control Bureau. The body to which the control and governance of National level motorcycle Speedway Racing on permanent Speedway Circuits belonging to and under the control of BSPA has been delegated by the ACU.

### **2.28 VENUE**

- 1 That geographical location where the competition takes place and upon which all ancillary activities directly connected with the competition take place but excluding any and all activities beyond the boundary of the area of land over which the organisers have control.

## **CHAPTER 3 ORGANISATION OF COMPETITIONS**

### **3.01 RECOGNITION OF AUTHORITY**

- 1 Every ACU competition shall be held under this Code. Every person, organising, officiating at, entering or participating in such a competition shall be an affiliated member of the ACU, with the exceptions as in articles 3.08 and 5.02 and shall be deemed to be acquainted with, and shall be bound by this Code with its Appendices and the Supplementary Regulations that may be applicable and to have renounced the right to have recourse to any court or tribunal otherwise than as provided for in this Code or the code of the FIM if applicable (see NSC 5.02).

### **3.02 STANDING REGULATIONS**

- 1 The Standing Regulations, additional to, but not contradictory to this Code shall be those as drawn up by the appropriate sport committee and shall govern the specific needs of each discipline of the Sport.

### **3.03 SUPPLEMENTARY REGULATIONS**

- 1 For every competition there shall be drawn up Regulations, supplementary to this Code and its Appendices. These Supplementary Regulations shall not be in conflict with this Code or its Appendices and shall be approved by the authority issuing the permit for the competition (see NSC 1.03).
- 2 The Supplementary Regulations are to include all information relevant to the particular competition for the information of Entrants, Riders and Passengers, and shall include a form inviting entry into the competition.
- 3 The Supplementary Regulations together with the Entry Form and all other official documentation shall carry the Permit Number.

- 4 Supplementary Regulations shall not be altered after the commencement of the period for receiving entries unless the approval of the authority granting the Permit is obtained and all Entrants and Riders are notified of the changes made.
- 5 The Stewards of a meeting may for urgent reasons of safety or necessity authorise a change to the Supplementary Regulations. Any change decided must be transmitted to all entrants and riders and shall not be subject to appeal.

### 3.04 ANNOUNCEMENT ON OFFICIAL DOCUMENTS

- 1 All Supplementary Regulations, Entry Forms, Official Programmes and other official communications, shall include the status of the competition, (National, Open or Restricted etc.) and shall be conspicuously marked with the words "Held under the Sporting Code of the ACU", and where applicable "the FIM" or "the UEM".

### 3.05 ORGANISATION OF COMPETITIONS

- 1 No competition shall be held, other than by the ACU Headquarters itself, without an organising permit having been granted. Any of the following may act as Organisers, and hold a competition as defined in this Code subject to the necessary approvals as defined in this Code being obtained.
  1. The ACU Headquarters
  2. A Local Centre of the ACU
  3. A Non-Territorial Club
  4. An Affiliated Local Motorcycle Club or combination of Clubs
  5. A Recognised Promoter
  6. Any other person or body approved by the National Council of the ACU in exceptional circumstances for the organisation of a specific meeting/event.

### 3.06 UNAUTHORISED COMPETITIONS

- 1 The organisation or running of any meeting or series of meetings not conforming to the NSC, its Appendices or the Regulations, for which an ACU Permit has not been issued is not recognised by the ACU.

### 3.07 COMPETITIONS BETWEEN AUTOMOBILES AND MOTORCYCLES

- 1 It is prohibited for automobiles as defined by the MSA and motorcycles as defined in this Code to compete against each other in the same race.
- 2 A meeting may include separate events for automobiles and motorcycles, as defined in this Code, provided it is authorised by the ACU Committee responsible for the discipline concerned and consent of the MSA has been granted.

### 3.08 PERMITS FOR COMPETITIONS

- 1 Permits for all Road Race, Drag, Sprint, Supermoto, Supercross and Arenacross competitions, are issued by ACU Headquarters.
- 2 Competitions on AMRCO Circuits.  
In accordance with agreements currently in force, members of AMRCO shall be entitled to appoint an ACU Affiliated Club to hold events of lower than National status on circuits belonging to or under the control of members of AMRCO. Such events shall be run in accordance with the ACU Rules and Regulations in force at the time save that any Permit for such events must be approved in advance by the MCRCB.
- 3 Where A Local Centre or Region is the Permit Issuing Authority, all Permit Applications are to be forwarded to the Competition Secretary or Permit Officer of the Centre or Region for information and issue of the Permit.
- 4 Permit applications for AMRCO/MCRCB events and all other Permits issued by ACU HQ will

be individually notified to the ACU Local Centre for information.

- 5 Except for Road Racing, Drag, Sprint and Supermoto meetings held on courses that are subject to Permanent Course licences and other events on land with planning permission, events which are to take place either wholly or partially within the boundaries of a Centre other than that of the Permit Issuing Authority must be notified to the Centre in which the event is to be held by the Permit Issuing Authority prior to the issue of the permit.
- 6 Before issuing the Permit, the Permit Issuing Authority is required to take into account any observations, recommendations or objections made by the Centre in which the event is to take place providing these are received within the 10 days following the date the original notification was made.
- 7 Approval of the Local Centre in whose territory an event is proposed to be held must be obtained by any organising club affiliated to that Centre (except for Road Racing, Drag, Sprint and Supermoto meetings held on courses that are subject to Permanent Course licences and other events on land with planning permission). Such permission shall not be unreasonably withheld.
- 8 Any otherwise irresolvable disputes between event organizers or between a Permit Issuing Authority and an organizer or organizers shall be referred to ACU Headquarters for mediation. The ACU will be the final arbiter in these matters from which there will be no appeal.

### 3.09 STATUS OF COMPETITIONS

#### 1 INTERNATIONAL

- 1 The Permit shall be issued by the ACU Headquarters for a meeting inscribed on the International Calendar of the FIM and having an FIM International Meeting Number (IMN).
- 2 An International meeting is open to Entrants and Riders of more than one nation who must hold an International Licence or a National Licence issued by the ACU valid for the particular meeting concerned.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN. NOTE: This includes all riders holding a licence issued by the MCUI.

#### 2 EUROPEAN OPEN

- 1 The permit shall be issued by ACU Headquarters for a meeting inscribed on the Calendar of the Union of European Motorcycling (UEM) and having a European Meeting Number (EMN).
- 2 A European Open meeting is open to Entrants and Riders of more than one European nation who must hold the appropriate Competition Licence valid for the particular meeting concerned.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN. NOTE: This includes all riders holding a licence issued by the MCUI.

#### 3 NATIONAL

- 1 The Permit shall be issued by the ACU Headquarters.
- 2 A National meeting is open to Entrants and Riders who are the holders of a National or International Licence or Trials Registration valid for the particular meeting concerned issued by any federation.
- 3 All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN. NOTE: This includes all riders holding a licence issued by the MCUI.

**4 OPEN****A Where the meeting is to be organised by a Centre or Centre Affiliated Club but is not a meeting as described in Article 3.08.1 above.**

- 1 An Open permit is issued by the Local Centre to which the organising Club is affiliated.
- 2 An Open meeting is open to Entrants and Riders who hold a valid ACU or SACU Licence or Trials Registration for the meeting concerned.

**B Where the meeting is to be organised by a Non-Territorial Club or for any meeting described in 3.08.1 above.**

- 1 An Open permit is issued by ACU Headquarters.
- 2 An Open meeting is open to Entrants and Riders who hold a valid ACU or SACU Licence or Trials Registration for the meeting concerned.

**5 RESTRICTED****A Where the meeting is to be organised by a Centre or Centre Affiliated Club but is not a meeting described in Article 3.08.1 above.**

- 1 A Restricted permit is issued by the Local Centre to which the organising Club is affiliated.
- 2 A Restricted meeting is open to Entrants and Riders who hold a current ACU or SACU Licence or Trials Registration valid for the meeting concerned.
- 3 The Supplementary Regulations issued for the event must specify all restrictions and requirements of eligibility.

**B Where the meeting is to be organised by a Non-Territorial Club or for any meeting as described in Article 3.08.1 above.**

- 1 A Restricted Permit is issued by ACU Headquarters.
- 2 A Restricted meeting is open to Entrants and Riders who hold a current ACU Licence or Trials Registration valid for the meeting concerned.
- 3 The Supplementary Regulations issued for the event must specify all restrictions and requirements of eligibility.

**6 ELIGIBILITY OF FOREIGN RIDERS IN OPEN AND RESTRICTED MEETINGS**

- 1 The Supplementary Regulations issued for the event must specify the licence qualification and eligibility requirements of foreign riders.
- 2 All riders must have a current Licence and Start Permission from their own Federation valid for the event.
- 3 **Note:** In certain circumstances for events other than Road Racing, Sprint and Drag Racing it is possible for European Competitors to take part without producing a Start Permission or Insurance. Organisers should refer to the current ACU Handbook Insurance section for further information.

**7 PRACTICE MEETINGS AND TEST DAYS**

- 1 Permits for Practice Meetings and Test Days may be issued on application to the Permit Issuing Authority. (Local ACU Centre or ACU Headquarters).
- 2 No such event may be held unless the appropriate Permit and Insurance has been issued.

**8 SOCIAL GATHERINGS**

- 1 Permits for Social Gatherings may be issued on application to the Permit Issuing Authority (Local ACU Centre or ACU Headquarters).
- 2 No such event may be held unless the appropriate Permit and Insurance has been issued.

**9 TRAINING DAYS**

- 1 The ACU Training Department will issue Permits for all functions involving the training of riders by approved coaching personnel or the training of officials by authorised trainers.

- 2 No such event may be held unless the appropriate Permit and Insurance has been issued.

### 10 SPECIAL EVENT PERMITS

- 1 A Permit issued by ACU Headquarters for any event, the Regulations for which have been approved by the appropriate Sport Committee or the Board of Directors of the ACU.
- 2 Such events will be those deemed to be in the interest of the sport of motorcycling generally but may not fall within the categories mentioned above.
- 3 Special Events may be open to all motorcyclists and whether or not they are members of the ACU Affiliated Clubs.

### 3.10 YOUTH/ADULT COMPETITIONS

- 1 A competition including separate classes for Youth as defined in the discipline Standing Regulations shall be organised under a Permit, authorised by the ACU Headquarters or Local Centre.

### 3.11 TITLE OF A COMPETITION

- 1 Approval of the following titles shall be given on the recommendation of a Sport Committee of the ACU subject to the approval of the Board of Directors.
  1. Grand Prix  
The use of the words "Grand Prix" in the title of any competition held under the jurisdiction of this Code can be authorised only by the ACU and the FIM.
  2. Classic  
No competition or series of competitions shall include the word "Classic" in its title, or be advertised as a "Classic" unless it is so authorised by the ACU.
  3. British  
No competition or series of competitions shall include the use of the word "British" in its title unless agreed by the ACU.
  4. Championships  
No International or National competition or series of competitions shall be described as a "Championship" unless agreed by the ACU.

### 3.12 PROHIBITION OF BETTING

- 1 At meetings held under these rules Public Betting shall not be permitted.

### 3.13 FIXTURE LIST

- 1 Annually, the FIM will publish the "Calendar of Events" for all International Meetings.
- 2 All International events to be held under the jurisdiction of the ACU shall be inscribed on the International Calendar only by the ACU Headquarters.
- 3 The ACU Headquarters will publish a Fixture List of National and certain other lower status events.
- 4 Once the National Calendar has been published, the published dates shall stand, except in the case of force majeure.

### 3.14 PROTECTION OF DATE

- 1 No event either competitive or for practice shall be held on the Sunday in November each year designated "Remembrance Sunday".

### 3.15 TELEVISION, VIDEO RECORDING AND FILM RIGHTS

- 1 No competition shall be televised or filmed for video recording for professional purposes unless the prior approval of the ACU Headquarters has been obtained. The only exception to this requirement is in respect of television news or feature programmes where the viewing time

from any one competition is less than four minutes.

- 2 Subject to prior agreement with the owners of permanent circuits, the ACU Headquarters reserves the right to negotiate contracts for the television, video recording, transmission by cable or film rights for any competition or series of competitions held under jurisdiction of this Code.

### **3.16 POSTPONEMENT, CANCELLATION OR ABANDONMENT OF A COMPETITION**

- 1 A meeting or competition forming part of a meeting shall not be postponed, cancelled or abandoned unless provision for doing so has been made in the Supplementary Regulations, save as provide for in this Article or in Article 6.01 (Stewards).

In exceptional circumstances and for justifiable reasons the Organising Club or Body is permitted to postpone or cancel a meeting for which it holds a Permit.

The Permit Issuing Authority and all the riders who have submitted an entry must be immediately informed about changes of dates or cancellations.

A short term change of up to 48 hours necessitated by extraordinary circumstances is not to be considered as a change of date and the original Permit will remain valid.

In any case of a change of date the entries submitted will be valid only if the riders confirm their acceptance of the new date of the meeting after having been given the opportunity of withdrawing their entries by an agreed date.

### **3.17 OVER-RIDING AUTHORITY OF THE AUTO-CYCLE UNION**

- 1 The ACU Headquarters shall have the right to declare any competition held within its jurisdiction the holding of which would, in the opinion of the ACU, be prejudicial to the interests of either the sport or the ACU, to be an unauthorised competition, and also to veto any decision of a Local Centre, Organiser or body of Organisers, Affiliated Club or Association of Affiliated Clubs, Steward or body of Stewards, which in the opinion of the ACU would be so prejudicial.

### **3.18 INSURANCE**

- 1 All competitions held under the jurisdiction of the ACU shall be insured under policies put into effect by the ACU Headquarters. In addition all riders competing in events held under an ACU permit shall be covered by ACU policies in respect of Personal Accident and Public/Promoters Liability subject to certain exceptions and shall pay the required insurance fee.
- 2 Riders are responsible for 'Road Traffic Acts insurance' when part or the entire course of an event traverses a public road.

### **3.19 OFFICIAL PROGRAMME**

- 1 For all meetings where a charge is made for the admission of spectators the Organisers shall publish an Official Programme.
- 2 The Official Programme shall contain the following information:
  1. A statement that the competition is held under the Code of the ACU and the Code of the FIM or UEM if applicable.
  2. The Permit Number and, where applicable, the Course Licence or Certificate Number.
  3. The names of the principal Officials and an address and telephone number for correspondence with the Organisers.
  4. The time of start and the schedule of the competitions.
  5. The names of Entrants, Riders and Passengers with their machines and Riding Numbers.
  6. The appropriate Warning and Disclaimer Notices as specified under "Safety Precautions" in the current ACU Handbook.
  7. Any other notices as may be required from time to time by the ACU.
  8. An acknowledgement that the event is staged in accordance with the ACU/FIM Environmental Code.
- 3 For events of Open and Restricted status where an Official Programme is not required, a list of

riders, riders club and their machines is a minimum requirement.

- 4 A copy of the Programme or List of Entries is to be sent to the Permit Issuing Authority at the conclusion of the meeting.

### **3.20 ASSUMED NAME IN PROGRAMME**

- 1 Any assumed name, if duly registered, shall be indicated on the Official Programme between inverted commas (see NSC 7.15).

### **3.21 ANNOUNCEMENT OF RESULTS**

- 1 The announcement of results must be made as per the Standing Regulations or Supplementary Regulations for each of the disciplines and if not issued or posted on the day, shall be sent or made available to the competitors as soon as practicable, but in no case later than 14 days after the competition has concluded.

### **3.22 FALSE ADVERTISEMENTS**

- 1 Any Entrant or corporate body advertising the results of an ACU authorised competition, record attempt or official certified test, shall state the exact conditions of the performance referred to, the nature of the competition, the category and class of the motorcycle and, where applicable, the make of the engine if not the maker's own construction, and the position obtained in its category and class.
- 2 Any infringement of this rule, whether by way of omission from or addition to the particulars required to be stated or otherwise, shall render the person or body by whose authority or on whose behalf the advertisement is published or issued liable to the penalties provided in Chapter 10. This rule shall also apply to any advertisement in connection with any tour or test not officially observed.

### **3.23 PERMANENT COURSE LICENCE/TEMPORARY COURSE CERTIFICATE**

- 1 All courses for Speed Events staged in accordance with this Code, whether permanent or temporary, must be licensed or certified by the ACU (see Chapter 8).

### **3.24 MINIMUM PRACTICE PERIOD**

- 1 For any race there must be a minimum period for practice on the actual course, the details of which must be stated in the Supplementary Regulations.

## **CHAPTER 4 PERMITS AND ENTRIES**

### **4.01 PERMITS**

- 1 The ACU retains the right to require all Permits of a certain discipline of whatever status, to be issued only by the ACU Headquarters. The ACU Headquarters shall approve the date, venue and Supplementary Regulations before issuing a permit.

### **4.02 PERMISSION OF LOCAL CENTRE**

- 1 Except for Road Racing, Drag, Sprint and Supermoto meetings held on courses that are subject to Permanent Course licences and other events on land with planning permission, events which are to take place either wholly or partially within the boundaries of a Centre other than that of the Permit Issuing Authority must be notified to the Centre in which the event is to be held by the Permit Issuing Authority prior to the issue of the permit.
- 2 Before issuing the Permit, the Permit Issuing Authority is required to take into account any observations, recommendations or objections made by the Centre in which the event is to take place providing these are received within 10 days following the date that the original notification was made.



- 3 Approval of the Local Centre in whose territory an event is proposed to be held must be obtained by any organising club affiliated to that Centre (except for Road Racing, Drag, Sprint and Supermoto meetings held on courses that are subject to Permanent Course licences and other events on land with planning permission). Such permission shall not be unreasonably withheld.
- 4 Any otherwise irresolvable disputes between event organisers or between a Permit Issuing Authority and an organiser or organisers shall be referred to ACU Headquarters for mediation. The ACU will be the final arbiter in these matters from which there will be no appeal.

#### **4.03 APPLICATION FOR PERMIT**

- 1 Applications for the reservation of a date as well as the issuing of a Permit, as specified in Art. 3.08, shall be lodged within the time period laid down by the Permit Issuing Authority.
- 2 The Permit Issuing Authority shall decide fees, together with the method and timing of payment.

#### **4.04 WITHDRAWAL OR REFUSAL OF PERMIT**

- 1 The Board of Directors, a Sport Committee or a Local Centre of the ACU may decline to grant or may withdraw a permit. A reason must be stated. An appeal against such a refusal or withdrawal may be made to the Judicial Panel through the General Secretary.

#### **4.05 ENTRIES**

- 1 Entries for all competitions shall be made on the form provided by the Organiser, based on the model specified by the ACU, and accompanied by a completed Parental Agreement form in respect of any Rider or Passenger under the age of 18 years.
- 2 The entry form shall provide, where appropriate, for the inclusion of the names and addresses of the Entrant, the Rider and Passenger, their Competition Licence or Individual Affiliate Member number, the registration number, make and engine capacity of machine entered, their Club and a contact telephone number for the Entrant/Rider.
- 3 Each entry must be signed by the Entrant, Rider and Passenger accepting the Conditions and Regulations for the competition and agreeing to be bound by them.
- 4 Any entry not accompanied by the required fee shall be null and void.
- 5 All entry forms shall be available at the start of all competitions.

#### **4.06 ENTRIES FOR INTERNATIONAL COMPETITIONS – ABROAD**

- 1 Entries for International competitions or European Community competitions to be held outside the territorial jurisdiction of the ACU must be endorsed by the ACU Headquarters as confirmation of all necessary insurance requirements having been met.

#### **4.07 TIME LIMIT FOR ENTRIES**

- 1 Entries for competitions shall close as announced in the Supplementary Regulations.

#### **4.08 UNAUTHORISED ENTRIES**

- 1 An Organiser shall not publish as entered, the name of any Entrant, Rider or passenger in respect of whom a duly completed entry form has not been received.

#### **4.09 ENTRY CONTAINING A FALSE STATEMENT**

- 1 An entry which contains a false declaration shall be considered null and void. The Entrant and/or Rider may be deemed to be guilty of a breach of these rules, and the entry fee may be forfeit.

**4.10 REFUSAL OF ENTRIES**

- 1 Organisers of competitions may select entries as they wish and (whether or not the number of entries submitted exceeds the maximum number to be accepted in the competition) may refuse any entry provided that:
  1. Notification of refusal is given in writing so as to reach the Entrant as soon as possible, and in the case of a National Competition, at the latest within 48 hours after the published date of closing of entries.
  2. No entry shall be refused on the grounds of age, gender, disability, ethnic origin, creed, colour, social status, sexual orientation, occupation, religion or political opinion.
  3. If requested to do so an organiser must inform the Competitor or Entrant of the reason for refusal or acceptance of an entry.
- 2 In the case of any event in a series of events the result of which constitutes a Championship, an entry may be refused only with the permission of the permit issuing authority.

**CHAPTER 5 OFFICIALS CONTROL AND DIRECTION OF COMPETITIONS**

- 1 **All competitions held under the jurisdiction of this Code shall be the responsibility of certain Officials whose duties shall be either Judicial, Executive or Administrative.**

**5.01 JUDICIAL OFFICIALS**

- 1 The International Jury:
  1. For International Meetings (refer to FIM/UEM Sporting Codes).
- 2 The Stewards of the Meeting:
  1. National: Three Stewards shall be present.
  2. Open and Restricted: Stewards may be appointed according to the decision of the Permit Issuing Authority.
- 3 The Referee:
  1. Where the Standing Regulations stipulate a Referee then he shall take the place of the Stewards and shall have the same responsibilities and authority.
- 4 The Clerk of the Course:
  1. The Clerk of the Course is empowered to take disciplinary action in accordance with Article 6.02.2 and to adjudicate on any protest arising out of the meeting in accordance with Article 10.04.1.
  2. Appeals against the decision of the Clerk of the Course at Open and Restricted Meetings where no ACU Steward is present.
    1. For all Road Race events the Organising Club will appoint three Stewards to hear the Appeal on the day of the event.
    2. For all other events the ACU Secretariat will appoint Stewards to hear the Appeal after the event in conjunction with the Permit Issuing Authority.

**5.02 EXECUTIVE AND ADMINISTRATIVE OFFICIALS**

- 1 Race Director. The Race Director shall be the Chief Executive Official under whose direction the Executive and Administrative Officials listed under 5.02.2 may be appointed according to the type of competition.
- 2 Clerk of the Course. For all competitions without a Race Director, the Clerk of the Course shall be the Chief Executive Official under whose direction the following Executive and Administrative Officials may be appointed according to the type of competition.
  1. The Deputies to the Clerk of the Course
  2. The Secretary of the Meeting
  3. The Chief Timekeeper
  4. The Chief Technical Officer (or Machine Examiner)

5. The Chief Marshal
  6. The Chief Medical Officer
  7. The Press Officer
  8. The Incident Officer
  9. The Senior Sound Inspector
- 3 With the exception of the Chief Medical Officer and the Press Officer, all the above named Officials and all other ACU licensed Officials shall be affiliated members of the ACU.

### 5.03 ASSISTANTS TO EXECUTIVE AND ADMINISTRATIVE OFFICIALS

- 1 Executive and Administrative Officials may have Assistant Officials such as Marshals, Trials Observers, Depot and Paddock Control Officers, Medical Personnel and First Aid assistants etc. who need not be members of the ACU.
- 2 The ACU reserves the right to require any category of Official to be subscribed members of the ACU and to be licensed to officiate.

### 5.04 REQUIREMENT TO SIGN-ON

- 1 As soon as possible on arrival at an event and before commencing any duties all executive, administrative and assistant officials must sign the official signing-on forms provided by the organisers.

### 5.05 AGE LIMITS FOR OFFICIALS AND ASSISTANTS

- 1 All event Executive and Administrative Officials shall be 18 years of age or over.  
**Marshals:** All Assistant Officials whose function is to be carried out at the immediate track-side must be at least 16 years of age.  
**Trials Observers:** Trials Observers must be at least 12 years of age.
- 2 Parental Agreement and responsible Persons: All Assistant Officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing-on signature must be countersigned by someone who is responsible for the official at the event.
- 3 General: When using the services of minors (persons under 18 years of age) for any official duties at any event special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

### 5.06 NOMINATION OF OFFICIALS

- 1 A Sport Committee may nominate one or more Stewards at any ACU meeting within the sporting discipline for which the Sport Committee is responsible, irrespective of the status of the meeting, and whether the ACU Headquarters or a Local Centre is the permit issuing authority for the meeting. A Local Centre may nominate one or more Stewards for any event for which it has issued a Permit and may also nominate a Steward for a Restricted meeting if it is one of the participating Centres.
- 2 A Local Centre may nominate Stewards for any meeting for which it has issued a Permit.
- 3 A Local Centre may appoint a Steward for any Open or Restricted meeting if it is one of the participating Centres mentioned in the Supplementary Regulations for the event.

### 5.07 PLURAL APPOINTMENTS

- 1 A Steward of the meeting shall not undertake any other duties except Environmental Reporting. Exception Club Stewards may undertake other duties.
- 2 Other Officials may undertake several different duties for which they are qualified. The Clerk of the Course shall not undertake any other duty except Secretary of the meeting, Start and Finish Marshal and Environmental Officer.

**5.08 INCOMPATIBILITIES**

- 1 No Official acting in any executive capacity at any meeting other than a Club Restricted Trial shall be an Entrant, Rider or Passenger in that meeting. Stewards may not participate in the competition.
- 2 In a Club Restricted Sprint or Hillclimb event officials other than the Clerk of the Course and the Stewards are permitted to enter and compete in the event.

**CHAPTER 6 TERMS OF REFERENCE AND DUTIES OF OFFICIALS****6.01 STEWARDS OF THE MEETING / REFEREE**

- 1 All Stewards must be subscribed members of the ACU.
- 2 Stewards of the meeting exercise judicial authority over the running of the meeting according to the application of the Code and any Supplementary Regulations. The Stewards have no executive function. The Stewards have the power, either under their own initiative or at the request of the Clerk of the Course, for urgent reasons of safety or other unavoidable necessity, to postpone the start of a competition, modify the course, stop a competition prematurely or cancel the whole or part of a meeting. Such a decision shall not be subject to an appeal.
- 3 The Stewards form the only tribunal competent to adjudicate on an appeal arising out of a decision of the Clerk of the Course or other official of the meeting. They may give judgement on any appeal which may arise, subject always to such rights as are provided in this Code. They may also report such persons to the permit issuing authority for further disciplinary action.
- 4 The Stewards of the meeting are at all times required to have a quorum of Stewards present for making a decision as allowed under this regulation. All formal meetings of the Stewards shall be minuted.
- 5 If provided by the Standing Regulations then a Referee may take the function of the Stewards of the Meeting. In such case he will have the same authority and responsibilities.

**6.01.1 QUORUM FOR MEETING OF STEWARDS**

- 1 At any meeting of the Stewards, the minimum number to form a quorum shall be as laid down in NSC 5.01. If the required number is not present, in the case of more than 1, those present shall appoint a temporary substitute or substitutes to achieve a quorum.
- 2 The Steward appointed by the Permit Issuing authority will be the Chairman of the Stewards. In his absence the most senior Steward present will assume his responsibilities and duties.

**6.01.2 STEWARDS REPORTS**

- 1 The Stewards shall prepare and submit a report on the meeting to the authority granting the permit. Such reports shall include details of penalties imposed, protests and/or appeals lodged and decisions taken, Environmental Provisions and respect of the Environment Code together with details of any incidents involving personal injury to participants, officials or spectators notified on the day and recommendations, if any, for future events. The Stewards' report must be submitted to the Permit Issuing Authority within 7 days of confirmation of the results.

**6.02 RACE DIRECTOR**

- 1 A Race Director will be appointed by ACU Head Office only when an Event Management Committee and a Race Direction has been established for a particular National or above meeting or series of meetings. (SR's or Championship Conditions refer).
- 2 The Race Director is responsible for ensuring the proper observation of the Regulations and the efficient running of the practices and races. The Race Director is also responsible for all communications between the Event management Committee and the ACU Stewards.

**6.03 DUTIES OF THE RACE DIRECTOR**

- 1 The Race Director has no competence for the application of sanctions.
- 2 The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the course may give orders in respect of them only with his express agreement:
  1. The control of practice and the races, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations.
  2. The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
  3. The starting procedure.

**6.04 CLERK OF THE COURSE**

- 1 The Clerk of the Course is responsible to the Stewards of the meeting and to the Organiser for the good management and conduct of a competition held in accordance with this Code, its Appendices, the Supplementary Regulations and the Official Programme and for the direction and control of all Officials necessary for that purpose.

**6.05 DUTIES OF THE CLERK OF THE COURSE**

- 1 Subject to the provisions of Article 6.02, the Clerk of the Course may at his own discretion:
  1. Ensure that the circuit, track, course or terrain is in good order and that all legal requirements have been met and all conditions as may be laid down by the Permit Issuing Authority are complied with.
  2. Ensure that all Officials are present and ready to carry out their allotted duty.
  3. Ensure that the medical, first aid, fire and ancillary services as may be required by the Permit Issuing Authority are on duty.
  4. Be responsible for ensuring that all riders and passengers have been correctly entered.
  5. Be responsible for ensuring that machines are correctly numbered.
  6. Report to the Stewards of the meeting all decisions taken by him in respect of disciplinary matters and to adjudicate on all protests addressed to him or to the Secretary of the Meeting, in accordance with Article 10.03.1.
  7. Collect the reports of the Timekeepers and/or in the case of Trials, the Observers and other Officials, together with any information as may be necessary for the determination of the results.
  8. Be responsible for the briefing of Officials, other than judicial Officials, as to their duties and responsibilities.
  9. Ensure that any Codes of Practice or Conduct in force at the time are complied with and that all necessary permissions have been obtained and essential services notified where required.
  10. Adjudicate on all Protests and to ensure that a written record of all decisions is handed to the Secretary of the Meeting for forwarding to the Permit Issuing Authority.
  11. Complete the Environmental Report where no Steward is appointed by the permitting authority.
  12. Ensure that the Environment Code is respected.

**6.06 POWERS OF THE CLERK OF THE COURSE**

The Clerk of the Course may at his own discretion:

- 1 Postpone the start of a meeting or competition for reasons of safety or of force majeure.
- 2 Stop a race or competition prematurely for reasons of safety or force majeure.
- 3 Prevent any rider or passenger from starting if such action is considered to be necessary for safety reasons.
- 4 Order the removal from the circuit, course or venue, any person refusing to obey the orders of

an Official, or otherwise discipline such a person.

- 5 Take such disciplinary action as he may deem necessary on any rider, passenger or other person guilty of misbehaviour, or breaches of the Code or unfair practice or failure to comply with the Code or Supplementary Regulations. In speed events any verbal notification of penalty must be confirmed as soon as possible in writing. The document must give brief details of the offence as well as the penalty.
- 6 Report to the Stewards of the meeting any rider or passenger or any other person considered guilty of misbehaviour or breaches of the Code or unfair practice or failure to comply with the Code or Supplementary Regulations, who have not been disciplined under Article (e) above.
- 7 Prevent from starting any rider or passenger who is considered not qualified to start.
- 8 Order any rider to be flagged off the course at any time during a practice or race whom he considers for any reason to be a potential source of danger, or whom he considers is in breach of racing discipline or the sound control regulations.

### **6.07 SECRETARY OF THE MEETING**

- 1 The Secretary of the Meeting is the Official responsible for the administrative organisation of the meeting whose duties shall include responsibility for:
  1. The application to the appropriate authority for a permit.
  2. The drafting of the Supplementary Regulations (SRs) and Entry Forms.
  3. The distribution of the SRs.
  4. The recruitment of Officials.
  5. The engagement of all necessary services.
  6. The confirmation of entries received and compilation of a programme.
  7. The provision and distribution of all necessary badges, passes, armbands etc.
  8. The preparation and distribution of results. The submission and accuracy of any documents as may be returned to the Permit Issuing Authority.
  9. The collection and transfer of fees and insurances.
  10. All correspondence necessary for the efficient running of the administration of the meeting.
  11. To send reports to all Disciplinary matters to the Permit Issuing Authority.

### **6.08 TIMEKEEPER**

- 1 A qualified Official, appointed at the discretion of the Permit Issuing Authority, holder of an ACU Technical licence of a Grade appropriate to the status of the meeting and using apparatus of a type approved by the ACU.
- 2 Any other person using a timepiece or apparatus for the recording of time shall be known as a Time Marshal.
- 3 A Timekeeper will be considered a judge. When supplied by a Timekeeper, and apart from the correction of errors which may emerge on investigation, the times, speeds and classifications in a competition shall be taken as fact and no protest or appeal shall be accepted as to their accuracy.

### **6.09 CHIEF MEDICAL OFFICER**

- 1 The Medical Officer shall be qualified in accordance with the discipline requirements stipulated within the current ACU Handbook and shall satisfy himself that:
  1. Adequate arrangements, including First Aid staff and equipment, have been made for dealing with any casualties.
  2. He is accessible to the Clerk of the Course as appropriate.

### **6.10 TECHNICAL OFFICIAL**

- 1 A qualified Official, holder of an ACU Technical licence of a grade appropriate to the status of the meeting. Responsible for the enforcement of all Technical rules and specifications appearing

in Appendix 'D' of the National Sporting Code, the discipline Standing Regulations and any Supplementary Regulations which may be issued for the competition. May act alone or control a team of Technical Officials. At the commencement of a meeting, all Technical Officials must report to the Clerk of the Course and 'sign-on' on the official signing-on sheet. They shall not communicate any official information to another person except as they may be required so to do in the performance of their duties.

#### **6.11 DUTIES OF STARTER AND LINE JUDGES**

- 1 The Clerk of the Course may undertake the duties of Starter or Line Judge, or he may appoint an Official or Officials to carry out these duties. In the case of a handicap competition, where the handicap is wholly or partly by time, the Starter shall be a Timekeeper.
- 2 The use by the Starter or by the Judge of mechanical appliances for facilitating starting or for recording finishes is permitted, provided that such apparatus has first been approved by the authority granting the permit.
- 3 No protest or appeal may be made against the decision of a Starter or Judge. A mistake made by a Judge may be corrected by him with the approval of the Stewards of the meeting.
- 4 The judges may perform one or both of the following duties:
  1. Starting Line Judges, whose duty is to point out any false starts to the Clerk of the Course immediately after they occur;
  2. Finishing Line Judges, whose duty is to declare the order in which competitors cross the finishing line.

#### **6.12 INCIDENT OFFICER**

- 1 An Official who collates all appropriate information and documentation, and subsequently prepares all reports relating to serious incidents during a meeting.

#### **6.13 SOUND INSPECTOR**

- 1 A qualified Official, holder of an ACU Technical licence and having charge of Sound Control apparatus approved by the ACU, who is responsible for the measurement of Sound as per the Standing Regulations.
- 2 A Sound Inspector will be considered a Judge. When supplied by a Sound Inspector, and apart from the correction of errors, which may emerge on investigation, the results of the Sound Inspection shall be accepted as fact with no right of protest or appeal.

#### **6.14 TRIAL OBSERVER**

- 1 An Observer is an assistant to the Clerk of the Course appointed to judge a competitor's performance in an observed section. No protest or appeal can be accepted against a judgement of performance made by an Observer, however a protest or appeal may be accepted against any breach or misinterpretation of the Regulations. A mistake by an Observer may be corrected by him with the approval of the Clerk of the Course and the Stewards of the Meeting.

#### **6.15 MEASURER**

- 1 A qualified Official, holder of an ACU Technical Licence having charge of, or access to, measuring equipment, able to verify the engine or any other controlled part of the motorcycle on the instruction of the Clerk of the Course, or to determine a protest.
- 2 A Measurer will be considered a Judge. When supplied by a Measurer, and apart from the correction of errors, which may emerge on investigation, the results will be taken as fact from which there is no right of protest or appeal.
- 3 Measurers shall not communicate their findings to another person except as they may be required to do so in the performance of their duties.

### 6.16 CHILD PROTECTION

- 1 Event organisers must appoint a person (e.g. Secretary of the Meeting), to act as a point of contact for child protection issues and the appointed person should be named as such in the Supplementary Regulations for each event.
- 2 Should a Child Protection incident arise during an event, the appointed person must complete the Child Protection Incident Report Form and return the completed form to the General Secretary at ACU HQ within 7 days of the close of the meeting.

## CHAPTER 7 ENTRANTS, RIDERS AND PASSENGERS

### 7.01 ENTRANT

- 1 Any person or corporate body holding a licence issued by or recognised by the ACU Headquarters, which entitles the holder to enter a competitor in a competition under the name of the licence holder.

### 7.02 RIDER

- 1 The Person responsible for the control of the motorcycle and who must be either;
  1. A member of an Affiliated Local Motorcycle Club or Non-Territorial Motorcycle Club who is the holder of a Competition Licence or Trials Registration issued by the ACU or SACU valid for the type of event in which he/she wishes to compete, or, if appropriate, has paid an entry subscription, or
  2. A holder of a licence issued by a FIM member Federation. N.B. The term Rider to include the Driver of a Sidecar.

**Note:** The term Rider to include the Driver of a Sidecar

### 7.03 PASSENGER

- 1 The Person who accompanies a rider in a competition for Group B machines and who must be either:
  1. A member of an Affiliated Local Motorcycle Club or Non-Territorial Motorcycle Club who is the holder of a Competition Licence or Trials Registration issued by the ACU or SACU valid for the type of event in which he/she wishes to compete, or, if appropriate, has paid an entry subscription, or
  2. A holder of a licence issued by a FIM member Federation.

### 7.04 AGE OF RIDER AND PASSENGER

- 1 The age of a rider or passenger shall be as laid down in the appropriate discipline Standing Regulations.

### 7.05 LICENSING OF RIDERS AND PASSENGERS

- 1 All persons ordinarily resident in England, Wales, the Channel Islands or the Isle of Man wishing to compete as a rider or passenger in an event as described in Chapter 3 must hold a current Competition Licence, unless an entry subscription scheme has been agreed by the ACU for the discipline concerned. Persons resident in Scotland shall apply to the Scottish ACU for licences where applicable.

### 7.06 ENTRANTS LICENCE

- 1 An Entrants licence entitles the holder to enter a qualified competitor in any competition of a status up to that authorised on the licence, but does not permit the holder to ride or be a passenger in any such competition unless they also are qualified to ride or to act as passenger.



**7.07 RIDER'S LICENCE**

- 1 A rider's licence entitles the holder to enter and ride in a competition of a status up to that stated on the licence, but does not permit the holder to nominate any other licensed rider as a replacement.

**7.08 PASSENGER'S LICENCE**

- 1 A passenger's licence entitles a holder to accompany a qualified licensed rider in a competition for Group B machines, as may be required by the Standing Regulations but does not permit the holder to ride a motorcycle in competition.

**7.09 LICENCES – STATUS AND VALIDITY**

- 1 Refer to the current edition of the ACU Handbook for details of current structure of licences according to Class, Grade and Activity.

**7.10 REFUSAL OR WITHDRAWAL OF LICENCE**

- 1 The ACU may refuse to issue, or may withdraw any licence, without giving reason, subject to the right of appeal provided for in Chapter 10 of this Code.

**7.11 PRODUCTION OF COMPETITION LICENCE OR TRIALS REGISTRATION**

- 1 All Entrants, Riders or Passengers shall carry their current Competition Licence or Trials Registration and must be prepared to produce either document when signing on at a meeting.
- 2 Any Rider or Passenger in possession of a current Competition Licence or Trials Registration but unable to produce it when signing on will be permitted to take part in the meeting but will be subject to a fine, payable to the ACU Benevolent Fund. The amount of the fine will be found listed in the current edition of the ACU Handbook under "Price List".
- 3 Any Rider or Passenger not in possession of a current Competition Licence or Trials Registration may be permitted to take part in the meeting subject to the decision of the Clerk of the Course. The Clerk of the Course will take into account the conditions relating to the issue of such a Competition Licence or Trials Registration and whether or not it is practicable to arrange for a completed Licence or Registration application form at the event.  
A One-Day Licence may be issued where valid for the status of the event and the discipline concerned.
- 4 If a late application for a Competition Licence or Trials Registration is approved by the Clerk of the Course and the Licence or Registration Fee is paid together with a fine for non-production of the Licence or Registration, described in Article 7.11.2 above, the competitor will be permitted to take part in the meeting.
- 5 The Clerk of the Course and the Stewards of the Meeting have no power to permit an unlicensed rider or passenger to take part in a competition for which riders and passengers must be licensed.

**7.12 TECHNICAL INSPECTION**

- 1 All special aspects of machines, helmets, clothing, and any other material items as specified by this Code and any other Standing Regulations or Final Instruction shall be subject to examination prior to the start of practice/competition.

**7.13 SIGNING ON/SIGNING OFF**

- 1 At all competitions, all riders and passengers must sign on and sign off, where directed within the Regulations.

**7.14 MUTUAL RESPONSIBILITY OF ENTRANT, RIDER, PARENT/LEGAL GUARDIAN**

- 1 An Entrant and/or rider shall be responsible for all acts or omissions on the part of his riders,

mechanics, passengers or any member of his entourage, but each of these shall be equally responsible for any infringement of this Code. A parent or legal guardian of a rider or passenger participating in a competition requiring consent, is deemed to bear mutual responsibility with that competitor.

### **7.15 ASSUMED NAME**

- 1 A person shall not take part in any competition under an assumed name unless special permission for the use of such assumed name has been granted by the ACU Headquarters. In such cases a licence will be issued in the assumed name, if approved, on payment of an additional fee. The licensee, for so long as he is registered under an assumed name, shall not take part in any competition under any other name, and shall not revert to the use of his own name until he has obtained a fresh licence in his own name from the ACU Headquarters.

### **7.16 CHANGE OF RIDER, PASSENGER OR MOTORCYCLE**

- 1 It is not permitted to change a rider, passenger, make or capacity of motorcycle, after the start of any meeting unless such change is authorised in the appropriate discipline Standing Regulations.
- 2 Unless specifically prohibited, or otherwise provided for in the Standing Regulations, change of rider, passenger or the make or capacity of motorcycle may be considered by the Secretary of the meeting after entries have closed, provided the entrant notifies him, in writing, at least 24 hours before the official starting time of the competition of some good and sufficient reason why, the entered rider or passenger is unable to take part in any competition on that date, or why the entered motorcycle cannot be produced on that date.
- 3 If the composition of any team is affected by an authorised change as above, the entrant of that team or his representative may, up to the official starting time of the competition, replace the rider so affected by any other entered riders otherwise eligible for the team.
- 4 A change of both rider and make of motorcycle is not permitted unless the authority granting the permit has specifically approved the Supplementary Regulations providing for such changes being made.
- 5 In a competition, a substitute rider may be nominated only by a licensed entrant.

### **7.17 CONDUCT OF RIDERS**

- 1 Any rider who, having entered in any competition, does not make a bona fide attempt to succeed may be deemed to be guilty of a breach of this Code.

### **7.18 IRREGULAR ENTRIES**

- 1 Any rider or passenger who has entered a competition and does not participate therein, but participates or has been entered in another competition at another meeting on the same day shall be in breach of this Code.

### **7.19 ABSENTEES**

- 1 Unless it can be justified, the absence of any competitor who has entered a competition and is not present at the start shall be in breach of this Code.

### **7.20 WITHDRAWAL OF ENTRY**

- 1 The Entrant/Rider may only withdraw the entry with the permission of the organiser.

### **7.21 FINISH OF A MEETING AND PRIZE GIVING**

- 1 A meeting is not considered to be finished until the time-limits for protests and appeals have elapsed and all protests and appeals have been settled. If an appeal is lodged, the results cannot be considered as definitive until a final decision has been taken. The riders placed first, second

and third will be asked to attend the official prize giving ceremony, if any. Where the results are announced at the meeting the race control must remain operative with all equipment in place until the end of the period for lodging a protest. All officials and marshals must remain at the circuit and be available to the Clerk of the Course and the Stewards of the Meeting.

## CHAPTER 8 COURSES AND PUBLIC SAFETY

### 8.01 COURSES

- 1 The route to be followed by a competitor in a competition, including record attempts, shall be subject to the approval of the authority issuing the permit.

### 8.02 PERMISSION TO USE LAND

- 1 No competition shall be promoted on either a public or private road, track or elsewhere until the Organisers have obtained the necessary lawful authority from the appropriate public authorities or private individuals and landowners; and except for Road Race, Supermoto, Drag or Sprint meetings to be held on courses which are subject to Permanent Course Licences, have consulted with the permit issuing authority.

### 8.03 MEASUREMENT OF DISTANCE ON THE COURSE

- 1 Distances up to 5 kilometres shall be measured along the centre line of the course by a competent Official; distances over 5 kilometres shall be determined by means of the Ordnance Survey map of a scale of not less than 1/250.000.

### 8.04 LICENSING OF COURSES FOR SPEED EVENTS

- 1 All courses for Speed Events staged in accordance with this Code, whether permanent or temporary, must be licensed or certified by the ACU.
- 2 In the case of Speed events under the jurisdiction of the Road Race Committee where the arrangements for marking or enclosing the course are permanent or semi-permanent; and where there is permanent or semi-permanent accommodation, such as stands etc. for the public, Permanent Course Licences will be issued to the owner, or operator of the course. Where the licence holder is not the owner, a written agreement shall exist between the owner and the licence holder setting out the responsibilities of each to ensure that all requirements of the Course Licence are met.
- 3 In all other cases, a Temporary Course Certificate will be issued to the organising Club or Local Centre in whose territory the course is situated.
- 4 No course shall be used for an ACU Permitted meeting until a Permanent Course Licence or Temporary Course Certificate has been issued by the ACU Headquarters or its designated official, which may grant, refuse, withhold, suspend or revoke a licence or certificate at its discretion. A Permanent or Temporary Course inspection shall be valid for 1 year from the date of issue subject to payment of an annual Licence or Certificate fee according to the scale of fees that apply from time to time and subject to the conditions applicable to the issuing of the licence or certificate.

### 8.05 APPLICATION FOR PERMANENT COURSE LICENCE

- 1 An application for a Permanent Course Licence must be made on the prescribed form, either direct to the ACU HQ or through the Local Centre to the ACU HQ as appropriate, and be accompanied by the annual fee as specified in a schedule of fees reviewed annually.
- 2 A plan of the Site giving Ordnance Survey Map reference numbers, based on Ordnance Survey Maps 1:50,000 Series with a 6 figure map reference or showing in sufficient detail, the existing or proposed course, together with details of length, direction of racing, measures for the protection of the public, and such other information as required on the Application Form, shall also be submitted.

**8.06 VALIDITY OF PERMANENT COURSE LICENCE OR TEMPORARY COURSE CERTIFICATE**

- 1 A course licence or certificate is valid only where a Permit has been issued by the ACU Permitting authority. The licence or certificate shall not have any validity on any day nor at any activity for which an ACU Event Permit is not in force. A course licence or certificate is to be read in conjunction with and be deemed to incorporate all and any terms, conditions and provisions contained within or set out within the Permit.
- 2 The ACU may refuse, withhold, suspend, revoke a licence or certificate at its discretion.

**8.07 DISPLAY OF PERMANENT COURSE LICENCE**

- 1 A Permanent Course Licence must be prominently displayed at the course for which it is issued.

**8.08 APPLICATION FOR TEMPORARY COURSE CERTIFICATE**

- 1 An application for a Temporary Course Certificate must be made on the prescribed form, through the Local Centre to the ACU Headquarters, and be accompanied where appropriate by the annual fee as specified in a schedule of fees reviewed annually, and by site information as required under Art. 8.05.  
For Grass and Sand Track races the plan need only specify location, site access details and any special measures for the protection of the public.

**8.09 AVAILABILITY OF TEMPORARY COURSE CERTIFICATE**

- 1 The Temporary Course Certificate should be available for inspection at the circuit for which issued prior to commencement of practice or racing.

**8.10 RESPONSIBILITY OF LICENCE/CERTIFICATE HOLDER AND ORGANISER**

- 1 Where the Licence/Certificate holder is not also the organiser of a meeting, an agreement, approved by the ACU Headquarters, shall be completed between the Licensee/Certificate holder and the organiser, detailing the division of responsibility for carrying out the requirements of the licence/certificate and of the organisation of the meeting.

**8.11 ALTERATION TO CONDITIONS**

- 1 No alteration to the requirements contained in a Permanent Course Licence or Temporary Course Certificate shall be made without the prior approval in writing of the ACU Headquarters or, in the case of unavoidable necessity, by the Stewards of the Meeting. In the latter case details of the alterations permitted must be given immediately after the meeting to the authority granting the permit.

**8.12 COURSE INSPECTION**

- 1 Each course for which application is made for a Permanent Course Licence or Temporary Course Certificate, shall be inspected by an Official appointed by the ACU Permit issuing authority. The general conditions governing the safety of the public shall be as laid down in "Safety Precautions" within the current edition of the ACU Handbook and as further detailed on the Permanent Course Licence or Temporary Course Certificate, together with the maximum number of competitors permitted in any one race. The direction of racing must be shown.

**8.13 RE-INSPECTION AND AMENDMENT OF LICENCE OR CERTIFICATE**

- 1 The ACU Permit issuing authority reserves the right to re-inspect a course at any time and to amend the conditions or requirements of a Permanent Course Licence or of a Temporary Course Certificate.

## CHAPTER 9 ANTI-DOPING, ALCOHOL AND MEDICAL

### 9.01 ANTI-DOPING

- 1 Doping is the occurrence of one or more of the anti-doping rule violations which are:
  - The presence of a prohibited substance or its metabolites or markers in a rider's bodily specimen.
  - The use or attempted use of a prohibited substance or a prohibited method.
  - The possession of prohibited substances and methods.

### 9.02 PROHIBITED SUBSTANCES AND METHODS

- 1 The ACU list of prohibited drugs is the list agreed by UK Sport and WADA and published by them and also in the FIM Anti-Doping Code.

### 9.03 RULES FOR THE ENFORCEMENT OF ANTI-DOPING

- 1 The ACU Headquarters or UK Sport may order drug tests at any meeting organised under the jurisdiction of the ACU.
- 2 The riders or passengers to be tested must report to the Doping Control Officer (DCO) with their licences within one hour of the rider being notified, or within one hour after the finish of the last race in which the rider or passenger took part. One chaperone may accompany the rider or passenger.

### 9.04 TESTING PROCEDURE

- 1 The testing procedures at ACU events shall be the current Drug Testing Procedures as employed by UK Sport.

### 9.05 COSTS FOR ANTI-DOPING TESTS

- 1 The cost of the primary tests will be paid by the ACU. In the case of a competitor requesting a second test, he/she should deposit a sum equal to the ACU appeal fee with the ACU. If the second test is negative, the deposit shall be returned.

### 9.06 SANCTIONS

- 1 Sanctions are imposed against the competitor:
  - whose tests prove positive
  - who refuses to undergo a test or who does not report to the drug test centre when notified to do so.

### 9.07 PENALTIES

- 1 The minimum penalty for a first offence will be a two year suspension. For subsequent offences suspension may be imposed (see article 10.02.1).

### 9.08 ALCOHOL

- 1 Tests may be carried out, on any participant at an event, prior to practice or a race or at any time during the event by means of the standard breath test system. A nominated Breath Alcohol Technician will carry out the tests. A positive breath test or a refusal to undergo a test will result in disqualification from the event as a minimum sanction. The permitted level of alcohol is 0.10g/L.

### 9.09 MEDICAL EXAMINATION

- 1 At any time during an event a special medical examination (which may include urine dipstick testing for drugs) may be carried out by an official event Doctor nominated by the Chief Medical Officer at the request of the Race Director, Clerk of the Course or Chief Medical

Officer. Any competitor who refuses to submit to such a medical examination will be disqualified from the event and details reported to the ACU Headquarters.

## CHAPTER 10 DISCIPLINARY AND ARBITRATION CODE

### 10.01 PRINCIPLES

- 1 **Trials and Enduro only.** It should be noted that non-disciplinary decisions of the Clerk of the Course (e.g. Course changes – observers decisions and the like are dealt with by direct Appeal to the Stewards. Appendix B of this Chapter refers.
- 2 The duties, powers and responsibilities of the bodies and delegates of the ACU are set out in the ACU Rules and Bye-Laws.
- 3 Similarly, the obligations incumbent upon the participants, officials and organisers of sporting events are set out in the ACU National Sporting Code (NSC) and in any other rules and regulations which are or may be introduced and published by the ACU.
- 4 Proven violation or non observance of these obligations will be subject to the penalties laid down in this Disciplinary and Arbitration Code.

### 2 DATE OF APPLICATION

- 1 This Code cancels and replaces all prior publications.
- 2 Changes may be made to this code each time the ACU deems it necessary as a result of experience or evolution.

### 10.02 PENALTIES

- 1 The penalties are:
  - Warnings
  - Licence withdrawal or amendment
  - Fines
  - Time and/or point penalties
  - Disqualification
  - Withdrawal of Championship points
  - Suspension
  - Exclusion

#### 10.02.1 DEFINITION AND APPLICATION OF PENALTIES

**Warnings** Can be made privately or publicly.

**Licence Withdrawal or Amendment** The withdrawal or amendment of the terms or conditions appertaining to any ACU licence.

**Fines** Cash penalty (see also Art.10.02.2.2 below)

**Time and/or point penalty or suppression of time** The imposition of time or points affecting the rider's actual result or suppression of time.

**Disqualification** Entails automatically and independently of any other penalty, the invalidation of the results obtained in a meeting, event, practice, race or ranking there from.

**Withdrawal of Championship points** Entails the loss of Championship points

**Suspension** Entails the loss of all rights granted to ACU members or Licence Holders, or prohibition from taking part in any of the activities under ACU control for a specified period of time. The application of this penalty may be conditionally deferred for a period of up to a maximum of two years.

**Exclusion** Entails the final and complete loss of all rights of participation in any activity under ACU control.

#### 10.02.2 SPECIFIC PENALTIES

- 1 Specific penalties for certain offences are provided for in the NSC the Appendices, Regulations,

and/or Supplementary Regulations.

- 2 Fines will not normally be awarded against Voluntary Officials.

### 10.02.3 PLURALITY OF PENALTIES

- 1 Any offender may have several penalties pronounced against him according to the circumstances.
- 2 Certain penalties entail suspension of the ACU Licence or Registration until the penalty inflicted has been fulfilled.

## 10.03 THE ACU DISCIPLINARY AND ARBITRATION BODIES

### 10.03.1 THE ACU SPORT COMMITTEES

#### 10.03.1.1 AUTHORITY

- 1 The ACU Sport Committees have the power to penalise any voluntary or involuntary act or deed made by any person or ACU Licence holder in case of proven violation or non observance of Regulations.
- 2 In all such cases the alleged offender has the right to appear before the Committee at the time of the Hearing or to elect that the case be heard in his absence.

#### 10.03.1.2 PENALTIES THAT MAY BE IMPOSED BY A SPORT COMMITTEE

- 1 The following penalties may be imposed by the Sport Committees without prejudice to Articles 10.02 and 10.03.  
A Warning  
A fine up to a maximum of £500  
A licence withdrawal or amendment
- 2 Furthermore, the Sport Committees can refer the case to the Judicial Panel in order to impose a higher penalty than the Sport Committee is empowered to do.

### 10.03.2 THE CLERK OF THE COURSE

#### 10.03.2.1 APPOINTMENT

- 1 The Clerk of the Course is the person appointed to exercise supreme control of the meeting.

#### 10.03.2.2 AUTHORITY

- 1 The Clerk of the Course has the authority to penalise automatically:
  - 1.1 Any voluntary or involuntary action or deed made by any person or ACU Licence holder(s) during a meeting contrary to the current regulations or instructions given by an official of the meeting.
  - 1.2 Any corrupt or fraudulent act, or any action prejudicial to the interests of the meeting or of the sport, carried out by a person or ACU Licence holder(s) during a meeting.
  - 1.3 The Clerk of the Course is empowered to adjudicate upon any protest lodged during a meeting.

#### 10.03.2.3 PENALTIES THAT MAY BE IMPOSED BY THE CLERK OF THE COURSE

- 1 The following penalties may be imposed by the Clerk of the Course without prejudice to Articles 10.02 and 10.03:  
A warning  
A time and/or point penalty  
A stop and go penalty  
A ride through penalty

The Black Flag

A fine, subject to a maximum of £500

Disqualification (black flag, black flag with orange disc – disqualification from the event, practice or results).

- 2 Furthermore the Clerk of the Course can refer the case to the Judicial Panel in order to impose a higher penalty than he is empowered to do.

### **10.03.3 THE STEWARD(S) OF THE MEETING**

#### **10.03.3.1 APPOINTMENT**

- 1 The Steward(s) of the Meeting are appointed according to the requirements laid down in Chapter 5 of the ACU National Sporting Code.

#### **10.03.3.2 CHIEF STEWARD**

- 1 According to this Code the ACU enjoys the same rights and obligations as the other parties.
- 2 The ACU may be present in person at a hearing or may present its claims in writing.
- 3 When appointed by the permit issuing authority a Steward will act as the Chief Steward and will chair all meetings of the Steward(s). In the case of equality of votes he will have an additional casting vote.

#### **10.03.3.3 AUTHORITY**

- 1 The Steward(s) will hear any appeal arising from decisions taken by the Clerk of the Course in judging any Protest at a Meeting.

#### **10.03.3.4 PENALTIES THAT MAY BE IMPOSED BY THE STEWARD(S) OF THE MEETING ONLY FOLLOWING AN APPEAL**

A warning

A fine – subject to a maximum of £500

A time penalty

A disqualification

A withdrawal of Championship Points

A suspension – subject to a maximum period of 30 days

Furthermore, the Steward(s) may refer the case to an ACU Court of Enquiry (COE) in order to impose a higher penalty than the Stewards are empowered to do.

### **10.03.4 THE PANEL OF ADJUDICATORS (POA)**

#### **10.03.4.1 COMPOSITION**

- 1 The Panel of Adjudicators is composed of twelve persons elected by the National Council for a period of three years commencing on the 1st January in any year. A maximum of three will be appointed to hear any appeal.

#### **10.03.4.2 AUTHORITY**

- 1 The Panel will hear appeals against non-disciplinary decisions of Sport Committees or Local Centres. Decisions of the Panel of Adjudicators are final.

### **10.03.5 THE JUDICIAL PANEL**

- 1 The Judicial Panel is composed of persons from which the members of ACU National Courts are nominated.



**10.03.5.1 CONSTITUTION**

- 1 The Judicial Panel shall consist of:

A qualified legal adviser appointed by the Board of Directors (BOD) of the ACU.  
Members nominated by the Board of Directors and Main Committees of the ACU.  
Members of the Panel of Adjudicators.

**10.03.5.2 PROCEDURES**

- 1 The General Secretary having established that the procedures have been followed and/or that the case can be heard will appoint members to form the appropriate disciplinary or arbitration body. The names of the members appointed must be communicated to all interested parties in the case.

**10.03.6 THE ACU AS A PARTY IN THE JUDICIAL PROCEEDINGS****10.03.6.1 FUNCTION**

- 1 In all proceedings before an ACU Court the Board of Directors (BOD) of the ACU or the relevant Sport Committee is entitled to assert its interests by means of a prosecution address.

**10.03.6.2 APPOINTMENT**

- 1 The Board of Directors (BOD) of the ACU or the relevant Sport Committee shall appoint a person who will represent the ACU.

**10.03.6.3 PROCEDURE**

- 1 The intervention of the ACU is optional and is left to the discretion of the Board of Directors (BOD) of the ACU or the relevant Sport Committee.

**10.03.7 ACU COURTS OF ENQUIRY (COE)****10.03.7.1 NATIONAL COURT****10.03.7.2 COMPOSITION**

- 1 For each case the National Court is made up of 3 members from the judicial panel appointed by the General Secretary of the ACU.

**10.03.7.3 AUTHORITY**

- 1 The National Court will hear any appeals against decisions taken by the Stewards of a Meeting.
- 2 The National Court adjudicates in the first instance upon request of the Board of Directors (BOD) of the ACU, the Sport Committees or other competent bodies of matters of violation or non-observance of the ACU rules and regulations.

**10.03.7.4 ACU LOCAL CENTRE COURTS****10.03.7.5 COMPOSITION**

- 1 For each case the Local Centre Court is made up of 3 members appointed by the Management Committee of the Local Centre in accordance with the Local Centre Bye-Laws.

**10.03.7.6 AUTHORITY**

- 1 The Local Centre Court adjudicates upon any dispute or complaint or disciplinary matter in connection with any of its affiliated Clubs or Members of such Clubs.
- 2 The Local Centre Court also adjudicates upon any matter referred to it by the Stewards of any meeting for which the Centre was the Permit Issuing Authority (PIA).

**10.03.7.7 SCOTTISH ACU COURT****10.03.7.8 AUTHORITY**

- 1 A court appointed by the Scottish ACU shall adjudicate upon any complaint or disciplinary matter arising within the territory of the SACU.

**10.03.8 THE ACU FINAL TRIBUNAL OF APPEAL (FTA)****10.03.8.1 COMPOSITION**

- 1 The tribunal is composed of three members appointed by the General Secretary of the ACU at least one of whom will be legally qualified. No member who previously dealt with the case in question may be appointed.
- 2 The Tribunal is the final appeal body of the ACU against any decisions taken by an ACU Court.

**10.04 PROTESTS AND APPEALS****10.04.1 RIGHT OF PROTEST**

- 1 Any Rider, Passenger Entrant or Official licenced by the ACU affected by a decision taken during a meeting held under an ACU Permit has the right to protest against that decision.
- 2 No protest can be lodged against a statement of fact pronounced by the Clerk of the Course or any other executive official. Statements of Fact are defined in the relevant Appendices and Regulations.

**10.04.2 WITHHOLDING OF PRIZES AND AWARDS IN CASE OF PROTEST OR APPEAL**

- 1 Any Award gained by an entrant, rider or passenger against whom a protest or appeal has been lodged shall be withheld until the protest or appeal has been adjudicated upon and the time for any further appeal has expired without notice of appeal having been given.

**10.04.3 PROCEDURE AND TIME LIMIT FOR PROTESTS**

- 1 All protests must be submitted in writing and signed only by the person directly concerned.
- 2 Protests must refer to a single subject only and must be presented within 30 minutes at the latest of the publication of the results unless otherwise defined in the relevant Appendices and Regulations.
- 3 During a meeting, protests must be submitted according to the provisions of the Supplementary Regulations and handed to the Clerk of the Course or Secretary of the Meeting together with the correct protest fee.
- 4 Any Protest against the eligibility of a rider, passenger, team or a motorcycle entered must be made before the start of the official practice unless otherwise defined in the relevant Appendices and Regulations.

**10.04.4 PROTEST FEES**

- 1 The Protest Fee at an International Meeting held under an ACU Permit is £100. The Protest Fee at any other meeting under an ACU permit is £50.

**10.04.5 HEARING A PROTEST**

- 1 After a hearing, the Clerk of the Course must make a decision on any protest presented during a meeting. The protest has to be judged according to the provisions of the ACU National Sporting Code and its Appendices and the Supplementary Regulations of the Meeting.

**10.04.6 EFFECT OF THE DECISION OF THE CLERK OF THE COURSE**

- 1 The decisions of the Clerk of the Course on the determination of penalties are immediate.

**10.04.7 RIGHT OF APPEAL**

- 1 The provisions concerning appeals against ACU disciplinary decisions incurring one of the penalties stated in Article 10.02 are as follows:
  1. Against the decision of a Sports Committee in a disciplinary matter to the COE.
  2. Against the decisions of the Clerk of the Course following a protest to the Stewards of the Meeting.
  3. Against the decisions of the Stewards of the Meeting to the COE. (or LCC where the Centre is the PIA).
  4. Against the decision of the LCC to the COE.
  5. Against the decision of the Scottish ACU to the COE.
  6. Against the decisions of the COE to the FTA.

**10.04.8 PROCEDURE AND TIME LIMITS FOR THE LODGING OF APPEALS**

- 1 All appeals must be submitted in writing and signed only by the person directly concerned.
- 2 During a meeting, appeals against a decision of the Clerk of the Course must be presented in writing to the Stewards within 30 minutes and must refer to a single subject only and be accompanied by the correct appeal fee.
- 3 The time limit for lodging a statement of appeal is:
 

Against a decision of the Clerk of the Course to the Stewards of the Meeting:	30 minutes
(Time limits for Appeals in respect of Trials and Enduro appear in Appendix B)	
Against a decision of the Stewards of the Meeting to the COE	5 days
Against a decision of a Sports Committee in a disciplinary matter to the COE	5 days
Against a decision of the COE to the FTA	5 days
Against a decision of a Centre Court to the COE	5 days
Against a decision of the Court of the Scottish ACU to the COE	5 days
Against a decision of a Sport Committee to the Panel of Adjudicators	5 days
Statement of appeal before the National Sport Dispute Resolution Panel	5 days
- 4 The time limit shall be taken from the time or date of receipt of the decision appealed against.

**10.04.9 LODGING OF AN APPEAL TO A LOCAL CENTRE COURT**

- 1 Where the Permit Issuing Authority was a Local Centre Appeals arising out of the meeting will be heard by a Local Centre Court. In all such cases a further right of Appeal exists to the COE.
- 2 To be admissible, the statement of appeal must be sent by Special Delivery letter or special courier to the Secretary of the Permit Issuing Authority (Local Centre) and be postmarked within the deadlines specified in Article 10.04.8.
- 3 The correct appeal fee must be paid in to the Secretary of the Permit Issuing Authority within the deadlines specified in Article 10.04.8.
- 4 Within 10 days following the statement of appeal the appellant assigns to the Secretary of the Permit Issuing Authority a brief of appeal stating the facts.
- 5 If the Local Centre Court (LCC) appeal was not lodged and/or the appeal fee not paid within the deadlines specified in Article 10.04.8 the Secretary of the Permit Issuing Authority is empowered to declare the appeal inadmissible without hearing.

**10.04.10 LODGING OF AN APPEAL TO THE COE/FTA/POA**

- 1 To be admissible, the statement of appeal must be sent by Special Delivery letter or special courier to the General Secretary of the ACU and be postmarked within the deadlines specified in Article 10.04.8. The correct appeal fee must be paid in to the General Secretary of the ACU within the deadlines specified in Article 10.04.8.
- 2 Within 10 days following the statement of appeal the appellant assigns to the General Secretary of the ACU a brief of appeal stating the facts.
- 3 If the COE/FTA/POA appeal was not lodged and/or the appeal fee not paid within the deadlines

specified in Article 10.04.8 the General Secretary of the ACU is empowered to declare the appeal inadmissible without hearing.

**10.04.11 APPEAL FEES**

- 1 The appeal fee is determined by the Board of Directors (BOD) of the ACU.
- 2 The fee for an appeal against a decision of the Clerk of the Course to the Stewards of the Meeting is £50.
- 3 The fee for an appeal against a decision of the Stewards of the Meeting, to the Local Centre Court is £150.
- 4 The fee for an appeal against a decision of the Stewards of the Meeting or the Local Centre Court to the COE or the Scottish ACU is £300.
- 5 The fee for an Appeal against a decision of a Sports Committee in a disciplinary matter to the COE is £300.
- 6 The fee for an appeal against a decision of the COE to the FTA is £5000.
- 7 The fee for a first appeal by a Licenced Official / competitor against a decision of a COE to the FTA is £500.

**10.04.12 FEES PAYABLE UPON AN ADJOURNMENT**

- 1 If an adjournment to call further witnesses is ordered upon the request of one of the parties involved, this party must provide an additional financial guarantee within a time limit to be fixed by the disciplinary body. The hearing will not be continued until this guarantee has been paid. In case of no provision of the guarantee within the time limit, the disciplinary body will make a determination of the appeal based on the evidence of the original witnesses.

**10.04.13 FEES PAYABLE UPON WITHDRAWAL OF AN APPEAL**

- 1 If an appeal is withdrawn prior to a hearing the appeal fee will be forfeited.

**10.04.14 TIME LIMITS FOR THE HEARING OF APPEALS**

- 1 The time limit for the hearing of appeals is:
 

Against a decision of the Clerk of the Course to the Stewards of the Meeting:	Same day
(Time limits for Appeals in respect of Trials and Enduro appear in Appendix B)	
Against a decision of the Stewards of the Meeting by the COE	4 weeks
Against the decision of a Sports Committee in a disciplinary matter to the COE	4 weeks
Against a decision of the COE to the FTA	8 weeks
Against a decision of a Centre Court to the COE	4 weeks
Against a decision of the Court of the Scottish ACU to the COE	4 weeks
Against a decision of a Sport Committee to the POA	4 weeks
- 2 The time limit shall be taken from the time or date of receipt of the decision appealed against.
- 3 In all cases the appeal bodies must pronounce a decision.

**10.04.15 EFFECT OF AN APPEAL**

- 1 On request of the appellant, the COE may decide a stay of the decision of the Stewards of the Meeting.
- 2 On request of the appellant the FTA may decide a stay of the decision of the COE.

**10.05 PROCEDURE BEFORE ALL THE DISCIPLINARY AND ARBITRATION BODIES**

**10.05.1 RIGHT TO A HEARING**

- 1 It shall be the unquestionable right of any person or body charged with any offence under the National Sporting Code, its Appendices or the Rules of the ACU to defend themselves either in person or by proxy. Any party convened before a disciplinary or arbitration body has the right

to be represented by one defence counsel of its own choice and at its own expense. Adequate notice of this intention must be given to the ACU in order that this may be notified to all other parties in the case. Failure to do so may result in the disciplinary or arbitration body upholding an objection to such representation. If any of the parties duly convened do not appear, judgement can be rendered by default. The discipline or arbitration bodies may propose that the hearing take place by means of a telephone conference call, or through any other means of communication, using a telephone or other electronic device. Such a method of conducting a hearing shall only take place with the consent of all parties involved.

#### 10.05.2 THE HEARING

- 1 The hearing shall be open unless the disciplinary or arbitration body itself decides otherwise in exceptional circumstances.
- 2 The appellant must be present or duly represented, failing which, the appeal will not be admissible and the costs shall be borne by the appellant.
- 3 Once the Chairman has opened the proceedings, he will invite the parties involved to state their respective cases without the witnesses being present.
- 4 After statements of the parties concerned, the disciplinary or arbitration body shall hear the various witnesses and experts in order to complete the evidence. The parties involved in the case shall have the right to question all witnesses and experts on their evidence.
- 5 Any member of the disciplinary or arbitration body may, at any time during the hearing and with the Chairman's approval, question any of the parties, witnesses and experts involved.

#### 10.05.3 WITNESSES AND EXPERTS

- 1 Each party is responsible for the convening and appearance of its own witnesses, as well as their expenses unless the Court decides otherwise.
- 2 The disciplinary or arbitration body has no authority to oblige the witnesses to swear on oath, therefore testimony shall be given freely. The witnesses may only testify to the facts they know and shall not be allowed to express an opinion unless the disciplinary or arbitration body should regard them as experts on a particular subject and should ask them to do so.
- 3 After having made their statements, the witnesses may not leave the Courtroom and shall not be allowed to speak to any other witness who has still to give evidence.
- 4 The Court may summon experts.

#### 10.05.4 JUDGEMENT

- 1 Decisions of all disciplinary or arbitration bodies will be reached in camera by a simple majority of votes. All members will have equal voting rights which must be exercised when a decision is required. Abstention is not permitted.
- 2 Each member of the disciplinary or arbitration body binds himself to keep all deliberations secret.

#### 10.05.5 NOTIFICATION OF JUDGEMENTS

- 1 The decision of the Clerk of the Course and the Stewards of the Meeting must be notified in writing directly after the hearing. All judgements of the COE the POA and the FTA must be notified in writing by Special Delivery letter to inform all the parties concerned.

#### 10.05.6 PUBLICATION OF JUDGEMENTS

- 1 The disciplinary or arbitration body adjudicating a Protest or an Appeal has the right to publish or have its judgements published and to quote the names of all parties concerned. The persons or bodies quoted in these statements have no action against the ACU, nor against any person having published the statement. Furthermore, final decisions will be published in the ACU

Magazine and / or the ACU website unless the Court itself decides otherwise.

### **10.06 COSTS OF PROCEDURE**

- 1 The costs of a disciplinary or arbitration decision will be assessed by the General Secretary and will be awarded against the losing party unless the Court decides otherwise. In cases involving Voluntary Officials the Costs may be awarded against the body which appointed the Official concerned at the discretion of the Court.

#### **10.06.1 PAYMENT OF FINES AND COSTS**

- 1 If a penalty is definitive and either the fine and/or the costs are not paid within 30 days of notification of the decision, the person or body affected by the decision shall be automatically suspended from participation in all ACU activities until such time as full payment is received.

### **10.07 RECIPROCITY OF PENALTIES**

- 1 The ACU will withdraw the Licence of any person who is subject to a penalty of suspension or disqualification by the MCRCB or an FMN.

### **10.08 LAW OF MERCY**

- 1 The Board of Directors of the ACU after consultation with the Chairman of the disciplinary body concerned or upon a proposal from the latter may recommend to the National Council of the ACU that the penalty of a person having exhausted all the appeal procedures be mitigated or completely quashed.

### **10.09 ARBITRATION CLAUSE**

- 1 Final decisions handed down by the jurisdictional organs of the ACU shall not be subject to appeal in the ordinary courts. Such decisions must be referred to the Sports Resolutions (UK) within the time limit for appeal as laid down in Article 10.04.7, which shall have exclusive authority to impose a definitive settlement in accordance with the Code of Arbitration applicable to sport.

## **CHAPTER 11 OFFENCES AND PENALTIES**

### **11.01 BREACH OF RULES**

- 1 Any of the following offences, in addition to other offences specifically referred to previously or hereafter, shall be deemed to be a breach of this Code:
  1. bribery, or attempt, directly or indirectly, to bribe any person having official duties in relation to a competition or the acceptance of or offer to accept a bribe by such Official or Employee,
  2. any attempt to influence improperly any Official in the course of their duties,
  3. any action having as its object the entry or participation in a competition of a person or motorcycle known to be ineligible therefore,
  4. any fraudulent act or proceeding in connection with a competition or of the sport of motorcycling generally,
  5. competing for, accepting or offering to accept, or advertising an award, in the nature of a title or Championship, in respect of a motorcycle competition, unless such award is recognised by the ACU Headquarters,
  6. any proceeding or act prejudicial to the interests of, any part or body of the ACU, or of the sport of motorcycling generally,
  7. any act which is of a violent, threatening or abusive nature to any Official, Rider or Passenger or any other person. For the purpose of this article, a prejudicial act shall be deemed to include (but not be limited to) the non-payment of fines, affiliation fees, permit fees, licence fees and insurance premiums. For the purpose of this article, the parent or legal guardian of a Rider or

Passenger, or any member of his entourage, is deemed to bear mutual responsibility with that Rider or Passenger.

#### **11.02 RE-RUN**

- 1 No judicial authority shall have the power in its judgement on a protest or appeal to order either a part or the whole of a competition which has been completed to be run again.

#### **11.03 ALLOCATION OF PROCEEDS FROM FINES ETC.**

- 1 The proceeds from all fines, forfeited protest fees and appeal fees, shall be remitted to the ACU Headquarters, which will pay them into the ACU Benevolent Fund.

#### **11.04 QUASHING A COMPETITION**

- 1 The authority granting the permit may declare any competition null and void, subject to the right of appeal as provided in these Rules.

#### **11.05 NOTICES**

- 1 Any communications required under the Rules to be made to the ACU Headquarters shall be addressed to the registered office of the ACU, ACU House, Wood Street, Rugby, Warwickshire CV21 2YX or to such other address as may be duly notified from time to time.
- 2 Any communications required under these Rules to be sent to an entrant or rider shall be sent to the address on his entry form or, if he is the holder of a licence issue by the ACU, to the address on the licence. Any communications to be sent to an Organiser shall be sent to the address on the relevant Supplementary Regulations.
- 3 Any communications to be sent to an appellant under these Rules shall be sent to the address upon the notice of appeal.  
Any communications so sent by special delivery shall be deemed to have reached the addressee by normal delivery of post.

# APPENDIX A DISCIPLINARY DECISIONS & PROTEST & APPEAL PROCEDURE

## DISCIPLINARY PROCEDURE

**DISCIPLINARY DECISION**  
(By the Clerk of the Course issued in writing)

**Decision Issued in Writing**  
Protest Permitted

**RIGHT OF PROTEST (To the Clerk of the Course)**  
Any ACU licensed Rider, Passenger Entrant or Official affected by a decision taken during a meeting held under an ACU Permit has the right to protest against that decision. No protest can be lodged against a statement of fact pronounced by the Clerk of the Course or any other Executive Official.

**PROTEST FEES**

International Competition	£100.00
National/Restricted/Closed Competition	£50.00

**PROCEDURE AND TIME LIMIT FOR PROTESTS**  
All protests must be submitted and signed by the person directly concerned. Protests must refer to a single subject only and be presented within 30 minutes at the latest of the publication of the results unless otherwise provided in the Appendices of the ACU National Sporting Code. During a meeting, protests must be handed to the Clerk of the Course or Secretary of the Meeting accompanied by the correct protest fee. Any Protest against the eligibility of a rider, passenger, team or a motorcycle entered must be made before the start of the official practice unless otherwise defined in the relevant Appendices and Regulations.

**Clerk of the Course (COC)**

**Decision**  
Appeal Permitted

**PROCEDURE AND TIME LIMIT FOR APPEALS (To the Steward(s))**  
All Appeals must be submitted in writing and signed by the person directly concerned. Appeals may be made against any decision previously made by Clerk of the Course. Appeals to the Steward(s) must be made within 30 minutes unless otherwise provided in the relevant Appendices of the ACU National Sporting Code or Regulations.

**APPEAL FEE**

To the Stewards of the Meeting	£50.00
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**TIME LIMITS FOR THE LODGING OF APPEALS**

Against a decision of the Clerk of the Course to The Steward(s) of the Meeting	30 minutes
Against a decision of the Steward(s) of the Meeting to the ACU Court of Enquiry (COE)	5 days
Against a decision of the COE to the Final Tribunal of Appeal (FTA)	5 days
Statement of Appeal before the FTA	5 days

The time limit shall be taken from the time or date of receipt of the decision appealed against.

## PROTEST & APPEAL PROCEDURE

**Decision**  
No further appeal

**ACU Final Tribunal of Appeal (FTA)**

**Decision**  
Appeal permitted to Final Tribunal of Appeal (FTA)  
Appeal Fee £5,000

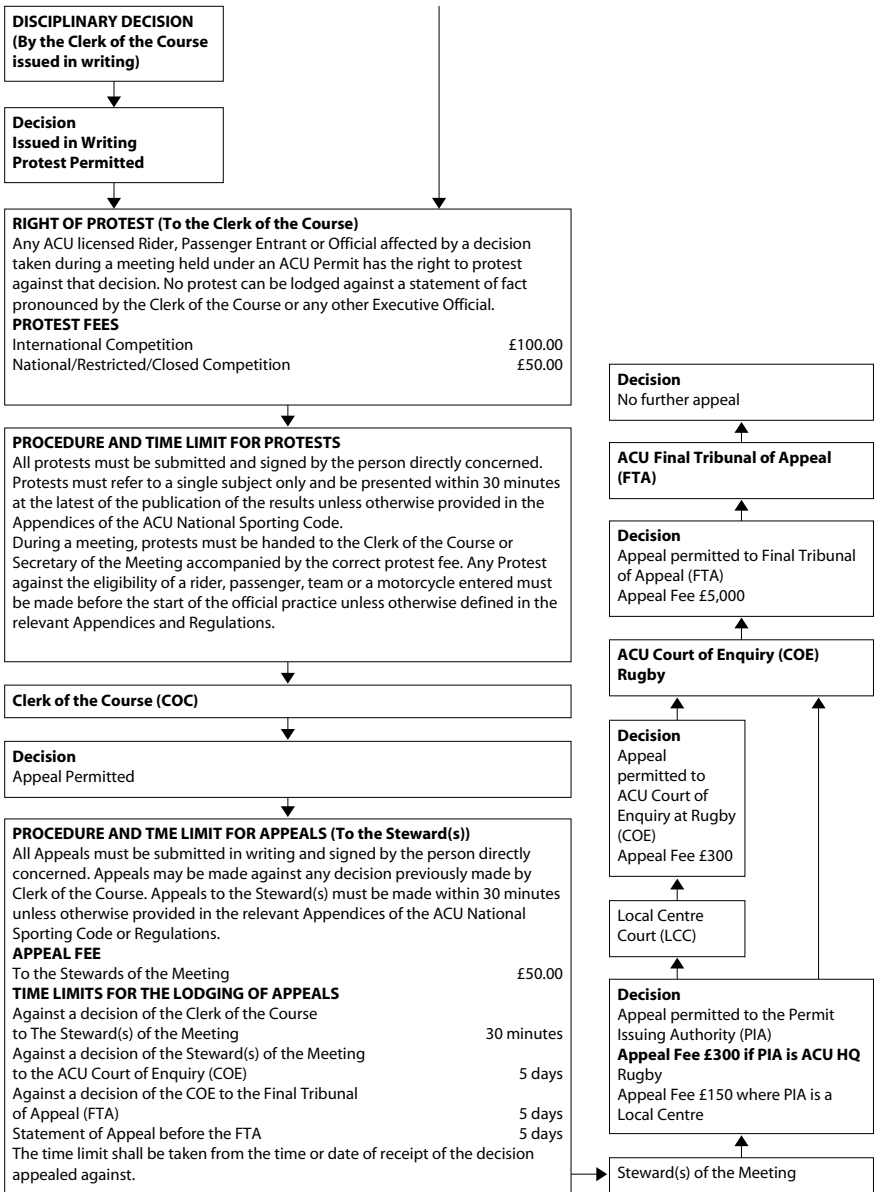
**ACU Court of Enquiry (COE) Rugby**

**Decision**  
Appeal permitted to ACU Court of Enquiry at Rugby (COE)  
Appeal Fee £300

**Local Centre Court (LCC)**

**Decision**  
Appeal permitted to the Permit Issuing Authority (PIA)  
**Appeal Fee £300 if PIA is ACU HQ Rugby**  
Appeal Fee £150 where PIA is a Local Centre

**Steward(s) of the Meeting**





# APPENDIX B PROTEST AND APPEAL PROCEDURE – TRIALS AND ENDURO

**RIGHT OF PROTEST (To the Clerk of the Course)**

Where a decision has been made by any other Official than the Clerk of the Course any ACU licensed/Registered Rider, Passenger, Entrant or Official affected by such decision taken during a meeting held under an ACU Permit has the right to protest against that decision. No protest can be lodged against a statement of fact pronounced by the Clerk of the Course or any other Executive Official.

**PROTEST FEES**

Please refer to **Price List** elsewhere in this Handbook

**RIGHT OF APPEAL (To the Stewards of the Meeting)**

Following a decision of the Clerk of the Course any ACU licensed/Registered Rider, Passenger, Entrant or Official affected by such decision taken during a meeting held under an ACU Permit has the right to appeal against that decision.

No appeal can be lodged against a statement of fact pronounced by the Clerk of the Course or any other Executive Official.

**APPEAL FEE**

Please refer to **Price List** elsewhere in this Handbook

**PROCEDURE AND TIME LIMIT FOR PROTESTS**

All protests must be submitted in writing and signed by the person directly concerned. Protests must refer to a single subject. Unless stated in the Championship Regulations or Supplementary Regulations, the time limit for Protest against the result of an event where the result is determined by the calculation of points or timing should be **14 days** from the day of issue of the results as confirmed by the postmark. Protests against results for multi-day events (e.g. 2 day or 6 day) shall be made by **5pm** on the day following the day's results against which the Protest has been made, subject to the results being displayed prior to the start of the subsequent day. If this condition is not met then the previous criteria will apply. Protests for a final day shall have the same time limit as a one-day event. During a meeting, protests must be handed to the Clerk of the Course or Secretary of the Meeting accompanied by the correct protest fee. Any Protest against the eligibility of a rider, passenger, team or a motorcycle entered must be made one hour before the first competitor is due to start unless otherwise defined in the relevant Appendices and Regulations.

**PROCEDURE AND TIME LIMIT FOR APPEALS**

All Appeals must be submitted in writing and signed by the person directly concerned. Appeals may be made against any decision previously made by Clerk of the Course shall be 30 mins from the posting of the decision. Appeals against a decision of C of C at an Enduro or Trials event where the effect of this decision does not become apparent until the results have been calculated, shall be made within the same time limits set out for Protests above, i.e. 14 days, or 5pm on the following day of a multi-day event. This would allow for an Appeal arising out of the C of C altering or removing a time limit or altering the route of the course because of deterioration, or an obstacle, when earlier riders may have left the venue before the effects of these changes have become apparent.

**Decision of Clerk of the Course (C of C) – Appeal permitted**

**Decision of the Stewards of the Meeting – Appeal**

**FURTHER APPEALS for which the time limit for submission in each case is 5 Days (See N.S.C. for full details)**

Against a decision of the Steward(s) of the Meeting

Against a decision of the PIA

**Against a decision of the COE**

No further Appeal allowed.

– Appeal permitted to the Permit Issuing Authority (PIA)

Appeal Fee as printed in **Price List** elsewhere in this Handbook

– Appeal permitted to ACU Court of Enquiry at Rugby (COE)

Appeal Fee as printed in **Price List** elsewhere in this Handbook

– Appeal permitted to Final Tribunal of Appeal (FTA)

Appeal Fee as printed in **Price List** elsewhere in this Handbook

## APPENDIX C INSURANCE

(Refer to current ACU Handbook)

### 1 GENERAL

- 1 The ACU shall effect policies of Insurance as specified in this Appendix, through such Brokers or Insurers as they shall from time to time appoint.
- 2 The requirements of this Appendix shall be subject to the market availability of such insurance, both in detail and in general.
- 3 The requirements laid down in this Appendix are general requirements and shall not be deemed to form part of any contract between the ACU and its Centres, Affiliated Clubs, Approved Bodies, Officials or Licence Holders nor between the ACU and its appointed Brokers or Insurers in specific cases.
- 4 Nothing contained within this Appendix shall prohibit any Centre, Affiliated Club, Approved Body or Official from seeking direct contact with the Appointed Brokers or Insurers, for the purpose of obtaining advice, or clarification of policies provided that the Company Secretary is kept informed by copy correspondence.

### 2 LEGAL LIABILITY

- 1 The policy or policies shall provide indemnity in respect of accidental death of or bodily injury to or damage to the property of third parties.
- 2 The policies shall indemnify the ACU, Local Centres, Affiliated Clubs, Approved Bodies (as defined by NSC Art. 3.05), Officials of these Bodies and Officials and Sponsors of events. Details, including the limit of indemnity for any one accident to be included in the annual ACU Handbook.
- 3 The owner of land used for the holding in part or in all of any event subject to the Code shall be included under the policies as an insured person.
- 4 The policies shall be capable of extension to indemnify the promoter in respect of liabilities for accidental injury or damage to property, entered into under contract with any owner of land. Subject to such contract being submitted in advance to insurers for approval.
- 5 In respect of any event or part of an event held off the public highway, the policies shall in addition indemnify Competitors, Entrants or Sponsors of Competitors.
- 6 The policies shall include the liability of one Insured Person or Body, except that the liability of the one Rider, Passenger, Entrant or Sponsor, to another Rider, Passenger, Entrant or Sponsor in respect of their participation in the same event, shall not be covered.
- 7 In respect of any event or part of an event held in circumstances to which the provision of the Road Traffic Act, or similar legislation governing the use of motor vehicles apply it shall be the responsibility of the Competitor to effect insurance to comply with such legislation.
- 8 The policies shall include cover in respect of the setting up or dismantling of courses for a specific event, although taking place before or after the date of the event.
- 9 In addition to any exclusion specifically referred to in this Appendix or to any standard prevailing market exclusions for this Class of Insurance, the policies shall not apply to nor include:
  1. Events not subject to the Jurisdiction of this Code or the FIM Code.
  2. Use of any motor vehicle in circumstances requiring insurance under the Road Traffic Act or similar legislation.
  3. Any risk arising from the movement of aircraft.
  4. Subject to Appendix 'C' Art. 2.4, any liability for Property used in connection with an event or in the Promoters/Organisers custody or control.
- 10 The policies shall not be required to provide indemnity to any person or body who is in breach of this Code or any other requirements or regulation of the ACU.
- 11 All Riders or Passengers in an event shall sign a declaration of the prescribed type as shown in the current ACU Handbook or as varied in accordance with the Insurers' requirements.

## APPENDIX D MOTORCYCLES AND ACCESSORIES

**1 The Standing Regulations for each discipline contain detailed rules for each type and class of competition and must be read in conjunction with this Appendix. Unless stated otherwise in Supplementary Regulations, all ACU Championships and Competitions are for and between vehicles of Category 1 propelled by an internal combustion engine.**

### 1 MOTORCYCLES

The term motorcycles covers all vehicles having in principle less than four wheels, propelled by an engine and designed essentially for the carriage of one or more persons of which one is the rider of the vehicle. The wheels must support the vehicle at all times and remain in contact with the ground other than when influenced by irregular terrain or force majeure.

### 2 QUAD MACHINES

(Category II Group G)

### 2 FREEDOM OF CONSTRUCTION

1 Provided a vehicle conforms to the requirements of this appendix and any discipline regulations and the Supplementary Regulations as well as to any specific Conditions that may be required for certain competitions, no restriction is placed on the make, construction or type of motorcycle used in competition. All vehicles must be entirely controlled by the rider. Any form of automatic control of the degree of differential movement between the wheels of a machine is prohibited. Where a passenger is carried stability may be improved by passenger movement.

### 3 CATEGORIES AND GROUPS OF MOTORCYCLES

1 Motorcycles are divided into categories:

#### CATEGORY 1

Motorcycles propelled by the action of one wheel in contact with the ground.

#### CATEGORY II

Special vehicles propelled by the action of one or more wheels in contact with the ground but which are not covered by the group conditions for Category I.

#### CATEGORY III

Electric Vehicles.

Electric propulsion motorcycles are Category III. Vehicles with two or three wheels having traction on one or more wheels, driven by a motor (or motors) operated by means of electricity only. Wheels must normally be in contact with the ground.

#### CATEGORY IV

Special vehicles not propelled by wheels in contact with the ground. An enclosing shell or body may be fitted with fixed aerodynamic devices to aid directional stability or increase 'down force' only.

THESE CATEGORIES ARE DIVIDED INTO GROUPS: -

#### CATEGORY 1

**Group A1** Two wheeled vehicles making only one track on the ground.

**Group A2** Motorcycles with special characteristics commonly known as 'scooters' and defined in scooter regulations.

**Group A3** Motorcycles with special characteristics commonly known as 'mopeds' and defined in moped regulations.

**Group B1** Vehicles with three wheels making two tracks on the ground, consisting of a motorcycle making one track and a sidecar for a passenger making the other track.

**Group B2** Vehicles comprising motorcycle and sidecar making three tracks on the ground, two of the tracks being made by the front and rear motorcycle wheels whose centre lines in the

direction of forward travel are displaced by a maximum of 75mm.

**Group B3** Vehicles making three tracks on the ground forming a complete and integral unit and having accommodation for driver and passenger, commonly known as 'cycle cars' and defined in cyclecar standing regulations.

**CATEGORY II**

**Group C** Special two wheeled motorcycles.

**Group D** Special three wheeled motorcycles.

**Group E** Snowmobiles.

**Group F** Sprinters and Drag Racers.

**Group G** Quad Machines

**CATEGORY III**

**Group J** Electric vehicles

**CATEGORY IV**

**Group Y1** Special two wheeled non wheel-driven motorcycles.

An additional wheel or wheels may be fitted to aid low speed stability but must be discarded or retracted during competition or record attempt. The overall width of the machine must not exceed 800mm.

**Group Z2** Special three wheeled non wheel-driven vehicles.

**4 CLASSES**

1 Groups are again separated into classes according to engine size (capacity) as detailed below. These classes must be observed for all types of competition except within Categories III and IV or except with special permission of the ACU.

In exceptional circumstances and with the approval of the Stewards of the Meeting organisers may amalgamate classes should the size and type of entry appear to warrant such action.

**CLASSES – CATEGORY I**

<b>Group A1</b>	<b>Minimum engine</b>	<b>Maximum engine</b>
<b>Class</b>	<b>capacity over cc</b>	<b>capacity cc</b>
50	—	50
80	50	80
100	80	100
125	100	125
175	125	175
250	175	250
350	250	350
500	350	500
750	500	750
1000	750	1000
1300	1000	1300
<b>Group A3</b>	<b>Minimum engine</b>	<b>Maximum engine</b>
<b>Class</b>	<b>capacity cc</b>	<b>capacity cc</b>
—	—	50

Groups B1, B2 and B3, same as Groups A1 over 175cc.

**CLASSES – CATEGORY II**

**Groups C & D**

Regulations governing the classes in these groups to be issued as each case is presented.

**Group E**

Snowmobiles. As International Regulations (FIM)

**Group F**

Sprint and Drag Machines. Sprint and Drag Racing machines up to 1300cc as groups A1 and A2.

Over 1300cc:

Class 2000 Over 1300cc Up to 2000cc

Class 3000 Over 2000cc Up to 3000cc

Class 3500 Over 2000cc Up to 3500cc

**Group G**

Quad Machines.

Four wheeled balloon tyred vehicles having a wheel at each diagonal extremity, consisting of a complete integral unit having accommodation for a driver only sitting astride, steered by a handlebar connected to the front wheels and driven by rear wheels only. Classes as Category I Group A1.

**CLASSES – CATEGORY III****Group J – A1**

Two wheel vehicles leaving only one track on the ground.

These motorcycles must be driven forward by electric motors equipped with energy storage systems of the electro-chemical type. Fuel cells are forbidden. Maximum weight 300kg.

**Group J – B2**

Three wheel vehicles leaving two or three tracks on the ground, forming an integral unit. These motorcycles must be driven forward by electric motors.

**Class A:** with electro-chemical energy storage systems. Fuel cells are forbidden.

Maximum weights (in running order, without driver):

A1) 250kg A2) 500kg A3) 750kg.

**Class B:** solar cycle-cars, powered by electric motors driven by energy from photo-voltaic panels, with the possibility to use storage batteries.

Maximum weight of the batteries (inclusive of their container): 60 kg. The batteries must be easy to take out for weighing.

Minimum panel surface: 4.5sq m.

All alternative propulsion systems are forbidden (human, internal or external combustion auxiliary engines, wind-engines).

Vehicle kinetic energy can be recuperated to perform battery re-charge.

**5 MEASUREMENT OF ENGINES**

- The size of an engine is the sum of the capacities of each cylinder of that engine. The capacity of each engine cylinder is calculated by the geometrical formula for the volume of a cylinder; the diameter is represented by the cylinder bore, and the height by the distance moved by the piston from its highest to lowest position within the cylinder (stroke).

$$\text{Capacity} = \frac{D^2 \times 3.1416 \times C}{4}$$

Where D = Bore and C = Stroke

- When measuring a tolerance of 1/10mm is permitted in the bore. If with this tolerance the capacity limit is exceeded for the class in question, a further measurement must be taken with the engine cold to 1/100mm limits.  
Other types of engine to which this rule is not appropriate may be used in competition, engine size should be determined by reference to the Technical Panel.

**6 CARBURETTORS OR OTHER AIR INPUT CONTROL INSTRUMENTS**

- Except as in (b) below size is defined as that nominal diameter obtained from the geometrical formula:

$$\text{Size} = \frac{4A}{3.1416} \text{ to the nearest 1.00 mm.}$$

- 2 Where A is the minimum cross sectional area in square mm (mm<sup>2</sup>) of the induction tract within the carburettor body (mixture or control devices excepted). In Competitions where Carburettor(s) or Other Air Input Instruments are Homologated or a maximum choke size is specified.

The following induction tract conditions must exist where the instrument joins to manifold or engine and immediately adjacent thereto, the conditions may be satisfied by either the instrument itself, the manifold or engine where it attaches or an element of durable material inserted between.

1. All induced air must pass through this induction tract.
2. Induction tract at the interface to be circular in shape, maximum diameter no more than homologated size, or that maximum specified in any relevant regulations.
3. Induction tract to be of constant diameter over a minimum distance equal to 75% of homologated carburettor size or specified maximum choke size.

## **7 IDENTIFICATION NUMBERS**

- 1 During a competition each motorcycle shall carry, prominently displayed, such numbers or marks as may be stipulated in the appropriate Standing or Supplementary Regulations.

## **8 EXAMINATION OF MACHINES**

- 1 Every motorcycle shall be examined before the start of a competition or before the start of official practice to ensure compliance with the technical specifications.
- 2 The rider of any motorcycle which starts in a competition shall, if required, submit the motorcycle for final examination, and any motorcycle may be retained by the organisers for such a period as may reasonably be necessary for its examination and/or measurement to ensure compliance with technical rules.

## **9 MEASUREMENT OF MACHINES**

- 1 The engine or any other controlled part may be verified on the instructions of the Clerk of the Course or to determine a protest.
- 2 The Clerk of the Course, at his own discretion, may decide if the measurement may take place other than at the event. In such a case, the part or the engine shall be sealed and measurement shall take place as soon as possible. Failure to submit to verification will entail exclusion. Any necessary dismantling shall be carried out by the entrant, or under his instruction. The entrant shall be responsible for any costs involved unless measurement of specific machines is required by the Supplementary Regulations in which case all fees and maximum allowable part costs (gaskets etc) shall be specified in those regulations and be the responsibility of the organiser unless an infringement of regulations is proved. A protest, the organisers of the meeting shall be responsible for the payment of the fees and costs of the official measurer.
  1. If measurement takes place to determine a protest, the party against whom the decision is made shall be responsible for payment of the fees and costs including those of the official measurer, and for the reinstatement of the machine. (see price list and individual Discipline Regulations)
  2. If measured in accordance with a directive issued by a Main Committee of the ACU, the fees and costs including those of the official measurer shall be borne by the ACU, otherwise than in relation to a Protest or Appeal.

## **10 ADVERTISING**

- 1 Advertising may be displayed on a vehicle and on the rider's and or passenger's clothing and helmet in any competition, subject to the following conditions:
  1. No advertisement shall be displayed within 50mm of any number plate or number plate panel.

2. The name of the vehicle and/or sidecar or clothing manufacturer and/or the name of the rider will not be regarded as advertising.
3. Notwithstanding the above conditions, the organisers of any competition may, at their sole discretion, prohibit the display of any advertisement on a vehicle or on the clothing or helmet of any rider or passenger.
4. Where advertising, or any particular advertisement, is prohibited all drivers must be notified at least seven days before the date of the meeting.
5. The ACU may prohibit the display of any advertisement which it deems to be offensive, or not in the best interests of the sport.

## **11 BRAKES**

- 1 All motorcycles used in disciplines requiring brakes must be equipped with efficient systems operating on and concentrically with the wheel. The number of braked wheels and other special requirements will be found in the discipline Standing Regulations.

## **12 DANGEROUS CONSTRUCTION**

- 1 The Clerk of the Course may, or on the advice of the Chief Scrutineer/Machine Examiner, exclude any vehicle, or equipment, the construction or condition of which is deemed to be dangerous.

## **13 POSITIONS OF RIDER AND PASSENGER**

- 1 During a race, riders should adopt a position with their feet on the footrests. If a rider adopts any other position and this is deemed to be dangerous by the Clerk of the Course he must be excluded. During a race or competition, the passenger, if any, must be effectively and continuously carried on the vehicle. The passenger however, may be dismounted when the vehicle is stationary, dismounted for starting, or may move from the place provided to maintain stability.

## **14 THROTTLE (ACCELERATOR) CONTROLS**

- 1 For all types of vehicle, throttle controls must be self closing when not held by the hand or operated by the foot.

## **15 CHAIN GUARDS**

- 1 If the primary transmission is exposed, it must be fitted with a guard as a safety measure. The guard must be conceived in such a manner that under no circumstances can the rider or passenger come into accidental contact with the transmission parts. It must be designed to protect against finger injury. On "Off-road" and "Sprint" machines, a guard must be fitted to the counter shaft (gearbox) sprocket. Individual disciplines may require additional protection for rider and passenger, any additional protection must comply with FIM rules and will appear in the discipline standing regulations.

## **16 EXHAUST SOUND CONTROL**

- 1 The ACU will stipulate and may from time to time vary maximum sound levels permitted for machines used in the various sporting disciplines, also the conditions and method of sound testing to be used. Engine stroke in millimetres must be permanently and prominently displayed on the crankcase for use in sound control calculations.
- 2 The Clerk of the Course may, at his own discretion or on the advice of a Sound Control Inspector, exclude any vehicle deemed to be excessively noisy. Other penalties may be imposed by the relevant National Sporting Committee.

**17 GENERAL**

- 1 It is the responsibility of the rider to ensure a machine and equipment used in competition is mechanically and structurally in a safe condition and fit for the intended purpose. When due to the nature of the competition the machine is ridden on the Public Highway, it is also the responsibility of the rider to ensure compliance with all Road Traffic Act(s) requirements.



# section five

**RULES OF THE UNION**

# Rules of the Union

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# THE AUTO-CYCLE UNION (ACU) LIMITED RULES AND BYE-LAWS JANUARY 2010

**Made by the Board of the ACU Ltd pursuant to Article 51 of the Articles of Association**

## **A THE ACU NATIONAL COUNCIL**

- 1 The National Council is the representative body of Centres of the ACU Ltd, SACU and the Non-Territorial Board. The Composition shall be; one voting delegate from each Centre and SACU and two voting delegates from the Non-Territorial Board. A non-voting understudy may be appointed for each of the above votes. The Board of Directors shall ordinarily attend the National Council but have no voting rights. Sport Committee Chairmen may exceptionally be represented by their Deputy Chairman.
- 2 The National Council will form part of the consultation process of the policy of the ACU Ltd.

## **3 THE AUTHORITY OF THE ACU NATIONAL COUNCIL**

- 1 The Board of Directors shall consult the National Council prior to amending, rescinding or adding to the Rules. The National Council in conjunction with the Board of Directors shall be the authority as to the interpretation of these Rules. Any voting at National Council shall require a majority of two thirds of those present and voting except where otherwise provided for in these Rules and the Articles of Association of the Auto-Cycle Union Limited.
- 2 Rule changes shall come into effect immediately unless otherwise stated, with such changes occurring as necessary throughout the year.
- 3 Have the authority to make such standing orders for the conduct of its business and such regulations or bye-laws for the encouragement and control of the local Centres and the Non-Territorial Board as it may think fit.

## **4 MEMBERSHIP OF THE ACU NATIONAL COUNCIL**

- 1 The Chairman of the Board of Directors shall also be the Chairman of the National Council and such individual shall also be known as 'Chairman of the ACU' or 'Chairman of the ACU Ltd' or 'Chairman of the Union'.
- 2 The Board of each local Centre/SACU shall appoint one delegate, the Non-Territorial Board shall appoint two delegates of the ACU National Council who unless otherwise made ineligible shall remain in office for a minimum period of one year and a maximum period of three years. The individuals shall be eligible for re-appointment subject to Rule L.
- 3 To be eligible for appointment as a delegate of the ACU National Council an individual shall be an individual subscribed member of an ACU Affiliated Club and remain so throughout office.
- 4 Any delegate of the ACU National Council who is not able to attend any meeting of the Council may be represented by a formally nominated alternate.
- 5 Delegates of the ACU National Council shall not be eligible to be members of any Sport Committee.
- 6 Unless attending in another capacity the Chairmen of the Advisory Panels may attend ACU National Council by invitation. They shall have no voting rights.
- 7 Any delegate of the ACU National Council may be suspended for a specified period, or be disqualified from being a delegate to the ACU National Council by resolution of the ACU National Council of which due notice has been given and for which a two-thirds majority is obtained. Any delegate so suspended or disqualified shall thereby forfeit his or her position as a delegate to the ACU National Council (and of any Committee or Sub-Committee of which he or she is a member and, where specifically agreed by the ACU National Council, all rights and privileges of affiliated membership for the period of the suspension, or in the case of disqualification, permanently. In the case of suspension or disqualification the appointing local Centre/SACU/NTB will be invited to make an interim appointment to hold office for the remainder of the term of the removed delegate.

**5 NOTICE OF MEETINGS**

- 1 Notice of motion for debate at any meeting of the ACU National Council may be proposed, on behalf of his or her appointing body, by any delegate to the ACU National Council, or by the Board of Directors, or any Sport Committee or Advisory Panel. Such notices of motion must be received by the General Secretary not later than 21 clear days prior to the date of the meeting.
- 2 Due and adequate notice (with Agenda) with all meetings of the ACU National Council or Committees stating the date, time and place shall be circulated by the General Secretary of ACU Ltd to all persons entitled to such notice. Generally seven clear days notice will be deemed to be adequate for meetings of Committees but fourteen clear days notice of meetings of the ACU National Council should be given subject to the Company's Articles of Association article 9.

**6 ELECTION PROCEDURE – NATIONAL COUNCIL (OFF ROAD ACTIVITY)**

- 1 Independent tellers shall be appointed by the National Council to supervise the running of the elections and to count the ballot papers.
- 2 Voting shall be by identified ballot paper, with ballot papers identifying the voting member by the Centre/SACU/NTB number that has appointed them. All votes will be recorded in the minutes of the meeting identifying the Centre SACU/NTB and the way in which their vote was cast.
- 3 Ballot papers shall only be deemed valid if they contain the required number of votes, be they in favour of candidate(s) or abstention(s).
- 4 Abstentions will form part of the calculation and count towards the total votes cast. For each ballot, the member will cast a total of votes equivalent to the number of vacancies to be filled in that round of the ballot. The member when voting, may express a vote in favour of a candidate or candidates or express a vote or votes of abstention. The number of votes cast per ballot shall equal the number of vacancies. Ballot papers not having the corresponding number of votes shall be deemed spoilt and not count towards the calculation of the vote for that round.
- 5 To be elected, a candidate needs an absolute majority of the votes cast (50% of the votes cast + 1, rounded up to the next highest whole number). If there are less vacancies to be filled than there are elected candidates, the posts shall be filled by those candidates having received the highest number of votes.
- 6 If all the vacancies have not been filled after the first round of voting, the following procedure shall apply:
  - If the number of remaining candidates is higher than the number of vacant position(s) after the first round, the number of candidates allowed to participate in the second round shall be selected according to the highest number of votes they have obtained and by applying the following formula: number of vacant position(s) plus one/or more in the case of a tie).
  - If the number of candidates is equal or less than the vacant positions after the first round, all candidates shall take part in the second round.
- 7 In both cases, only the candidate(s) who has/have obtained the absolute majority (50% of the votes cast + 1 vote, rounded up to the highest high number) shall be elected. If there are less vacancies to be filled than there are elected candidates, the posts shall be filled by those candidates having received the highest number of votes.
- 8 There shall be no third round of voting and the remaining position(s) shall remain vacant.
- 9 Any position which fell vacant before a period of office has ended or which remained vacant from a previous election shall be filled at the following meeting of the National Council. A position prematurely vacated shall be filled for the remainder of the period of office.
- 10 If posts with different periods of office are to be filled, the allocation of posts shall be in descending order of votes received.

**7 ELECTION PROCEDURE – (ROAD RACE COMMITTEE)**

- 1 The election procedure for candidates nominated for the Road Race Committee can be found at Section C.3.1.5 to C.3.1.9.

## **B** THE GROUPS OF THE AUTO-CYCLE UNION LIMITED

The following rules govern the formation and running of the Local Centres.

- 1 There shall be Local Centres, comprising all Affiliated Local Motorcycle Clubs (i.e. Clubs that have signed an Affiliation Agreement) in the British Isles excluding Ireland, subject to any agreements in force from time to time.
- 2 The Board shall define the area of each territorial district, which shall be called a "Local Centre", and which shall be constituted as set out in this Rule.
- 3 Each Local Centre must adopt and abide by Local Centre Bye-Laws drafted in accordance with the model Local Centre Bye-Laws which are a supplement to these Rules and Bye-laws. The model Bye-Laws may be amended to suit Local Centre needs, but as amended may not contravene nor conflict with any part of these Rules and Bye-laws unless formally presented to, and agreed by, the Board.
- 4 Any Local Motorcycle Club, Association, Institution or other local body or section of such local body connected with the sporting, recreational or leisure activity of motorcycling shall, through the appropriate Local Centre of the ACU Ltd, be eligible for affiliation to the ACU Ltd under a standard form of agreement (as amended from time to time).
- 5 An application by a Local Motorcycle Club for affiliation to the ACU Ltd shall be submitted to the Board for approval, and shall indicate whether or not it is supported by the Local Centre within which the Headquarters of the Club is situated (together with reasons if not). If not so supported, the application shall be referred by the Board to the National Council at the next general meeting of the ACU Ltd, and the National Council shall determine the application by ordinary resolution.
- 6 A change of name of an Affiliated Motorcycle Club shall be subject to approval as in paragraph (5) above.
- 7 Clubs, the headquarters of which are within 10 miles of the boundary of a Local Centre, shall have the option of affiliating to either the Centre in which their headquarters are situated, or an adjacent Local Centre.
- 8 No Affiliated Local Motorcycle Club shall be entitled to transfer its affiliation from one Centre to another by reason of a change of position of its headquarters. Any Affiliated Local Motorcycle Club so situated and having exercised such option shall not withdraw its affiliation from a Local Centre without having made written application to the ACU Ltd for permission to transfer its affiliation and obtained consent thereto. All applications for the transfer of an Affiliated Local Motorcycle Club from one Local Centre to another shall be approved by ordinary resolution of the National Council in general meeting.
- 9 A Local Centre may form Groups, for the encouragement of local competitions. An Affiliated Local Motorcycle Club may belong to more than one Group, provided that the Groups concerned are not formed for the same purpose.
- 10 The objectives of Local Centres shall be to:
  1. Foster and encourage the sport of motorcycling within its district, and carry out such administration as may be required by ACU Ltd from time to time;
  2. Safeguard the rights and privileges of members of Affiliated Local Motorcycle Clubs within its district by watching the action of bodies whose policies may affect the interests of the sport, by representing the ACU Ltd at any local conference or meeting in which motorcyclists are interested, and by reporting to the ACU Ltd any matter not conducive to the welfare of the sport and pastime of motorcycling in general. Such representation shall be delivered by the Chairman and/or Secretary, or their nominee.
  3. Assist Affiliated Local Clubs in their district in the holding of competitions and other events, to promote inter-club and inter-centre competitions and to co-operate with the ACU Ltd in the administration of the National Sporting Code at any competition held within its district.

**LOCAL CENTRE MODEL BYE-LAWS**

- 11 Subject to article 10 of the Local Centre Model Bye-Laws a Local Centre shall function in accordance with the Local Centre Model Bye-Laws as annexed to these Rules and Bye-laws. A Local Centre may adopt such additional Local Bye-Laws as may be considered necessary. Such additional Bye-Laws shall be submitted to the Board, and the Board shall have the authority to veto any decision or proposed action of a Local Centre which is considered by the Board to be detrimental to the interests of the ACU Ltd or the sport and recreation of motorcycling, and nothing shall be done by a Local Centre which is contrary to the Rules and Bye-laws of the ACU Ltd at the time in force.

**NON-TERRITORIAL CLUBS**

- 12 A Non-Territorial Club is a Club, Association, Institution or other body or section of such body connected with sporting, recreational and leisure activities having objectives, activities and membership which does not restrict it to Local Centre membership, and having headquarters in the British Isles excluding Ireland and having a minimum membership of at least 100 persons, which, subject to approval of the Board, shall be eligible for direct affiliation to the ACU Ltd.
- 13 Each Non-Territorial Club shall be represented at the Non-Territorial Board as follows: one delegate for club membership in excess of one hundred members; two delegates for clubs with over five hundred members. Such delegates shall be appointed annually by their Club.

**ACU REGIONS**

- 14 ACU Regions may, as determined by the Board, comprise groupings of Local Centres, and parts of Local Centres and Non-Territorial Clubs reflecting the structure of the UK, English, Welsh and Scottish Sports Councils, or such successors carrying on the functions of those agencies from time to time.
- 15 Non-Territorial Clubs, which have activities within any ACU region, shall have the right to be consulted, to attend and speak at meetings within that region, without voting authority.
- 16 Non-Territorial Clubs shall together comprise the ACU Non-Territorial Regional Board.

**RECOGNISED ASSOCIATIONS**

- 17 A Recognised Association shall be any organisation or body (not being an Affiliated Club) which on application and payment of an annual subscription shall be recognised by the Board as having an interest in motorcycle sport and recreation, and which is considered not to be in conflict with the interests of the ACU Ltd.
- 18 Recognised Associations shall be entitled to receive annual and periodical publications, to attend without voting authority and speak at the Non-Territorial Board, and to attend seminars and other meetings by invitation for which a fee may be charged.

**AFFILIATED MEMBER**

- 19 An Affiliated Member is an individual who is a fully paid up member of one or more Clubs affiliated to the ACU. Such an individual shall be eligible to take part as an official of the ACU or as a Competitor in any competition organised under this National Sporting Code provided he holds a current Competition Licence/Trials Registration, and meets any other eligibility requirement specified in the National Sporting code, its Appendices or Event Regulations. Competition Licence holders in all disciplines will be deemed eligible also to ride in Trials. Without prejudice to any other rights, Affiliated Membership may be refused or may be withdrawn at any time by the Board with the right of appeal to the National Council. All Applications for Competition membership are subject to the approval of the Board of Directors of ACU.

**ASSOCIATE MEMBERS**

- 20 An individual who is not a member of an Affiliated Club and is not a competitor in any ACU Ltd competition for which a Competition Licence is required, nor acts as an Executive or administrative official at any ACU Ltd competition is eligible to participate in the ACU Ltd Member Benefits Scheme but shall not be eligible to play any part in the democratic structure of the ACU Ltd. Without prejudice to any other rights, Associate Membership may be refused, or may be withdrawn, at any time by the Board with a right of appeal to the National Council. See Rule I (2).

**HONORARY MEMBERS OF THE UNION**

- 21 Honorary Members of the Union shall be persons who have distinguished themselves in promoting the cause of motorcycling, or who have rendered conspicuous services to the ACU Ltd, and may include representatives of foreign motorcycling associations.
- 22 Nominations for Honorary Membership of the Union must be made in writing and may be made by Affiliated Local Motorcycle Clubs (endorsed by Local Centres) Local Centres/SACU and Non-Territorial Clubs not later than 31st August each year.
- 23 Honorary Membership of the Union shall be subject to confirmation by the National Council.
- 24 Subsequent to his appointment as an Honorary Member of the Union, notwithstanding that he may not be a Member, shall be entitled to attend all National Council meetings and speak when invited to do so by the Chairman. There shall be no right to vote.

**HONORARY MEMBERS OF THE BOARD OF DIRECTORS, SPORT COMMITTEES & PANELS**

- 25 On a proposal from the Board of Directors and in recognition of services rendered, the National Council may bestow the title of Honorary Member upon individuals who have occupied a position within the ACU. The title of Honorary Member must be connected with the position held in the ACU body in which their services were rendered.
- 26 Honorary Members appointed to the Board of Directors under this Article may attend the meetings of the Board of Directors and the National Council. They do not however have the right to vote and are not eligible to be appointed to any elected position.
- 27 Honorary members appointed to the Sport Committees and Panels under this Article may attend the meetings of the Sport Committee or Panel for which they have received the title of Honorary Member. They do not however have the right to vote and are not eligible to be appointed to any elected position within the body concerned.
- 28 Honorary Members may have their appointment terminated at any time on a proposal of the Board of Directors to the National Council which secures a vote of simple majority.

**C SPORT COMMITTEES AND ADVISORY PANELS**

- 1 There shall be the following Sport Committees and Advisory Panels:
1. Road Race Drag and Sprint
  2. Motocross
  3. Trials and Enduro
  4. Track Racing
  5. Technical Panel
  6. Sustainable Event Management Panel
  7. Medical Panel
  8. Panel of Adjudicators
  9. any other Sport Committee and/or Advisory Panels approved by the Board from time to time. The quorum of each Sport Committee and Service Panel shall be 50% of its membership from time to time.
- 2 Members of any Committee are eligible to stand for re-election subject to the provisions of Rule L. Except for the Committee Chairmen who becomes a Director by right, no other Director

may be elected to a Sport Committee, nor any Committee Member become a Director.

### 3 ROAD RACE DRAG & SPRINT COMMITTEE

1 **Terms of Reference.** The Road Race Drag & Sprint Committee shall be responsible for the regulation and development of Road Race, Drag & Sprint and shall consist of:

1. Three persons elected by the Road Race Committee meeting in open session.
  1. One person to be elected each year to serve for three years from the 1st January following the election.
2. Nominations for membership of the Road Race Committee may be made by Affiliated Local Motorcycle Clubs (endorsed by Local Centres), Local Centres/SACU and Non-Territorial Clubs. These nominations must be in writing and must reach the General Secretary of ACU Ltd not later than 31st August in each Year, subject to the following provisions.
  1. Nominations submitted by Affiliated Local Motorcycle Clubs must be endorsed only by either the Centre Chairman or Centre Secretary.
  2. Nominations submitted by a Non-Territorial Club must be endorsed only by either the Non-Territorial Board Chairman or Secretary.
  3. Nominations are to be sent by Special Delivery and marked for the attention of the General Secretary, ACU House, Wood Street, Rugby, Warks CV21 2YX. Nominations must be sent in good time so as to reach the General Secretary by 31st August in each year. Any nominations received after this date will not be accepted.
  4. A nomination received by any other means such as email and/or fax will not be accepted.
  5. The General Secretary shall thereafter, at the earliest possible time, circulate a list of the names of such nominees to all Road Race Clubs having held a Permit and organized an event in the discipline covered by the Committee in either the previous or current year.
  6. The election will take place at an open meeting of the Committee to be held in November each year, supervised by either the General Secretary, a Director of the Company or a National Council delegate.
  7. To be successful a candidate must secure a simple majority of the votes cast.
  8. Voting will be limited to representatives of Clubs or Bodies having held a Permit and organised an event in the discipline covered by the Committee in either the previous or current year. Such representatives will each receive one vote (Proxy voting is permitted).
  9. In the event of a tie a second ballot will be conducted in which only the two candidates receiving the greatest number of votes will take part. There will be no third ballot. In the event that there is no successful candidate after the second ballot a further election will take place at the next meeting of the Committee.
  10. The number of votes cast for each candidate will be recorded in the minutes.
3. Two persons nominated and appointed by the Non-Territorial Board (NTB);
4. One person nominated and appointed by the Road Race Group of the Motorcycle Industry Association (MCI);
5. One person nominated and appointed by the Motorcycle Racing Control Board Ltd (MCRCB);
6. One person nominated by the Association of Motor Racing Circuit Owners (AMRCO);
7. One person nominated and appointed by the Motorcycle Promoters Committee (MRPC);
8. Each of the members appointed by AMRCO, MCI, MCRCB and MRPC shall be funded by his or her appointing body. Their appointments must be notified in writing to the General Secretary of the ACU Ltd. The General Secretary shall thereafter circulate the names of appointees to all members of the National Council and Secretaries of Local



Centres, for information. The appointed members will hold office until replaced by the appointing body by notice in writing at any time to the General Secretary of the ACU Ltd.

9. The five Committee members elected or appointed by the NTB under this rule (3.1.1.1 and 3.1.2.1) shall have the right to appoint a Chairman from among such five members. A Deputy Chairman shall then be appointed by the Committee as a whole from among the remaining eight members of the Committee. Otherwise the general rules governing appointments of the Sport Chairmen at rules (7) to (9) (inclusive) shall govern their appointments. The Deputy Chairman may only act as Chairman on a temporary basis.

10. The term of office for elected members shall be a maximum of three years. A candidate may stand for re-election and subject to securing a simple majority may stand unopposed.

**4 MOTOCROSS COMMITTEE**

- 1 **Terms of Reference.** The Motocross Committee shall be responsible for the regulation and development of Motocross and shall consist of:
  1. Six persons elected by the National Council.
  2. Two persons appointed by the Directors following nomination by the Motocross Committee to represent Youth sport.
- 2 The election of persons to fill the annual vacancies on the Motocross Committee shall take place at a general meeting of the National Council in any Year, and appointees shall assume office on 1st January of the following Year. Retiring members shall do so on the preceding 31st December. Should vacancies become available, elections can take place at any National Council meeting.
- 3 Nominations for membership of the Motocross Committee may be made by Affiliated Local Motorcycle Clubs (endorsed by Local Centres), Local Centres/SACU and Non-Territorial Clubs. These nominations must be in writing and must reach the General Secretary of ACU Ltd not later than 31st August in each Year, subject to the following provisions:
  1. Nominations submitted by Affiliated Local Motorcycle Clubs must be endorsed only by either the Centre Chairman or Centre Secretary.
  2. Nominations submitted by a Non-Territorial Club must be endorsed only by either the Non-Territorial Board Chairman or Secretary.
  3. Nominations are to be sent by Special Delivery and marked for the attention of the General Secretary, ACU House, Wood Street, Rugby, Warks, CV21 2YX. Nominations must be sent in good time so as to reach the General Secretary by 31st August in each year. Any nominations received after this date will not be accepted.
  4. A nomination received by any other means such as email and/or fax will not be accepted.
- 4 The General Secretary shall thereafter, at the earliest possible time, circulate a list of the names of such nominees to all Members of the National Council and to Centre Secretaries/SACU.
- 5 The six Committee members elected by the National Council shall have the right to appoint a Chairman from among such six elected members. A Deputy Chairman shall then be elected by the Committee from among the remaining five members of the Committee. Otherwise the general rules governing appointments of the Sport Chairmen at Rules C (7) to (9) (inclusive) shall govern their appointments. The Deputy Chairman may only act as Chairman on a temporary basis.
- 6 The term of office for the six elected members shall be for a maximum period of three years commencing on the 1st January in any year following appointment. A candidate may stand for re-election by submitting his nomination in accordance with Rule C.4.3 and subject to securing the requisite number of votes may stand unopposed. Retiring members shall be eligible for re-election subject to Rule L.
- 7 The two members appointed by the Directors, shall be for a period of one year only and shall have voting rights.
- 8 The Motocross Committee may also invite person(s) with specialist knowledge to attend any

meeting of the Committee, but such person(s) shall not have voting rights.

- 9 A member of the Motocross Committee may not serve on any other discipline Committee or on the Board of Directors subject to the provisions of Rule E.1.
- 10 A sub-committee of four members will be responsible for the management and organisation of the British Youth Motocross Championships, youth training and development and to incorporate the management and organisation of youth international events and representative teams. The sub committee may also invite person(s) with specialist knowledge to attend any meeting of the Committee, but such person(s) shall not have voting rights.
1. Two members of the sub-committee will be the members nominated to the Motocross Committee, and the two other persons will be appointed by the Motocross Committee. The two members appointed by the Motocross Committee shall be for a period of one year only and shall have voting rights.
  2. The Chairman of the sub-committee will be a member of the Motocross Committee. The Vice Chairman of the sub-committee will be selected from the remaining three appointed sub-committee members.

## 5 TRIALS AND ENDURO COMMITTEE

- 1 **Terms of Reference.** The Trials and Enduro Committee shall be responsible for the regulation and development of the Trials and Enduro disciplines and shall consist of eight persons elected by the National Council.
- 2 The appointment of persons to fill the annual vacancies on the Trials & Enduro Committee shall take place at a general meeting of the National Council in any Year, and appointees shall assume office on 1st January of the following Year. Retiring members shall do so on the preceding 31st December. Should vacancies become available, elections can take place at any National Council meeting.
- 3 Nominations for membership of the Trials & Enduro Committees may be made by Affiliated Local Motorcycle Clubs (endorsed by Local Centres), Local Centres/SACU and Non-Territorial Clubs. These nominations must be in writing and must reach the General Secretary of ACU Ltd not later than 31st August in each Year, subject to the following provisions:
1. Nominations submitted by Affiliated Local Motorcycle Clubs must be endorsed only by either the Centre Chairman or Centre Secretary.
  2. Nominations submitted by a Non-Territorial Club must be endorsed only by either the Non-Territorial Board Chairman or Secretary.
  3. Nominations are to be sent by Special Delivery and marked for the attention of the General Secretary, ACU House, Wood Street, Rugby, Warks, CV21 2YX. Nominations must be sent in good time so as to reach the General Secretary by 31st August in each year. Any nominations received after this date will not be accepted.
  4. A nomination received by any other means such as email and/or fax will not be accepted.
- 4 The General Secretary shall thereafter, at the earliest possible time, circulate a list of the names of such nominees to all Members of the National Council and to Centre Secretaries/SACU.
- 5 The Committee members shall have the right to appoint a Chairman and Deputy Chairman from among such eight elected members. Otherwise the general rules governing appointments of the Sport Committee Chairmen at Rules C (7) to (9) (inclusive) shall govern their appointments. The Deputy Chairman may only act as Chairman on a temporary basis.
- 6 The term of office for each of the eight elected Members shall be for a maximum period of three years commencing from the 1st January in any year following appointment. A candidate may stand for re-election by submitting his nomination in accordance with Rule C.5.3 and subject to securing the requisite number of votes may stand unopposed. Retiring members shall be eligible for re-election subject to Rule L.
- 7 The Trials & Enduro Committee may also invite person(s) with specialist knowledge to attend any meeting of the Committee, but such person(s) shall not have voting rights.

- 8 A member of the Trials & Enduro Committee may not serve on any other discipline Committee or on the Board of Directors subject to the provisions of Rule E.1.

## 6 TRACK RACING COMMITTEE

- 1 **Terms of Reference.** The Track Racing Committee shall be responsible for the regulation and development of Track Racing and shall consist of six persons elected by the National Council.
- 2 The appointment of persons to fill the annual vacancies on the Track Racing Committee shall take place at a general meeting of the National Council in any Year, and appointees shall assume office on 1st January of the following Year. Retiring members shall do so on the preceding 31st December. Should vacancies become available, elections can take place at any National Council meeting.
- 3 Nominations for membership of the Track Racing Committee may be made by Affiliated Local Motorcycle Clubs (endorsed by Local Centres), Local Centres/SACU and Non-Territorial Clubs. These nominations must be in writing and must reach the General Secretary of ACU Ltd not later than 31st August in each Year, subject to the following provisions:
1. Nominations submitted by Affiliated Local Motorcycle Clubs must be endorsed only by either the Centre Chairman or Centre Secretary.
  2. Nominations submitted by a Non-Territorial Club must be endorsed only by either the Non-Territorial Board Chairman or Club Secretary.
  3. Nominations are to be sent by Special Delivery and marked for the attention of the General Secretary, ACU House, Wood Street, Rugby, Warks CV21 2YX. Nominations must be sent in good time so as to reach the General Secretary by 31st August in each year. Any nominations received after this date will not be accepted.
  4. A nomination received by any other means such as email and/or fax will not be accepted.
- 4 The General Secretary shall thereafter, at the earliest possible time, circulate a list of the names of such nominees to all Members of the National Council and to Centre Secretaries/SACU.
- 5 The Committee members shall have the right to appoint a Chairman and Deputy Chairman from among such six elected members. Otherwise the general rules governing appointments of the Sport Committee Chairmen at Rules C (7) to (9) (inclusive) shall govern their appointments. The Deputy Chairman may only act as Chairman on a temporary basis.
- 6 The term of office for each of the six elected Members shall be for a maximum period of three years commencing from the 1st January in any year following appointment. A candidate may stand for re-election by submitting his nomination in accordance with Rule C.6.3 and subject to securing the requisite number of votes may stand unopposed. Retiring members shall be eligible for re-election subject to Rule L.
- 7 The Track Racing Committee may also invite person(s) with specialist knowledge to attend any meeting of the Committee, but such person(s) shall not have voting rights.
- 8 A member of the Track Racing Committee may not serve on any other discipline Committee or on the Board of Directors subject to the provisions of Rule E.1.

## CHAIRMEN AND DEPUTY CHAIRMEN OF SPORT COMMITTEES

- 7 Subject to the provisions concerning Road Race, Drag and Sprint Committee, each Sport Committee shall appoint from amongst its members a Chairman and a Deputy Chairman.
- 8 The appointment of Sport Committee Chairman and Deputy Chairman shall be presided over by a Director who shall have the casting vote. The term of office shall be for a maximum of three years dependant upon the expired period of his mandate from the National Council to serve as a Committee Member. A retiring Chairman or Deputy Chairman may stand for re-election.
- 9 A proposal to remove a Chairman of a Sport Committee from office as chairman shall be tabled only if approved by two-thirds or more of all the Committee, and shall only be carried with a majority of two thirds of all those present and voting.

**FREQUENCY OF SPORT COMMITTEE MEETINGS**

- 10 Each Sport Committee shall meet at least four times a year and whenever summoned by the Chairman, or on requisition being made by one third or more of its members.

**ADVISORY PANELS**

- 11 The Advisory Panels shall be responsible for providing specialist advice and support to the ACU Ltd and the Sport Committees but shall not hold executive powers.
- 12 The Technical Panel shall consist of a Chairman appointed by the Board of Directors for confirmation by the National Council. Members of the Panel will be recommended by the Sport Committees for appointment by the Board of Directors. Selection will be based upon individuals possessing the appropriate skills, competencies and experience in their field. Other persons with relevant specialist knowledge pertinent to that agenda shall be invited by the Panel Chairman from time to time. From time to time the Chairman shall assemble a team of no more than four for the purposes of ACU helmet approval.
- 13 The Training & Development and Sustainable Event Management Panels shall consist of:
1. one member appointed by each Sport Committee;
  2. other specialist members who may be appointed by the National Council; and
  3. other persons with relevant specialist knowledge pertinent to that agenda may be invited by the Panel Chairman from time to time.
- 14 The Medical Advisory Panel shall consist of a Chairman appointed by the National Council (who need not be a medical doctor) and a number of qualified doctors, or suitably qualified medical personnel, appointed by the National Council in consultation with the Chairman of the Medical Panel and the Chairmen of the Sport Committees.
- 15 The Panel of Adjudicators shall function in accordance with the ACU Ltd's National Sporting Code.

**CHAIRMAN OF ADVISORY PANELS**

- 16 The Board of Directors shall appoint a Chairman for each Advisory Panel for confirmation by the National Council. The term of office shall be for a maximum period of three years commencing on the 1st January in any year following appointment.

**FREQUENCY OF ADVISORY PANEL MEETINGS**

- 17 Each Advisory Panel shall meet whenever summoned by the Advisory Panel Chairman, or Chief Executive (or his equivalent) or on requisition being made by one third or more of its members.

**ABSENTEES**

- 18 Any member who is absent from three consecutive meetings of any Sport Committee, or Sub-Committee or Advisory Panel meeting to which he is an appointed member without reasonable cause accepted by the appointing body shall forfeit his membership of that Sporting Committee, Advisory Panel or Sub-Committee, as the case may be.

**D SUB-COMMITTEES**

- 1 Each Sport Committee may appoint one or more sub-Committees and may with the prior approval of the Board delegate to them such powers as it may think fit. The members of such sub-Committees may include persons who are not Members of the ACU Ltd but who possess relevant specific skills, knowledge and expertise.
- 2 Sub-committees shall report to their appointing Sport Committee, and their decisions shall be subject to confirmation by that Committee. The appointing Sport Committee shall also appoint a sub-committee Chairman. The Chairman of the appointing Committee shall be eligible to attend any meeting of the sub-Committee without voting rights.

## E BOARD OF DIRECTORS

- 1 The composition of the Board will be; the Sport Committee Chairmen who become Directors as a result of their election to be Committee Chairmen, their Directorships lasting for the duration of their mandate as Committee Chairmen. Six Directors elected from across the membership. A Financial Director appointed by the Board. The Chairman and Deputy Chairman of the Board will be elected from the members of the Board. Each Director will have an equal vote. The Chairman will be entitled to vote and will also hold the 'casting vote' where necessary. The appointments of Chairman and Deputy Chairman may be any one of the Directors except the Financial Director.
  1. The appointment of persons to fill the annual vacancies on the Board of Directors shall take place at a general meeting of the National Council in any Year, and appointees shall assume office on 1st January of the following year. Retiring members shall do so on the preceding 31st December. Should vacancies become available elections can take place at any National Council meeting.
  2. Nominations for membership of the Board of Directors may be made by Affiliated Local Motorcycle Clubs (endorsed by Local Centres), Local Centres/SACU and Non-Territorial Clubs. These nominations must be in writing and must reach the General Secretary of ACU Ltd not later than 31st August in each year, subject to the following provisions:
    1. Nominations submitted by Affiliated Local Motorcycle Clubs must be endorsed only by either the Centre Chairman or Centre Secretary.
    2. Nominations submitted by a Non-Territorial Club must be endorsed only by either the Non-Territorial Board Chairman or Club Secretary.
    3. Nominations are to be sent by Special Delivery and marked for the attention of the General Secretary, ACU House, Wood Street, Rugby, Warks CV21 2YX. Nominations must be sent in good time so as to reach the General Secretary by 31st August in each year. Any nominations received after this date will not be accepted.
    4. A nomination received by any other means such as email and/or fax will not be accepted.
  3. The General Secretary shall thereafter, at the earliest possible time, circulate a list of the names of such nominees to all Members of the National Council and to Centre Secretaries/SACU.
  4. The Directors of the Board shall have the right to appoint a Chairman and Deputy Chairman from among such ten elected/appointed members. Otherwise the general rules governing appointments of the Sport Committee Chairmen at Rules C (7) to (9) (inclusive) shall govern their appointments. The Deputy Chairman may only act as Chairman on a temporary basis.
  5. The term of office for each of the ten elected/appointed Members shall be for a maximum period of three years commencing from the 1st January in any year following appointment. A candidate may stand for re-election by submitting his nomination in accordance with Rule E (2) and subject to securing the requisite number of votes may stand unopposed. Retiring members shall be eligible for re-election subject to Rule L.
- 2 In addition to the customary roles and responsibilities of a Company's Board of Directors, the Board shall be responsible for the formulation of strategy relating to motorcycle sporting, recreational and leisure activity and the subsequent production of policy and procedure.
- 3 The Board shall co-ordinate and monitor the implementation of those policies and procedures by the relevant Committee/s and/or Panel/s. It will achieve this by:
  1. Controlling the national activity of motorcycling in accordance with the Rules of the ACU Ltd and the National Sporting Code.
  2. Exercising authority to formulate strategy and policy for the development and management of sporting disciplines.
  3. Producing the vision, aims and mission statements of the ACU Ltd.
  4. Preparing annual and longer term budget submissions for the governance and development

of motorcycle sporting, recreational and leisure activity.

5. Setting up and managing working groups and sub-committees as appropriate from time to time.
6. Prioritising the sporting, recreational and leisure activity funded centrally by the ACU Ltd.
- 4 The Board shall receive the recommendations of the various Sport Committees and Panels regarding representatives/delegates of the ACU Ltd to the European Motorcycle Union (UEM) and the International Federation of Motorcycling (FIM). The Board shall then submit such nominations, if supported, to the National Council for ratification.
- 5 In accordance with Rule I (2) the Board may suspend any UEM or FIM delegate with the right of Appeal to the National Council, or if ratified by National Council, to the Panel of Adjudicators.
- 6 The Board shall receive the recommendations of the various Sport Committees and Panels regarding changes to the National Sporting Code, Rules of the ACU Ltd and all other parts of the annual Handbook. If supported the Board shall then consult the National Council giving reasonable notice for such consultation prior to the Rules being adopted.

## F INTERESTS

The provisions of Articles 46 and 47 of the Articles of Association of the ACU Ltd shall be deemed to apply, mutatis mutandis, to members of any Committee, sub-Committee, and advisory panel as they apply to Directors of ACU Ltd.

## G FINANCES

- 1 The ACU Ltd's financial year shall commence on 1st January.
- 2 Each Group shall be responsible for its own finances and shall be accountable to the Board.
- 3 The ACU Ltd shall maintain a bank account with a United Kingdom clearing bank approved by the Board.
- 4 Cheques drawn on the ACU Ltd's accounts may be signed by any one of the Financial Director, the Financial Controller, the Chief Executive (or his nominated deputy) or the Chairman, save that cheques in excess of £5,000 must be signed by any two of them.
- 5 The Financial Director shall obtain prior approval of the Board before authorising anything other than minor changes in the Society's investments.
- 6 The Financial Director shall present the accounts together with supporting documentation to the ACU Ltd's Auditor.
- 7 The Financial Director shall present a written summary of the ACU Ltd's financial situation to each Board meeting.

## H SUBSCRIPTIONS

- 1 Affiliated Local Motorcycle Clubs, Non-Territorial Clubs, Associate Members, and Recognised Associations ("individually known as "Group" and collectively as "Groups") shall each pay to the ACU Ltd an annual subscription of such sum as shall be recommended by the Board of Directors and confirmed by a simple majority of Members present and entitled to vote at a General Meeting of the ACU Ltd. This will result in abstentions being included in the calculation.
- 2 The annual subscription shall be payable on affiliation to the ACU Ltd on signature of the Affiliation Agreement and thereafter on the first day of January in each year ("the Renewal Date").
- 3 Any Group that has not paid its subscription fee by 1st March following the Renewal Date shall be notified in writing that its Membership will be suspended immediately unless payment is received by 31st March in the same Year. Should the subscription fee remain unpaid, such Group shall be suspended until the subscription is paid.
- 4 Liability for payment of the subscription shall remain enforceable as a debt against the Group

until such time as the ACU Ltd, in its sole discretion, gives notice of cancellation of membership to the Group.

- 5 The annual subscription fee shall be set at a rate which will produce an income appropriate for maintaining the activities of the ACU Ltd as a whole and ensuring its financial independence and shall be calculated according to the total number of enrolled Groups at the date of application. Where the annual subscription fee is to be paid on 1st January, total membership figures from the previous year shall be used to calculate the fee.
- 6 The subscription fee to be paid by each Group shall comprise the following:
  - a. an amount to support the ACU Ltd and its activities through the Committees; and
  - b. an amount or amounts to support the Group or Groups to which the particular member belongs.
- 7 The Financial Director shall collect subscriptions and distribute the amounts payable in respect of each Group to the relevant Group Treasurers, and shall retain the remainder in the ACU Ltd account.

## I CESSATION OF MEMBERSHIP

- 1 An Individual Subscribed Member, Associate Member or Honorary Member may resign from the ACU Ltd by notice in writing to the ACU Ltd.
- 2 The Board may suspend any such member whose conduct in its opinion is contrary to the interests of the ACU Ltd, and who fails to comply with the Rules and Bye-Laws. The Board may recommend to the National Council that the suspended member be expelled from the ACU Ltd. No member shall be expelled by the National Council unless and until the individual has been given notice in writing of the resolution to expel the individual and been given an opportunity to make representations orally or in writing to the National Council. No member is to remain under suspension for any period greater than two meetings of the National Council.

## J ACU LTD MOTORCYCLING FORUM

If appropriate, at least once every two years the Members shall convene an open forum, which shall be advisory only, which all Affiliated Clubs shall be eligible to be represented by one delegate, in order to discuss matters of common interest across all activities.

## K SPORT FORUMS

If appropriate, at least once a year each Sport Committee shall convene an open forum, which shall be advisory only, which all Affiliated Clubs shall be eligible to be represented by one delegate, in order to discuss matters of particular interest to each sport.

## L AGE RESTRICTIONS

No person shall be elected as a member of the Board of Directors, National Council, Sport Committees and Panels, after reaching the age of 70. Any person who reaches the age of 70 whilst serving as a member of any of the aforementioned bodies may remain in office until the end of the term of office during which the age of 70 is reached. The maximum period of election or appointment to any office within ACU Ltd shall be three years, with re-election possible subject to the provision of this Rule. The only exception being the Panel of Adjudicators.

## M DEFINITIONS

- 1 Unless otherwise specified, words and expressions defined in the Memorandum and Articles of Association of the ACU Ltd shall have the same meaning in these rules and Bye-Laws.
- 2 "Affiliation Agreement" means a standard form agreement of affiliation to the ACU Ltd (as approved by the Board from time to time); and "Affiliation" and "Affiliated" shall be construed accordingly as referring to a Local Centre Club or the person who has entered into an Affiliation Agreement with the ACU Ltd.

# THE AUTO-CYCLE UNION (ACU) LIMITED MODEL LOCAL CENTRE BYE-LAWS

To be read in association with the Rules and Bye-Laws of the ACU Ltd

## 1 ADMINISTRATION

- 1.1 An Annual Meeting of the Centre shall be held on a date to be fixed by the Centre Board, once in each calendar year. At least 21 days prior to the date of this Annual Meeting the Secretary of the Centre shall send to each Affiliated Local Motorcycle Club in the Centre a preliminary notice of the date of the meeting and a request for the nomination of the following officers for the ensuing year:
  - President
  - Chairman
  - Vice-Chairmen (not more than two)
  - Honorary Treasurer
  - Other officers as necessary
- 1.2 Nominations shall be sent to the Centre Secretary so as to be received not later than 14 days prior to the date of the Annual Meeting. Such nominations shall be set out in the notice convening the Annual Meeting, a copy of which shall be sent to each Affiliated Local Motorcycle Club in the Centre not later than 7 days prior to the date of the meeting.
- 1.3 At the Annual Meeting of the Centre the report of the Board and a report of the Treasurer for the past year shall be presented and the officers for the ensuing year shall be elected from amongst the nominees by a ballot in which each Affiliated Local Motorcycle Club represented at the meeting shall have two votes and an additional vote for every 100 members or part of 100 members above the first 100 members. No nomination shall be placed before the meeting unless written notification of acceptance has been received from the nominee. To arrive at the voting power of the Club the membership of that Club as reported on the previous 31st December shall be taken.
- 1.4 The officers elected hold office for one year and, together with the appointee representing the Local Centre at general meetings of the ACU Ltd, shall form the Emergency Committee of the Centre Board.

## 2 BOARD

- 2.1 The affairs of the Centre shall be managed by a Board composed of the Officers of the Centre and representatives from each Affiliated Local Motorcycle Club and Group in the Centre.
- 2.2 The representatives of the Affiliated Local Motorcycle Clubs shall be elected by their Clubs in the proportion of two members for a Club membership not exceeding 100 and one additional representative for 100 members or part of 100 members above the first 100 members.
- 2.3 The representatives of the Groups shall be appointed by the Affiliated Local Motorcycle Clubs forming a Group and shall not exceed in number one representative for each Group of not more than ten Affiliated Local Motorcycle Clubs and a second representative for any larger Group.
- 2.4 The quorum for a meeting of the Board shall be five, each member shall be entitled to one vote, and in case of an equality of votes, the Chairman shall have a casting vote.

## 3 CHANGE OF REPRESENTATION

An Affiliated Local Motorcycle Club or Group shall have the power to change its representatives on the Board at any time, so long as the number of such representatives does not exceed that to which it is entitled under Article 2.2 or 2.3 of these Bye-Laws such change to take effect on and from the date of receipt of notice by the Secretary of the Centre.

## 4 SUB-COMMITTEES OF THE BOARD

- 4.1 The Board may appoint Sub-Committees, and may delegate to them such powers as it may think fit to prescribe in the terms of reference. Such Sub-Committees may comprise persons



who are not members of the Board or of the Local Centre.

- 4.2 The Sub-Committees shall report to the Board, and their recommendations shall be subject to confirmation by the Board, except in cases where they are given full power to act.
- 4.3 Sub-Committees shall appoint their own Chairmen and Vice-Chairmen. The Chairman and Vice-Chairman of the Board shall be members of every Sub-Committee, except in special cases where the Board may otherwise order.
- 4.4 Additional members may be appointed, or vacancies may be filled on Sub-Committees by the Board.

## **5 EMERGENCY COMMITTEE**

The Emergency Committee as constituted according to 1.4 of these Bye-Laws shall have power to deal with matters of urgency which may arise from time to time, subject always to its proceedings being confirmed at a subsequent meeting of the Board.

## **6 FINANCE**

Subscription fees from the individual Members of Affiliated Local Motorcycle Clubs within a Local Centre (less any amount retained by the ACU headquarters under Rule (B) (20) of the Rules and Bye-laws of the ACU Ltd) and any other income received shall be the property of the Centre, and shall be expended from time to time as the Board deems fit in the furtherance of the objects of the Centre.

## **7 SECRETARY**

- 7.1 At the first meeting of the Board in each year a Secretary shall be appointed, either in an honorary capacity or at such remuneration as may be fixed by the Board. The Secretary shall remain in office until the first meeting of the Board in the succeeding year unless previously released from office by the Board. The duties of the Secretary shall include:
  - a. responsibility for the recording of proceedings of all business transacted at meeting of the Board and Sub-Committees of the Board;
  - b. responsibility for the production of minutes of all meetings and for submitting them for confirmation at the next following meeting of the Board or Sub-Committee as the case may be;
  - c. responsibility for all correspondence in connection with the work of the Centre.
- 7.2 The Treasurer, on the instructions of the Board, shall refund the Secretary's out-of-pocket expenses incurred in attending meetings of the Board or Sub-Committees or Competitions promoted by the Centre, and other out-of-pocket expenses

## **8 MEETINGS**

- 8.1 Meetings of the Board shall be held on such dates at such times and at such venues as the Board decides from time to time.
- 8.2 The Chief Executive of the ACU Ltd, or his deputy, shall have the right to be present at all meetings of the Board or Sub-Committees of the Board, with all privileges of membership other than the right to vote.

## **9 WINDING-UP**

In the event of the Centre becoming wound-up, disbanded or ceasing to exist, all monies and properties of the Centre shall be deemed to be the property of the Affiliated Local Motorcycle Clubs which are members of the Centre at the date on which the Centre is wound up or dissolved or ceases to exist, and shall be used in any manner thought fit by such clubs.

## **10 LIMITED COMPANIES**

Where a Centre is a limited company and where the Memorandum and Articles of Association are inconsistent with these Bye-laws, the Memorandum and Articles shall prevail, reasonably and properly incurred by the Secretary.

# section six

ACU DIRECTORY 2010

**NEW RACE SERIES FOR 2010**

# MICHELIN POWER

- ▶ Two sprint classes: 600cc and 1000cc
- ▶ Six championship weekends
- ▶ Three races per weekend at top UK circuits

Date	Location
April	Snetterton
May	Cadwell Park
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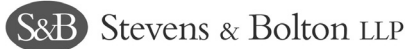
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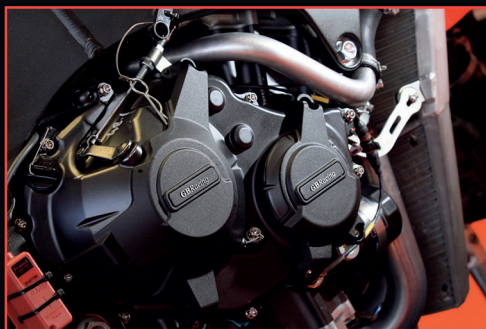
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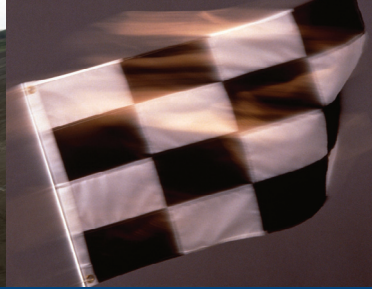
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