

Drag Race

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 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 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

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 licensed 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 licensed 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 5 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 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.

FIME Junior Drag Cup. Junior riders wishing to compete in the FIME Junior Drag Cup, or any other Drag race abroad, will be assessed individually based on their own proven ability at ACU permitted races.

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 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. 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	Refer to Note 1
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.

For 2019 it is recommended that the Incident Officer is at least a Probationary Clerk of the Course or has attended an Incident Officer Seminar.

For 2020 and onwards the Incident Officer will be required to hold at least a Probationary Clerk of the Course licence or have attended an Incident Officer Seminar.

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 Secretary of the Meeting Registration

Currently there is no requirement for these officials to be registered for Road Race Disciplines.

SECTION 4 BEHAVIOUR AT A MEETING

4.1 ANY INFRINGEMENT OF THESE RULES WILL BE PENALISED

1. Riders who fall from their machine are not permitted to continue in the meeting until passed fit by the Medical Personnel and his machine re-inspected by technical control. In the event of a serious accident organisers may impound any machines, equipment or clothing of riders involved in the accident.
2. Riders must not ride or push their motorcycles in the opposite direction of the circuit, unless doing so under the direction of an Official.
3. The carrying of on board cameras is only permitted with the prior approval, in writing of the Clerk of the Course. The installation of the camera must be approved by the Chief Technical Officer.
4. Stopping on the track during a run is forbidden except for machine failure.
5. The spinning of rear wheels (burn-outs) is strictly forbidden on the track, with the exception of the Start Area. Breach of this rule will result in a penalty of disqualification.

6. All competitors finishing an event must submit the machine for final examination if required. The organisers may retain that machine for a reasonable period to allow for that examination.
7. Any competitor who in any ACU or MCRCB Permitted Event participates on a machine for which he is not eligible through age or licence restrictions will be penalised by a fine of £500.00 and a suspension for one year from the date of the hearing.

SECTION 5 SAFETY

5.1 MEDICAL SERVICES MINIMUM REQUIREMENTS FOR DRAG MEETING

	PERSONNEL			VEHICLES		
	Doctors MO	Paramedic(s) PM	First Aid personnel	Ambulance(s)	Fast Intervention Vehicle	Special Notes
Drag Race	1 MO or 1 Paramedic		2	1		

The following applies to all events run under this code.

1. **Medical Officer (MO) – Doctor** A medical practitioner (doctor) fully registered with the General Medical Council (GMC), and holding appropriate personal medical malpractice insurance cover (excludes NHS Crown Indemnity).
2. **Paramedic (PM)** A State Registered Paramedic with the HPC (Health Professions Council). Paramedics must have appropriate personal medical malpractice insurance cover.
3. **Ambulance** A vehicle registered as an ambulance with the DVLA (Driver and Vehicle Licensing Agency) and registered with CQC if appropriate. An ambulance must have an appropriately qualified driver to transport a casualty under blue lights. It must be equipped with the FIM minimum equipment regulations for a type C vehicle; that is:
 Medical: A stretcher (preferably standardised), oxygen supply, apparatus to immobilise limbs and vertebral column. First aid medicaments and materials.
 Technical: Radio communication. Visible and audible signals.
 Staffing: An ambulance must be staffed by two First Aid Personnel (who can be the two minimum First Aid Personnel).
 An ambulance may act as a Medical Centre BUT if so it must be a vehicle in addition to the minimum ambulance requirement.
4. **First Aid Personnel** A person holding a current certificate of First Aid competency. (Where an event open to the public event organisers should ensure that all First Aid personnel are insured against malpractice for the event concerned).

Special Notes

The minimum medical requirements specific for this discipline also apply to associated Test Days.

5. **Medical Examination** At any time during a meeting the Clerk of the Course may require a competitor to undergo a medical examination to determine his fitness to ride. The decision of the medical officer is final without right of appeal.
6. **Concussion/suspected concussion** If a competitor is involved in an incident which results in him being diagnosed by the Medical Officer/Paramedic as suffering from concussion/suspected 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/suspected 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/suspected 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/suspected 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/suspected 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, ET, 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. Suspension travel and ride height sensing 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

The rider must wear his protective clothing to Technical Control to demonstrate good fit.

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. 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 (or an approved substitute material) protective gloves to provide, with the suit, complete protection. No areas of skin to be left exposed between the wrist of the suit and the wrist of the glove.
7. Long hair and beards should be contained within the helmet or clothing.

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 COMPUTERS

Closed loop systems with proactive functionality allowed.

9.8 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.

9.9 MUDGUARDS

Must be fitted to comply with the Road Traffic Act.

9.10 SEAT

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

9.11 STANDS

Must be wired up or removed.

9.12 SUPERCHARGERS AND TURBOCHARGERS

Allowed.

9.13 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.

9.14 NITROUS OXIDE INJECTION

Allowed.

9.15 SUSPENSION

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

9.16 TYRES

See General Technical Regulations.

9.17 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.

9.18 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 3 and 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: 9lb/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)

A class for 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. Production based or purpose built 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
300lb (136kg)	28mm
350lb (158kg)	30mm
450lb (204kg)	32mm
Over 450lb (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 450lb (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
300lb (136kg)	28mm
350lb (158kg)	30mm
450lb (204kg)	32mm
Over 450lb (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 450lb (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. Traction control is only permitted on unmodified machines that have traction control fitted as standard OEM.
4. Riders of any machines running nitromethane as a percentage of fuel must be holders of a National Licence.
5. **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.
6. 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 Secretariat, must be displayed on each machine. Any competitor not complying will be disqualified from the results of the race.

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

- I The rider with the quickest time from the preceding round will have lane choice.

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 entered 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 weight 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.