



# 2020 HANDBOOK

January 2020

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

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

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**THE ACU MISSION**

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

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

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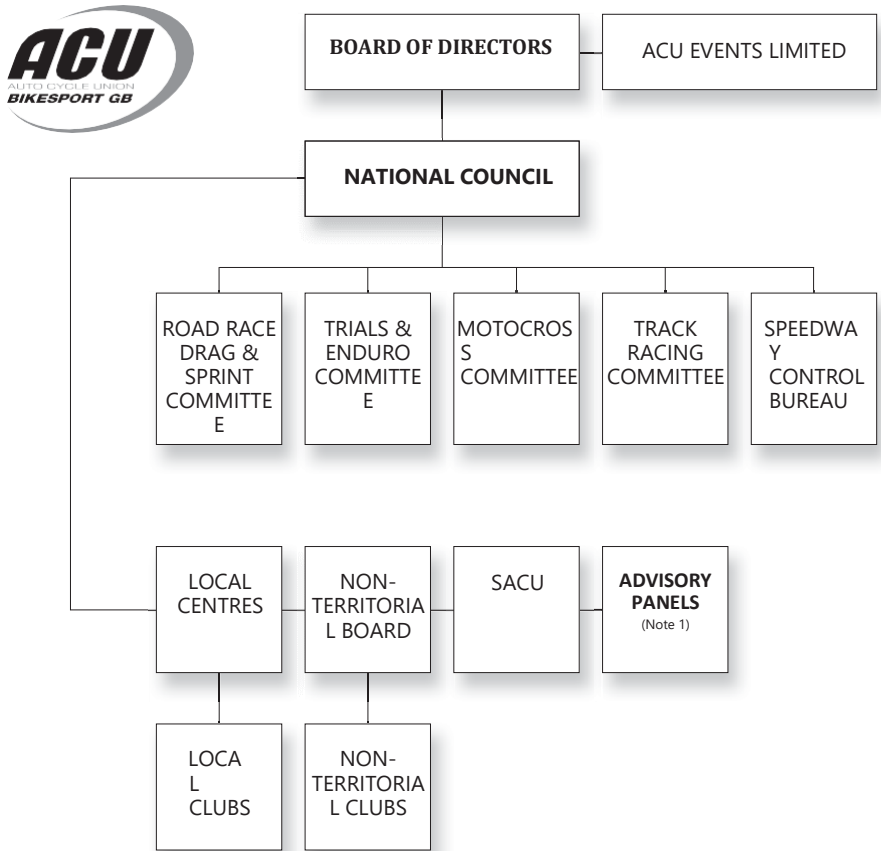
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**Dr J Palmer** (Chairman/AMRCO)

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# Auto-Cycle Union Limited structure



**NOTE 1**  
Technical  
Sustainable Event  
Management Medical  
International  
Adjudicators

# Who should I contact at the ACU?

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Outside these hours please leave an answer phone message.

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Assistant to the General Secretary

Motocross & Competitions Secretary

Motocross Assistant, Off Road Technical Secretary and Sustainable Event

Management Panel Secretary

Road Race Secretary

Road Race Assistant and

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IT Manager

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### Inch Perfect Trials Ltd

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### Kieraden Park

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### Lydden Hill Motorsports Club

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### MotorSport Vision Racing (MSVR)

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### MWTRA Promoters

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### No Limits Racing

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### Non Stop Trials MCC

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### Nora-Mx

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### RHL Activities Ltd

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### Speed McQueen Events Ltd

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### UK Timing Association

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### 0851 X Bladez Events

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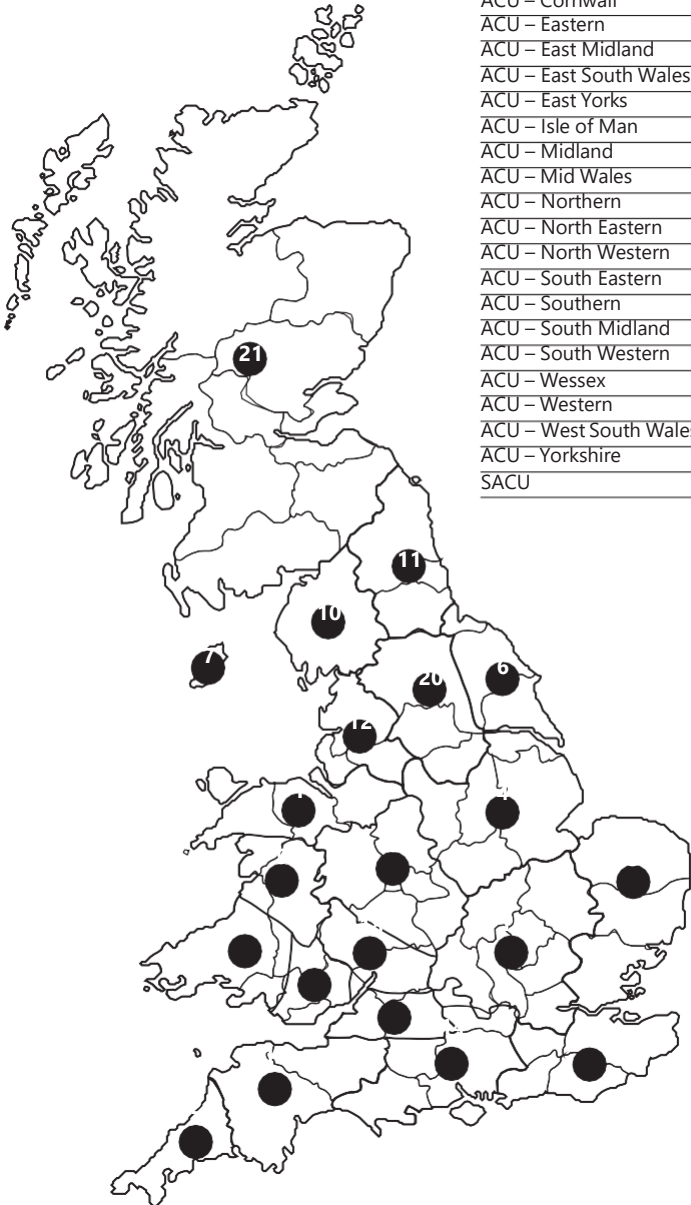
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Under each Club listed there is a key to the activities they offer, as follows:

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

## 1 ACU – CHESHIRE & NORTH WALES

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

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888415  
robertbensley@btinternet.com  
www.bmwclub.org  
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**0078 Burton & District Sporting MCC**

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Road, Hill Ridware, Nr Rugeley,  
Staffs WS15 3QX. Tel: 01543  
492212/07866 605082  
annie.126@outlook.com  
Training Requirements: Gary Milnes. Tel: 07896  
836362 garymilnes@hotmail.co.uk  
www.burtonmotox.com  
*Basic Training, MX*

**0080 Cheadle (Staffs) AC**

Mr Dave Shields, Kingsley Moor  
Cottage, Kingsley Moor, Stoke on  
Trent, Staffs, ST10 2EN. Tel:  
01538 751745  
dshieldsesecplus.co.uk  
www.cheadleautoclub.co.uk  
*T, t*

**0081 Clubmans Racing Club East Midlands**

Dr. Paul King, c/o ACU Road Race  
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Rugby, CV21 2YX. Tel: 01788 566400  
paul.king@acu.org.uk  
*RR*

**0082 Darley Moor MCRRC Ltd**

Miss Sandra Nelson, Darley Moor  
Sports Centre, Darley Moor,  
Ashbourne, Derbyshire. DE6 2ET. Tel:  
01335  
343833 (Day) Tel: 01246 866537  
(Evening) admin@darleymoore.co.uk  
www.darleymoore.co.uk  
*RR, rr*

**0084 Earl Shilton Trials Club Ltd**

Mrs Gail Tuley, 17 Willow Lane,  
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Lincs, NG34 8DQ. Tel: 07815  
565285  
estcmembers@hotmail.co.uk  
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**0085 Early Stocks Racing Club**

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Tel: 01776 820827/07710 998216  
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**0091 Leicester Grass Track Club**

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**0092 Lincoln MC & LCC Ltd**

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**0859 Longnor Grasstrack Club**

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**0098 Pathfinders & Derby MC Ltd**

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Mickleover, Derby DE3 0PA. Tel:  
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**0100 Peterborough Trials Club**

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**0102 Scunthorpe MCC**

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**0103 Sheffield & Hallamshire MC**

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**0104 Skegness MCC**

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**0854 Stamford & Tallington Orbital  
Motorcycle Promotions**

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Grantham, Lincs NG33 4PA. Tel:  
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**0106 Sutton Falcons MC**

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**0108 Wainfleet & District Sporting MCC**

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GT, gt, LT

**5 ACU – EAST SOUTH WALES**

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

**Secretary/Treasurer/Permit Secretary**

Mr Derek Smith, Crosswinds, 13 Julians Close, Gelligar, Caerphilly, CF82 8DT. Tel: 01443 556407/07971 153903

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**Chairman**

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**Police Liaison Officer/Benevolent Fund Officer**

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**0113 Caerphilly & District MC & LCC**

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RAL

**6 ACU – EAST YORKS**

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

**Secretary**

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**Chairman**

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**0595 Ryedale Motorcycle Club Ltd**

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**0141 Scarborough & DMC**

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**0143 Thirsk & DMC**

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**7 ACU – ISLE OF MAN**

*Area Isle of Man.*

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### Permit Secretary

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### 0145 Andreas Racing Association Ltd

Neal Champion, 29 Fairway  
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01624 813503

chairman@andreasracing.im

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

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### 0147 Isle of Man Youth Trials Club Ltd Sharon

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

### 0148 Manx MCC Ltd

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644649 [ann@mcp.co.im](mailto:ann@mcp.co.im) mcp@manx.net  
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RR

### 0149 Peveril MC & LCC Ltd

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### 0150 Ramsey MCC Ltd

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k.at@manx.net

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### 0151 Southern MCC Ltd

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### 0152 Southern 100 MCR Ltd

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RR

### 0153 Vintage MCC Ltd (IOM Section)

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T

## 8 ACU – MIDLAND

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

### Secretary

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**0162 Leamington Victory MC & LCC**

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**0163 Market Drayton MCC**

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**0640 Midshires Grasstrack Club**

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**0169 South Birmingham Motor Club**

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**0170 South Shropshire MCC**

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**0173 Staffs Moorlands MCC**

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**0779 Worcester GrassTrack Racing Club**

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m

**0177 Wrekin Bantam Grass Track Club.**

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GT

**9 ACU – MID WALES**

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

*of Powys and the Ceredigion District of Dyfed situated north of a line from Aberystwyth to Builth Wells.*

**Secretary**

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**Chairman**

Dylan Jones

**Treasurer and Permit Secretary**

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Thames, Buckinghamshire, Bedfordshire,  
Cambridgeshire,  
Hertfordshire, that part of Greater London  
situated north of the River Thames and west of  
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**16 ACU – SOUTH WESTERN**

*Area Devon, that part of Somerset situated south of the line made up from map reference ST29350, eastwards to ST360520, southwards to ST360470, eastwards to ST48041, southwards to ST480380, eastwards to ST880350 (the Somerset/Wiltshire County boundary).*

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**17 ACU – WESSEX**

*Area The part of Somerset situated north of a  
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to*

*ST360520, southwards to ST360470, eastwards  
to ST480470, southwards to ST480380,  
eastwards*

*to ST770380 (The Somerset/Wiltshire county  
boundaries) that part of Wiltshire situated  
north of a line east/west through Trowbridge,  
part of Gloucestershire situated south of a line  
east/west through Dursley.*

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## 18 ACU – WESTERN

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

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Ron Carter 2009–2015

Brian Valder 2016–2017

# **19 ACU – WEST SOUTH WALES**

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

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**20 ACU – YORKSHIRE**

*Area That part of the Teesdale District of  
Durham situated south of the River Tees, that  
part of*

*North Yorkshire situated west of the railway  
line from Yarm to Northallerton to the  
boundary of York (excluding York) and the  
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npullan@npullan.wanadoo.co.uk  
www.ilkleymotorclub.org.uk  
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**0482 North Riding Enduro Club**

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Walk, Harrogate, HG1 3AJ. Tel:  
01423 503090  
alfcooke200@talktalk.net  
www.nrec\_events.co.uk  
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**0484 Richmond Motor Club Ltd**

Mrs Sally Dent, Howraine Farm  
West Burton, Leyburn, DL8  
4JT.  
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om  
www.richmondmotorclub.com  
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**0485 Ripon MC Ltd**

Mrs Judith Blythe, 1 Bay Horse  
Cottage, Melmerby, Ripon, North  
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640319/01765 640339  
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**0487 Spen Valley MCC**

Mr Stephen Smithies, 23 The  
Gardens, Heath Road, Halifax, West  
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344139  
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**0491 West Leeds MC Ltd**

Mr Mark Chippendale, Hillthorpe  
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**0496 Yorkshire Classic MCC Ltd**

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Keighley, BD21 1LG. Tel: 01535 680203  
barrypickard@blueyonder.co.uk  
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**0495 Yorkshire Enduro Club**

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**21 SCOTTISH AUTO CYCLE UNION**

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**Secretary**

Mr Donald Young. Tel: 0781 7336622

**Acting President**

Mr Dave Paton. Tel: 0131 448 0218

**Child Protection Officer**

TBC

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**Trials Recorder**

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**Enduro Recorder**

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 bobmacgregormemorialtrial@hotmail.com

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**Dalmellington MCC**

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**Drumclog MotoParc**

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**Ecosse-XC**

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Adrienne Whitham  
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**Edinburgh St. George MC**

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 creenadalling@gmail.com

**Elgin Endurance Club**

Contact SACU Office office@sacu.co.uk  
 www.elginenduranceclub.com

**Galloway MCC**

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 jimmiesteel@hotmail.com

**Highland Enduro Club**

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 craigwmackay@hotmail.com

**Inverness & District MCC**

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**Kinlochleven MCC**

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**Rhins MCC**

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**Scottish Borders Enduro Club**

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**Scottish Classic Racing MCC**

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**VMCC Central Scottish Section (CSS)**

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**VMCC Stirling Castle Section (SCS)**

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**ASSOCIATE MEMBER CLUBS OF  
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**Rural & Urban Training Scheme**

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Workshops, Scottish Mining Museum,  
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**Scottish Motorcycle Marshals Association**

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# Timekeepers & timing equipment

## **AUTHORITY**

The ACU appoints all grades of timekeeper. Persons operating timing equipment to an accuracy of greater than 1 second must be licensed.

## **DUTIES**

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

Timekeepers are categorised as follows:

**FIM TIMEKEEPERS.** Who may take charge of the timing of any event as licensed by the FIM.

They are particularly appointed to take charge of the timing at events counting towards a World Championship or FIM title and at World Record attempts.

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

## **DUTIES AND RESPONSIBILITIES OF A GROUP 1 TIMEKEEPER**

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

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

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

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

The ACU reserves the right to amend and change the grades of all timekeepers. The applicant will be appraised in accordance with the following criteria:

## **PLANNING**

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

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

## **PLANNING THE PERSONNEL**

- The licence grades and competencies of the personnel are appropriate for the event.
- The number of personnel is adequate for the event.
- All personnel are informed of their duties in adequate time.
- Transport arrangements, accommodation and arrival times are clear and appropriate.

The timekeeper will be able to identify risks in the planning and deal with any contingencies.

## **ORGANISATION AND MANAGEMENT**

- The range of duties needed for the event is identified
- All timing service personnel sign the ACU disclaimer.
- Duties are allocated according to the competencies of individuals.
- Duties and requirements are explained and understood by all team members.
- Appropriate lines of communication between the timing team and the organisers are identified, agreed and established.
- Prior to and throughout the event risks are identified and dealt with efficiently and effectively.

- All team members are treated in a courteous manner.
- Identify risks in the above and deal with any contingencies.

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

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

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

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

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

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

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

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

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

### **TIMEKEEPER'S EXPENSES**

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

### **TIMEKEEPING SUB PANEL**

Mr M. Corfe – Chairman

Mr. R. Humphrey Mr G. Lond Mr

A. Smith

Mr S. Taylor

Mr J. A. Ward

### **TIMEKEEPING EQUIPMENT TESTERS**

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

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

### **FIM TIMEKEEPERS**

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

# Technical officials

## TECHNICAL OFFICIAL GRADING

1 INTERNATIONAL TECHNICAL STEWARD

2 SENIOR TECHNICAL OFFICIAL

3 TECHNICAL OFFICIAL

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

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

## TECHNICAL OFFICIAL

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

## UpGRADING TO SENIOR TECHNICAL OFFICIAL

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

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

## SENIOR TECHNICAL OFFICIAL

Authorised by the Permit Issuing Authority to

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

This is the minimum qualification required to take charge at a road race related event.

## UpGRADING TO INTERNATIONAL TECHNICAL STEWARD (FIM)

The applicant must have attended Technical Steward Seminars, passed the FIM Examination and have attained a three year qualification.

Must be an authorised ACU Measurer and Sound Inspector, and have demonstrated an ability to organise and control the Technical Control Team as an effective Manager, be able to report fully to an International Jury or Clerk of the Course and have an above average knowledge of General and Technical Regulations and of motorcycle engineering practice.

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

## INTERNATIONAL TECHNICAL STEWARD (FIM)

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

## APPLICATIONS FOR RENEWAL OR UpGRADING

Shall be made to the Secretary of the ACU Technical Panel by 1st October each year. Applications must be accompanied by a recent passport photograph and the applicants service record. Downgrading or withholding of a Technical Official's licence may occur due to adverse reports, lack of Technical Duties in any

one season or non attendances at a National Technical Officials Seminar within the last 3 years. All regrading will be at the absolute discretion of the Technical Panel.

### **SOUND LEVEL TESTING**

Sound Inspectors are licensed by the ACU.

### **SOUND INSPECTORS**

Will be considered "judges of fact" with regard to sound level test results and will report to the Clerk of the Course accordingly. Clerks of the Course should take all necessary action on being notified of excessive noise by a Sound Inspector.

# Sound level control

For 2020 two sound test methods will be employed.

- 1 The existing static RPM test
- 2 The FIM 2 Metre Max test.

Both tests are internationally approved.

## STATIC TEST METHOD

The sound level meter microphone to be placed 500mm from the exhaust pipe end, at an angle of 45 degrees measured from the exhaust centre line as near as possible to the height of the exhaust end, at least 20cm above the ground. During a sound level test, machines not equipped with a gear box neutral must be placed on a stand.

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

## 2 METRE MAX METHOD

The set up of the sound meter and the motorcycle.

The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, at the rear of the motorcycle.

The sound meter will be positioned at a distance of 2 metres behind the motorcycle, with an angle of 45 degrees away from the centerline, on the exhaust side and at a height of 1.35m above the ground. The 2m distance is measured from the point where the centre of the rear tyre touches the ground. The throttle is opened to maximum for no more than 1 second or before the rev limiter is reached.

It is preferred to make the tests on a soft ground, not reverberating, i.e grass or fine gravel.

The test should only be carried out after engines have been "warmed up" to operating temperature.

The ambient sound level must remain lower than 95-100 dBA.

There is no tolerance for temperature.

Whichever test method is in use temporary silencers, bypass pipes or the inclusion of temporary parts to achieve the silencing requirements are prohibited.

## FIM & ACU MAXIMUM SOUND LEVELS

See current Standing Regulations

## ROAD RACING AND TT SEE ROAD RACE STANDING REGULATIONS

No change to Sound tests, the existing Static RPM test will be used.

## MOTOCROSS

Two tests will be in operation.

- 1 The Static test method – For Twinshock and Evo classes only.
- 2 The FIM 2 Metre Max Test – For machines post 2011.

## SOLO

- For machines 2013 and onwards – maximum sound limit 112dB/A (+2 dB/A before each race, +3 dB/A after the race) tested using the 2 Metre Max method. Type 1 and Type 2 meters.
- For 2010-2012 machines – maximum sound limit 115 dB/A (+2 dB/A before each race, +3 dB/A after the race) tested using the 2 Metre Max method. A further review to be made at the end of 2020.

## SIDECARS

Maximum sound limit for 2 stroke engines at 112 dB/A (+2 dB/A before the race, +3 dB/A after the race). For 4 stroke engines at 115 dB/A (+2 dB/A before the race, +3 dB/A after the race) tested using the 2 Meter Max method.

A further review to be made at the end of 2020.

## qUADS

Maximum sound limit 112 dB/A (+2 dB/A type 1 & type 2 meters before each race) (+3 dB/A type 1 & type 2 meters after each race) tested using the 2 Metre Max method.

A further review to be made at the end of 2020.

## PROCEDURE

All machines shall be sound tested using the 2 Metre Max method, the exceptions being Twinshock and Evo classes. The static test will prevail with a test limit of 96 dBA for 2 strokes and 94 dBA for 4 strokes, using the fixed RPM according to the list below, with the exception of the 500cc class.

|                        |         |
|------------------------|---------|
| Up to 85cc             | 8,000rp |
| m                      |         |
| Over 85cc up to 125cc  | 7,000rp |
| m                      |         |
| Over 125cc up to 145cc | 6,500rp |
| m                      |         |
| Over 145cc up to 250cc | 5,000rp |
| m                      |         |
| Over 250cc up to 500cc | 4,500rp |
| m                      |         |
| Over 500cc             | 4,000rp |
| m                      |         |

There is no 2 stroke/4 stroke rev differential below 500cc. Due to the influence of temperatures on sound tests, all figures are correct at 20°C. For tests taken at temperatures below 10°C there will be a + 1 dBA tolerance. For tests below 0°C, a + 2 dBA tolerance.

There will be a + 2 dBA tolerance allowed for post race sound tests.

## MACHINES POST 2011

The FIM 2 Metre Max Test Method will be enforced as previously detailed.

The maximum sound limit accepted:

115 dBA-+ 1 dBA post race.

A sound level of 81 dBA at 100 metres during racing should be attained.

## TRIALS & ENDURO

### TRIALS

Only the 2 Metre Max test method will be used as previously detailed.

The maximum sound limit accepted will be 100dBA before the Start (+2 dBA during or after the event).

### ENDURO

Only the 2 Metre Max test method will be used as previously detailed.

The maximum sound limit accepted will be 112 dBA before the Start (+2 dBA during or after the event).

## GRASS TRACK, LONG TRACK & BEACH RACE

The FIM 2 Metre Max test will be utilised as previously detailed and directed below.

### CLASSES

#### 500cc Solo and Sidecar classes

Machines to be fitted with the 2010 FIM homologated silencer. Ref TRS 2010.

Any machine using an alternative silencer will be subject to Sound Control using the FIM 2 Metre Max test method.

#### 250cc and 350cc Solo classes

Can use the 2005 or later FIM homologated silencer.

Any machine using an alternative silencer will be subject to Sound Control using the 2 Metre Max method.

#### Pre 75 and Upright Solos classes

As for 250cc and 350cc classes as detailed above.

#### 1000cc Sidecar class

Silencer construction is free.

Machines will be subject to sound control using a "Ride By" method with a maximum sound level of 85 dBA.

If a rider disputes the results of the "Ride By" test the machine will be tested using the "2 Metre Max" method, see the Grass Track Rules 4.14.

### 2 METRE MAX TEST

The maximum sound limit accepted will be 115 dBA (+2 dB/A before the race, +3 dB/A after the race).

A SOUND LIMIT of 81 dBA at 100 metres.

## SPEEDWAY

Maximum sound level using the 2M Max Test, at 11,000rpm. 112dBA other than machines using FIM 2015 Homologated Silencers.

## GENERAL

### STATIC RPM TEST

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

### FIM 2 METRE MAX TEST

The ambient sound level within a radius of 10 metres of the machine being tested should not exceed 100 dBA.

**SOUND METERS**

Sound level meter minimum standard for enforcement are IEC 651 IEC 60651 or IEC 61672 Type 2.

**SOUND CONTROL – RpM FIGURES – Application**

13metres/sec – TWO STROKES i.e. Road Racing where applicable.

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

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

# Fuel regulations – National ACU

## puRPOSE OF REGULATION

The purpose of these Articles is to ensure that the fuel used in competition is unleaded 'pump petrol' as this term is generally understood.

These detailed requirements are intended to achieve this purpose whilst allowing the use of consistent petrols for racing purposes. Any petrol which appears to have been formulated in order to subvert the purpose of this regulation will be deemed to be outside it. Lead replacement petrol (LRP) is not considered to be unleaded petrol.

## FUEL, FUEL/OIL MIXTURES

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

### For: Road Racing, Trials, Enduro

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

### For: Motocross and Track Racing

| Property   | Units | Min. | Max.  | Test Method   |
|--|-------|------|-------|---|
| RON  |       | 95.0 | 102.0 | ISO 5164 or<br>ASTM D2699                           |
| MON  |       | 85.0 | 90.0  | ISO 5163 or<br>ASTM D2700                           |
| Oxygen<br>(includes 10%<br>Ethanol<br>allowance) | % m/m |      | 3.7   | ISO 22854 or<br>EN13132<br>Or elemental<br>analysis |
| Nitrogen   | % m/m |      | 0.2   | ASTM D 4629<br>or ASTM 5762                         |
| Benzene  | % v/v |      | 1.0   | ISO22854 or<br>ASTM D6839<br>or<br>ASTM<br>D5580    |

And other characteristics according to the current ACU specification. Available from the Technical Secretary, ACU, Rugby.  
Any infringement of the fuel specifications will automatically result in the exclusion of the competitor from the entire meeting. The result of the competitors' fuel sample analysis (A or B Sample) more favorable to the competitor will be taken into account.

## AIR

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

## BIO-FUELS

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

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

### **SAMpLING – ROAD RACE AND SuPERMOTO**

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

- The Chief Technical Officer with the agreement of the Clerk of the Course may take or supervise the taking of up to 1.5 litres of fuel from any competition machine.
- Containers used must be clean and of a type certified suitable for holding petrol samples.
- Each sample taken must be divided into two and placed in separate 1 litre containers.  
(1 litre approximately in one and 0.5 litre approximately in the other). The containers must be sealed immediately and identified by reference to the machine from which the sample was taken. This information must be entered on a certificate which must certify the date, place and time of taking the sample and the seal numbers of both the 1 litre (the 'A' sample) and 0.5 litre (the 'B' sample) containers.
- Sample 'A' must remain in the control of the Chief Technical Officer for delivery to an ACU approved 'Fuel Test Laboratory'. Sample 'B' must be given to the rider or his authorised representative who must sign the fuel sample certificate, acknowledging receipt.
- Samples taken for routine control must be tested for compliance with at least three of the characteristics listed – A fuel test result will be said to be 'in compliance with' or 'not' in compliance with the characteristics tested for.
- When fuel is tested for any other reason all characteristics listed must be proved.

### **SAMpLING – OFF ROAD DISCIPLINES**

- 1) The ACU appointed Official has the sole responsibility for the management and supervision during the taking of fuel samples.
- 2) The preferred fuel test method in a first step is Gas chromatography or GC Fingerprint method. Gas chromatography (GC) is an analytical technique for separating compounds based primarily on their volatility and polarity. Gas chromatography provides both qualitative and quantitative

information for individual compounds present in a sample. Gas chromatography is widely used for the analysis of fuels. The GC Fingerprint is a comparison between the given reference and the fuel drawn from the competitor's motorcycle. With the fingerprint method any changes in the composition and concentration of the fuel against the reference is detected. The separation is done with a non polar column suitable for fuel analysis. The detection of the components is done with a flame ionisation detector.

- 3) If other test methods are required, fuel samples are transported to the appointed laboratory by an official courier, using the appropriate containers.
- 4) Riders selected for fuel controls are directed with their motorcycles to the inspection area.
- 5) Only new sample bottles are used for the fuel samples.
- 6) The fuel to be tested is transferred directly from the selected fuel tank into three vials (3 small sample containers), marked A, B and C and identified by reference to the motorcycle from which the sample was taken. The bottles are closed, sealed and labelled by the ACU appointed Official.
- 7) The Fuel Sample Declaration form (see 14) is filled out immediately, containing all information as shown on the sample sheet, including the rider's name and race number, date and place of fuel sampling. A responsible team member signs this declaration, after verifying that all the information is correct.
- 8) Samples A and B are given to the appointed laboratory staff, present at the event for analysis or be sent to the respective laboratory by the organiser if no trackside laboratory is available. Sample B will be kept by the laboratory staff as a reserve sample, to be used for a second analysis if required. All samples are accompanied by a copy of the Fuel Sample Declaration form. Costs for the analyses of sample A and B are paid by ACU.
- 9) Sample C is handed over to the ACU, accompanied by a copy of the Fuel Sample Declaration form, for safeguarding incase

- of protests and/or a request for a counter- expertise by the ACU appointed laboratory. Costs for the analyses of sample C are paid by the team concerned.
- 10) As soon as possible after completing the testing, the Fuel Analyst/ACU appointed laboratory will report the results of the fuel sample analyses directly to the ACU appointed Official, with a copy to the rider and the Discipline Committee.
  - 11) In the case of non-conformity of the fuel, the ACU appointed Official must notify the results to the Discipline Committee and the rider/team representative concerned. Failure of the sample to conform to the ACU fuel specifications results in the disqualification of the competitor from the entire meeting. The result of the competitor's fuel sample analysis ("A" or "B" sample) more favourable to the competitor is taken into account. Note: The non-conformity of one property (except the Appearance) is sufficient for declaring the non-conformity of the fuel or the mixture.
  - 12) Within 48 hours of the receipt of the notification of the results from the analysis of sample A and/or B, the team must notify the Discipline Committee and the ACU appointed Official if a counter-expertise of sample C is requested.
  - 13) The Discipline Committee takes a decision, immediately following the notification of the results of the final expertise. Any appeal against the decision of the Discipline Committee is heard by the ACU Judicial Panel.
- Have his/her licence suspended for a minimum period of six months of the 'season' March to October inclusive.
  - Be disqualified from the results.
  - Lose any championship points that may have been earned at the meeting.

## FUEL TEST COSTS AND pENALTIES

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

# ACU approved protective helmets and visors

The only indication that a helmet is suitable for immediate use in motorcycle sport is the ACU gold sticker firmly affixed, as displayed below.



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

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

**TRIALS:** Trials riders must wear a suitable road legal helmet.

It is considered that any person selling a helmet for competition use as "ACU Approved" without an approval sticker firmly affixed is making a false trade description.

## EXEMPTION

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

## HELMET MODIFICATIONS

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

## HELMET PAINTING

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

Vinyl wraps as customisation of helmets is permitted in a similar manner to painting. Competitors should make sure the adhesive used is compatible with the helmet material.

## HELMET SECURITY

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

Even during the relatively short period of a race, strap slip can be sufficient to increase the risk of helmet loss in the event of an accident. It can be minimised by securing the flapping strap end by some means such as a rubber band.

## HELMET PROJECTIONS

(Fins, stabilisers, cameras etc.) Attachments to the shell surface exceeding

20mm height are not permitted in Road Racing.

## VISORS/GOGGLES

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

## TECHNICAL INSPECTION OF HELMETS

Helmets are examined at technical inspection in order to assess wear and tear, general deterioration and to ensure that an ACU Approval sticker is displayed.

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

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

## MOULDED pLASTIC HELMETS

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

## TEN FITTING TESTS FOR HELMETS

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

9. Satisfy yourself that the back of your helmet is designed to protect your neck.
10. Always buy the best you can afford.

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

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

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

## HELMET STAMPING

Manufacturers and importers of helmets may seek approval for their products and a licence to affix relevant Gold or Silver approval stickers to their helmets by providing helmets for the Independent testing in addition to other type approval documentation as part of the approval process. Please contact the Technical Department for further information.

Exceptionally, helmets may be individually approved, (often after painting etc.) They can be mailed for approval and the affixing of a relevant sticker. They should be sent to:

ACU, ACU House, Wood Street, Rugby,  
Warwickshire CV21 2YX. Tel: 01788  
566400 A fee of £15.00 should also be  
enclosed

which covers return post and packing charges.

# Competition Licence/Trials Registration

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

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

Duplicate ACU licences can be obtained on request at a cost of £5.00. Duplicate FIM/FIME licences can be obtained through the ACU at the appropriate fee.

## One event licences

A One Event licence grants all the benefits of an annual licence for the duration of one named event only.

The Supplementary Regulations for the event will state whether this type of licence can be used.

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

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

**Note:** One Event Licences are not issued for Road Race events.

For competitors who have not previously held an ACU competition licence or for those competitors who have not held an ACU competition licence for a period of three years, a one event licence may be submitted with an application for an ACU competition licence to receive a £10.00 credit on the purchase of an

ACU competition licence within six months of the purchase of the one event licence in any calendar year period. The credit cannot be carried over from one year to the next.

It should be noted that only one One Event Licence can be used to offset the cost of an annual ACU competition licence. It is the overall responsibility of the Clerk of the Course to ensure that all One Event Licence counterfoils are returned to ACU Head Office within 14 days of the event being completed. Although it is recognised this task may be delegated, the responsibility for ensuring this happens remains with the Clerk of the Course.

## One event trials licences

To encourage non-ACU Trials Registered Riders to attend ACU Trials events, One Event Trials Registrations are now available from ACU

Head Office. Riders taking out one event Trials licences will hopefully join an ACU Club, take out a full Trials Registration and become an ACU Trials Registered Rider.

The cost of the One Event Trials Registration is £3.00. The One Event Trials Registrations are available in books of ten, ie. £30.00 for a book. It should be noted by Organisers that the One Event Trials Registrations won't be available for purchase individually – only in books of ten. Organising Clubs are to pay for the books at the point of purchase, ie. there is no credit facility. Once the books are sold, the Club keep the money to recoup the expenditure they outlaid at the point of purchase.

To summarise – The books themselves consist of ten one event Trials Registration forms. There are no counterfoil or copies of the Registration forms – just ten Registrations. The Club buys the book in advance for £30.00, sells the Registrations at £3.00 each and keeps the money to reimburse their initial outlay. There is nothing to send back to ACU Head Office, no money and no counterfoils of the Registrations sold.

# Associate membership

Associate Membership is available to any individual who does not hold a current

Competition Licence/Registration. The annual fee of £10.00 allows the individual to enjoy a range of benefits and discounts that have been secured by the ACU for its members.

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

# ACU Benevolent Fund

## ADMINISTRATIVE COMMITTEE

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

**R. Hanks** (Chairman)

**Mrs M. Carter JP** (Treasurer)

**Pattison Mrs J. Macphee**

**Mr C.**

**Mrs W. Evans**

**MBE**

**Mr D Porter**

**Mrs L Francis**

**Mr E Nelson**

**Trustees:** Mrs M. Carter JP, Mrs W. Evans MBE,

Mrs L Francis, R. Hanks, Mrs J. Macphee,

Mr C Pattison.

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

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

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

Any request for help should be made via your own Benevolent Fund Officer as listed over the page or direct to the Ben Fund Secretary

at the Rugby Office. A standard form will be supplied asking for certain details which should be completed as fully as possible at the time and returned to either your local Ben Fund Officer or the Rugby Office. All requests for assistance received and any information given is completely confidential and will never be divulged to any other person or body.

The Trustees of the Fund will always give very sympathetic consideration to all requests for help. Our funds are however restricted and

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

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

During 2019 the Benevolent Fund has seen voluntary donations remain steady for which we are thankful. Requests for help remain high and in relation to the donations were at times only just breaking even. It has been possible to build up a small reserve over the past few years and this reserve is now being used to continue the work of helping those in need. However, reserves do not last forever, we therefore have to request that in order to continue to give help where needed we must find ways of increasing our donations. The ACU Benevolent Fund is not a HIGH PROFILE CHARITY, as our help is restricted to past and present members of the ACU and their families, it is therefore only right that the majority of our income is self generated as it has always been in the past.

To our many Centres, Clubs and general supporters that have been the backbone of our income in the past we give you our most sincere thanks, what we now have to ask is that in order to maintain our level of support to those in need, we need the help of those who have perhaps left it to others in the past. The families of those we help over the years are possibly members of your Centre or your Club please help us to continue helping them.

In the year ending 31st December 2019 the grants will exceed £90,000.

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

# **BENEVOLENT FUND OFFICERS**

## **Cheshire & North Wales** Mrs L Francis.

Tel: 0151 336 4940 Mob: 07753

742911

lyn.francis18@gmail.com

## **Cornwall** Chris Tyrrel, Kangan Farm, Criggan,

Bugle, St Austell, PL26 8QX. Tel: 01726

890404 christ6996@hotmail.com

## **Eastern** Debbie Blyth. Tel: 07963 118917

blyths21@hotmail.com

## **East Midlands** Mrs A. Boyle, 126 Uttoxeter

Road, Hill Ridware, Rugeley, Staffordshire

WS15 3QX. Tel: 01543 492212 Mob:

07866 605082

annie126@outlook.com

## **East South Wales** Mr D. Smith, Crosswinds,

13 Julians Close, Gelligar, Caerphilly,

CF82 8DT Tel 01443 556407

## **East Yorks** Mrs E. Race, 20 Broadlands

Drive, East Ayton, Scarborough, North

Yorkshire YO13 9ET. Tel: 01723

863987 erace@hotmail.co.uk

## **Isle of Man** Mrs W. Evans MBE, 3 Mount

View Terrace, Onchan, Isle of Man IM3

1AB. Tel: 01624 621296/07624

433540

acubenfundiom@manx.net

## **Midland** Mr & Mrs G. Daniel, 25 Doidge Rd,

Erdington, Birmingham B23 7SQ. Tel:

0121 350 2601 (Eve) 0121 373 1035

(Day)

gerrydan@blueyonder.co.uk

## **Mid Wales** Mr M. Bates, Nant-yr-Wyn,

Llanbister Road, Landrindod Wells,

Powys LD1 5UP. Tel: 01547 550393

## **Northern** Mr K. Quinn, 7 Arkholme Close,

Carnforth LA5 9XF. Tel: 01524

732089

## **North Eastern** Mr J. A. Guthrie, 9

Hillside Gardens, Sunderland, Tyne

& Wear SR2 9AR. Tel: 0191 522

6260

guthaz@ntlworld.com

## **North Western** Mr Adrian Brown, 20

Albany Drive, Walton Le Dale,

Preston, Lancashire, PR5 4TY. Tel:

07863 557183

adrian@deklanbrown.com

## **South Eastern Centre** Mrs Hazel Collins, 14

Brookside, Calcot, near Reading, RG31

7PJ. Tel: 01189 421534

rhaze@talktalk.net

## **Southern** Mr T. Graves 13 Locksley Road,

Eastleigh, Hampshire, SO50 5DX. Tel:

02380 643503/075868 07927

## **South Midland** Mr D. Porter, 22 Belper Road,

Luton, Beds, LU4 8RG. Tel: 07710

435127

david.porter31@btinternet.com

## **South Western** Mr C. Pattison, 6 Churchfields,

Wincanton, Somerset BA9 9AJ. Tel:

01963 33001

## **Wessex** Mr M. Bracey, 3 Burden

Close, Bradley Stoke, Bristol

BS32 8BL. Tel: 01179

236867/07889 363526

martinjan@talktalk.net

## **Western** Mr Tom Vivian, Blakes Lane,

Guarford, Malvern, WR13 6NZ. Tel:

01684 311585 vivians@themail.co.uk

## **West South Wales** Mr Bryan Puckett, 32

Heol Derwen, Cimla, Neath, SA11

3YS. Tel: 01639 767851

bryan.puckett@btinternet.com

## **Yorkshire** Mrs M. Carter JP, 10 Byeway,

Guiseley, Leeds LS20 8JP. Tel: 01943

878666

mcarterhuntersgap@btinternet.com

## **Scottish ACU** Mr Charles Mackenzie, 28 West

Main street, Uphall, West Lothian, EH52

5DW. Tel: 01506 858354

office@sacu.co.uk

# price List

*Payable to the Auto Cycle Union Ltd.*

## **PERMIT FEES (INC VAT) (ISSUED BY HEAD OFFICE)**

### **INTERNATIONAL**

(excluding FIM Inscription Fee)

|   |         |
|---|---------|
| Speed Events, all Stadium Events and Hare & Hounds Events | £300.00 |
|   | 0       |
| Trials and Enduro   | £75.00  |

### **FIME CONTINENTAL & NATIONAL**

Speed Events, all Stadium Events

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

Speed Events, all Stadium Events  
and Hare & Hounds Events

|                               |             |
|-------------------------------|-------------|
| Trials, Enduros, Road Rallies | £50.00      |
| Test Days                     | Contact ACU |
|                               | £50.00      |

### **SOCIAL GATHERING PERMIT**

|   |        |
|---|--------|
|   | £35.00 |
| 0 |        |

### **RECORD ATTEMPTS (HELD IN UK)**

|                 |        |
|-----------------|--------|
| Per Meeting/Day | £35.00 |
| 0               |        |

### **COACHING & PRACTICE**

**PERMITS** Contact ACU office for details

### **BIKE TRIALS**

|   |        |
|---|--------|
|   | £15.00 |
| 0 |        |

### **YOUTH PERMITS**

|  |        |
|--|--------|
| International                                      | £50.00 |
| 0  |        |
| FIME Continental, National and National Restricted | £25.00 |

## **PROTEST FEES**

|  |   |
|--|---|
| International  | Competition £150.00                       |
| 0  | National/Restricted/Closed                |
| Competition £100.00  | Engine Measurement & Fuel Testing charges |
| <i>can be found in discipline regulations and Fuel Regulations within this Handbook.</i> |   |

## **APPEAL FEES**

|   |          |
|---|----------|
| To the Final Tribunal of Appeal               | £5000.00 |
| Competitors first appeal to FTA               | £500.00  |
| Licensed Officials first appeal to FTA        | £500.00  |
| 0   |          |
| To the Auto-Cycle Union                       | £300.00  |
| To the ACU Local Centre                       | £150.00  |
| All other Youth Permits issued by Head Office | £10.00   |

|  |    |
|--|----|
| International Events                                   |    |
| Off Road (Trials, Enduro, Motocross, Track Racing etc) | £1 |
| 50.00 Road Racing                                      | £2 |
| 00.00  |    |

**FINES**

|  |             |
|--|-------------|
| Levied by ACU Court                                | Unli        |
| mitted Levied by National Club, Centre or Stewards | Maximum     |
| £500.00 Levied by Clerk of the CourseMaximum       | £500.00 Non |
| production of licence                              | £10.00      |

|  |                                       |
|--|---------------------------------------|
| Basic Permit Insurance Package                 |                                       |
| 1 day  | £500.00 (only permit element inc VAT) |
| 2 days   | £700.00 (only permit element inc VAT) |
| Practice Day Permit held under Basic Insurance |                                       |
|  | £440.00 (only permit element inc VAT) |

**CLUB AFFILIATION FEES (pER ANNUM)**

|                                      |        |
|--------------------------------------|--------|
| Less than 50 registered members      | £10.0  |
| 0 Between 50–99 registered members   | £20.0  |
| 0 Between 100–199 registered members | £40.00 |
| 200+ registered members              | £50.0  |
| 0                                    |        |

**ADMISSION TICKETS**

|                                |              |
|--------------------------------|--------------|
| per 1000 incl postage per roll | £11.00 + VAT |
|--------------------------------|--------------|

**MARKER TapE**

|                          |                    |
|--------------------------|--------------------|
| Blue logo per roll 500m  | £12 + VAT+ Postage |
| White logo per roll 500m | £10 + VAT+ Postage |

**WARNING NOTICES**

|  |              |
|--|--------------|
| All items plus VAT & Postage                   |              |
|  | Paper Correx |
| Type A ( <i>Motor Sport Can Be Dangerous</i> ) | £2.00 £5.00  |
| Type B ( <i>Prohibited Area</i> )              | £2.00 £5.00  |
| Type C ( <i>Warning Notice</i> )               | £2.00 £3.50  |

# LASU

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

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

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

The first option, policing the issue, is often

seen as the best solution but has, in the past, simply moved the problem elsewhere, only to see it return to a community over time.

LASU believes that providing a legal and safe place to ride with targeted enforcement is the best solution. By contacting LASU, Local Authorities and Police Forces have access to professional assistance to identify the type of problem, its size, nature and location as well as receiving help to create a workable solution.

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

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

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

environment, safe from prosecution and bike seizure.

For more information on Off Road Provision, please contact LASU Secretary: Debbie Walmsley. Tel: 01788 566419 dw@acu.org.uk

## 2019 REGISTERED OFF ROAD PROJECTS

- Bromley Beacon Academy, Kent, contact Daniel Matellis. Tel: 07904 590608
- Bridge Centre Project, East Lothian. Tel: 01620 829817
- MX Challenge Project, Dover. Tel: 01304 202244

## 2019 MINI BIKE PROJECTS

- Bikewise Mini Bike Club, Durham, Gary Ward via Debbie Walmsley. Tel: 01788 566419 dw@acu.org.uk
- Gloucestershire Youth Mini Bike Project, contact Mark Jones. Tel: 01452 833227

mark.jones@gloucestershire.pnn.police.uk

# Training Department

The ACU Training Department is responsible for the training of anyone wishing to become an ACU Certified Coach.

The Training Secretary maintains an up to date Register of all ACU Certified Sporting Coaches in all disciplines of motorcycle sport. She also manages the renewal process for coaches and the yearly seminars that all coaches must attend at least once every three years, in order to keep their Certification current.

## COACH TRAINING

The ACU Coach Certification Programme is open to anyone who wishes to coach sporting motorcycle skills.

The ACU Coach Certification Programme delivers training and assessment that is mapped to National Coaching Standards, providing new and existing coaches with the fundamental skills needed in order to pass on their skills and knowledge to other riders.

The ACU has three categories of Coach:

**ACU Club Coach** – for anyone who wishes to coach at club level, on a voluntary basis. Applicants must be competent riders, fully conversant with all appropriate riding skills for the discipline in which they wish to coach. Applicants may be asked to undertake and pass a test of riding competency before coach training commences. Training for this certification is FREE of charge for a member of an affiliated ACU Club (subject to approval from the Club/ Centre) with an annual Coach Certificate fee of £25.

**ACU Project Coach** – for people who coach for Local Authority or Community/ Charitable Motorcycle Projects. Applicants must be competent riders, fully conversant with all appropriate riding skills for the discipline in which they wish to coach. Applicants may be asked to undertake and pass a test of riding competency before coach training commences. A subsidised charge is made for the training of this type of coach and the annual Certificate fee is £35.

**ACU Commercial Coach** – for anyone with background in motorcycle sport who wish to provide coaching for a fee. Applicants

must be able to provide proof of a satisfactory standard of riding ability. A full list of acceptable minimum standards is included in the application paperwork.

Commercial coaches can also coach at Club and Project level. The training of Commercial Coaches is charged at a commercial rate and the annual Certificate fee is £84 including VAT.

All coaches must undergo a DBS check (previously called a Criminal Records Bureau check).

There are 3 levels of ACU coach. Any Coach wishing to progress to Level 2 or 3 should contact the Training Secretary for further information.

Shaun Brown, who has a vast wealth of experience as a Road Race competitor and Coach, has been appointed as the ACU Sports Development Officer and Shaun can be contacted via Debbie Walmsley, the Training Secretary as follows: tel: 01788 566419 email: dw@acu.org.uk.

# LARA

LARA is the motoring organisations' Land Access and Recreation Association and acts as a national forum for the principal groups in countryside motor sport and recreation. LARA does not organise events or act as any sort of governing body, but it does assist its members in a wide range of land access issues: policy, practice and problems. If you want to know more about motor sport and recreation – how to take part, land access issues, planning problems, etc. – then either LARA or one of its member groups probably has the answers you seek.

You can contact LARA at [admin@laragh.org](mailto:admin@laragh.org) on any ACU-related matter involving land use, including planning permission issues, conservation designations, and public rights of way. LARA may not have the answer to all questions, but can usually point you in the direction of somebody who knows.

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

1. Use only Vehicular Rights of Way – not all green roads have vehicular rights. LARA groups can help with information.
2. Keep to the defined track, and deviate only to pass immovable obstructions. Report obstructions, including low branches and very soft ground, to the highway authority. If the correct route is not obvious on the ground, ask local users, or check the details held at highway authority and local record offices.
3. Travel at a quiet and unobtrusive pace, alone or in small groups. Remember that others seek to get away from bustle.
4. Ensure that you and your vehicle are fully road legal, and obey traffic and LARA signs. Green roads are subject to the same laws as surfaced roads. There is no public right to drive away from a road on common land, moorland, sand dunes, or beach.
5. Pay attention to 'the Four W's'
  - Weather** – Do not travel on green roads when they risk being damaged beyond a point of natural recovery when the weather improves.

**Weight** – Do not use the roads which may be seriously damaged by the wheel pressure of your vehicle. LARA does not support use of heavy vehicles on green roads.

**Width** – Do not use roads which are too narrow for your vehicle. Avoid damage to trees, hedges and boundaries.

**Winches** – Only use when unavoidable.

Always avoid damage to trees, walls, and surface while recovering.

6. Respect the life of the countryside. Be courteous to all other users, and take great care when passing horses. Be prepared to stop your engine if needed. Always fasten gates and take care near livestock.
7. Remember that wildlife faces many threats and green roads can be valuable habitats. Take special care in spring and early summer.

## THE ACU COMPETITIONS NOISE CHARTER

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

## ENVIRONMENTAL POLLUTION

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

## RESPECT

- a) Always respect officials and their instructions, they are for a purpose and your benefit.
- b) Do not be abusive towards officials this is

bad manners and carries extreme penalties which might shorten your sporting career.

- c) Always respect other users and the public in general, however abusive or obstructive.

Let the officials deal with such problems, and do not make them worse.

### **ACU REGIONAL SPORTING OFFICERS**

**Eddie Jones** 18 Chapel Street, Astwood Bank, Redditch B96 6DA. Tel: 01527 893392/07947 319432

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

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

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

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

**Cass Edward** 157 Queens Walk, Woodston, Peterborough, PE2 9AJ. Tel: 07933 777209

The ACU Regional Sporting Officers provide a local source of advice and information on all the above and represent both car and motorcycle interests. If you would like to assist the ACU

in its fight to protect the rights of motorsport, by becoming a Regional Officer would you please forward your brief details to the ACU Office. Make no mistake, the full might of the environmental lobby is now being ranged against motorsport. Despite having organised responsible events for nigh-on 100 years our clubs are losing venues hand-over-fist through no fault of their own.

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

# Land Use Advisory Service

Planning, conservation, rights of way, open access and noise are all potential problems which can affect and frequently have affected clubs staging off-road motorcycle sport at local or even national level. As a result, the Land Use Advice Service (LUAS) has been set up to help find satisfactory resolutions.

LUAS will help clubs with problems specific to sites and events. Email or telephone advice will be available when a problem arises, and each issue will be documented as a 'case file' at ACU Headquarters. This is very important as experience shows us that having the 'full story'

- all the correspondence and the site's history
- is crucial to a successful outcome, and once a particular problem is wrapped up, LUAS will look at it to see if there is a learning experience that should be written up as advice for the benefit of other ACU clubs. This is not more paperwork for its own sake: the level of official control and intervention in all aspects of land use goes up and up, and motorcycle sport now, more than ever, has to work within the system.

The ACU has engaged Alan Kind, who also works on planning issues for LARA, as its specialist officer to provide both general and case-specific advice. Clubs with problems can certainly speak directly with Alan, but LUAS has to manage all its communications carefully, so initial contacts should be via Debbie, please. Alan is updating a set of Guidance Notes covering topics which regularly come up, such as 14/28 day rule (concerning the need for planning permission) and how to set about getting local authority authorisation for trials on

public rights of way. Please visit LARA's website [laragb.org](http://laragb.org).

LUAS is here to help the ACU's clubs, but it is not a one-way process – you cannot always ask for, and get, a packaged solution to your problems. Headquarters needs the clubs to work with LUAS so that, in the future, few if any problems arise and motorcycle sport is regarded as a good and welcome neighbour in the countryside.

If you have a problem, or just want to know more about any particular topic, then your first point of contact is Debbie Walmsley at ACU Headquarters (Tel: 01788 566419 or email: [dw@acu.org.uk](mailto:dw@acu.org.uk)).

# The Motor Vehicles (Off Road Events) Regulations 1995

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

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

This extension of road traffic law to public places had far reaching consequences for those who take part in or organise events involving motor vehicles in fields, parks or other areas where the general public is admitted either free of charge or on payment of entry fee. Consequently provision was made in the legislation in order that the legislation does not apply to those taking part in 'authorised'

motoring events when driving in a public place other than a road, provided they are driving in accordance with the appropriate authorisation for the event. Consequently, in most instances it is anticipated that ACU licensed riders participating in ACU authorised events will have nothing to fear.

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

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

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

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

## **NAVIGATIONAL SCATTER EVENTS**

The Motor Vehicles (Competition and Trials) Regulations 1969 is specific legislation governing motoring events held on the public highway.

The Road Traffic Act makes it illegal to race or trial of speed on the public highway, unless it is of a sort permitted by the 1969 legislation and authorised in accordance with it. It is legislation which makes it illegal to run a treasure hunt

of more than 12 vehicles, unless a specific authorisation permit is obtained.

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

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

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

### **pOLICE**

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

### **INSURANCE**

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

# ACU Environmental Code

## 1. INTRODUCTION

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

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

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

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

## 2. GENERAL PRINCIPLES

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

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

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

## 3. ENVIRONMENTAL

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

The Clerk of the Course will:

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

For International Championship Events, these responsibilities must be undertaken by an official in possession of a current FIM Environmental Officials Licence as specified in the FIM Sporting Code.

## 4 SOUND

### 4.1 MOTORCYCLES – INDIVIDUAL

- Avoid all unnecessary running of engines.
- Respect any agreed sound level restrictions.
- The sound levels, in all disciplines, must comply with the particular discipline's Standing Regulations.
- The ACU maximum sound levels for all disciplines will be enforced, controlled by licensed officials with approved equipment. For details, which vary slightly between disciplines, refer to the sporting and Technical rules.

### 4.2 MOTORCYCLES – COLLECTIVE

- Adequate consideration must be given to the siting of the course, and in particular the start areas, in relation to local residential properties.

### 4.3 COMMUNICATION

- Separate address systems for riders' paddock and the public area are preferable.
- Position of loud-speakers: to ensure that sound pollution is prevented outside the venue.
- Maintain the sound level as low as possible and ensure that sound levels do not exceed 85 dB/A in areas accessible to the public.
- A public address system can cause more annoyance outside the track than the actual sound of motorcycles. Make arrangements

with the people in charge of the system to reduce the sound volume to an absolute minimum between races/practice sessions.

## 5. FUEL

- It is a requirement that commercially available unleaded fuel, without additives, except oil for two stroke engines, is used.
- For Track Racing, the use of methanol is permitted.
- The use of alternative fuels which are more environmentally friendly, when sanctioned by the appropriate sporting regulations, are permitted.
- Fuel tests are carried out in accordance with the procedure laid down in the Technical Rules.
- Samples of the test are sent by the organisers of the event to a laboratory selected by the ACU.

## 6. PROTECTION OF THE GROUND

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

### Specification of Environment Mat

**Dimensions** 160cm × 100cm

(Track Racing Solo – 160cm × 75cm)

**Absorption Capacity** Minimum One Litre

The Environment Mat must be composed of an absorbent upper part and an impermeable lower part.

**Thickness** Minimum 5mm

- Environment mats must also be placed under mobile generators and oil/fuel storage facilities to avoid pollution of the ground.
- Containers/facilities to recover catering waste, used rags and oil filters, waste oil and coolant must be provided by the organisers.
- Leave no long-term evidence of any activity.

## 7. CLEANING OF MOTORCYCLES

- Cleaning of motorcycles can only be carried out at places designated by the organisers.
- No detergents are permitted.
- Cleaning facilities must be constructed and managed to avoid pollution of the ground.

## 8. ACTION TO BE TAKEN BY COMPETITORS

- Each competitor is responsible for the waste generated by his team during the event.
- Where organisers provide the necessary containers for waste they must be used as directed.
- Waste must be retained by the team until the approved facilities provided by the organisers can be used.
- Used tyres must be retained by the rider unless storage and disposal facilities are provided by the organiser.
- Where refuelling or servicing of a motorcycle is being undertaken at an off-road event, competitors must provide and use an environment mat to protect the ground. These mats must be removed by the competitor after use.
- Where organisers or competitors provide generators powered by petrol or diesel engines, they must be placed on an environment mat, and that mat must be removed by the user afterwards.
- Any infringement by the competitor of the ACU Environment Code can result in disciplinary action being taken.

## 9. ACTION TO BE TAKEN BY ORGANISERS

### 9.1 EVENT ENVIRONMENT MANAGEMENT PLAN

This plan must include at least the following points:

- a) An assessment of the environment impact of the event on the paddock, start area and the entire course and its surroundings, having regard to the number of competitors and the expected number of spectators.
- b) Provision of adequate and appropriate direction signs to the event which must be removed within 24 hours of the event. Do not allow parking on vulnerable areas (verges, green lanes, etc.), or where soil damage may occur (eg after heavy rain). Where large numbers of spectators are envisaged consultation with the Police is recommended.
- c) Measures taken to prevent the pollution of streams where used as a drinking source for either animals or humans.
- d) Provision of a machine cleaning area in

accordance with the appropriate discipline regulations for events where the cleaning of motorcycles is permitted.

- e) Provision of Containers for used oil, brake fluids and cooling fluid or any other liquid. These may be a requirement of the sporting discipline. Where required they must be clearly marked "waste oil only" and have an opening sufficiently large to avoid spillage and a captive funnel.
- e) Ensure that all fuel and waste oil, and all generators are placed on an environment mat. Provide containers for oil filters and cleaning rags.
- f) Provision of sufficient containers for competitors and spectator's general litter. Consideration to be given to providing competitors with a rubbish bag on arrival and instructions on what to do with it.
- g) Provision of Sanitary facilities. Further guidance on numbers is provided on page 84.
- h) Judicious positioning of any loudspeakers.
- i) Where a central refuelling point is provided, ensure that motorcycles are only refuelled when parked on an environment mat. Provide Fire Extinguisher and have it clearly signed. Display No Smoking signs

### 9.2 INFORMATION TO THE SPECTATORS

- Inform the public about responsible behaviour on the site
- Request spectators to use the rubbish containers provided.

### 9.3 AFTER THE EVENT

- Signposts, billboards and posters must be removed immediately after the event.
- Clear away tapes and markers around the event site.
- The event site must be returned to its original condition as soon as possible.
- Arrange for prompt removal of all waste and rubbish.
- Ensure that the disposal of medical or other hazardous waste is managed by specialist companies.
- Remove mud from public highways and remove direction signs etc

### 9.4 PUBLICITY AND ADVERTISING

- Place billboards and posters only after

having obtained permission from the owner of the property, and the local highway authority if appropriate.

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

## **10. RECOMMENDATIONS FOR ROAD USERS**

### **10.1 RIDER CONDUCT**

- Individual motorcyclists should develop riding habits to ensure full integration with other types of users.
- Ride safely and avoid aggressive and competitive riding.
- Save petrol and reduce pollution by avoiding unnecessary idling of engines.
- Ride politely and limit noise pollution by using your horn only in an emergency.
- Noise annoys. Use a legal exhaust system and keep audio systems at a low level.
- Use only routes which are legally available to motorcyclists.
- Ride responsibly at all times.
- Respect nature by not travelling on routes that risk being damaged beyond a point of natural recovery.
- Protect wildlife and its natural habitat by riding intelligently.
- Take responsibility for ensuring that your used oil, tyres, batteries and other recyclable items are properly disposed of.
- Encourage fuel efficiency and space economy by riding motorcycles instead of driving automobiles.

# AppENDIX A Recommended standards for the provision of sanitary facilities at ACU events

## 1. pROVISION FOR RIDERS/ pARTICIpANTS

As specified in the rules for each discipline.

## 2. pROVISION FOR SpECTATORS, ETC. FEMALE

- 1 WC per 100 or fewer females who it is anticipated will attend.

### MALE

- 1 WC per 100 or fewer males who it is anticipated will attend.
- 2 WC per 100–500 males who it is anticipated will attend.
- 1 additional WC for every additional 500 males who it is anticipated will attend.
- 1.5 metres of urinal facility for every 500 males.

## 3. DURATION

For events lasting for less than four hours, this standard can be reduced by 25%.

## 4. MAINTENANCE

These facilities must be maintained in a clean condition and kept fully supplied for the duration of the event.

## 5. WASH BASINS

Should be provided in the ratio of 1 per 5 sanitary facilities

## 6. DISABLED pEOple

One of the facilities, in each separated spectator area, should provide for wheelchair users.

# Equal opportunities/sports equity policy statement

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

## DISABILITY pOLICY STATEMENT

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

# Insurance

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

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

The benefits noted in this section only apply to events permitted by ACU Ltd or ACU Events Ltd.

The policies are arranged through Lockton, 1st Floor, 3 Piccadilly Place, Manchester M1 3BN. Tel: 0161 828 3343 Fax: 0161 828 3335

christine.hare@uk.lockton.com and copies of them may be seen by arrangement with the General Secretary at ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX.

A table of Benefits for Competitors and Officials appears later in this Section.

## PUBLIC LIABILITY COVER

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

The indemnity limit for any one accident is £40 million under Premier cover and £10

million under Basic cover. The cost of defending Organisers and their Officials against allegations that might become the subject of indemnity under this insurance (including prosecution by the Health and Safety Executive) is also met by the Insurers subject to them taking over the conduct and control of any such defence.

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

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

Non motorcycling social events run by clubs affiliated to the ACU are included in the cover, i.e. club nights and the like (excluding fireworks).

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

## LANDOWNERS

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

Many Landowners expect that if an event results in damage to their property (for example a wall is knocked down) that the ACU or Organiser will indemnify the Landowner. The policy covers this type of incident subject to a £250 excess.

## SPONSORS

The policy extends to include indemnity to sponsors, should they get involved in a claim where they have become subject to litigation only due to the fact they were an event sponsor. If the sponsor has been negligent in their actions and caused injury to a third party or damage to any third party property then the ACU would pass the claim to the sponsor and their insurers.

## CONTRACTUAL LIABILITY

Contractual liability is the term used in insurance to indicate an obligation imposed in a contract which goes beyond the position that would exist otherwise under the law.

Insurers customarily exclude such obligations because they do not wish to be bound by prior commitments made by their policyholders unless they have been given notice of the commitment and agreed to it.

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

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

## WHAT IS NOT COVERED

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

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

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

**Damage or loss of property** – Either belonging to the Organiser, hired or held in the

custody or control of the Organisation running the event. Note this exclusion also applies to motorcycles held in a Parc Ferme.

### Borrowed/Hired Motor Vehicles or

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

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

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

**Aviation** – The policies do not provide cover in respect of ownership, possession or use of aircraft. If any ancillary attraction involves aircraft, details should be submitted to Lockton well in advance of the event.

**Excess** – The first £250 of each and every property damage claim.

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

1. Prior to the event; so that Clubs may be certain that cover is operative for any event they undertake the following steps should be taken:
11. Apply to the ACU for an appropriate permit or exemption certificate.
12. Officials should be briefed prior to the event on risk assessment and procedure in the event of an accident.
13. Consider if specific advice is needed from Lockton about the event e.g. – increased indemnity limit above £40 million.  
– Attractions other than normal competition e.g. flight displays, ballooning, bungee jumping, free style displays, bouncy castles.

- Contractual liabilities incurred to property owners or landlords.
  - Use of vehicles on public roads i.e. RTA cover.
  - Aviation activity on site.
- If there are any special exposures that fall outside normal competition as shown in this handbook and therefore are not covered by the standard ACU liability insurance, full details of the event should be made available to Lockton in good time for them to be able to respond on the implications for cover and cost.
2. In The Case of a Serious Accident or Incident involving a Competitor, Official, Spectator or Property contact:  
Road Race Events: Dr Paul King (07767 635420) Rowena Perks (07805 898584)  
Off Road Events: Gary Thompson MBE BEM (07976 548375)  
A serious incident, whilst not a full list, would include:
    - Death of a rider, official or spectator
    - A spectator is hit by a bike or other vehicle
    - A rider, official or spectator is airlifted to hospital from the event
    - Any spinal injury
    - A serious head injury
    - Any other catastrophic injury
  21. Efforts must be made immediately to collect the names and address of witnesses, which together with an account of the accident by the Marshals/Observers and the provision of any photographs taken should be passed to the Clerk of the Course who will make the information available to the ACU Steward or send the information direct to ACU Head Office as soon as possible. All information regarding a Serious Incident should be sent to ACU Head Office within three days of the incident taking place.
  22. A full report must also be provided within three days to Lockton (24 hours in the case of a fatality). Contact details are as follows: Alex Braddish (07827 985033) email: Alex.Braddish@uk.lockton.com  
Christine Hare email: christine.hare@uk.lockton.com  
David Hamer (07825 781759) email: david.hamer@uk.lockton.com
  23. Organisers should retain a full record of the event i.e. copy programme, Supplementary Regulations, final instructions, passes, scrutineer's report and list of senior officials for a minimum period of four years, or until each competitor in the event has reached 21 years of age, whichever is the longer period.
  24. A return must be made to Lockton of the details of injured parties, on the Incident/ Accident report form provided, with brief details of the injury to each. If a fatal or serious accident occurs the original entry form must be retained for a period of four years to comply with the law. Any fatal or potentially fatal accident must be notified to Lockton and to ACU House, preferably by telephone or email, within 24 hours.
  25. Public Liability personal injury claims valued up to £25,000 damages arising from accidents from 31st July 2013 onwards will be notified by claimant's solicitors via the Insurer electronic portal via a Claims Notification Form (CNF) which may be copied to the ACU and if so receipt should be acknowledged by the ACU to the claimant's solicitor within 24 hours of receipt. Insurers will also formally acknowledge these claims and will then look to promptly gather documents and undertake an investigation with the ACU to determine legal liability. Where it is agreed that a claim is one for a full admission of liability, Insurers will look to conclude liability enquiries within 40 working days for Public Liability claims to ensure such claims remain within the portal to benefit from the reduced fixed recoverable costs payable to the claimant's solicitors. Every cooperation should be given to Insurers and their investigators during the investigation period to ensure the MOJ portal timelines are complied with. Claims that are denied (in part or in full) will exit the portal process and where it has been agreed following investigations that a claim is one to deny in part or in full, the Insurer has up to 90 calendar days to communicate their decision to the claimant's solicitors as per existing Civil Procedure Rules.
  26. Organisers, competitors or officials who are involved in an accident will be defended by Solicitors chosen by ACU's insurers.

- The costs of a club, competitor or official appointing their own Solicitor are not covered under the Master Policy.
- 27 Claim forms will be sent direct to competitors who request them from Lockton.

### MEDICAL MALPRACTICE INSURANCE

The Master policy is automatically extended to provide medical malpractice cover for volunteer paramedics registered with the (HPC) Health Professions Council. Cover also applies to qualified nurses registered with the (RCN) Royal College of Nursing, medical assistants and event officials at ACU permitted events. The limit of indemnity is £10m in the aggregate for each period of 12 months. Cover is subject to an excess of £250 each and every claim.

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

This policy summary provides important

information about the Public Liability and Personal Accident Insurance. This applies each time you are eligible to compete in any ACU permitted event or event for which a certificate of exemption has been issued or run in accordance with the International Sporting Code of the FIM. These are not the full terms and conditions. The full terms and conditions can be found in the insurance policy a copy of which can be viewed on application to the ACU's Company Secretary at ACU House, Wood Street, Rugby. The insurance is governed by English Law.

**Making a Claim:** To make a claim please contact Lockton Alex Braddish on 0121 232 4597. In the case of an out of hours emergency please see above for the contact details for major incidents.

**Complaints:** If you are not satisfied with the service you receive from us you should contact in the first instance David Hamer Lockton Companies LLP, St Botolph Building, 138 Houndsditch, London EC3A 7AG Mobile 07825 781759 email: david.hamer@uk.lockton.com.

| Features and Benefits  | Significant exclusions and limitations   |
|--|--|
| <b>Public Liability</b><br>You are covered for legal liability you may incur for injury caused to third parties and damage to their property.  | Injury caused to any other Competitor during a race.<br>Road Traffic Act liability unless specifically provided for the event.<br>The organising club will be responsible for the first £250 of each claim in respect of third party property damage   |
| <b>Limit of indemnity</b><br>Premier cover £40,000,000 each and every claim<br>Basic cover £10,000,000 each and every claim  |  |
| <b>Personal Accident (Premier Cover only)</b><br>Death £10,000 (£7,500 for 6–15 year olds)<br>Permanent total disablement £20,000<br>Quadriplegia £40,000<br>Hospital Benefit £2,000<br>Loss of Limb(s) £20,000<br>Loss of Sight of eye(s) £20,000 | Personal accident cover for competitors does not apply to events run with only Basic insurance.<br>Temporary total disablement, illness of any kind.<br>Suicide or attempted suicide. Your own criminal act. Being under the influence of alcohol or drugs.<br>Terrorism.<br>Hospital Benefit becomes payable after 14 days hospitalisation as a result of an accident, which must occur within 12 months of the date of accident. |
| <b>Operative Time</b><br>Cover for both sections only applies whilst you are signed on at events held under permit or certificate of exemption including setting up and dismantling at the event.  | <b>Territorial Limits</b><br>Cover is only provided for events taking place under a Permit within Great Britain, Isle of Man and the Channel Islands.  |

If we are unable to satisfactorily resolve your problem you may be eligible for the Financial Ombudsman Service.

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

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

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

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

#### **(B) Minors**

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

#### **(C) Events with Foreign Competitors**

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

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

### **ROAD TRAFFIC ACT LIABILITY**

Third Party Road Risks cover has been arranged to cover any Competitor, Marshal or Official signed on for a Permitted Event arising from the use of any motor vehicle in connection with the event in areas of the event where the Road Traffic Act is deemed to be applicable.

The insurance is event specific and will override any other cover that may be in place. However, it is still recommended that all persons using their vehicle at an event make their own insurance providers aware of this use of the vehicle to ensure there are no gaps in cover provided.

### **PERSONAL ACCIDENT INSURANCE FOR OFFICIALS**

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

### **TABLE OF BENEFITS**

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

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

**Note:** Repatriation costs are not covered.

### **INSURANCE FOR EVENTS HELD OUTSIDE GREAT BRITAIN**

For all FIM Inscribed events and FIME championship events, competitors will be provided their Start Permission and Insurance from the FIM. For all other events held abroad (including Ireland) where the event is held under an FMN permit/authorisation, competitors must apply for a Start Permission and Insurance from ACU Head Office.

### **CHECKLIST OF ESSENTIAL DOCUMENTS TO TAKE WITH YOU WHEN COMPETING ABROAD**

- ACU/FIME/FIM Competition licence of

| Benefit  | 1       | 2       | 3       | 4                                    | 5      | 6      | 7    | 8   |
|--|---------|---------|---------|--------------------------------------|--------|--------|------|---|
| Officials age over 16                            | £65,000 | £65,000 | £65,000 | up to £200 per week (Max. 104 weeks) | £2,500 | £1,000 | £500 | £2,000 following hospitalisation of 2 weeks or more, within 12 months of the date of accident |
| Officials age 14 to 16<br>In full time education | £7,500  | £20,000 | £20,000 | £75 per week for home tuition        | £2,500 | £1,000 | £500 | £2,000 following hospitalisation of 2 weeks or more within 12 months of the date of accident  |

appropriate grade. (See ACU Competition Licence Application Form).

- Necessary competition insurance – according to the ACU/FIM scales.
- A current European Health Insurance Card for each member of the team in order to receive reciprocal health benefits in most countries.

**We strongly recommend that full travel insurance is arranged for your trip, in addition to FIM Insurance cover which only provides protection during the event itself.**

## OTHER RECOMMENDED DOCUMENTATION

- Passport with Visa if appropriate.
- Driver's licence.
- International Driving Permit (IDP) – where necessary (from AA or RAC).
- Bail Bond – where necessary (from AA or RAC).
- Vehicle insurance documentation for all vehicles. Check with your insurance broker, as requirements vary from company to company.
- Vehicle registration documents – V5 or VE103 or letter of authority if you do not own the vehicle.
- Travel Insurance – including medical and repatriation cover where not otherwise arranged.
- Competitors, who travel with assistants, or as part of a team, should not overlook their needs including travel insurance.
- International identification plate (GB) for vehicles.

## FOREIGN RIDERS

Foreign riders are Competitors affiliated to

- MCUI do not have FMN within 12 months of the date of accident
- an ACU Trials Registration. Where a Foreign rider takes part in an ACU permitted event the following guidelines apply:
1. Road Race, Drag, Sprint, Hill Climb, Supermoto, Motocross, Trials, Enduro and Grass Track: Competitors with a valid competition licence and a "Start Permission" from their home FMN or evidence of FIM insurance cover pay the per capita rate per day for liability. Note: Competitors' PA benefits and Repatriation expenses are not covered.
  2. Road Race, Drag, Sprint and Hill Climb, Supermoto, Motocross, Trials, Enduro and Grass Track: Competitors without a valid competition licence issued from their home FMN and evidence of FIM level insurance cover are not allowed to compete.
  3. Other events: Competitors in possession of a "Start Permission" from their home FMN or evidence of approved FIM insurance cover, pay the per capita rate per day for Public Liability.

**ACTIONS TO BE TAKEN BY SENIOR OFFICIALS FOLLOWING AN INCIDENT INVOLVING SERIOUS INJURY TO A COMPETITOR, OFFICIAL OR A SPECTATOR****A full investigation is required in the event of the following:**

Fatalities, loss of sight or limb/s, paralysis, serious head injuries, potential fatality any spinal injury, a spectator being hit by a bike or other vehicle and any incident where a rider, official or spectator is airlifted from the event. (It is the responsibility of the Steward/Clerk of the Course to use experience/ common sense and to also telephone one of the numbers below)

**Telephone:**

In the event of a major incident telephone

- 1) Road Racing – Dr Paul King (07767 635420), Rowena Perks (07805 898584)
- 2) Off Road Events – Gary Thompson MBE BEM (07976 548375)
- 3) Advise ACU as soon as possible

**Immediate information gathering for insurer by the Steward/Clerk of the Course/  
Organiser/Venue Operator**

- Photograph Scene
- Impound vehicles
- Obtain witnesses' names, addresses and telephone numbers
- Seek and obtain video and photographic evidence from any source. Be cautious if asking spectators

**Information to be forwarded to Governing Body/Insurer**

- Steward's Report
- Marshal/Observer Reports
- Any other witnesses' reports
- Medical Log/Report
- Scrutineer's Report
- Racing/Radio Log
- Signing on sheet
- Risk Assessment

**Forward to Insurer:**

- Documents provided by Steward/Organiser as listed
- Event Regulations
- Event Final and Supplementary Instructions
- Event Programme
  - Track Plan
- Copy of Permit

## MEDICAL SERVICES – TERMINOLOGY

**Medical Officer (MO) Doctor:** A medical practitioner (Doctor), who holds:

- full registration and a licence to practice from the General Medical Council (GMC)
- medical malpractice cover appropriate for pre-hospital immediate care (NHS Crown Indemnity is not applicable).
- if subject to GMC Approved Practice Setting regulations (APS, ie before first revalidation), must have agreement from their Education Supervisor

**Paramedic (PM)** State Registered Paramedic who holds:

- registration from the Health Professions Council (HPC)
- medical malpractice cover (NHS Crown indemnity is not applicable)

If a Paramedic or Junior Doctor with full GMC registration is present at an event as an individual volunteer (being paid expenses) and not present in a commercial capacity, then they are indemnified for Medical Malpractice under the ACU's insurance policy. This concession does not apply to GPs or Consultants.

**First Aid Personnel** A person holding a current certificate of First Aid competency.

**Ambulance** An ambulance, by law, must be registered with the DVLA (Driver and Vehicle licensing Authority) and be CQC-registered in order to transport a casualty to hospital. An

ambulance must have an appropriately qualified driver to transport a casualty under blue lights. It must comply with the FIM the minimum equipment regulations for a type C vehicle; that is:

- Medical: A stretcher (preferably standardised), oxygen supply, apparatus to immobilise limbs and vertebral column. First aid medicaments and materials.
- Technical: Radio communication. Visible and audible signals.
- Staffing: An Ambulance must be staffed by 2 First Aid Personnel who can be the two minimum First Aid Personnel required at an event.

An Ambulance may act as a Medical Centre but if so it must be a vehicle additional to the minimum Ambulance requirement.

## GENERAL

For each motorcycle sporting discipline, the individual 'minimum medical requirements' are listed in the Handbook within their own sections under the heading 'Medical Services'. This is because, understandably, the minimum medical requirements vary between the types of motorcycle sport.

The points listed below, where relevant to a discipline, will apply to ALL competitive motorcycle sports and the wording will be the same for all:

1. If only one Ambulance is listed as the minimum requirement at an event Organisers are reminded that if it has to leave the event all practising and racing must stop until its return or replacement. It is incumbent therefore on Organisers of events to remember their commitment and duty of care to competitors in ensuring that sufficient medical services for the type of event, dictated by a risk assessment of the expected number of injuries, are in place prior to the start of practising and racing and remain in place until the event has completely finished.
2. When medical cover is required at an event, the Doctors and Paramedics should have available resuscitation drugs conforming to Resuscitation Council Guidelines and a supply of parenteral and oral analgesics. Organisers should ensure that such systems, equipment and supplies are available at the venue by discussion with their medical provider. Any further drugs and equipment that may be deemed to be appropriate by way of specialist expertise are the responsibility of the individual Doctor or Paramedic.
3. Auxiliary vehicles, such as 4x4 with a stretcher, cannot replace an Ambulance but such vehicles might, at certain event sites, be used in addition to and as the final form of transportation to the Ambulance for the event.
4. If there is a requirement for first aid personnel to be present then they can be the two crew members of an Ambulance, assuming that one is present as a minimum requirement, but they must be available for all the practices and races. Such first aid

personnel are an additional requirement to any Doctors or Paramedics required to be present at the meeting.

5. If there is a requirement for full first aid equipment, including a stretcher, then this can be the same equipment as that defined in the minimum equipment requirements for an Ambulance.
6. If the minimal medical cover required is for only one Doctor or only one Paramedic to be present then, if the only one available has to leave, for whatever reason, the practices or races must stop until their return or replacement.
7. If a Doctor is required at an event then they must be on site. It is not sufficient to have the name and address of a distant Doctor, who would or might be available if required.
8. The nearest Trauma Centre and/or Trauma Unit should be identified and notified in writing of the time, date and place for the meeting.
9. If a Doctor is involved in the treatment of competitors or spectators at an event, they should not normally be involved with drug or alcohol testing of competitors.
10. If a medical centre is available at a circuit or the site of an event then it should be fully operational and staffed appropriately. If deemed acceptable, an Ambulance or similar unit may act as a medical centre but if so, it must be additional to the minimum Ambulance requirements.
11. If no MO or PM is required at an event then at least one of the two Ambulance crew must be qualified as an IHCD Emergency Technician (EMT) or the Voluntary Aid Society (VAS) equivalent, rather than just a first aid person.
12. If a competitor is involved in an incident involving potential injury, but is not, at the time, taken to Hospital for further treatment, then a relative, or a member of their crew, should be given a copy of the medical assessment or Ambulance report form completed by the event medical personnel following the incident.

A list of Medical Services Providers can be found under the Documents tab in the Clubs and Centres login by visiting  
<https://secure.acu.org.uk>

# Requirements for safety precautions at all events held under an ACU permit

It should be generally realised that the organisers of speed events have a legal responsibility to the general public and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public.

Whilst organising clubs are insured under the Promoters Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with the National Sporting Code and any additional requirements as may be specified by the Permanent Course Licence or Temporary Course Certificate.

Clubs failing to do so stand in grave danger of any claims being repudiated to the club by the insurers under the terms of the policy covering legal liability.

The safety precautions to be adopted are provided with the Permanent Course Licence or Temporary Course Certificate for the particular course but the following general requirements must be observed.

The attention of organisers is drawn to the provision of the NSC which stipulates that no alteration of the requirements contained in the Permanent Course Licence or Temporary Course Certificate shall be made without the prior approval, in writing, of the ACU.

It is recognised that circumstances may arise in which it is necessary to make certain alterations to the course on the day of the meeting but any such alterations must be approved by the Stewards of the Meeting and details given in their report to the authority granting the permit.

## **WARNING & pROHIBITION NOTICES**

The following requirements regarding the display of notices are applicable to all speed events.

### **WARNING NOTICE (A) (29 × 20 INCHES.)**

Warning notices as detailed opposite must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock.

These notices, mounted on stakes, must be prominently displayed and with the top of the notice at least 4ft. from the ground and where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit.

Where it is not possible to define the limits of the site and to control admission of the public (e.g. War Department and heath land) warning notices must be profusely displayed around the course and also in the car parks. These notices must be mounted on stakes, and the top of the notices must be at least 4ft. from the ground.

## **NOTICE WARNING TO THE PUBLIC MOTOR SPORT CAN BE DANGEROUS**

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.

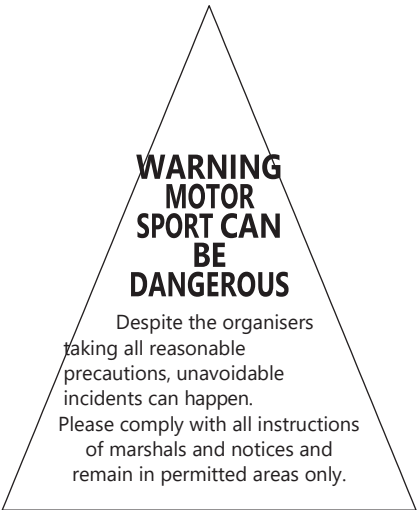
**THEY ARE CONCERNED WITH**

**WARNING NOTICE (A2) (29 × 17 INCHES.)**

Warning notices as detailed opposite must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock.

These notices, mounted on stakes, must be prominently displayed and with the top of the notice at least 4ft. from the ground and where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit.

**Where it is not possible to define the limits of the site and to control admission of the public (e.g. War Department and heath land) warning notices must be profusely displayed around the course and also in the car parks. These notices must be mounted on stakes, and the top of the notices must be at least 4ft. from the ground.**



**PROHIBITED AREA NOTICE (B) (29 × 20 INCHES.)**

Areas where the public are not permitted must be clearly defined by the display of an adequate number of "Prohibited Area" notices mounted on stakes. These notices must also be displayed in the prohibited area between the "double roping" and facing the public. Warning Notice

(A) should also be erected in these areas but they must be used in addition and not in place of Prohibited Area Notice (B). Notices should be displayed within the prohibited area, facing the public and mounted on stakes or fixed to the inner fencing.



Those parts of the course to which the public may be admitted and where it is neither practical nor necessary to erect a rope barrier, e.g. those parts of the course which are straight and are only used by the public to reach other parts of the course, may be indicated by the erection of the special type of Warning Notice (C). These notices mounted on stakes with the top of the notices at least 4ft above ground level should be displayed at least 30ft from the course. It is recommended that the limit of these areas should also be defined by a boundary tape affixed to the stakes supporting the notices.



## DECLARATION – ADMISSION TICKETS, pASSES, ARMLETS, ETC.

Subject to the provision of the Sunday Observance Act 1780, no person may be allowed to any part of the circuit without a suitable pass or ticket. All tickets and passes must bear the following wording shown below in full and if

the wording appears on the reverse side then the words "For Conditions of Admission See Over" must be clearly printed on the face thereof.

Where a ticket is cancelled by being torn in half, the full wording and, where applicable, the "For conditions of admission see over" must appear on each half.

Where a charge is made for admission into special or "reserved" enclosures a ticket bearing the approved declaration must be issued in exchange for payment to enter these enclosures.

All vehicle passes must bear the same wording and comply with the above requirements.

## WARNING MOTOR SPORT CAN BE DANGEROUS

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.

## OFFICIAL PROGRAMME

The declaration as outlined above should be printed in full on the outside front cover of all Official Programmes. Where this is not possible it must be printed in full in the programme and the words "For conditions of admission see inside" printed on the outside cover.

## SIGNING ON

All riders, passengers, officials and assistants, press and team crew must sign a declaration on the relevant signing on form (available from the ACU).

## AGE LIMITS FOR OFFICIALS & ASSISTANTS

All event Executive and Administrative Officials shall be 18 years of age or over.

**Marshals:** All Assistant Officials whose function is to be carried out at the immediate track-

side must be at least 16 years of age with the exception of marshals who are in membership of a recognised corps of cadets/scouts/other discipline groups who must be at least 14 years of age.

**Trials Observers:** Trials Observers must be at least 12 years of age.

### Parental Agreement and responsible Persons:

All Assistant Officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing- on signature must be countersigned by someone who is responsible for the official at the event. **General:** When using the services of minors (persons under 18 years of age) for any official duties at any event special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

## MANDATORY SIGNING FOR pUBLIC SAFETY AT MOTORCYCLE ENDUROS

This signing should be the responsibility of the Safety Officer. It should be erected and removed as a separate task from the route marking itself.

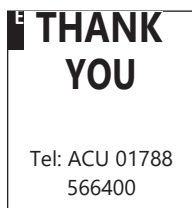
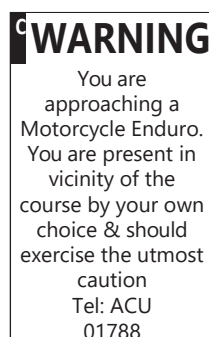
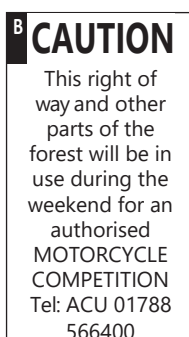
The aims are to advise other users of the countryside that the event is taking place, to reduce the prospect of conflicts and complaints, to add to the event's safety precautions.

Unless spectators are to be catered for, the signs should not 'advertise' the event. However each should be carefully positioned to be clearly visible to those members of the public (or competitors and marshals) for whom its message is intended. The notional plan opposite shows where the signs should be located but every venue requires the exercise of local knowledge and experience.

**Note: use of signs F or G does not enable a footpath, bridleway or byway to be incorporated in a timed special stage.**

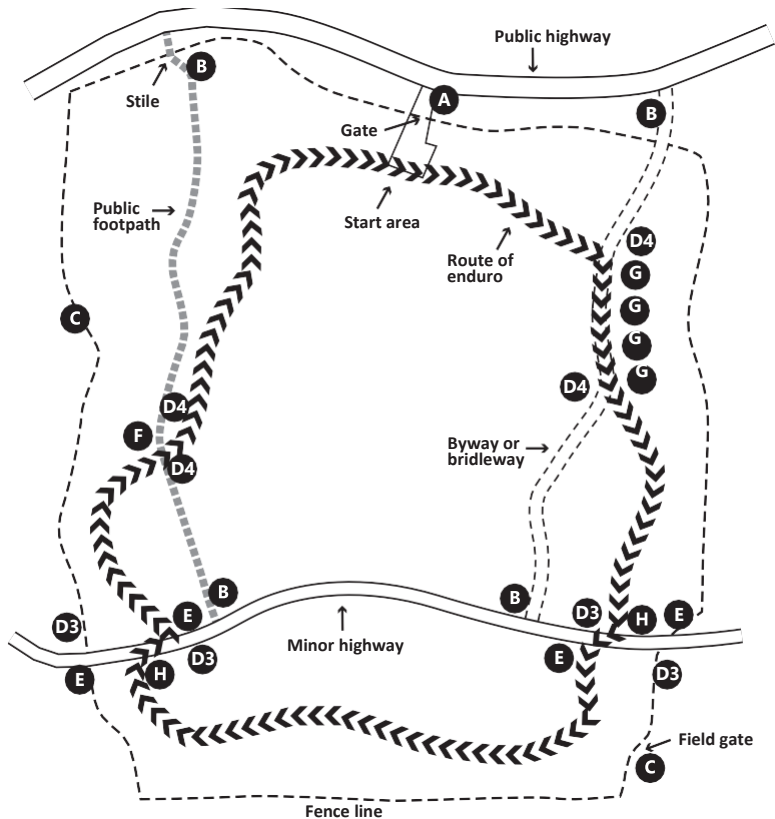
These signs may be obtained from:

Mr V. Madeley, Greenfields, Ceri, Newtown, Powys SY16 4LH. Tel: 01686 670596



| Sign | Colour             | Size      | Description                                    |
|------|--------------------|-----------|--|
| A    | Black on White     | 29" x 20" | ACU Warning Notice (A)                         |
| B    | Black on White     | A4        | 'Caution – This right of way etc'              |
| C    | Black on White     | A4        | 'Caution – This part of the forest etc'        |
| D3   | Black on Yellow    | A3        | 'Caution – Motorcycle Competition in Progress' |
| D4   | Black on Yellow    | A4        | 'Caution – Motorcycle Competition in Progress' |
| E    | Black on Yellow    | A4        | 'Thank You'                                    |
| F    | Black on Yellow    | A4        | 'Footprint'                                    |
| G    | Black on Yellow    | A4        | 'Footprint and Horseshoe'                      |
| H    | Red/Black on White | A3        | '! Road Ahead'                                 |

# National plan of signing for public safety at motorcycle Enduros



This signing should be the responsibility of the Safety Officer. The aims are to

- advise other users of the countryside that the event is taking place.
- reduce the prospect of conflicts and complaints.
- add to the event's safety precautions.

Unless spectators are to be catered for, the signs should not advertise the event.

Each should be carefully positioned to be clearly visible to those members of the public or competitors or marshals, for whom its message is intended.

Every venue requires the exercise of local knowledge and experience.

Signs should be erected and removed as a separate task from the route marking itself.

**Note:** Use of signs F and G does not enable a footpath, bridleway or byway to be incorporated in a timed special stage.

**TRAVELLING MARSHALS**

These are a vital part of the safety and smooth running of Enduros and their importance should not be underestimated however they have a responsibility to the Organisers and Riders and as such this should be outlined to any Travelling Marshals before they commence with their duties.

- Areas to be highlighted to Travelling Marshals should be:
  - Do not ride against the direction of the course whilst off road
- Be prepared to act if you come across an injured rider – contact medical staff/ Organisers, ensure the rider is safe from other riders (place bike as a barrier/divert route).
- Make sure any riders with broken down machines are safe and shown/taken out of the forestry.
- Repair/replace any route marking tape as required.
- Ensure any gates you are charged with are closed after the event.

Organisers should ensure Travelling Marshals:

- are signed on
- are adequately briefed
- have contact details of the Organisers for emergencies
- advise the Organisers when they have finished their duties
- are wearing suitable protective clothing including helmets on motorcycles and quads.