

Road Racing

Standing Regulations

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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 Fédération Internationale de Motocyclisme Europe (FIME) 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. All first time applicants are required to complete a classroom based ACU Competitor Training Course. Riders and Sidecar Drivers must also satisfactorily complete an ACU Basic Rider Assessment. Full details from the ACU Road Race Department.
3. Novice/Intermediate Novice competitors are required to wear an Orange Vest obtainable from the ACU Licence Department.
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 £500.00 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. **Novice.** Entry level for all first time applicants, an Intermediate Novice licence will be issued to riders who hold a current Full Class “A” DVLA Licence. Novice Licence holders are required to wear an Orange Vest obtainable from the ACU Licence Department.

3. **Clubman.** Novice/Intermediate Novice licence holders who have obtained Satisfactory signatures on their record card for a minimum of 10 separate Race Days at 3 different circuits during the current year and preceding 2 years may apply to upgrade to Clubman. To obtain a satisfactory signature Competitors must appear in the official race results as a finisher of a race in accordance with Article 12.3.3 of the Road Race Standing Regulations. Only one signature per race day. The competitor record card together with copies of the official result sheets for the signatures should be submitted to the ACU Road Race Department.
4. **National.** Clubman competitors who have obtained upgrade signatures for a minimum of 10 separate Race Days at 3 different circuits during the current year and preceding 2 years may apply to be upgraded to a National Licence. To obtain an upgrade signature Competitors must appear in the official result sheets as having finished the race and have an average race speed equal to or greater than 90% of their respective CLASS winner. Only one signature per race day will be awarded with the exception of results from Endurance meetings. Where a rider competes in an Endurance race of 3 hrs or more duration 2 signatures will be awarded if the Team completes at least 90% of the number of laps completed by the Race/Class winner.

The competitor record card together with copies of the official result sheets for the signatures should be submitted to the ACU Road Race Department.

National Licence holders may apply for Start Permission to compete abroad.

5. **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. The Competitor record card and copies of result sheets should be submitted to the ACU Road Race Department.

A satisfactory medical examination is required before an FIM Non-Championship International licence can be issued (Eye Sight and Medical Report sections of the ACU Competition Licence Application Form).

6. **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 FIME or FIM. The Competitor record card and/or copies of result sheets should be submitted to the ACU Road Race Department.

A satisfactory medical examination is required before an International Championship Licence can be issued (Eye Sight and Medical Report sections of the ACU Competition Licence Application Form).

7. A Licence can be upgraded at any time during the year.

2.3 LAPSED LICENCES

Lapsed Novice and Intermediate Novice Licence holders who have allowed their licence to lapse for more than five years will be required to complete the Basic Rider Assessment and Competitor Training Course before resuming competition at Novice/Intermediate Novice grade.

Lapsed Clubman, National and International licence holders who have allowed their licence to lapse for **five** years or more, will be required to complete the Competitor Training Course before resuming competition at Clubman grade.

2.4 CAPACITY AND LICENCE RESTRICTIONS

SOLO MACHINES

Age	Licence	Machine
11 Years	Novice or Clubman or National	Up to 125cc Automatic Production Scooter
12 years	Novice or Clubman or National	Up to 80cc GP specification machine (treaded tyres) Up to 125cc Production based machine Up to 250cc single cylinder 4 stroke Production machines (restricted)
13 Years	Novice or Clubman or National	Up to 125cc Automatic Production Scooter Up to 80cc GP specification machine Up to 125cc Production based machine Up to 305cc single or twin cylinder 4 stroke Production machines (restricted to maximum 37hp) Up to 390cc Single cylinder 4 stroke Production machine (restricted) Aprilia RRV450-R (Restricted)
13 years	National	Up to 125cc GP specification machine Up to 250cc 4-stroke single cylinder machine (unrestricted)
14 years	Novice or Clubman or National	Up to 125cc GP specification machine Up to 250cc 4-stroke single or twin cylinder machine (unrestricted)
14 years	National	Up to Formula 400 specification or 450cc 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	Novice or Clubman or National	Up to Formula 400 specification or 450cc Production based machine Up to 500cc single or twin cylinder 4-stroke machine Up to 650cc single or twin cylinder 4-stroke Production based machine
16 years	Novice or Clubman or National	Up to Formula 400 specification or 450cc Production based machine Up to 500cc single or twin cylinder 4-stroke machine Up to 650cc single or twin cylinder 4-stroke Production based machine
16 years	National	Any classic or Vintage machine Up to Formula 600 or Supersport 600 specification machine 675cc 3 cylinder 4 stroke Production based machine Up to 250cc Grand Prix Machine
17 years	Novice or Clubman or National	Any classic or Vintage machine Up to Formula 600 or Supersport 600 specification machine 675cc 3 cylinder 4 stroke Production based machine Up to 250cc Grand Prix Machine
17 years	National	Unlimited capacity machine
18 years	Novice	Any classic or Vintage machine 650cc Up to Formula 600 or Supersport 600 specification machine 675cc 3 cylinder 4 stroke Production based machine Up to 250cc Grand Prix Machine
18 years	Int-Novice** Clubman or National	Unlimited capacity machine

***Intermediate Novice Licence holder with "A" validation for riders holding a Full Class "A" DVLA Licence*

SIDECAR AND THREE-WHEELER MACHINES

Age	Licence	Machine
Driver		
17 years	Novice or Clubman or National	F2, F350, Classic, Vintage, Morgan Three Wheeler Unlimited 4-stroke or 2-stroke machine
Passenger		
16 Years	Novice or 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 RACING ON CLOSED PUBLIC ROADS

The minimum grade of licence required for racing on Closed Public Roads is a National Licence and riders must be 18 years of age or over.

2.6 ISLE OF MAN MOUNTAIN COURSE LICENCE

An Isle of Man 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 Isle of Man Mountain Circuit.

In addition to an Isle of Man Mountain Course Licence, all Newcomers to the Course must take part in prescribed Newcomers Training held on the Isle of Man prior to the event.

1 2016 Isle of Man TT Races

This licence is a requirement for all competitors who wish to take part in the 2016 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:
 1. All applicants must have competed satisfactorily in at least 6 Road Race days in the period of 31st March 2015 to 6th May 2016.
 2. A minimum of 2 of the 6 required race days must be in the 2016 season.
 3. For all Newcomers 3 of the 6 required race results must show the rider as having finished the race and have an average race speed equal to or greater than 90% of their respective CLASS winner. (ACU National licence upgrade qualifying criteria)
One result will be permitted from each racing day of a short circuit Road Race Meeting to a maximum of 2 per meeting.
One result will be permitted from each racing day of a Closed Public Road Race circuit meeting to a maximum of 2.
Qualifying for the 2015 TT or Manx GP/Classic TT Races will count as one race day and finishing in a 2015 TT or Manx GP/Classic TT Race will count as a second race day. A competitor who competes in both the TT and Manx GP/Classic TT Race 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, Rugby: 11th May 2016.
- 2 **2016 Manx Grand Prix and Classic TT Races**
This licence is a requirement for all competitors who wish to take part in the 2016 Manx Grand Prix/Classic 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 6 months prior to the start of the event.
 3. Competitors from other FMNs must have held an FIM International Non-Championship Road Race Licence issued by their FMN for a minimum of six months prior to the first day of practising.
 4. Official Result sheets confirming the following requirements must be supplied with the application:
 1. All applicants must have competed satisfactorily in at least 6 Road Race days in the 13 months expiring 30th June 2016.
 2. A minimum of 2 of the 6 required race days must be in the 2016 season.
 3. For all Newcomers 3 of the 6 required race results must show the rider as having finished the race and have an average race speed equal to or greater than 90% of their respective CLASS winner. (ACU National licence upgrade qualifying criteria)
 4. One result will be permitted from each racing day of a short circuit Road Race meeting to a maximum of 2 per meeting.
 5. One result will be permitted from each racing day of a Closed Public Road circuit meeting to a maximum of 2.
 6. Qualifying for the 2015 TT or Manx GP/Classic TT Races will count as one race day and finishing in a 2015 TT or Manx GP/Classic TT Race will count as a second race day. A competitor who competes in both the TT and Manx GP/Classic TT Races 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, Rugby: 11th July 2016.

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		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. He may officiate as Deputy or Assistant at FIM (Non Championship) Events.

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 Steward

Grades: There is only one grade of Chief Steward's Licence for all Road Race disciplines. A Chief Steward of a meeting should not undertake any other duties except Environmental Reporting.

Age Limits: Chief 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.

Club Stewards may carry out other duties at a race meeting but they must not adjudicate on matters where they have a conflict of interest.

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.

Licence Fees: All 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

	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. 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.
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. 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.

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. YELLOW AND RED STRIPED FLAG: NATIONAL EVENTS ONLY

1. The adhesion on this section of the track could be affected by any reason other than rain.
2. This flag must be shown motionless at the flag marshal post.

5. WHITE FLAG WITH DIAGONAL RED CROSS: NATIONAL EVENTS ONLY

1. Drops of rain on this section of the track.
2. This flag must be shown motionless at the flag marshal post.

6. WHITE FLAG WITH DIAGONAL RED CROSS + YELLOW AND RED STRIPED FLAG:

NATIONAL EVENTS ONLY

1. Rain on this section of the track.
2. These flags must be shown together motionless at the flag marshal post.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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. 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.
2. Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed.
3. When shown stationary at the flag marshal post this flag indicates danger ahead, riders must slow down. No overtaking is permitted.
4. When shown waved at the flag marshal post this flag indicates that the danger is more imminent. The riders must be prepared to stop.
5. Overtaking is forbidden up until the point where the green flag is shown.
6. 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.
7. 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. RED FLAG WITH A WHITE DIAGONAL CROSS. ENDURANCE RACES ONLY.

1. The race is neutralised.
2. Riders must slow down and be prepared to catch up a SAFETY CAR.
3. It is forbidden for a rider to overtake another rider during the display of this flag.
4. Overtaking the SAFETY CAR is forbidden.
5. Riders must line-up in single file behind the SAFETY CAR.
6. This flag must be shown motionless at each flag marshal post,
7. At all meetings where this flag is used a riders briefing must be held.

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 Lights(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 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 CHAPTER 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. Any infringement of this rule will result in the rider being disqualified from the remainder of the practice session or race and may result in further penalties.
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 penalty 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 Red Flag with a White 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 Red Flag with the White 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. If 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. 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.
3. If three laps or more have been completed by the leader of the race but less than two-thirds of the current race distance rounded down to the nearest whole number of laps, then the race will be re-started (subject to the provision of Article 10.1.5 below concerning meetings of below National status).

4. 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, then the race will be deemed to have been completed.
5. Where a race is interrupted at a meeting of below National status the Clerk of the Course is permitted to decide either that a 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 SHOULD BE DONE AS QUICKLY AS POSSIBLE.

1. The start procedure will be identical to a normal start with sighting lap(s), warm-up lap, etc.
2. In the case of the situation described in Article 10.1.2 above (less than 3 laps completed)
 1. All riders may re-start.
 2. Motorcycles may be repaired or changed. Refuelling is permitted.
 3. The number of laps will be determined by the Clerk of the Course.
 4. The grid positions will be the same as for the original race.
3. In the case of the situation described in Article 10.1.3 above (more than 3 laps and less than two-thirds completed),
 1. Only riders who had completed 75% of the interrupted race may restart.
 2. Motorcycles may be repaired or changed. Refuelling is permitted.
 3. The number of laps will be determined by the Clerk of the Course.
4. Competitors will be restarted from a grid based on the finishing order of the previous part of the race. The finishing order of the previous part of the race will be the order as of the number of laps completed by the race leader, when the red flag was first shown, less one lap.
5. The final race classification will be established according to the position and the number of laps each rider has completed at the time he crossed the finish line at the end of the last part of the race.

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

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.

- 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

- 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.
- 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 three minutes after the winner and be in contact with his machine.
- If a race is interrupted either after two thirds distance (as described in Article 10.1.4 above) or after the chequered flag, the Results will be based on the order in which the Riders last crossed the finish line prior to the showing of the red flag. Only riders still racing when the red flag is displayed will be counted as finishers. In these circumstances any Championship points will be awarded in full.
- A new lap record can only be established during a Race.
- Both for practice and a 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	1PM	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 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 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.

- 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 Chapter 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.

7. **Concussion**

If a competitor is involved in an incident which results in him being diagnosed by the Medical Officer/Paramedic as suffering from concussion, the rider is not permitted to participate any further in that event.

Organisers are to notify ACU Head Office as soon as possible of any concussion injuries and then will subsequently:

- a. Place the rider on the ACU Stop List
- b. Inform Organisers of forthcoming events that the Rider has suffered a concussion injury and is therefore placed on the ACU Stop List
- c. Inform the Rider that he needs to see a Doctor and obtain a letter/doctor's certificate which confirms he is fit to resume competitive racing/participate in a practice/test session.

The recovery time for anyone diagnosed with concussion is as follows:

- a. Over 20 years: Excluded immediately and suspended for a period of nine days.
- b. 16–19 years: Excluded immediately and suspended for a period of twelve days.
- c. 15 and under: Excluded immediately and suspended for a period of twenty three days.

The rider is not permitted to ride during the obligatory suspended periods outlined above and then only once he is in possession of a doctor's certificate/letter after the suspended period has expired.

A rider may be signed off to ride by the CMO at an event once he has observed the obligatory suspended period outlined above.

If a competitor has been injured on a Saturday and is suffering from concussion, and the Organiser is aware that the rider was intending to ride or is scheduled to ride somewhere else the next day, the Organiser will inform the Organiser of the event being held the next day so they are aware of the rider's injuries and as such he is prevented from participating in that event.

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 2kg (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 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.

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 × 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 × 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 × 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.
 1. 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 material as per 14.1.2 and a minimum height of 200mm to provide, with the suit, complete protection. No areas of skin to be left exposed between the leg of the suit and the top of the boot.
6. Competitors must wear leather protective gloves. No areas of skin to be left exposed between the wrist of the suit and the wrist of the glove.
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	285mm by 235mm
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	260mm by 220mm
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	Numbers
F125cc	Red background	White numbers
125cc	Black background	White numbers
250cc	Green background	White numbers
350cc	Blue background	White numbers
500cc	Yellow background	Black numbers
Over 500cc	White background	Black numbers
Formula 400	Blue background	White numbers
Supersport 600	White background	Blue numbers
Formula 600	White background	Blue numbers
Supermono	Black background	Yellow numbers
Stocksport	Red background	White numbers
FII Sidecars	Red background	White numbers
Open Sidecars	White background	Black numbers (incl three wheelers)

14.8 CONTROL OF EXHAUST SOUND LEVEL

1. 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.
2. 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.
3. 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.
4. During a noise test, machines not equipped with a gear box neutral must be placed on a stand.
5. 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.
6. 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).

SPORT PRODUCTION AND SPORT PRODUCTION BASED ENGINES

	1 Cylinder	2 Cylinder	3 Cylinder	4 Cylinder
250cc (4-stroke)	5,500rpm	8,500 rpm		
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
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OTHER 2 STROKE RACING ENGINES

	1 Cylinder	2 Cylinder	3 Cylinder	4 Cylinder
125 (2-stroke)	7,000rpm			
250 (2-stroke)	5,500rpm	7,000rpm		
500 (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. In other than moderate wind, machines should face forward in the wind direction. (Mechanical noise will blow forward, away from microphone).
 5. 'Slow' meter response must be used.
 6. 'A' weighted setting on sound level meter.
 7. Always round down meter reading, that is: 103.9 dB/A = 103 dB/A.
 8. Type 1 meter: deduct 1 dB/A
- Type 2 meter: deduct 2 dB/A
9. 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 inspiriting 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 leak proof. 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 yoke.

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 1kg/cm² (14 lbs/sq. in) measurements taken at a tyre section located at 90 degrees from the ground.

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/WMO	38	50	1.5/WMO	38	50
126cc to 250cc	1.50/WMO	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	2.15WM3	55	110

15.2 TYPE OF TYRES INCLUDING THE USE OF SLICK TYRES IN CLUB MEETINGS

- 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.
- 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).

- The front wheel, with the exception of the tyre, must be clearly visible from each side.
- 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.
- 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.
- 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.
- Any part of the streamlining which faces rearwards, must be finished with rounded edges of 3.5mm min. radius.
- 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.
- 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.
- 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 unloaded 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) racing exclusively in their own race or event are exempt, at the discretion of the organiser.

15.10 RED REAR WARNING LIGHTS

All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Control. The team/rider must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle and/or when any practice or race is declared "wet" by Race Control.

Lights must comply with the following:

- a) Lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- b) Mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Chief Technical Officer. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
- c) Power output/luminosity equivalent to approximately: 10–15W (incandescent) 0.6–1.8W (LED).
- d) The switch must be accessible.
- e) Rain light power supply may be separated from the motorcycle main wiring and battery. Classic or Vintage machines racing exclusively in their own race or event are exempt.

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 rebores 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 manufacturer's 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 2016 FIM Regulations and/or MCRCB Regulations with the exception of noise levels.

16.4 ACU/FIM SPECIFICATIONS FOR SUPERBIKE

To comply with 2016 FIM Regulations and/or MCRCB Regulations with the exception of noise levels.

16.5 ACU STOCKSPORT/SUPERSTOCK REGULATIONS

To comply with 2016 FIM Regulations and/or MCRCB Regulations with the exception of noise levels.

16.6 ACU SUPERSTOCK 600

To comply with 2016 FIM Europe Regulations with the exception of noise levels.

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 a 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.
 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 1000cc 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 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 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.

Red lights must be switched on when a "Wet Race" is declared.

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 50mm above the bottom of the tray.

2. The front edge of the oil bay reservoir wall must be extended upwards to just below (within 20mm) 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 OPEN 600 AND FORMULA II SIDECAR SPECIFICATIONS

Open 600 and 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 the Open 600 sidecar 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.

For the FII British Sidecar Championships and other events as specified

- a. The only permitted engines for this class are:
501–600cc, 4 stroke, 4 cylinder, Production based.
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.
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.
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 regulators must remain unmodified.
The fuel ignition ECU and Ignition Control Unit may be changed.
- b. Everything above the head gasket must remain as for the road going homologated motorcycle. (i.e. NO race kits or kit components except as below)
- c. Camshafts must be as homologated but timing (including cam wheels) and tensioning devices are free.
- d. Everything below the head gasket is free.
- e. Fuel injection instruments/fuel injectors must remain as homologated.

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 should 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 sidcar 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) 136.5kg, 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 sidcar 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 50mm high measured vertically from 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 and to the full width of the rear tyre. 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.

Sump plug, oil filters, Ignition pickup covers and Clutch centre covers should all be lockwired or lockplated.

The gear lever should exit via a rubber boot or flexible seals if the gear lever exits outside the retaining area.

The chain slot must have a flexible seal fitted.

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 1000cc of oil.

The airbox must be sealed to prevent spillage of oil or fuel.

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 simple circuit operating on either the front or rear wheel of the motorcycle is compulsory.

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 sidecar platform side of the wheel and to the centre of the driving wheel on the outermost side of the wheel. 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.

Red lights must be switched on when a “Wet Race” is declared.

Classic or Vintage machines racing exclusively in their own race or event are exempt.

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 may be used for closed public road races only.

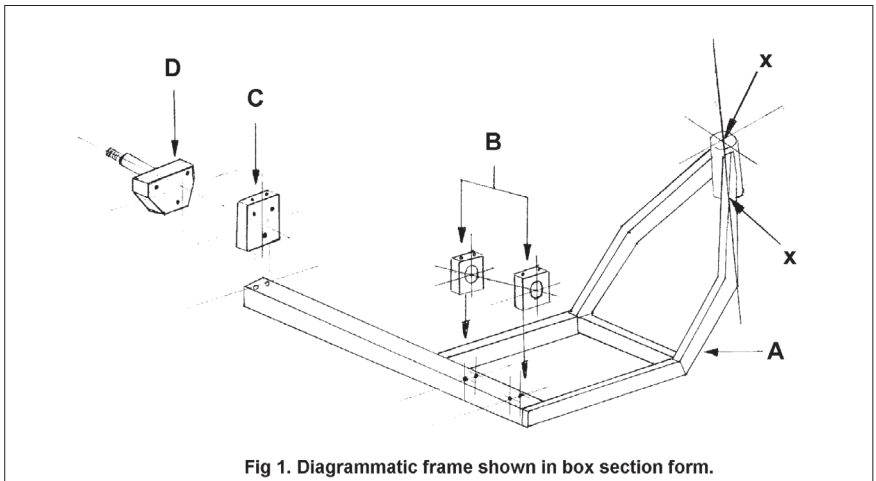


Fig 1. Diagrammatic frame shown in box section form.

SECTION 19 FORMULA 1 SIDECAR SPECIFICATION

Formula 1 Sidecars must comply with the general Sidecar specification unless changed by the following specifications:

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 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 the outmost cylinders for transverse engines, or the crankshaft for in-line engines.

19.3 DIMENSIONS

Overall width	Maximum 1700mm (67 ins) (including exhaust system)
Overall height	Maximum 800mm (31.5) (with exception of airbox max height 950mm (37.5 ins))
Overall length	Maximum 3300mm (130 ins)
Overall wheelbase	Maximum 2300mm (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 75mm (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 sidcar wheel must be enclosed down to the level of the sidcar platform on the inside. The sidcar 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 sidcar and the furthest extremity of the exhaust pipe must not exceed the vertical line drawn at a tangent to the rear edge of the sidcar bodywork.

Exhaust pipes fitted to the side of the sidcar must be covered so that it is impossible for the passenger to be burnt. The ends of the exhaust pipes fitted to the sidcar 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 going, no race machines are permitted. Machines must be road worthy – the decision of the technical official/organiser is final in this matter. Organisers may limit the type of machine allowed or grade the machines into separate parades.
2. **Rider Qualifications.**
 1. Riders under 70 years of age must hold a current ACU Road Race Competition Licence, or a current ACU Road Race Parade Licence or a Full Class “A” DVLA motorcycle licence. Participants (including sidecar passengers) who are 70 years of age or over must hold a current ACU Parade Licence or a current ACU Road Race Competition Licence.
 2. The minimum age for participation in Parades is 14 years. Where a participant is under the age of 18 years a Parental Consent Form must also be completed.
 3. All participants must complete an Entry Form Declaration using the standard ACU wording for participation in Road Racing.
 4. Riders must be members of an ACU affiliated club.
3. **Documents.** 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 contact the Road Race Department 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 average speed of the participants 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 or Travelling Marshals. No participant is allowed to overtake a pace car or Travelling Marshal.

11. **Number of riders permitted**

Parades containing 60 or less riders will be controlled by two pace cars/travelling marshals, 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/travelling marshals for each additional block of up to 60 riders.

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, and £20,000 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 under 70 years of age must hold a current ACU Road Race Competition Licence, or a current ACU Road Race Parade Licence or a Full Class “A” DVLA motorcycle licence.

Participants (including sidecar passengers) who are 70 or over must hold an ACU Parade Licence or a current ACU Road Race Competition Licence.

2. The minimum age for participation in Parades is 14 years. Where a participant is under the age of 18 years a Parental Consent Form must also be completed.

3. All participants must complete an Entry Form Declaration using the standard ACU wording for participation in Road Racing.

4. Riders with a licence from other FMNs must produce valid Start Permission and Medical Repatriation to at least FIM standards.

5. Riders must be members of an ACU affiliated club.

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, but the organiser may use pace cars and/or travelling marshals as described for PR5 parades if required. 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 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 licensed 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.

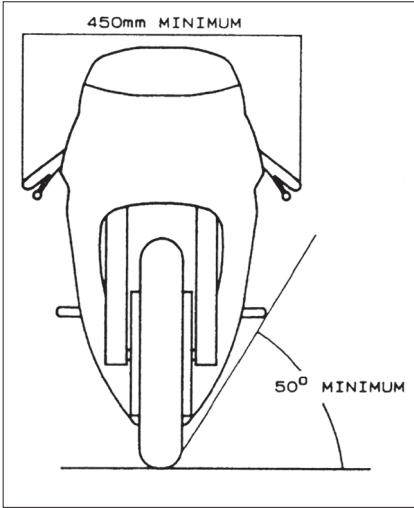


Diagram 1

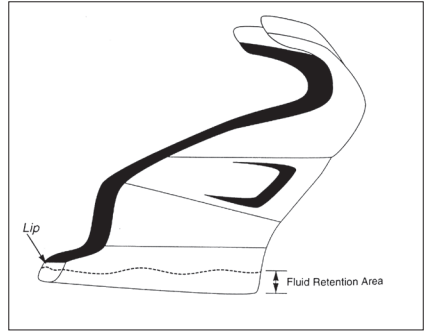


Diagram D

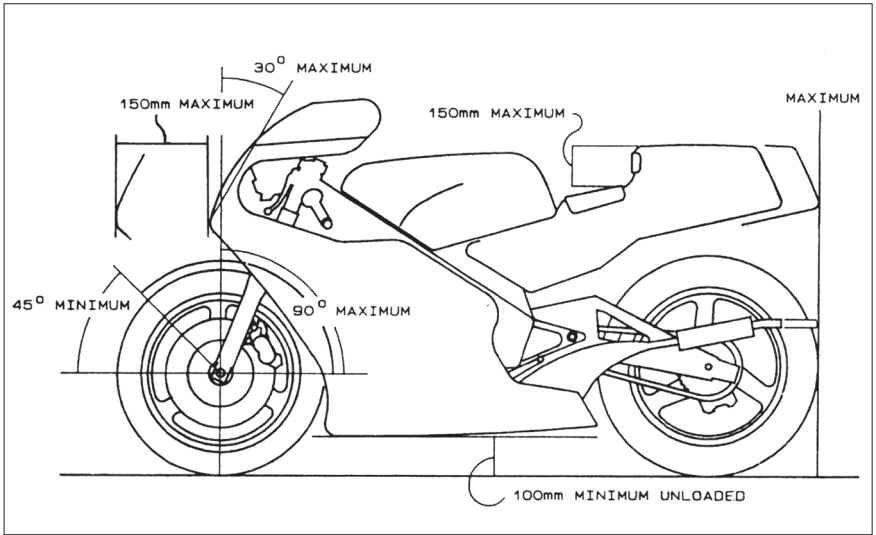


Diagram 2

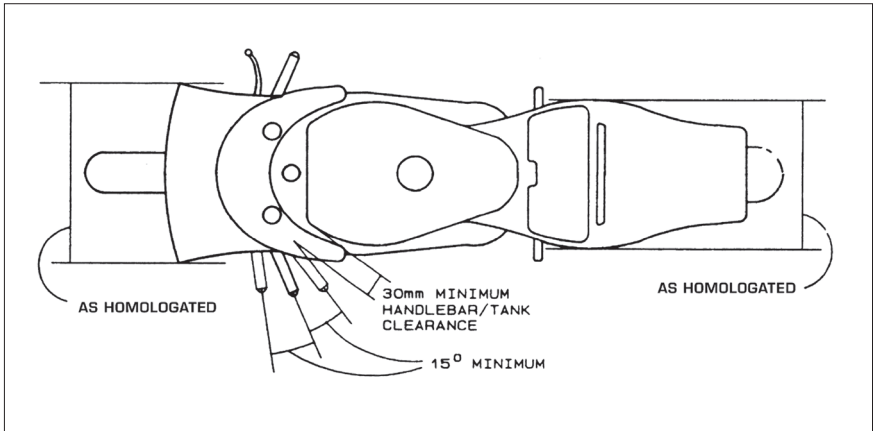
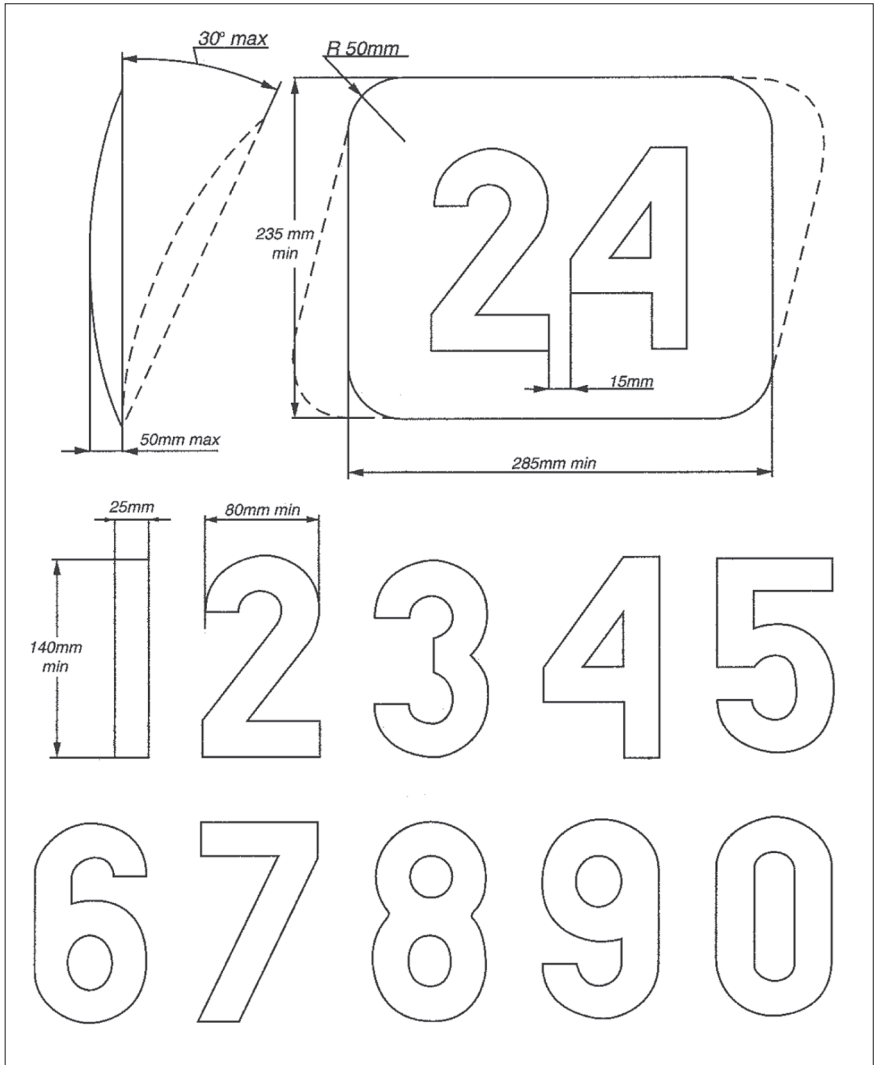


Diagram 3



Number plate

Supermoto

Standing Regulations

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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 Fédération Internationale de Motocyclisme Europe (FIME) 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 10 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 FIME 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 250cc 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 Licenced 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: 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

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 Timekeeper’s 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.

	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

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.
6. **Concussion** If a competitor is involved in an incident which results in him being diagnosed by the Medical Officer/Paramedic as suffering from concussion, the rider is not permitted to participate any further in that event.
 Organisers are to notify ACU Head Office as soon as possible of any concussion injuries and then will subsequently:
 - a) Place the rider on the ACU Stop List
 - b) Inform Organisers of forthcoming events that the Rider has suffered a concussion injury and is therefore placed on the ACU Stop List
 - c) Inform the Rider that he needs to see a Doctor and obtain a letter/doctor's certificate which confirms he is fit to resume competitive racing/participate in a practice/test session.
 The recovery time for anyone diagnosed with concussion is as follows:
 - a) Over 20 years: Excluded immediately and suspended for a period of nine days.
 - b) 16–19 years: Excluded immediately and suspended for a period of twelve days.
 - c) 15 and under: Excluded immediately and suspended for a period of twenty three days.
 The rider is not permitted to ride during the obligatory suspended periods outlined above and then only once he is in possession of a doctor's certificate/letter after the suspended period has expired.
 A rider may be signed off to ride by the CMO at an event once he has observed the obligatory suspended period outlined above.
 If a competitor has been injured on a Saturday and is suffering from concussion, and the Organiser is aware that the rider was intending to ride or is scheduled to ride somewhere else the next day, the Organiser will inform the Organiser of the event being held the next day so they are aware of the rider's injuries and as such he is prevented from participating in that event.

12.2 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.

12.3 FIRE EXTINGUISHERS

Each working vehicle in the Paddock must have a 2kg (minimum) dry powder fire extinguisher available for immediate use. This extinguisher must show the date of the last annual inspection. Noncompliance 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 × 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 × 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 × 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 single 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.

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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 Fédération Internationale de Motocyclisme Europe (FIME) 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

- I ET Bike
 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;
 - Perform a tyre burnout and start correctly;
 - Complete a satisfactory Launch;
 - Make a half pass (½ mile) under power to the satisfaction of the Clerk of the Course;
 - Make a full run (¼ mile) representative of the performance expected within the category.
- 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 ¼ 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;
 - Complete a satisfactory Launch;
 - Make a half pass (½ mile) under power to the satisfaction of the Clerk of the Course;
 - Make a full run (¼ mile) representative of the performance expected within the category.
- 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 FIME or FIM Championship Licence as described in the appropriate Sporting Code.

A medical examination is required.

2.3 LAPSED LICENCES

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.

Riders must be a minimum of 8 years of age.

To be eligible to enter Junior Pro Bike, a rider must be at least 14 years of age and must have competed in Junior Bike Mod for a minimum of five ACU Junior Drag Bike meetings.

Class	Engine Restrictions	Min Age	Max Age	Min ET
Junior Bike	50cc automatic or 125cc 4 Stroke	8	11*	12.90
Junior Mod Bike	125cc 2 Stroke or 250cc 4 Stroke	11	17*	8.90
Junior Pro Bike	250cc 2 Stroke or 500cc 4 Stroke	14	17*	7.90

***A rider may compete in a class until the end of the calendar year in which he reaches the maximum age for that class.**

Junior riders will compete over a maximum distance of $\frac{1}{8}$ 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.

Penalties

A rider recording an ET of 0.2 seconds or quicker below their class minimum will receive one warning.

A repetition of the offence at the same event will result in disqualification from the remainder of the event.

However, a rider recording a time of 0.4 seconds or quicker below their class ET or exceeding 85mph will be immediately disqualified from the event.

The above penalties will be imposed regardless of whether the infraction occurs during qualifying or eliminations.

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.

	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 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.

- 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.
- 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.

- 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.
- Concussion** If a competitor is involved in an incident which results in him being diagnosed by the Medical Officer/Paramedic as suffering from concussion, the rider is not permitted to participate any further in that event.
 Organisers are to notify ACU Head Office as soon as possible of any concussion injuries and then will subsequently:
 - Place the rider on the ACU Stop List
 - Inform Organisers of forthcoming events that the Rider has suffered a concussion injury and is therefore placed on the ACU Stop List
 - Inform the Rider that he needs to see a Doctor and obtain a letter/doctor’s certificate which confirms he is fit to resume competitive racing/participate in a practice/test session.
 The recovery time for anyone diagnosed with concussion is as follows:
 - Over 20 years: Excluded immediately and suspended for a period of nine days.
 - 16–19 years: Excluded immediately and suspended for a period of twelve days.
 - 15 and under: Excluded immediately and suspended for a period of twenty three days.
 The rider is not permitted to ride during the obligatory suspended periods outlined above and then only once he is in possession of a doctor’s certificate/letter after the suspended period has expired.

A rider may be signed off to ride by the CMO at an event once he has observed the obligatory suspended period outlined above.

If a competitor has been injured on a Saturday and is suffering from concussion, and the Organiser is aware that the rider was intending to ride or is scheduled to ride somewhere else the next day, the Organiser will inform the Organiser of the event being held the next day so they are aware of the rider's injuries and as such he is prevented from participating in that event.

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 2kg (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 × 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 × 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 × 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. Minimum disc sizes:
Front: 250mm × 4.5mm single
200mm × 4.5mm dual
220mm × 4.5mm dual (for Nitromethane powered machines)
Rear: 250mm × 4.5mm if single front disc fitted
200mm × 4.5mm if dual front discs fitted
250mm × 4.5mm (for Nitromethane powered machines)

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 2400cc, 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.

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 which must completely cut off the fuel supply to the engine.

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 allowed. Competitors should check the class regulations for any specific restrictions.

Unless otherwise specified for any series or championship, leaded or unleaded pump or racing fuel will be permitted. The use of E85 fuel is permitted but fuel tank should be clearly marked with the words 'Bio Fuel'.

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. 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

OEM car and motorcycle engines allowed. Non OEM based engines allowed at the sole discretion of the ACU Technical Committee following submission of drawings showing cylinder bore and stud position.

6.16 ENGINE RESTRAINTS

V-Twin motors running injected nitromethane must utilise cylinder head restraint. Restraints meeting SFI 46.1 are highly recommended.

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, 9.50, Super Street, Pro Stock, Competition Bike, Funny Bike, and Top Fuel (where applicable), all machines except Nitromethane fuelled machines must have a positive KILL switch attached to the rider by lanyard that shuts down ALL electrical systems on the machine. The lanyard/KILL switch must be able to work when pulled in any direction.
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 preset 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 1mm 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.

6.26 SUPERCHARGERS/TURBOCHARGERS

Considered the same device.

6.27 RED REAR LIGHTS

Machines must be equipped with a non-pulsating rear-facing red light. If the Clerk of the Course deems it necessary these red lights must be switched on.

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 CARBURETTOR

Any type of carburettor or fuel injection may be used.

8.2 CLUTCH

Any type, make or pattern of clutch assembly may be installed. All clutches must be fully enclosed.

8.3 ENGINE

May be of any type with any modifications. Only one engine allowed.

8.4 EXHAUST

Any type of exhaust allowed. No flexible pipe is allowed. Open exhaust permitted.

8.5 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.

8.6 GEARBOX

Any make or type may be fitted.

8.7 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.

8.8 MUDGUARDS

Must be fitted to comply with the Road Traffic Act.

8.9 SEAT

Any type allowed, must be securely fitted to machine. Any padding used must be securely attached to the seat.

8.10 STANDS

Must be wired up or removed.

8.11 SUPERCHARGERS AND TURBOCHARGERS

Allowed.

8.12 FUEL

Generally available pump or racing petroleum is allowed. The use of E85 Fuel is permitted but the words 'Bio Fuel' must be clearly displayed on the tank.

8.13 NITROUS OXIDE INJECTION

Allowed.

8.14 SUSPENSION

Any type allowed, but if fitted must be operational. Rear struts allowed.

8.15 TYRES

See General Technical Regulations.

8.16 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.

8.17 WHEELIE BARS

Not permitted.

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 FUEL

Generally available pump or racing petroleum is allowed. The use of E85 Fuel is permitted but the words 'Bio Fuel' must be clearly displayed on the tank.

9.13 NITROUS OXIDE INJECTION

Allowed.

9.14 SUSPENSION

Any type allowed, but if fitted must be operational. Rear struts allowed.

9.15 TYRES

See General Technical Regulations.

9.16 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.

9.17 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.

10.1 CLUTCH AND PRIMARY TRANSMISSION

Any type, make or pattern of clutch assembly and/or drive chain/belt may be installed.

10.2 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.

10.3 EXHAUST

Any make or type of exhaust system allowed. No flexible pipe allowed.

10.4 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.

10.5 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.

10.6 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.

10.7 SUPERCHARGERS/TURBOCHARGERS

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.

10.8 FRONT TYRE

Front tyres to be of road type, minimum specification 'V' rated or racing tyre specification.

10.9 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.
5. Maximum 10" tyre.

10.10 WHEELBASE

At the owner's discretion.

SECTION 11 PRO STOCK BIKE (PS)

A petrol-burning class

11.1 DEFINITION

This class will be for stock appearance (factory produced motorcycles available to the general public, modified for drag racing) petroleum 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 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.

11.5 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.

11.6 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.

11.7 WHEELS

Replacement wheels are permitted.

Front: 16" minimum, 19" maximum, or as stock.

Rear: 15" minimum.

11.8 TYRES

Front tyre minimum width 2.75". Maximum rear tyre (rubber on ground) 10".

11.9 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.

11.10 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. Aftermarket cases, EFI and side by side rod configuration permitted on V twin configuration.

11.11 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.

11.12 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.

11.13 IGNITION

Any ignition is allowed.

11.14 FUEL

Generally available pump or racing petroleum is allowed. The use of E85 Fuel is permitted but the words 'Bio Fuel' must be clearly displayed on the tank.

11.15 WEIGHT BREAKS

Minimum weights of bike and rider at conclusion of run:

3 or 4 Cylinder	Maximum 1510cc	260kg
3 or 4 Cylinder	Maximum 1600cc	270kg
3 or 4 Cylinder	Maximum 1655cc	275kg
3 or 4 cylinder	Maximum 1755cc	280kg
3 or 4 Cylinder	Maximum 1800cc	280kg*
2 Cylinder	Maximum 2000cc	220kg
2 Cylinder OHC or DOHC	Maximum 2700cc	285kg
2 Cylinder Pushrod > 45 degree	Maximum 2700cc	290kg
2 Cylinder Pushrod 45 degree	Maximum 3278cc	265kg

* 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.

11.16 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.

11.17 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 EXHAUST

Any make or type of exhaust system allowed. No flexible pipe allowed.

12.3 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.

12.4 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.

12.5 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.

12.6 SUPERCHARGERS/TURBOCHARGERS

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.

12.7 FRONT TYRE

Front tyres to be minimum specification 'V' rated or racing tyre specification.

12.8 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.

5. Maximum 10" tyre.

12.9 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 3400cc.
4. Lower engine ballistic/restraint device recommended.

13.3 ENGINE/WEIGHT CONTROL

Super charged 4 cylinder engines: 9lbs/inch³ (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 is mandatory to operate a spring loaded fuel shut off valve which must completely cut off the fuel supply to the engine.
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 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. A class for single engine methanol and petrol burning machines in addition to single or double engine nitromethane burning twin cylinder machines.

14.2 CLASS REQUIREMENTS

Superchargers and turbo chargers will be considered the same.

1. All machines except those running non unitary engine and gearbox combinations must run a fuel tank, either real or dummy, in OEM stock location with the engine manufacturer's name clearly visible on both sides of the tank.
2. All bikes must have front and rear mudguards. All machines except nitro methane burning Twins must have head light or nose piece.
3. Engine: Maximum 2500cc with gears or 3278cc without gearbox. Maximum 2500cc with turbo or supercharger (petrol or methanol only)
4. Minimum rear tyre size width is 10 inches. Maximum rear tyre size width is 14 inches.

14.3 FUEL SHUT OFF

1. Pre-loaded fuel shut off is mandatory for Nitro burning bikes.
2. A lanyard is mandatory to operate a spring loaded fuel shut off valve which must completely cut off the fuel supply to the engine.
3. A separate device to completely cut off fuel supply by handlebar control is mandatory.

SECTION 15 JUNIOR DRAG BIKE (JRB)

Reserved for non-street legal single or twin cylinder two and four stroke motorcycles built to give the appearance of a top fuel or funny bike.

For minimum age and machine restrictions please refer to Section 2.4

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 motorcycles, 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 Gas 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 owner's discretion.
3. **Exhaust** Any make or type of exhaust system allowed. No flexible pipe allowed.
4. **Fuel Shut off**
 - 1 Pre-loaded fuel shut off is mandatory for nitromethane burning machines.
 - 2 A lanyard is mandatory to operate a spring loaded fuel shut off valve which must completely cut off the fuel supply to the engine.
 - 3 A separate device to completely cut off fuel supply by handlebar control is mandatory.
5. **Engine Restraints** V-Twin motors running injected nitromethane must utilise cylinder head restraint. Restraints meeting SFI 46.1 are highly recommended.
6. **Clutch and Primary Transmission** Any type, make or pattern of clutch assembly and/or drive chain/belt may be install.

7. **Suspension** The minimum front fork stanchion diameter is as follows:

Bike weight	Diameter
300lbs (136kg)	28mm
350lbs (158kg)	30mm
450lbs (204kg)	32mm
Over 450lbs (204kg)	34mm
8. **Frame** 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. Positive steering stops for both directions of travel mandatory. Steering dampers may not be used as steering stops.
9. **Alignment** Sufficient trail must be incorporated into the alignment to ensure proper handling, recommended 6 inches.
10. **Ground Clearance** Minimum of 75mm is recommended.
11. **Wheelbase** At the owner's discretion.
12. **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.
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** 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 owner's 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. 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. **Fuel** Generally available pump or racing petroleum is allowed. The use of E85 Fuel is permitted but the words 'Bio Fuel' must be clearly displayed on the tank.
- 3. **Superchargers and Turbochargers** May be fitted at the owner's discretion.
- 4. **Exhaust** Any make or type of exhaust system allowed. No flexible pipe allowed.
- 5. **Clutch and Primary Transmission** Any type, make or pattern of clutch assembly and/or drive chain/belt may be installed.
- 6. **Suspension** The minimum front fork stanchion diameter is as follows:

Bike weight	Diameter
300lbs (136kg)	28mm
350lbs (158kg)	30mm
450lbs (204kg)	32mm
Over 450lbs (204kg)	34mm
- 7. **Frame** 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.
- 8. **Alignment** Sufficient trail must be incorporated into the alignment to ensure proper handling, recommended 6 inches.
- 9. **Ground Clearance** Minimum of 75mm is recommended.
- 10. **Wheelbase** At the owner's discretion.
- 11. **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.
- 12. **Seat** Must be securely attached to frame. Any padding used must be securely attached.
- 13. **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 ET BIKE

A Clubman licence class for machines complying with the general and safety regulations with a minimum ET of 8.70 seconds.

1. Standing regulations as per Competition Bike.
2. Machines registered with DVLA for road use and without aftermarket power adders and race aids are exempt from general regulations 6.5, 6.8, 6.11 and 6.17 but must present the V5C registration document and MOT certificate (if applicable) at technical inspection. Failure to do so will mean the exemptions will not be applied.
3. Riders of any machines running nitromethane as a percentage of fuel must be holders of a National Licence.
4. **Qualifying order:**
For all riders that have an ET that is the same as the class index/personal dial in index or slower, the time closest to that index is used to determine qualifying position. For drivers that have ETs that are quicker than the class index/personal dial in index, the slowest time is awarded the higher qualifying position.
In the event of identical qualifying elapsed time within 1/1000 of a second, the driver who made the run first will receive the better qualifying position. If qualifying cannot take place, random pairing will be used.
5. If weather conditions or other event delays should disrupt posted lane rotation for qualifying runs, the Clerk of the Course has the option of reassigning lanes as necessary for remaining runs. Every effort will be made to see that qualifying contestants have the opportunity to run in each lane.

SECTION 18 ACU/UK DRAG BIKE CHAMPIONSHIP

18.1 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.
6. JUNIOR DRAG BIKE Reserved for non-street legal single or twin cylinder two and four stroke motorcycles built to give the appearance of a top fuel or funny bike. For minimum age and machine restrictions please refer to Section 2.4.

Note: A minimum of two events per class to comprise the Championship.

18.2 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.

18.3 SPECIFICATIONS

Motorcycles must comply with the Standing Regulations and the class structure as outlined in this book.

18.4 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.

18.5 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.

18.6 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.

18.7 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.

18.8 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.

18.9 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 QTs (Emergency Qualifying Times) will be used.

1. If more than 75% have made qualifying runs, then EQTs will only be used for the competitors who were unable to run. Everyone else will be paired by the QTs they were able to record.

2. A record of championship EQTs 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 EQTs 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.

18.10 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.

18.11 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.

18.12 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.

18.13 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

A minimum of 3 riders are required to comprise a class.

18.14 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.

18.15 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.

18.16 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.

18.17 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.

18.18 SERIES CO-ORDINATOR

The Series will be co-ordinated by:

Mr. I. King, 11 Cockhall Close, Litlington, Royston, Herts SG8 0RB.

Mobile: 07470 396685 email: ian@kingracing.com.

18.19 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) and any records established at the event 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 and Sprint

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SECTION 1 MEETINGS

1.1 CATEGORIES OF MEETINGS

- International Meetings
- European Open Meetings
- National Meetings
- Open Meetings
- Restricted Meetings

Permits for all Hill Climb, Sprint and Twisty 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 Fédération Internationale de Motocyclisme Europe (FIME) 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 HILL CLIMB, SPRINT AND TWISTY 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.
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 FIME 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 5 years will be re-issued with a Clubman licence.
2. **National.** National licence holders who have allowed their licence to lapse for more than 5 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.

1.

Minimum Age	Licence	Grade of Capacity of Machine
8 yrs	Clubman	50cc automatic Machine
11 yrs	Clubman up to	125cc Production Scooter Automatic
12 yrs	Clubman up to	125cc Production up to 250 single cylinder 4 stroke production machine (restricted)
13 yrs	National up to	125cc GP Machine up to 250cc single cylinder 4 stroke machine (unrestricted)
14 yrs	Clubman up to	125cc GP Machine up to 350cc single cylinder 4 stroke machine (unrestricted)
15 yrs	National	up to 500cc twin Cylinder, 4 Stroke Production Based Machine
16 yrs and over		No restrictions

2. Junior riders 16 yrs of age and under

1. Junior riders must satisfy the Clerk of the Course for the meeting that they can ride and control the machine they have entered before being permitted to race at that meeting.
2. Junior riders are restricted to a maximum Sprint of ¼ mile.
3. 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.
4. A junior rider may only compete in one class. Any junior rider being issued with an adult licence cannot revert back to junior status.
5. For Junior Classes superchargers and turbochargers are not permitted. For Junior classes rebore are permitted to a maximum increase in engine capacity of 3cc.

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

Hill Climb, Sprint and Twisty 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 Hill Climb, Sprint and Twisty 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 HILL CLIMB, SPRINT AND TWISTY 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 CLERK OF THE COURSE

- 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 Club event.
- National Grade D** A Clerk of the Course who may officiate at any Club, National Restricted or National event for Hill Climb, Drag, Sprint and Twisty 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.
- National Grade E** A Clerk of the Course who may officiate at any event held under an ACU Permit for Hill Climb, Drag, Sprint and Twisty Sprint. May officiate as a Deputy or Assistant to a FIM or FIME International Clerk of the Course for Hill Climb, Drag, Sprint and Twisty Sprint.

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

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.

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 HILL CLIMB, SPRINT AND TWISTY 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
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. A single or 2 beam system may be used.
2. A chock may be placed against a rear wheel of the motorcycle upon lining up with the 100mm mark and may 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 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. Cameras must only be fixed to the machine, they must NOT be attached to the rider or passengers helmet. The installation of the camera must be approved by the Chief Technical Officer prior to the machines first practice session.
- 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 HILL CLIMB AND SPRINT MEETINGS

	PERSONNEL			VEHICLES		
	Doctors MO	Paramedic(s) PM	First Aid personnel	Ambulance(s)	Fast Intervention Vehicle	Special Notes
Sprint and Hillclimb	1 MO or 1PM		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 Professionals 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.
6. **Concussion** If a competitor is involved in an incident which results in him being diagnosed by the Medical Officer/Paramedic as suffering from concussion, the rider is not permitted to participate any further in that event.
Organisers are to notify ACU Head Office as soon as possible of any concussion injuries and then will subsequently:
 - a) Place the rider on the ACU Stop List
 - b) Inform Organisers of forthcoming events that the Rider has suffered a concussion injury and is therefore placed on the ACU Stop List
 - c) Inform the Rider that he needs to see a Doctor and obtain a letter/doctor's certificate which confirms he is fit to resume competitive racing/participate in a practice/test session.

The recovery time for anyone diagnosed with concussion is as follows:

- a) Over 20 years: Excluded immediately and suspended for a period of nine days.
- b) 16–19 years: Excluded immediately and suspended for a period of twelve days.
- c) 15 and under: Excluded immediately and suspended for a period of twenty three days.

The rider is not permitted to ride during the obligatory suspended periods outlined above and then only once he is in possession of a doctor's certificate/letter after the suspended period has expired.

A rider may be signed off to ride by the CMO at an event once he has observed the obligatory suspended period outlined above.

If a competitor has been injured on a Saturday and is suffering from concussion, and the Organiser is aware that the rider was intending to ride or is scheduled to ride somewhere else the next day, the Organiser will inform the Organiser of the event being held the next day so they are aware of the rider's injuries and as such he is prevented from participating in that event.

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 2kg (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 and Sprint events.

1. WARNING NOTICE (A) (29 × 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 × 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 × 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 (Sprint and Drag Racers), 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 TYRES

1. **Tyres for Hill climb and Twisty Sprint.** Any type of tyre is permissible.
2. **Tyres for Sprint.** There is no restriction on the type or size of tyres that may be used however the cross section must not be less than 50mm.

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. Handlebar minimum width 450mm.
2. The minimum angle of rotation of the handlebars, each side of the centre line or mid-position must be 20 degrees.
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

1. **Hill Climb** Superchargers are permitted.
2. **Sprint** The use of superchargers is permitted on machines up to 2000cc.

8.10 FUEL

1. **Hill Climb and Twisty Sprint**
 1. Fuel may be Methanol or unleaded petrol, see ACU/FIM Fuel Regulations for physical properties, fuel test costs and penalties for non-compliance. Machines running on methanol must display an Orange sticker on the tank. (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.
2. **Sprint**
 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.

8.11 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 × 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.
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. 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	Numbers
Up to 125cc	Black background	White numbers
Up to 250cc	Green background	White numbers
Up to 350cc	Blue background	White numbers
Up to 500cc	Yellow background	Black numbers
Up to 750cc	White background	Black numbers
Up to 1300cc	Red background	White numbers
Sidecars and Threewheelers	White background	Black numbers

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 ACU method.
3. Machines must comply with the Supplementary Regulations for the meeting.

8.16 EXHAUST PIPES

For Hill climb and Twisty Sprint the end of the exhaust pipe or pipes may not project beyond any part of the vehicle or its bodywork. For straight line sprint machines any such projection will be at the discretion of the Clerk of Course.

8.17 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.

8.18 STREAMLINING FOR SPRINT MACHINES

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.
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.

8.19 SPRINT ADDITIONAL 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 cruciform in shape, it is 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 rebore are permitted to a maximum increase in engine capacity of 3cc.

8.20 HILL CLIMB AND TWISTY SPRINT – 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 fully enclosed streamlined 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 must be carried in addition to the rider. 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.

8.21 SPRINT – ADDITIONAL SPECIFICATIONS FOR THREE-WHEELERS

1. All fully enclosed streamlined 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 PROTECTIVE CLOTHING

9.1 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.

9.2 BODY JEWELLERY

It is recommended that any body piercing studs, ring etc. are removed.

9.3 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.

9.4 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 rounded edges with no sharp or ragged projections.

SECTION 10 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 Hill Climb, Sprint and Twisty Sprint “Run what you Brung” events within a Hill Climb, Sprint, or Twisty Sprint Meeting together with the Supplementary Regulations and any final instructions.

10.1 DEFINITION

A race at a Hill Climb Sprint, or Twisty Sprint meeting for Competitors competing on motorcycles registered and licenced for use on the Public Highway.

10.2 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.

10.3 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.

10.4 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.

10.5 PROTECTIVE CLOTHING

See Section 9.

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 MCUJ 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 ACU decal will be supplied to riders 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**Capacity From To****Racing Solo Motorcycles**

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
Ov. 2000cc.	Ov.2000cc (normally aspirated)

Vintage Solo M/C Built before 1/1/59

Scooters – Category A2 Up to 250cc

Road Legal Solo Motorcycles

250cc	up to 250cc
400cc	251cc to 400cc
750cc	401cc to 750cc
1000cc	751cc to 1000cc
Unlimited	1001cc and above

Racing Sidecars & Three Wheelers – Category 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, 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:
Jayne Glover, 18 De Haviland Close, Wimborne BH21 1XU. djg_jg@hotmail.com.
2. The Series Coordinator will assess the results, and will send them immediately after 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 SPRINT RECORD ATTEMPTS

1. An application for a National Record 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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SECTION 6 ACU MINI BIKE CHAMPIONSHIP

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The National Sporting Code of the ACU and these Standing Regulations shall apply to all Minimotos, MiniGP, Pitbikes, and MiniF1 Sidecars Meetings, together with the Supplementary Regulations and any final instructions.

Definition A sport where Minimotos, MiniGP, Pitbikes, and MiniF1 Sidecars propelled by single or multi speed internal combustion engines compete in massed start races around a specially designed metalled road circuit.

SECTION 1 GENERAL

1.1 ELIGIBILITY

- Race Circuits** These can be either permanent or temporary courses. The Circuit must be suitable for Mini Bike racing, typically Pro Kart circuits or a shorter motorcycle race circuit. The circuit should ideally have a minimum length of 800 metres and minimum width of 6 metres.
- Competitors** All competitors must hold a current competition licence for Road Racing or Pocket Bike Racing issued by the Auto Cycle Union.
- Categories**

Class	Machine	Age Limits Years
AC40R (Rookie)	40cc Air Cooled 2-Stroke (exhaust restrictor as per regulations)	6 to 11
AC40PRO	40cc Air Cooled 2-Stroke (exhaust restrictor as per regulations)	6 to 13
Junior LC40	40cc Liquid Cooled 2-Stroke	7 to 13
Senior AC40	40cc Air Cooled 2-Stroke or 110cc 4-Stroke	14 & over
Senior LC40	40cc Liquid Cooled 2-Stroke or 110cc 4-Stroke	14 & over
SUPER	50cc Liquid Cooled 2-Stroke	14 & over
MiniGP50 MK	50cc Liquid Cooled 2-Stroke – 6 speed gearbox	9 to 15 (note 1)
MiniGP70 MK	70cc Liquid Cooled 2-Stroke – 6 speed gearbox	11 to 16 (note 2)
PB140	Up to 140cc 4-Stroke Pitbike – 4 speed gearbox	16 & over (note 3)
PB-Open	Up to 200cc 4-Stroke or 90cc 2-Stroke – 4 to 6 speed gearbox	16 & over (note 3)
MiniF1 Sidecars		Driver 18 & over Passenger 16 & over

Notes

- From 8 years with good experience on Minimotos.
- From 10 years with good experience on MiniGP50.
- Younger riders with geared bike experience or ACU Race Licence will be considered to ride.

SECTION 2 CLOTHING

2.1 PROTECTIVE CLOTHING

Protective Clothing: Minimoto (Pocket Bike), MiniGP/Pitbike, MiniF1Sidecars.

- Protective Clothing: Minimoto (Pocket Bike)**
One piece leather race suits or proprietary Minimoto (Pocket Bike) race suits are acceptable for Junior riders. A back protector must be included in the suit or worn separately. Adult riders must use either a one piece leather race suit or can use a two piece leather suit that fully zips together at the waist. A back protector must be built into the suit or worn separately.
- Protective Clothing: MiniGP/Pitbike**
One piece leather race suits. A back protector must be included in the suit or worn separately.

Adult riders must either a one piece leather race suit or can use a two piece leather suits that fully zip together at the waist.

3. **MiniF1 Sidecars**

All competitors must wear a helmet as described in Road Race Technical Regulations.

Driver and passenger must wear an all in one leather race suit. Two piece leather suits can be permitted if they are fully zip together. Back protectors must be worn.

4. **Race Boots**

Must be leather and have good ankle protection. There must be no gap between the top of the boots and the bottom of race suit when in a riding position. Leather must be worn. Trainers / trainer boots will NOT be allowed.

2.2 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.

2.3 HELMETS

All competitors must wear a helmet as described in Road Race Technical Regulations.

2.4 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 3 SOLO SPECIFICATIONS

3.1 MINI/MIDI MOTO (POCKET BIKE) BASIC DIMENSIONS IN MILLIMETRES

Wheelbase	730mm maximum
Length	1060mm maximum
Saddle Height	450mm maximum
Total Height	620mm maximum
Footrests	Non Folding 60mm minimum Plastic or Rubber – Round Tipped

A tolerance of 5% is allowed.

Minimotos must have dry centrifugal clutch keyed into the crank shaft. The engine for solo machines must have a recoil cord pull starting device.

3.2 CARBURETTORS

1. **Junior Minimoto** AC40 Rookie and Junior LC40 (Production) Class – Dellorto Standard SHA 14/14L or 15mm with any jet. This may be mounted on a rubber manifold.
2. **Senior Minimoto** AC40, LC40 and SUPER Classes. No restrictions.
3. **MiniGP50** Dellorto SHBG 19mm – Main jet, pilot jet, slide, and slide needle, may be changed.
4. **MiniGP70** MRD or BRK 28mm – Main jet, pilot jet, slide, and slide needle, may be changed.
5. **PB140 Pitbike** Maximum 26mm.
6. **PB-Open** No Restriction.

3.3 SPARK PLUGS

No restrictions but must be "R" (resistor) type to prevent interference with transponders used for timing.

3.4 FUEL

Only unleaded fuel, that can be obtained from a roadside petrol station can be used.

3.5 KILL SWITCH

A kill switch must be located on the handlebars adjacent to the headstock.

3.6 COOLANT

Water with no additives is the only coolant permitted in water cooled (LC) engines.

3.7 OIL AND COOLANT CONTAINMENT

1. All 4 stroke machines must have a metal catch tank mounted directly below the engine or, for machines fitted with a full fairing, a catchment "tray" constructed in the lower cowling to hold at least 1.5 times the volume of the engine oil capacity.
2. Oil lines containing positive pressure must, if replaced, be metal or metal reinforced construction, with swaged or threaded connectors.
3. Any oil, fuel, or, coolant, breather pipes must discharge into a catch tank in an easily accessible position. Must be empty before the start of the meeting, minimum capacity 500ml.
4. ALL machines, 2 and 4 stroke must have drilled and wire locked oil drain and oil filler plugs.

3.8 WHEELS

1. **Minimotos** Any make of wheel is permitted. The diameter of wheel and tyre is 6.5ins maximum. The width of the wheels is 110mm maximum.
2. **MiniGP** Standard 12ins MK wheels.
3. **PB140** Any make of 10ins or 12ins wheel.
4. **PB-Open** Any make of wheel 10ins to 17ins.

3.9 TYRES

1. **Minimotos** Any make of 6.5ins tyre, slick or treaded, is permitted unless otherwise specified.
2. **MiniGP** EC Homologated 12ins tyres restricted. Make as per event supplementary regulations.
3. **PB140** Any make of 10ins or 12ins tyre, slick or treaded unless otherwise restricted.
4. **PB-Open** Any make of 10ins to 17ins tyre, slick or treaded unless otherwise restricted.

3.10 BRAKES

Cable or hydraulic operated disc brakes are required on front and rear wheels.

3.11 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.

3.12 EXHAUST

1. **Minimoto AC40R (Rookie)**: Standard or aftermarket exhaust supplied for the make and model. Must be one piece back to the silencer connection. A 10mm restrictor of a type approved by the class organiser to be fitted directly between the cylinder and exhaust pipe. Supplementary regulations may also require a seal being fitted to the restrictor. Organisers MAY, if considered necessary, specify a variation in the size of the restrictor to allow for power differences in some older models.

2. **Minimoto AC40PRO (Production):** As per AC40R except that the restrictor will be 14mm. No size variation permitted.
3. **Minimoto LC40:** Any exhaust permitted except "SUPER" pipes.

3.13 NOISE CONTROL

Maximum permitted level will be as specified by the circuit used. In general this will be 98dba measured at a specific location on the circuit.

3.14 BODYWORK

1. **Minimotos** Fairing and streamlining are permitted. Covering of the headstock is compulsory.
2. **MiniGP** Must use full fairing as per original supply by MK. Copies of all original body work permitted in GRP (fibreglass) only.
3. **PB140** Full fairings not permitted.
4. **PB-Open** Full fairings not permitted.

3.15 NUMBER PLATES

1. Front numbers are compulsory and must be minimum 70mm high. They must be of a contrasting single colour to the number plate (e.g. white numbers on a black plate).
2. Side number plates should be used where possible to aid timekeepers, spectators and film crews.
3. The font for all numbers must be in accordance with the ACU Road Race Standing Regulations.

SECTION 4 MINIF1 SIDECAR

4.1 PASSENGER

A passenger must be carried and must always be protected from the road wheels and both primary and final drive trains.

4.2 CONSTRUCTION

Suspension is not permitted. The chassis must be of good quality steel or aluminium (6082 grade or higher) tube with a maximum external diameter of 2 inches (50.8mm) or box with a maximum dimension of 2 inches measured at 90 degrees to any edge. Metal parts of the chassis must not come in contact with the road surface during normal racing. The non-metallic frame protectors and or crash bobbins should be fitted to areas of the chassis where this might occur. Any fixings must be sunken into the protectors or bobbins.

4.3 BASIC DIMENSIONS

Maximum overall length (including bodywork)	1727mm
Maximum overall width (including bodywork)	1122mm
Maximum overall height (including bodywork)	616mm
Maximum wheelbase	1144mm
Maximum track	759mm

(The track is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel).

4.4 WHEELS

Must be of metal construction with a maximum diameter of 6 ins.

4.5 SIDECAR WHEEL

The sidecar wheel must be offset to the left of the driver with the sidecar axle forward of the rear wheel axle. This wheel must not steer, steering must be operated through the front wheel only.

4.6 TYRES

Any make of tyre, slick or treaded, is permitted. Kart tyres are permitted.

4.7 BRAKES

All sidecar outfits must have two independent braking systems. One system operating on the front wheel and the other on the rear wheel. At least one of these systems must be of the hydraulic type. A sidecar wheel brake is optional.

4.8 ENGINES

1. Single cylinder 2-stroke road derived petrol motorcycle or scooter engine with a maximum capacity of 86cc. Tuning allowed to a maximum of 26bhp.
OR
Single cylinder 4-stroke road derived petrol motorcycle or scooter engine with a maximum capacity of 200cc. Tuning allowed to a maximum of 26bhp.
OR
Single cylinder 2-stroke moto-cross engine to a maximum capacity of 85cc. (Maximum 26bhp). Tuning not permitted. Engine, gearbox, carburettor, ignition and induction system to remain as manufacturer's standard. The use of aftermarket reeds (petals) is permitted. Exhaust may be an after market type designed to fit your engine and must be readily available to any member of the public to buy.
OR
Single cylinder 4 stroke moto-cross engines to a maximum capacity of 150cc (Maximum 26bhp).
Tuning is not permitted. Engine, gearbox, cam shaft, carburettor, ignition to remain as manufacturer's standard. The use of high compression pistons is not permitted. Exhaust may be an after market type designed to fit the engine and must be readily available to any member of the public to buy.
2. Transmission Maximum 6 speed gearbox.

4.9 ENGINE POSITION

The engine may be positioned anywhere between the front and rear wheel. The drive must be transmitted through the rear wheel only.

4.10 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.
3. ALL Four stroke machines must use this tray.
4. Oil lines containing positive pressure must, if replaced, be of a metal construction, with swaged or threaded connectors.
5. Oil coolers must not be mounted on or above the body of the sidecar.
6. The location of the oil tank and oil cooler should not be placed in a location likely to be damaged in an accident.
7. Any oil breather pipes must discharge into a catch tank in an easily accessible position. Must be empty before the start of the meeting, minimum capacity 500ml.

4.11 KILL SWITCH

A lanyard type ignition cut-out must be fitted to kill the engine when the driver leaves the machine. The cut-out must be placed as near to the centre of the handlebars as possible and must be operated by a non-elastic cord or spiral cable of adequate length and thickness. It must have a maximum

extended length of 1 metre and be securely attached to the drivers body. Any electrically operated fuel pumps must be wired in such a way as to cut out if the engine kill device is operated.

4.12 AIR INTAKES

Air or cooling ducts must not project outside the maximum allowable length, width or height of the outfit.

4.13 FUEL

Only unleaded fuel that can be obtained from a roadside petrol station may be used. Race fuels are not permitted.

4.14 COOLANT

Water only no additives may be used.

4.15 FAIRINGS/BODYWORK

All sidecars are required to have a full front fairing. The sidecar wheel must be enclosed from the sidecar platform, level with the platform on the outside and right around the periphery. A cut out to check the tyre pressure is permitted. The bodywork, fairing and sidecar wheel arch (and seat unit if applicable) must be constructed of GRP (fibreglass) or similar. All exposed edges must be rounded. Whatever the position of the handlebars there must be a space of at least 20mm between the fairing and the ends of the handlebars and/or control levers. Ball ended handlebar control levers must be used. The wheels and tyres must not foul any bodywork. All passenger handholds must be rigid and of the closed loop type. All fairings and bodywork must be easily removable for technical inspection scrutineering if required.

4.16 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. Side numbers should also be used where possible to aid both timekeepers and film crew.

SECTION 5 MEDICAL SERVICES

5.1 MEDICAL SERVICES. MINIMUM REQUIREMENTS FOR POCKET BIKE MEETINGS

The minimum requirements for practice or racing to commence are as follows:

1 Doctor and 1 Paramedic or 2 Paramedics, 1 Rapid Response Vehicle, 1 Ambulance.

If one Ambulance has to leave the venue for any reason, the event can continue provided that there are a minimum of 1 ambulance and 2 Paramedics present and available.

Whenever possible a First Aid Technician and a second Ambulance should be made available.

An ambulance may act as a Medical Centre BUT must not be allowed to leave the circuit.

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.

Concussion

If a competitor is involved in an incident which results in him being diagnosed by the Medical Officer/Paramedic as suffering from concussion, the rider is not permitted to participate any further in that event.

Organisers are to notify ACU Head Office as soon as possible of any concussion injuries and then will subsequently:

- a) Place the rider on the ACU Stop List
- b) Inform Organisers of forthcoming events that the Rider has suffered a concussion injury and is therefore placed on the ACU Stop List
- c) Inform the Rider that he needs to see a Doctor and obtain a letter/doctor's certificate which confirms he is fit to resume competitive racing/participate in a practice/test session.

The recovery time for anyone diagnosed with concussion is as follows:

- a) Over 20 years: Excluded immediately and suspended for a period of nine days.
- b) 16–19 years: Excluded immediately and suspended for a period of twelve days.
- c) 15 and under: Excluded immediately and suspended for a period of twenty three days.

The rider is not permitted to ride during the obligatory suspended periods outlined above and then only once he is in possession of a doctor's certificate/letter after the suspended period has expired. A rider may be signed off to ride by the CMO at an event once he has observed the obligatory suspended period outlined above.

If a competitor has been injured on a Saturday and is suffering from concussion, and the Organiser is aware that the rider was intending to ride or is scheduled to ride somewhere else the next day, the Organiser will inform the Organiser of the event being held the next day so they are aware of the rider's injuries and as such he is prevented from participating in that event.

SECTION 6 ACU MINI BIKE CHAMPIONSHIP

The National Sporting Code of the ACU, the Pocket Bike Standing Regulations together with these Mini Bike Championship Conditions and the Disciplinary Section of the Road Race Standing Regulations shall apply to all rounds of the ACU Mini Bike Championship together with the Supplementary Regulations and any final instructions

6.1 CHAMPIONSHIP STATUS

The Championship will be held under the auspices of the ACU Ltd.

6.2 CHAMPIONSHIP ROUNDS AND VENUES

There will be 6 two day events between March and October.

6.3 CIRCUITS

The circuit should be inspected and approved by the ACU Track Inspector. The circuit licence will be valid for a period of three years. The minimum width should be 6 metres. The minimum length should be 500 with the maximum length to be set at the track inspection.

6.4 GRID AND STARTING NUMBERS

The grid should be set out during the track inspection, but should in principle be a 3 × 3 solo grid with 6 metres between each row. In principle the grid capacity should be a maximum of 28 machines with a 50% additional allowance for qualifying or practice unless the ACU Track Inspector sets a lower limit during the inspection.

6.5 PRACTICE AND QUALIFYING

There will be a minimum of 15 minutes practice/qualifying allocated to each class at each event. Participation in these sessions is compulsory for a minimum of 3 laps. On the 2nd day of a two day meeting a minimum of 10 minutes practice must be made available to every competitor. Participation in the 2nd days free practice is not compulsory.

Testing or practice at the same venue is prohibited for the 72 hours preceding each championship round.

Each grid will be set based on lap times recorded during each qualifying practice.

6.6 CHAMPIONSHIP LICENCE

An ACU Mini-Bike Championship Licence will be required in order to take part in the series. This will be available for a fee of £10 from the ACU and will only be valid for participation in this championship. An eyesight report is not required for this licence, but the Clerk of the Course or Chief Medical Officer may require any competitor at random to submit an eyesight test before competing. Any competitor holding an ACU Road Race or Supermoto Licence may add Mini Bike Championship eligibility with no extra charge.

6.7 COMPETITOR TRAINING

As this is an entry level to tarmac racing, no previous competition experience is required, but every competitor must attend a riders briefing and induction course before participation in their first event. Once the induction course has been received, a validation sticker will be added to the back of the competitor's ACU Licence.

6.8 CHAMPIONSHIP POINTS

Points will be awarded for each championship race on the scale 25.20.16.13.11.10.9.8.7.6.5.4.3.2.1. If at the end of the season, there is a tie on the points then the highest number of wins will determine the winner, should that be equal then 2nds, 3rds, etc will be taken into account until a winner is established.

Scooter

Standing Regulations

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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.

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 Fédération Internationale de Motocyclisme Europe (FIME) 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.

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 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 complete a classroom based ACU Competitor Training Course. Riders and Sidecar Drivers must also satisfactorily complete an ACU Basic Rider Assessment. Full details from the ACU Road Race Department.
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 current year and preceding 2 years. 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.

2.3 LAPSED LICENCES

Licence holders who have allowed their licence to lapse for more than 5 years will be required to complete the ACU Competitor Training Course, after which a Clubman licence may be issued.

2.4 CAPACITY AND LICENCE RESTRICTIONS

Up to 125cc Production automatic scooter	11yrs	Clubman Licence
Up to 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: 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

	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. 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. 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.

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 YELLOW AND RED STRIPED FLAG: NATIONAL EVENTS ONLY

1. The adhesion on this section of the track could be affected by any reason other than rain.
2. This flag must be shown motionless at the flag marshal post.

5 WHITE FLAG WITH DIAGONAL RED CROSS: NATIONAL EVENTS ONLY

1. Drops of rain on this section of the track.
2. This flag must be shown motionless at the flag marshal post.

6 WHITE FLAG WITH DIAGONAL RED CROSS + YELLOW AND RED STRIPED FLAG: NATIONAL EVENTS ONLY

1. Rain on this section of the track.
2. These flags must be shown together motionless at the flag marshal post.

7 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.

8 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.

9 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.

10 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 RED FLAG WITH A WHITE DIAGONAL CROSS. ENDURANCE RACES ONLY.

1. The race is neutralised.
2. Riders must slow down and be prepared to catch up a SAFETY CAR.
3. It is forbidden for a rider to overtake another rider during the display of this flag.
4. Overtaking the SAFETY CAR is forbidden.
5. Riders must line-up in single file behind the Safety Car.
6. This flag must be shown motionless at each flag marshal post,
7. At all meetings where this flag is used a riders briefing must be held.

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 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 Red Flag with a White 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 Red Flag with a White 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 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 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, 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 established according to the position and the number of laps of each rider at the time he crossed the finish line at the end of the last part of the race.
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:

- 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.
- 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).
- Fast Intervention Vehicle (FIV)**

 - A Fast Intervention Vehicle is a compulsory requirement at all Road Race events.
 - 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.
 - A FIV must not be used in place of an ambulance.
 - A Fast Intervention Vehicle must be equipped with visible signals (flashing lights).
 - 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.
- 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.

Concussion If a competitor is involved in an incident which results in him being diagnosed by the Medical Officer/Paramedic as suffering from concussion, the rider is not permitted to participate any further in that event.

Organisers are to notify ACU Head Office as soon as possible of any concussion injuries and then will subsequently:

- a) Place the rider on the ACU Stop List
- b) Inform Organisers of forthcoming events that the Rider has suffered a concussion injury and is therefore placed on the ACU Stop List
- c) Inform the Rider that he needs to see a Doctor and obtain a letter/doctor’s certificate which confirms he is fit to resume competitive racing/participate in a practice/test session.

The recovery time for anyone diagnosed with concussion is as follows:

- a) Over 20 years: Excluded immediately and suspended for a period of nine days.
- b) 16–19 years: Excluded immediately and suspended for a period of twelve days.
- c) 15 and under: Excluded immediately and suspended for a period of twenty three days.

The rider is not permitted to ride during the obligatory suspended periods outlined above and then only once he is in possession of a doctor’s certificate/letter after the suspended period has expired.

A rider may be signed off to ride by the CMO at an event once he has observed the obligatory suspended period outlined above.

If a competitor has been injured on a Saturday and is suffering from concussion, and the Organiser is aware that the rider was intending to ride or is scheduled to ride somewhere else the next day, the Organiser will inform the Organiser of the event being held the next day so they are aware of the rider’s injuries and as such he is prevented from participating in that event.

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 Promoter’s 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 2kg (minimum) dry powder fire extinguisher available for immediate use. This extinguisher must show the date of the last annual inspection. Noncompliance 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 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.

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 × 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 × 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 × 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

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 900mm 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 900mm 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 20mm 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 10mm.
 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 10mm. 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 sprocket.
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 on 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 510mm.
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 25mm 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 20mm 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 1.6mm 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 19mm 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.

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 250mm 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 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.
 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 400mm The footrests must be of the platform type and not less than 250mm in length and 300mm 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 65kg.

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

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 900mm 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

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 900mm 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)**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 260cc.
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 off set 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 Types. 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.

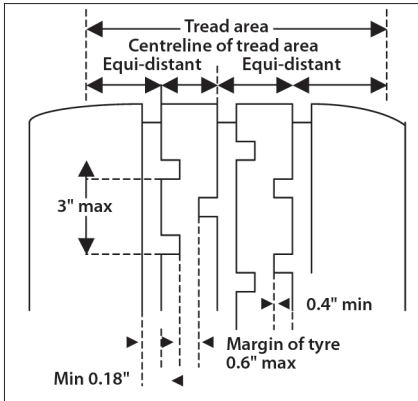


Figure 1

6.2 inches x 13 inches “SLICK” tyre with a rolling diameter of 19.8 inches

$$\frac{TTD}{3} = \frac{3.142 \times 19.8}{3} = \frac{62.203}{3} = 20.734$$

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 equidistant 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.

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 19mm 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.

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. Aprillia.
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 off set from the centre line of the rear wheel.
4. Machines with off set steering heads must maintain two tracks.

20.10 WHEELS AND 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.

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 × 5J maximum.
12. Rear wheel must be standard pattern rim or wide version with 4.00 × 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.