

SCOOTER

STANDING REGULATIONS

The National Sporting Code of the ACU and these Standing Regulations shall apply to all Scooter meetings, together with the Supplementary Regulations and any final instructions.

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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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1	MEETINGS	7
1.1	CATEGORIES OF MEETINGS	7
1.2	INTERNATIONAL	7
1.3	EUROPEAN OPEN	7
1.4	NATIONAL	7
1.5	OPEN	7
1.6	RESTRICTED	7
1.7	ELIGIBILITY OF FOREIGN RIDERS IN OPEN AND RESTRICTED MEETINGS	7
1.8	PRACTICE MEETINGS AND TEST DAYS	7
1.9	CONDITIONS FOR ROAD RACE MEETINGS	8
1.10	FORCE MAJEURE	8
2	LICENCE – COMPETITORS	9
2.1	GENERAL	9
2.2	GRADES	9
2.3	LAPSED LICENCES	9
2.4	CAPACITY AND LICENCE RESTRICTIONS	9
3	LICENCES AND REGISTRATIONS – OFFICIALS	10
3.1	QUALIFICATIONS AND CONDITIONS	10
3.2	ROAD RACE OFFICIALS WHO REQUIRE A LICENCE	10
3.3	GRADES FOR CLERK OF THE COURSE	10
3.4	ROAD RACE OFFICIALS WHO DO NOT REQUIRE A LICENCE	11
4	PRACTICE	12
5	GRID POSITIONS	13
5.1	POSITIONS	13
5.2	TIMED PRACTICE	13
5.3	BALLOTTED	13
5.4	ALLOCATED	13
6	START PROCEDURES	14
6.1	GROUP STARTS	14
6.2	INTERVAL STARTS	14
6.3	CLUBMANS RACES	14
6.4	NATIONAL RACES	14
6.5	ANTICIPATION OF THE START	14
7	FLAGS AND LIGHTS	15
7.1	FLAGS AND LIGHTS USED TO PROVIDE INFORMATION	15
7.2	FLAGS USED TO CONVEY INFORMATION AND INSTRUCTIONS	15
7.3	FLAG DIMENSIONS	17
7.4	FLAG COLOURS	17
7.5	FLAG MARSHALS' POSTS	17
7.6	MARSHALS' OVERALLS	17
8	BEHAVIOUR DURING PRACTICE AND RACE	18
8.1	PROTESTS	18
9	NEUTRALISATION OF RACES – SAFETY CAR	20
10	INTERRUPTION OF A RACE	21
10.1	IF THE CLERK OF THE COURSE DECIDES TO INTERRUPT A RACE DUE TO CLIMATIC CONDITIONS OR SOME OTHER REASON, THEN RED FLAGS WILL BE DISPLAYED AT THE FINISH LINE AND AT ALL FLAG MARSHALS' POSTS.	21
11	RE-STARTING A RACE THAT HAS BEEN INTERRUPTED	22

12	FINISH OF A RACE AND RACE RESULTS	23
12.1	FINISH OF A RACE	23
12.2	THE CHEQUERED FLAG WILL CONTINUE TO BE DISPLAYED TO THE SUBSEQUENT RIDERS.	23
12.3	RACE RESULTS	23
13	SAFETY	24
13.1	MEDICAL SERVICES – MINIMUM REQUIREMENTS FOR ROAD RACE MEETINGS	24
13.2	TRACK SAFETY PRECAUTIONS	25
13.3	FIRE EXTINGUISHERS	25
13.4	FIRE EXTINGUISHERS AT CIRCUITS	25
13.5	WARNING AND PROHIBITION SIGNS AT CIRCUITS	26
	13.5.1 <i>Warning Notices</i>	26
	13.5.2 <i>Prohibition Notices</i>	26
13.6	DECLARATION – ADMISSION TICKETS, ARMBANDS AND PASSES	26
13.7	DECLARATION ON THE OFFICIAL PROGRAMME	26
13.8	SIGNING ON	26
14	GENERAL SPECIFICATIONS	28
14.1	PROTECTIVE CLOTHING	28
14.2	HELMETS	28
14.3	IDENTIFICATION DISCS	28
14.4	BODY JEWELLERY	28
15	GENERAL REGULATIONS FOR SOLO MOTOR SCOOTERS	29
15.1	INTRODUCTION	29
15.2	TERMS & DEFINITIONS	29
15.3	GENERAL REGULATIONS	29
15.4	INCLINATION	29
15.5	ENGINE POSITION	29
15.6	COMPOSITE OR MONOCOQUE CONSTRUCTION	29
15.7	STEERING	30
15.8	USE OF TITANIUM & OTHER EXOTIC MATERIALS	30
15.9	MIRRORS	30
15.10	FRICTION LININGS, DISC PADS AND BRAKE HOSES	30
15.11	STAND/SIDE STAND MOUNTING LUGS	30
15.12	THROTTLE CONTROLS	30
15.13	CONTROL LEVERS	30
15.14	PROJECTIONS	30
15.15	GLASS	30
15.16	AIR INTAKES	30
15.17	FUEL	30
15.18	OIL DRAIN/FILLER PLUGS AND CATCH TANKS	31
15.19	ELECTRICAL SYSTEMS AND BATTERY	31
15.20	EXHAUSTS	31
15.21	LIQUID COOLING	31
15.22	TYRES	31
15.23	COMPULSORY ALTERATIONS	31
16	TECHNICAL SPECIFICATIONS FOR MOTORSCOOTER SIDECAR COMBINATIONS (GROUP 7)	32
16.1	INTRODUCTION	32
16.2	GENERAL	32
16.3	CONSTRUCTION	32
16.4	DIMENSIONS	32
16.5	STREAMLINING AND BODYWORK	32
16.6	PROJECTIONS	32
16.7	DRIVE GUARD	33
16.8	GLASS	33
16.9	AIR INTAKES	33
16.10	ENGINE AND DRIVE UNITS	33

16.11	ENGINE POSITION	33
16.12	INDUCTION SYSTEMS	33
16.13	FORCED INDUCTION	34
16.14	FUEL	34
16.15	EXHAUST SYSTEMS	34
16.16	FUEL TANK	34
16.17	OIL DRAIN/FILLER PLUGS AND CATCH TANKS	34
16.18	STEERING	34
16.19	WHEELS AND TYRES	34
16.20	FRONT SUSPENSIONS	35
16.21	REAR SUSPENSION	35
16.22	BRAKES	35
16.23	MUDGUARDS AND WHEEL PROTECTION	35
16.24	DRIVER	35
16.25	PASSENGER	35
16.26	ELECTRICAL SYSTEMS AND BATTERY	36
16.27	THROTTLE CONTROLS	36
16.28	CONTROL LEVERS	36
17	TECHNICAL SPECIFICATIONS FOR FORMULA 125 MOTORSCOOTER SIDECAR COMBINATIONS	37
17.1	CONSTRUCTION	37
17.2	DIMENSIONS	37
17.3	STREAMLINING AND BODYWORK	37
17.4	DRIVEGUARDS	37
17.5	ENGINE AND DRIVE UNITS	37
17.6	ENGINE POSITION	38
17.7	INDUCTION SYSTEMS	38
17.8	FUEL – UNLEADED	38
17.9	STEERING	38
17.10	WHEELS AND TYRES	38
17.11	REAR SUSPENSION	38
18	TECHNICAL SPECIFICATIONS FOR CLASSIC (GROUP 8) MOTORSCOOTER SIDECAR COMBINATIONS	39
18.1	INTRODUCTION	39
18.2	CONSTRUCTION	39
18.3	DIMENSIONS	39
18.4	STREAMLINING AND BODYWORK	39
18.5	ENGINE AND DRIVE UNITS	39
18.6	CRANKCASE	39
18.7	CRANKSHAFT	40
18.8	GEARCASE	40
18.9	ENGINE POSITION	40
18.10	INDUCTION SYSTEMS	40
18.11	WHEELS AND TYRES	40
18.12	REAR SUSPENSION	40
18.13	CONTROL LEVERS	40

1 MEETINGS

1.1 CATEGORIES OF MEETINGS

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

Permits for all Road Race competitions are issued by ACU Headquarters

1.2 INTERNATIONAL

The Permit shall be issued by the ACU Headquarters for a meeting inscribed on the International Calendar of the FIM and having an FIM International Meeting Number (IMN).

An International meeting is open to Entrants and Riders of more than one nation who must hold an International Licence or a National Licence issued by the ACU valid for the particular meeting concerned.

All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

Note: This includes all riders holding a licence issued by the MCUI.

1.3 EUROPEAN OPEN

1. The permit shall be issued by ACU Headquarters for a meeting inscribed on the Calendar of the Fédération Internationale de Motocyclisme Europe (FIME) and having a European Meeting Number (EMN).
2. A European Open meeting is open to Entrants and Riders of more than one European nation who must hold the appropriate Competition Licence valid for the particular meeting concerned.
3. All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

Note: This includes all riders holding a licence issued by the MCUI.

1.4 NATIONAL

1. The Permit shall be issued by the ACU Headquarters.

A National meeting is open to Entrants and Riders who are the holders of a National or International Licence valid for the particular meeting concerned issued by any Federation.

All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

Note: This includes all riders holding a licence issued by the MCUI.

1.5 OPEN

1. An Open permit is issued by ACU Headquarters.

An Open meeting is open to Entrants and Riders who hold a valid ACU or SACU Licence for the meeting concerned.

1.6 RESTRICTED

1. A Restricted Permit is issued by ACU Headquarters.

A Restricted meeting is open to Entrants and Riders who hold a current ACU or SACU Licence valid for the meeting concerned. The Supplementary Regulations issued for the event must specify all restrictions and requirements of eligibility.

1.7 ELIGIBILITY OF FOREIGN RIDERS IN OPEN AND RESTRICTED MEETINGS

1. The Supplementary Regulations issued for the event must specify the licence qualification and eligibility requirements of foreign riders.

All riders must have a current Licence and Start Permission from their own Federation valid for the event.

1.8 PRACTICE MEETINGS AND TEST DAYS

1. Permits for Practice Meetings and Test Days may be issued on application to the Permit Issuing Authority.

No such event may be held unless the appropriate Permit and Insurance has been issued.

1.9 CONDITIONS FOR ROAD RACE MEETINGS

1. The ACU Road Race Committee must approve the Organiser.

The Venue must hold a current Track Licence or Track Certificate issued by the ACU Road Race Committee.

The ACU Secretariat must approve the Supplementary Regulations for the event and issue an ACU Permit prior to publication and circulation.

For all ACU Championships an ACU decal, supplied by the ACU Secretariat, must be displayed on each machine. Any rider not complying will be disqualified from the results of the race.

1.10 FORCE MAJEURE

The Clerk of the Course has the right to alter, abandon, cancel or postpone all or any part of a meeting for reasons of force majeure. Such a decision shall not be subject to any protest.

2 LICENCE – COMPETITORS

2.1 GENERAL

1. To participate in Scooter Road Race events an annual Licence issued by the ACU is required. Residents in Scotland apply to the Scottish ACU.

First time applicants are required to complete a classroom based ACU Competitor Training Course. Riders and Sidecar Drivers must also satisfactorily complete an ACU Basic Rider Assessment. Full details from the ACU Road Race Department.

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

The parent or legal guardian must accompany all competitors, or participants in parades, under 18 years of age to every meeting. This person must attend at signing-on and be present throughout the meeting.

2.2 GRADES

1. **Clubman** Entry level for all first-time Scooter Road Race Applicants.

National Clubman Competitors may apply to be upgraded to a National licence after competing at 10 separate race days at 3 different venues during the current year and preceding 2 years. The competitor record card together with copies of the official result sheets pertaining to the signatures on the record card should be submitted to the ACU Road Race Department. Only one signature per day of competition is permitted.

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

2.3 LAPSED LICENCES

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

2.4 CAPACITY AND LICENCE RESTRICTIONS

Up to 125cc Production automatic scooter	13yrs	Clubman Licence
Up to 125cc Production based scooter	13yrs	Clubman Licence
Unrestricted Scooter	14yrs	National Licence
Unrestricted Scooter	15 yrs	Clubman Licence

3 LICENCES AND REGISTRATIONS – OFFICIALS

3.1 QUALIFICATIONS AND CONDITIONS

Road Race Officials are divided into two categories: Those that are Licensed and those that are Registered.

Licences: Senior Road Race Officials are required to hold an ACU Licence of the appropriate Grade for the performance of their duties.

Registration: A Register is maintained of Officials not required to hold a Licence.

3.2 ROAD RACE OFFICIALS WHO REQUIRE A LICENCE

All the following licences are valid for 3 years.

	See Note Below	Attendance at Seminar/Training Session
Clerk of the Course	1	Every third year maximum
Chief Steward	2	Every third year maximum
Chief Technical Officer	3	Every third year maximum
Sound Inspector		Required for First Issue only
Measurer	4	Required for First Issue only
Timekeeper	5	Equipment and operators check

Clubs and Centres shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels organize Seminars that are compulsory for certain Officials.

3.3 GRADES FOR CLERK OF THE COURSE

1. **Probationary** Any club may nominate a Probationary Clerk of the Course. Such a Registered Official may act as an Assistant to a National C Clerk of the Course at a Closed to Club event. To upgrade from Probationary to National C a registered official must act as an Assistant at 10 meetings and be recommended by the Clerk of the Course and must be nominated by a club for a specific future event.

National Grade C A Clerk of the Course who may officiate at a Closed to Club event where the use of slick tyres has NOT been authorised. May act as Deputy or Assistant Clerk of the Course at National Restricted events and Closed to Club events where slick tyres have been authorised. To upgrade from National C to National B a licence holder must officiate as Clerk of the Course at 5 Closed to Club events. He must also officiate as a Deputy to a National B Clerk of the Course at 5 events and be recommended by the Clerk of the Course at each. In addition members of the Road Race, Drag and Sprint Committee may be appointed to observe him. A Club must nominate him as being required to take charge of a specific future event.

National Grade B A Clerk of the Course who may officiate at a National Restricted event or a closed to Club event where slick tyres HAVE been authorised. May officiate as Deputy to a National Grade A.

To upgrade from National B to National A a Licence holder must officiate as a National B Clerk of the Course at 5 events. He must act as Deputy to a National A Clerk of the Course at 5 events and be recommended by the Clerk of the Course at each. In addition members of the Road Race, Drag and Sprint Committee may be appointed to observe him. A club must nominate him as being required to take charge of a specific future event.

National Grade A A Clerk of the Course who may officiate at any event held under an ACU Permit. May officiate as Deputy or Assistant at FIM (Non Championship) event.

Note 1 Clerk Of The Course

Age Limits: Licences for Clerks of the Course who have attained their 70th birthday will be reviewed annually. Officials will be required to satisfactorily attend a seminar annually. The issuing of a licence will be subject to Road Race Committee approval.

Note 2 Chief Steward

Grades: There is only one grade of Steward's Licence for all Road Race disciplines.

Age Limits: Stewards may not normally officiate beyond the end of the season in which they attain their 70th birthday. The Road Race, Drag and Sprint Committee will review Stewards who reach the age of 70 for appointments on an annual basis.

Note 3 Chief Technical Officer

The Chief Technical Officer will be licensed by the Technical Panel to be in charge of the Technical Control at an event. The Technical Panel may restrict the disciplines of licence holders.

Note 4 Measurer

The Measurer is required for ACU National Championships and National events. The Licence is issued by the Technical Panel and may be restricted by discipline.

Note 5 Timekeepers

Will be required to pay for their Licence.

Licence Fees: All licences (exception Timekeepers licences) will be issued, free of charge, for a period of three years. No fee will be charged for attendance at Seminars organised by the Road Race Drag and Sprint Committee or the relevant Panel with the exception of FIM Seminars.

3.4 ROAD RACE OFFICIALS WHO DO NOT REQUIRE A LICENCE

	See Note Below	Attendance at Seminar/Training Session
Incident Officer	1	Refer to Note 1
Secretary of the Meeting	2 and 4	Will receive Training at meetings and if required at Regional or ACU HQ Seminars.
Technical Official		Will receive training via the Chief Technical Officer at meetings. May attend Regional Training Seminars
Club Stewards	3	May attend Regional or ACU HQ Seminars for information purposes
Chief Marshal		May receive training at ACU HQ or Regional Training Days
Marshal		May receive training at Regional Training days and at meetings via the Chief Marshal.
Medical Officer		None required

Registration of the above officials and marshals will be renewed annually. All such Officials will receive an appropriate form of identification from the ACU.

Note 1 Incident Officer

Will collate all information and documentation, and prepare reports relating to serious accidents and to all incidents involving Officials or Spectators.

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

Note 2 Secretary Of The Meeting

Will be responsible for all administration connected with the organisation of a meeting.

Note 3 Club Stewards

Stewards of the meeting exercise judicial authority over the running of the meeting according to the National Sporting Code and Supplementary Regulations.

Note 4 Secretary Of The Meeting Registration

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

4 PRACTICE

TIME MUST BE PUT ASIDE FOR THE PRACTICE SESSIONS AND THESE MUST BE DEFINED IN THE SUPPLEMENTARY REGULATIONS FOR THE MEETING.

1. Riders will commence practice under the instructions of the Start Officials.

The duration of each practice session will commence from the time the first rider joins the circuit and will finish not less than 10 minutes later.

The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has lapsed.

If practice is interrupted due to an incident or any other reason then a red flag will be displayed at the start line and at marshals posts. All riders must return slowly to the pit lane or as otherwise instructed by the Marshals under the direction of the Clerk of the Course.

When the practice is restarted the time remaining will be decided by the Clerk of the Course.

5 GRID POSITIONS

5.1 POSITIONS

1. Pole position, and the configuration of the grid, will be determined at the time of the Track Inspection. Grid positions will be established according to the provisions of the Supplementary Regulations.

5.2 TIMED PRACTICE

Where timed practice is used and identical times are recorded by more than one rider in the official qualifying practice session for the race the rider first setting such a time will receive the better starting position. A qualifying maxima may be specified in the Supplementary Regulations.

5.3 BALLOTTED

Where the Organiser decides that the grid positions will be by ballot this must be conducted by the competitors at the meeting.

5.4 ALLOCATED

Organisers wishing to allocate grid position will specify this and the method to be adopted in the Supplementary Regulations.

6 START PROCEDURES

Races may be started by one of the following methods:

6.1 GROUP STARTS

Which include the 45 degree echelon line up known as the Le Mans start.

6.2 INTERVAL STARTS

Where competitors are started individually or in groups at pre-determined intervals.

Starts may be made with engines running or engines stopped. For starts with engines stopped the Supplementary Regulations for the race must specify the authorised method of starting.

6.3 CLUBMANS RACES

1. Riders collect in the Assembly Area and proceed when directed to the Grid to take up their allocated Grid positions. An Official will signal all the Riders to proceed on a warm-up lap (of the circuit being used for the race) by waving a Green Flag. On completion of the warm-up lap the riders each return to their allocated Grid positions.

Riders who do not go on to the Grid may join the warm-up lap from the Pit Lane on the instruction of the Officials, but in this case must start the race from the back of the Grid.

On the completion of the warm-up lap an Official will display a Red Flag at the front of the Grid.

When the grid is re-formed the Official with the Red Flag will leave the Grid indicating to the Riders that the race is about to commence.

Any Rider who stalls his engine on the Grid, or who has other difficulties, must remain on his motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.

A Red light will be displayed for up to 5 seconds. The Red Light will then be extinguished to start the race. Alternatively, the National Flag may be lowered to start the race.

After the Riders have passed the exit of the Pit Lane any Riders waiting there may be permitted to join the race at the discretion of the Clerk of the Course and under the instructions of the Officials.

Should there be a problem on the Grid, the Starter may display a Yellow Flag or Yellow lights to indicate a delayed start. The Clerk of the Course may decide that the Riders will complete another warm-up lap and the race distance may be reduced.

6.4 NATIONAL RACES

1. Riders proceed as directed to the Grid upon the opening of the Pit Lane and take up their starting positions.

Riders take up their allocated positions on the Grid. Riders who encounter technical problems must go to the Pit Lane to make adjustments or to change machines.

Two minutes before the start of the race the Starter will signal all the Riders to proceed on a warm-up lap by waving a Green Flag. On completion of the warm-up lap the riders each return to their allocated Grid positions.

Riders not going on to the Grid may join the warm-up lap from the Pit Lane on the instructions of the Officials but in this case must start the race from the rear of the Grid.

On completion of the warm-up lap an Official will display a Red Flag at the front of the grid.

When the Grid is re-formed the Official with the Red Flag will leave the track indicating to the Riders that the race is about to commence.

Any Rider who stalls his engine on the Grid or who has other difficulties must remain on his motorcycle and raise an arm. It is not permitted to delay the start by any other means.

A Red Signal light will be displayed for up to 5 seconds. The Red Light will then be extinguished to start the race. Alternatively, the National Flag may be lowered to start the race.

After the Riders have passed the exit to the Pit lane any Riders waiting there may be permitted to join the race at the discretion of the Clerk of the Course and under the instructions of the Officials.

Should there be a problem on the Grid, the Starter may display a Yellow Flag or Yellow lights to indicate a delayed start.

Riders will stop engines. One assistant per team may enter the grid to assist the competitors. The Rider(s) responsible for the delay will start from the back of the Grid. The Riders will complete another warm-up lap and the race distance will be reduced by one lap.

6.5 ANTICIPATION OF THE START

1. Anticipation of the Start is defined as when the motorcycle is moving forward when the Red Lights are on.

Any Competitor who takes up an incorrect Grid position will be judged to have anticipated the Start.

The Clerk of the Course will award a Time Penalty of up to 20 seconds to any Rider who anticipated the Start. The decision as to an anticipated Start is to be accepted as a Matter of Fact from which there is no right of Protest.

7 FLAGS AND LIGHTS

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders:

7.1 FLAGS AND LIGHTS USED TO PROVIDE INFORMATION

1. NATIONAL FLAG OR START LIGHTS

- a) Signal for the Start of the Race. A Red light will be displayed for up to 5 seconds. The Red Light will then be extinguished to start the race. Alternatively, the National Flag may be lowered to start the race.

GREEN FLAG

- a) The track is clear.
- b) This flag will be shown waved by the starter to signal the start of the warm up lap.
- c) This flag must be shown motionless at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap(s) and for the warm up lap.
- d) This flag must be shown motionless at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

YELLOW AND RED STRIPED FLAG

- a) Oil, water or other substance is affecting adhesion on this section of the track.
- b) This flag must be shown motionless at the flag marshal post.

YELLOW AND RED STRIPED FLAG: NATIONAL EVENTS ONLY

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

WHITE FLAG WITH DIAGONAL RED CROSS: NATIONAL EVENTS ONLY

- a) Drops of rain on this section of the track.
- b) This flag must be shown motionless at the flag marshal post.

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

- a) Rain on this section of the track.
- b) These flags must be shown together motionless at the flag marshal post.

BLUE FLAG

- a) National events and above. Not mandatory at Club level events.
- b) May be shown waved, this flag indicates that a faster rider is about to overtake.
- c) The use of this flag is optional at meetings of lower than National Status. Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.
- d) During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.
- e) During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity.

YELLOW FLAG WITH BLACK DIAGONAL CROSS

- a) This flag will be shown motionless at the finish line at track level to indicate the commencement of the final lap of the race.

CHEQUERED BLACK AND WHITE FLAG

- a) This flag will be waved at the finish line on track level to indicate the finish of race or practice session.

CHEQUERED BLACK AND WHITE FLAG PLUS BLUE FLAG

- a) The chequered black/white flag will be waved together with the blue flag presented motionless at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line.

7.2 FLAGS USED TO CONVEY INFORMATION AND INSTRUCTIONS

1. YELLOW FLAG AND OR YELLOW LIGHTS

- a) Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed.
- b) When shown stationary at the flag marshal post this flag indicates danger ahead, riders must slow down.

- c) No overtaking is permitted.
- d) When shown waved at the flag marshal post this flag indicates that the danger is more imminent. The riders must be prepared to stop.
- e) Overtaking is forbidden up until the point where the green flag is shown.
- f) Any infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred.
- g) In case of infringement of this rule during the race, a time penalty will be imposed. In both cases, further penalties (such as fine – suspension) may also be imposed.
- h) During the final inspection lap (by the Stewards and other Officials) this flag must be waved at the exact place where the flag marshal will be positioned during the practices, warm ups and races.

Note: Following an incident during a practice or race the Yellow Flags are usually displayed as follows:

- a) Shown waved at the flag marshals' post immediately prior to the incident.
- b) Shown stationary at the flag marshals' post preceding the post at which it is being shown waved.
- c) Additional flags may be shown at the request of the Clerk of the Course.

WHITE FLAG

- a) National events only. Not permitted at Club level.
- b) An intervention vehicle is on the track.
- c) Waved at the flag marshal post, this flag indicates that the rider will encounter the vehicle in the current section of the track.
- d) It is forbidden for a rider to overtake another rider during the display of the white flag.
- e) Overtaking the intervention vehicle is permitted.
- f) As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented.

Note: At a meeting of below National status no Ambulance or Fast Intervention Vehicle will be allowed to be moved onto the course or its immediate verges whilst racing or practice is in progress on any part of the circuit. This means that in circumstances when an Ambulance or Fast Intervention Vehicle is required on the circuit, the Red Flags must first be displayed and the race or practice brought to an actual and effective halt before any vehicle is deployed.

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

- a) The race is neutralised.
- b) Riders must slow down and be prepared to catch up a SAFETY CAR.
- c) It is forbidden for a rider to overtake another rider during the display of this flag.
- d) Overtaking the SAFETY CAR is forbidden.
- e) Riders must line-up in single file behind the Safety Car.
- f) This flag must be shown motionless at each flag marshal post,
- g) At all meetings where this flag is used a riders briefing must be held.

RED FLAG AND RED LIGHTS

- a) When the race or practice is being interrupted, the red flag will be waved at each flag marshal's post. Riders must return slowly to the pits or as directed by the Marshals.
- b) Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.
- c) The red flag will be shown motionless on the starting grid at the end of the sighting lap(s) and at the end of the warm up lap.
- d) The red flag may also be used to close the track.
- e) The red lights will be switched on at the start line for up to 5 seconds to start each race.

BLACK FLAG

- a) This flag is used to convey instructions to one rider only and is displayed motionless together with the rider's number.
- b) The rider must stop at the pits at the end of the current lap and cannot restart.
- c) Any infringement of this rule will be penalised with one or more of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

BLACK FLAG WITH ORANGE DISK (RADIUS 40 CM)

- a) This flag is used to convey instructions to one rider only and is displayed motionless together with the rider's number.
- b) This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.

- c) Any infringement of this rule will be penalised with one or more of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

7.3 FLAG DIMENSIONS

The flag dimension should be approximately 80cms in the vertical and 100cms in the horizontal.

7.4 FLAG COLOURS

The Pantones for the colours are as follows:

Orange:	Pantone 151C Black:	Pantone Black C
Blue:	Pantone 286C or 298C Red:	Pantone 186C
Yellow:	Pantone Yellow CGreen:	Pantone 348C

7.5 FLAG MARSHALS' POSTS

The position of the Flag Marshals' Posts will be fixed during the ACU Track Inspection.

7.6 MARSHALS' OVERALLS

It is recommended that Marshals' overalls be Orange (Pantone 151C) or white in colour. Waterproofs should be of the same colour or transparent.

8 BEHAVIOUR DURING PRACTICE AND RACE

8.1 RIDERS MUST OBEY ALL SIGNALS

RIDERS MUST OBEY THE FLAG SIGNALS, THE LIGHT SIGNALS, AND THE BOARDS WHICH CONVEY INSTRUCTIONS. ANY INFRINGEMENT TO THIS RULE WILL BE PENALISED ACCORDING TO THE PROVISIONS OF SECTION 7.

1. Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalised with one of the following penalties: fine – time penalty – disqualification – withdrawal of Championship points – suspension.

Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a time penalty. Further penalties (such as fine – disqualification – withdrawal of Championship points) may also be imposed. Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made.

The marshal may then assist him to re-start the machine.

If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.

If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.

Riders are not permitted to return slowly to the pits for any reason during practice or racing.

Riders may enter the pits during the race, but taking the motorcycle inside the pit box is not permitted. Any infringement of this rule will be penalised with a disqualification.

Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.

Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine.

Riders must adopt a position with their feet on the footrests.

Riders who fall from their machine are not permitted to continue with the practice or race until passed fit by the Medical Officer and the machine re-inspected by technical control.

Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.

No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, or legible messages on a pit board or body movements by the rider.

Automatic timing devices, provided they do not disrupt official timekeeping methods, are not considered as telemetry.

The carrying of on board cameras is only permitted with the prior approval, in writing of the Clerk of the Course. The installation of the camera must be approved by the Chief Technical Officer.

A speed limit may be imposed in the Pit Lane.

- a) Any rider found to have exceeded the limit during the practice will be subject to a penalty as described in the Supplementary Regulations.
- b) Any rider who exceeds the pit lane speed limit during a race will be penalised with a time penalty as described in the Supplementary Regulations.
- c) The Clerk of the Course must communicate the offence to the pit of the rider.

In the interest of safety, a rider may not stop his machine on the racing surface during the slow down lap, (exception see Art 8.17) when returning to the pits after the chequered flag.

Stopping on the track during practices and races is forbidden. (exception see Art 8.17)

During the practice sessions and warm ups, practice starts are permitted, when it is safe to do so, at the pit lane exit before joining the track and after the chequered flag is shown at the end of practice sessions and warm ups, when it is safe to do so. These practice starts must take place off the racing line.

The spinning of rear wheels (burn-outs) is strictly forbidden. Breach of this rule will result in a penalty of disqualification.

Any competitor who in any ACU or MRCB Permitted Event participates on a machine for which he is not eligible through age or licence restrictions will be penalised by a fine of £500.00 and a suspension for one year from the date of the hearing.

8.2 PROTESTS

1. Any Rider, Passenger, Entrant or Official licensed by the ACU affected by a decision taken during a meeting held under an ACU Permit has the right to protest against that decision.

No protest may be lodged against a decision of statement of fact of the Race Direction to inflict or not:

- A time penalty
- A change of position

- A ride through
- A disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- A fine for speeding in the pit lane.

9 NEUTRALISATION OF RACES – SAFETY CAR

A compulsory riders briefing on these Regulations must be conducted by the Clerk of the Course or his Deputy prior to any race in which the use of Safety Cars is intended. The Safety Cars if they are to go on the track must be equipped with Yellow Flashing lights. The words "Safety Car" should be clearly indicated on the back and the sides of the car. The Driver of the Safety Car should be the holder of an ACU or FIM Clerk of the Course or Competition Licence for Road Racing, a MSA Competition Licence or an ARDS Licence. All "Safety Car" drivers must be assisted in the car by a Race Official who is in constant contact with the Clerk of the Course.

If during a race of 20 miles or more an incident other than rain puts at risk the safety of the competitors and renders impossible the normal progress of the competition the Clerk of the Course (Grade National A or above or of Grade National B with the prior individual approval of the Road Race Committee) may decide to neutralize the race.

The following procedure will be adopted:

1. A Red Flag with a White Diagonal Cross must be displayed at the selected Marshals Posts during the whole of the neutralisation period.

A White Board showing the words "Safety Car" will be displayed at the Start Line during the whole of the neutralisation period.

Riders must immediately slow down. Overtaking is forbidden. The Track Marshals will record all infringements and report them to the Clerk of the Course.

The pit lane exit will be closed to competitors.

When the leading competitor approaches the start line at the end of the lap that the neutralisation was decided a "Safety Car" equipped with two flashing Yellow Lights on the roof will enter the track with two flashing lights switched on.

The competitors will end up in single file behind the "Safety Car" without overtaking it.

Competitors may now enter the pits but all other rules must be complied with.

After stopping at the pits competitors must line up at the pit lane exit and must only rejoin the circuit when instructed to do so by the official with a Green Flag or when the Green Light at that location is switched on. These instructions will be given 10 seconds after the last competitor in line behind the "Safety Car" has passed that point. Competitors must join the back of the line and MUST NOT overtake. The pit lane exit will then be closed and competitors must wait for the next lap.

During the last lap of the neutralisation period the "Safety Car" will switch off the Lights on the roof to indicate to the competitors that the "Safety Car" will enter the pit lane at the end of that lap and the race will resume.

When the "Safety Car" has left the track overtaking is forbidden up until the start line, where a Green Flag will be waved and the Red Flag with a White Diagonal Cross immediately withdrawn.

The pit lane exit will then be permanently re-opened.

The race will continue normally.

Unless otherwise decided by the Clerk of the Course, each lap completed by the "Safety Car" will be counted as a race lap. A Board displaying the new actual number of laps remaining will be displayed on the start line when the green flag is waved. If the race is eventually stopped under SR 9.1 whilst the "Safety Car" is deployed the result will be according to the position at the last completed lap before the "Safety Car" was introduced.

No Protest may be lodged against the decision of the Clerk of the Course regarding the number of laps remaining in order to complete the race.

All other rules of the race must be observed.

10 INTERRUPTION OF A RACE

10.1 IF THE CLERK OF THE COURSE DECIDES TO INTERRUPT A RACE DUE TO CLIMATIC CONDITIONS OR SOME OTHER REASON, THEN RED FLAGS WILL BE DISPLAYED AT THE FINISH LINE AND AT ALL FLAG MARSHALS' POSTS.

1. Riders must immediately slow down and return to the pit lane, or as directed by the marshals upon instructions from the Clerk of the Course.

Only riders still racing when the red flag is displayed will be counted as finishers.

The results will be the results taken at the last point where the leader had completed a full lap without the red flag being displayed calculated as in the principle set out in the following example:

Example of a race consisting of 30 laps:

If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then the race result will be 9 laps completed, and the second part will consist of 21 laps.

Exception: if the race is interrupted after the chequered flag, the following procedure will apply:

For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.

For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.

The complete classification will be established by combining both partial classifications as per the lap/time procedure.

If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for any Championship.

If three laps or more have been completed by the leader of the race, and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be restarted. If it is found impossible to restart the race, then the results will count and half points will be awarded in any Championship.

If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race, then the race will be deemed to have been completed and full Championship points will be awarded.

Exception: Where a race is interrupted at a meeting of below National Status the Clerk of the Course is permitted to decide that the race has been completed or to run a new race over a distance appropriate to the prevailing conditions.

11 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

IF A RACE HAS TO BE RE-STARTED, THEN IT WILL BE DONE AS QUICKLY AS POSSIBLE, CONSISTENT WITH TRACK CONDITIONS ALLOWING. AS SOON AS THE RIDERS HAVE RETURNED TO THE PITS THE CLERK OF THE COURSE WILL ANNOUNCE A TIME FOR THE NEW START PROCEDURE TO BEGIN WHICH, CONDITIONS PERMITTING, SHOULD NOT BE LATER THAN 10 MINUTES AFTER THE INITIAL DISPLAY OF THE RED FLAG.

1. The results of the first race must be available to the riders before the second part of a race can be started. The start procedure will be identical to a normal start with sighting lap(s), warm-up lap etc.

Conditions for the re-started race will be as follows:

- a) In the case of the situation described in Article 10.7 above (less than 3 laps completed) All riders may re-start.
- b) Motorcycles may be repaired or changed. Refuelling is permitted.
- c) The number of laps will be the same as the original race.
- d) The grid positions will be as for the original race.

In the case of situation described in Article 10.8 above (3 laps or more and less than two-thirds completed)

- a) Only riders who are classified as finishers in the first race may re-start. Article 12.3.
- b) Motorcycles may be repaired or changed. Re-fuelling is permitted.
- c) The number of laps of the second race will be the number of laps required to complete the original race distance with a minimum of 5 laps.
- d) The grid position will be based on the finishing order of the first race.
- e) The final race classification will be established according to the position and the number of laps of each rider at the time he crossed the finish line at the end of the last part of the race.

Exception: Provisions of Article 10.10 may apply according to the status of the meeting. (The discretion of the Clerk of the Course to decide at meetings of lower than National status.)

12 FINISH OF A RACE AND RACE RESULTS

12.1 FINISH OF A RACE

When the leading rider has completed the designated number of laps (or the designated time in the case of Endurance) for the race, a Chequered Flag will be displayed at the finishing line.

12.2 THE CHEQUERED FLAG WILL CONTINUE TO BE DISPLAYED TO THE SUBSEQUENT RIDERS.

1. After the Chequered Flag is displayed to the leading Rider no other Rider is permitted to enter the track from the Pit Lane.

If a Rider closely precedes the leader during the final lap before the finish line the Official will show to the Riders and to the Leaders simultaneously the Chequered Flag and the Blue Flag. This will indicate to the Leader that he has completed the race and to the Rider closely preceding the Leader that he still has to complete the final lap.

In the case of a photo finish between two or more Riders the decision shall be taken in favour of the Rider whose Front Wheel leading edge crossed the finish line first. In the case of Ties, the Riders concerned will be ranked according to the best lap times they achieved in the race.

The Clerk of the Course may require machines to be presented for post Practice or Race verification. Where this is required the Riders must be informed prior to the start of the Practice or Race that they must attend the "Parc Ferme".

12.3 RACE RESULTS

1. When the Race has been completed as described above the Results will be based on the order in which the Riders crossed the finish line and the number of laps that they have completed.

When the Race has been declared completed by the Clerk of the Course following an Interruption under Article 10.3, the result will be established according to the procedure described in Articles 10.4–10.6 for a race interrupted after the Chequered Flag.

In either of the cases described in 1) and 2) above. To be counted as a Finisher and be included in the results a Rider must have completed 75% of the actual race distance. He must also have crossed the finish line on the track and not in the Pit Lane within two minutes after the winner and be in contact with his machine.

A new Lap record can only be established during a race.

Both for the Practice and for the Race, the lap time is the subtraction of the time between two consecutive crossings of the finish line.

13 SAFETY

13.1 MEDICAL SERVICES – MINIMUM REQUIREMENTS FOR ROAD RACE MEETINGS

	PERSONNEL			VEHICLES		
	Doctors MO	Paramedic(s) PM	First Aid personnel	Ambulance(s)	Fast Intervention Vehicle	Special Notes
Road race	2 MOs	PMs can assist MOs but not replace them	5	2	1	(i)
Road race Test day	1 MO	1 PM	2	1	1	

The following applies to all events run under this code:

1. **Medical Officer (MO) – Doctor** A medical practitioner (Doctor) fully registered with the General Medical Council (GMC), and holding appropriate personal medical malpractice insurance cover (excludes NHS Crown Indemnity).

Paramedic (PM) A State Registered Paramedic with the HPC (Health Professions Council) Paramedics must have appropriate personal medical malpractice insurance cover.

Ambulance A vehicle registered as an ambulance with the DVLA (Driver and Vehicle Licensing Agency) and registered with CQC if appropriate. An ambulance must have an appropriately qualified driver to transport a casualty under blue lights. It must be equipped with the FIM minimum equipment regulations for a type C vehicle; that is:

Medical: A stretcher (preferably standardised), oxygen supply, apparatus to immobilise limbs and vertebral column. First aid medicaments and materials.

Technical: Radio communication. Visible and audible signals.

Staffing: An ambulance must be staffed by two First Aid Personnel (who can be the two minimum First Aid Personnel).

An ambulance may act as a Medical Centre BUT if so it must be a vehicle in addition to the minimum ambulance requirement.

First Aid Personnel A person holding a current certificate of First Aid competency. (Where an event is open to the public event organisers should ensure that all First Aid personnel are insured against malpractice for the event concerned).

Fast Intervention Vehicle (FIV)

- a) A Fast Intervention Vehicle is a compulsory requirement at all Road Race events.
- b) Such a vehicle requires a driver, a Doctor, and appropriate medical equipment. If the driver is not a First Aid Person, then such a Person must be present in the vehicle. This vehicle must be immediately available to proceed to an incident, if called to do so, upon instructions from the Clerk of the Course.
- c) A FIV must not be used in place of an ambulance.
- d) A Fast Intervention Vehicle must be equipped with visible signals (flashing lights).
- e) At a meeting of below National status no ambulance or Fast Intervention Vehicle is allowed to be moved onto the course or its immediate verges whilst racing or practice is in progress on any part of the circuit. This means that in the circumstances when an Ambulance or Fast Intervention Vehicle is required on the circuit, the Red Flags must first be displayed and the race or practice brought to an actual and effective halt before the vehicle is deployed.
Note: This restriction is not applicable where the Clerk of the Course has decided to neutralise the race by use of the Safety Car in accordance with the provisions of Section 9 of the Road Race Regulations.
- f) During Sighting Lap: Stationary or moving Ambulances, Fast Intervention Vehicles, and the like, may be encountered anywhere on the circuit when riders are dispatched from the Assembly Area on their "sighting lap" to the start line prior to the start of a race. This "sighting lap" is not considered to be either Practice or Racing and riders must always be prepared to encounter such vehicles. When such a vehicle or vehicles are on the track the Yellow Flags will be displayed in the appropriate section of the course.

Special Notes

2 MOs must be present at the start of every meeting and be present for the duration of the meeting unless accompanying a patient to hospital. If vehicles or First Aid personnel leave the circuit to convey a patient to hospital then the minimum requirements for the event to continue are 1 MO, 1 FIV, 2 Ambulances and 4 First Aid personnel.

Medical Examination At any time during a meeting the Clerk of the Course may require a competitor to undergo a medical examination to determine his fitness to participate. The decision of the Medical Officer is a matter of fact without right of protest.

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

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

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

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

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

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

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

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

13.2 TRACK SAFETY PRECAUTIONS

The safety precautions of circuits will be as laid down for each Permanent Course Licence or Temporary Course Certificate following an inspection of the course.

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

Whilst organising Clubs are insured under the Promoter's Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with the National Sporting Code and any additional requirements as may be specified by the Permanent Course Licence or Temporary Course Certificate. Clubs failing to do so stand in grave danger of any claims being repudiated to the Club by the insurers under the terms of the policy covering legal liability.

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 permit issuing authority.

13.3 FIRE EXTINGUISHERS

Each working vehicle in the Paddock must have a 2kg (minimum) dry powder fire extinguisher available for immediate use. This extinguisher must show the date of the last annual inspection. Noncompliance with this regulation will incur a penalty imposed by the Clerk of the Course.

13.4 FIRE EXTINGUISHERS AT CIRCUITS

At all race and speed events, there must be a valid certificate, issued annually immediately prior to the start of each season's racing by the manufacturer or his agent, to the effect that all fire extinguishers are in effective working order. This certificate must be available for inspection by the Stewards.

All fire posts must be clearly marked. In addition to the fire equipment at each post there must be:

- 1) Fire extinguishers in the paddock and assembly area.
- 2) At least two fire extinguishers in the Technical Control Area.
- 3) Fire extinguishers in every medical room/centre.
- 4) During events of National status or below where machines may be refuelled and more than five gallons (22 litres) of fuel

is held in any one pit, there shall be a minimum of one fire tender and crew in attendance, appropriately equipped and with immediate access to the pit area. International events must comply with appropriate FIM requirements.

13.5 WARNING AND PROHIBITION SIGNS AT CIRCUITS

For full details regarding Warning Notices and Prohibition Notices please refer to the Safety Precautions section of this Handbook.

13.5.1 WARNING NOTICES

The following requirements regarding the display of Warning notices are applicable to all Road Racing events.

1. WARNING NOTICE (A) (29 × 20 inches.) Warning notices as detailed below must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock.

These notices must be prominently displayed where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit. Where it is not possible to define the limits of the site and to control admission of the public (e.g. M.O.D. Land and heath land) warning notices must be profusely displayed around the course and also in the car parks.

2. WARNING NOTICE (B) (20 × 15 inches.) Those parts of the course to which the public may be admitted and where it is neither practical nor necessary to erect a barrier, e.g. those parts of the course which are straight and are only used by the public to reach other parts of the course, may be indicated by the erection of the special type of Warning Notice (B). These notices should be displayed at least 30ft from the course. It is recommended that the limit of these areas should also be defined by a boundary tape.

13.5.2 PROHIBITION NOTICES

The following requirements regarding the display of Prohibition notices are applicable to all Road Racing events.

PROHIBITED AREA NOTICE (C) (29 × 20 inches.) Areas where the public are not permitted must be clearly defined by the display of an adequate number of "Prohibited Area" notices (B).

Notices should be displayed within the prohibited area, facing the public.

13.6 DECLARATION – ADMISSION TICKETS, ARMBANDS AND PASSES

Subject to the provision of the Sunday Observance Act 1780, no person may be allowed to any part of the circuit without a suitable pass or ticket. All tickets and passes must bear the following wording shown below in full and if the wording appears on the reverse side then the words "For Conditions of Admission See Over" must be clearly printed on the face thereof. Where a ticket is cancelled by being torn in half, the full wording and, where applicable, the "For conditions of admission see over" must appear on each half. Where a charge is made for admission into special or "reserved" enclosures a ticket bearing the approved declaration must be issued in exchange for payment to enter these enclosures.

Declaration.

WARNING. MOTOR SPORT CAN BE DANGEROUS. Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only. THEY ARE CONCERNED WITH YOUR SAFETY.

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

13.7 DECLARATION ON THE OFFICIAL PROGRAMME

The declaration as outlined above should be printed in full on the outside front cover of all Official Programmes.

Where this is not possible it must be printed in full in the programme and the words "For conditions of admission see inside" printed on the outside cover.

13.8 SIGNING ON

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

1. Age Limits for Officials
All event Executive and Administrative Officials shall be 18 years of age or over.
2. Age Limits for Marshals
 - a) All Assistant Officials whose function is to be carried out at the immediate trackside must be at least 16 years of

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

14 GENERAL SPECIFICATIONS

14.1 PROTECTIVE CLOTHING

During practice and racing riders and passengers must wear the following clothing and footwear:

1. A complete all in one leather suit of at least 1.2mm in thickness on all parts of the suit. Suits zipped together at the waist are not permitted. Non-leather material may be used if it meets with the following requirements.

The following characteristics of the material must be at least equivalent to 1.5mm of cowhide (not split leather).

Fire retardant quality – Resistance to abrasion – Coefficient of friction against all types of asphalt – perspiration absorbing qualities – Medical test – non toxic and non allergenic – Fabric of a quality that does not melt. It must be non-flammable.

The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:

Shoulders, elbows, both sides of the torso and hip joint, the back of the torso, knees.

Competitors must wear complete undergarments if they use suits which are not lined. Suitable undergarments may be of the Nomex type, they may also be of silk or simply cotton. Synthetic materials which may melt and which could harm the riders skin in an accident are not allowed, neither for the suit nor for the undergarments.

Competitors' footwear must be of leather or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection (i.e. no exposed areas).

Competitors must wear leather protective gloves.

The use of metallic material in any item of clothing or personal protection which regularly comes into contact with the track is prohibited (i.e. metal studs in knee sliders, boots etc.).

14.2 HELMETS

Helmets bearing the current ACU gold stamp and in sound condition and properly fitted must be worn by all riders and passengers while practising and racing. Overseas riders may use helmets as approved by their own FMN.

14.3 IDENTIFICATION DISCS

While practising and racing, riders and passengers are required to wear an identification disc around the neck, attached by a material approved by the technical officer. Thin chains should be avoided. The disc must be permanently marked with the wearer's full name and date of birth.

Identification discs shall be of a durable material, circular in shape, between 20mm and 25mm in diameter and having rounded edges with no sharp or ragged projections.

14.4 BODY JEWELLERY

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

15 GENERAL REGULATIONS FOR SOLO MOTOR SCOOTERS

15.1 INTRODUCTION

These Regulations specify the requirements for construction of Motor Scooters for use in Road Races, Sprints and Hill Climbs.

15.2 TERMS & DEFINITIONS

1. Machine(s): A term used to refer to a permitted Solo Motor Scooter within the confines of these Standing Regulations.
2. Solo Motor Scooters: Except as specially authorised by the ACU, a 'Solo Motor Scooter' is a two wheeled motor vehicle on which the driver may sit on a seat and have free and open space in front of the seat for passage of his legs, with the following additional characteristics:
 - a) The minimum size of the space forward of the seat must be a regular or irregular trapezium with its top measuring 250mm along a line projected forward from the top of the seat parallel with a line drawn through the centres of the two road wheels and measured from the front extremity of the seat towards the steering column. Its depth vertically downwards must not be less than 250mm and its base not less than 100mm. The minimum space must be clear at all times of any obstruction of a permanent or temporary nature except where any such obstruction was fitted as manufacturer's original equipment (e.g. Vespa 90SS, Gilera Runner, Gilera DNA).
 - b) The maximum permitted wheel rim size, where fitted as original equipment, shall not exceed 356mm/14 inches.
 - c) It shall have been manufactured by a manufacturer recognised by the ACU and not less than one hundred machines of that type equipped with the manufacturer's original or optional equipment and must have been made and sold in the U.K. An Accountant's Certificate may be required as proof.
3. Engine: For the purpose of these regulations, the 'Engine' is deemed to comprise of the cylinder barrel, crankcase, side-casing and all internal components within the units.
4. Forced induction: An engine shall be considered as having 'Forced Induction' when in respect of one engine cycle the total volume of induced gaseous mixture exceeds the capacity of the measured cylinder (measured geometrically).
5. Original Equipment: As fitted by the machine manufacturer, as it left the production factory.
6. Aftermarket Parts & Accessories: Parts manufactured by recognised business's intended solely for motor scooter use.
7. Homologated/Homologation: Refers to the approval process 'commercially available parts' may have to go through before a Solo Motor Scooter can utilise them before competition use in any meeting or event sanctioned by both the ACU and BSSO.
8. Commercially Available: All homologated/aftermarket parts must be commercially available to the general public either direct from manufacturers/distributors stock or to order.
9. Standing Regulations: ACU National Sporting Code 3.02
10. Supplementary Regulations: ACU National Sporting Code 3.03

15.3 GENERAL REGULATIONS

For the purposes of these Regulations and any events for which they are applicable, the regulations detailed herein section 15 are applicable in the first instance to ALL Solo Motor Scooters classes and machine types. Additional requirements or exclusions apply where they are specifically stated otherwise within a category of Solo Motor Scooter 'class specific' regulations.

For all regulation sections, in cases of doubt, misworded entries, grey areas, contradiction, exceptions or intent not expressed herein, the Technical Committee will refer to and uphold the 'Spirit of the Class' at all times.

NOTE: All shown Regulations must be cross referenced with the BSSO website (www.scooterracing.org.uk) for consideration of any subsequent updates not contained herein.

15.4 INCLINATION

It must be possible for the motor scooter, not being loaded, to be inclined to an angle of 26° from the vertical without any part of it, other than the tyres, coming into contact with the ground.

15.5 ENGINE POSITION

The engine must be positioned in the frame in an identical position and manner to that of the original motor scooter.

15.6 COMPOSITE OR MONOCOQUE CONSTRUCTION

The use of composite (i.e. skinned bonded honeycomb) or Monocoque construction is forbidden in all classes with the exception of those parts of the Motor Scooter which were so constructed as part of the manufacturer's original

specification.

15.7 STEERING

Steering shall be through the front wheel only by means of non-adjustable handlebars securely fixed to the steering head of the motor scooter and having a MINIMUM overall width of 510mm.

The angle of rotation of the handlebars, measured horizontally at ground level to each side of a straight ahead position, must be a MINIMUM of 20° and steering stops must be fitted to limit angular movement to a MAXIMUM of 65° and/or to allow a MINIMUM clear space of 25mm between the handlebars and any part of the bodywork, tank or similar attachments.

Whatever the position of the handlebars and suspension no part of the front wheel or forks must pass within 20mm of any bodywork or streamlining.

15.8 USE OF TITANIUM & OTHER EXOTIC MATERIALS

The use of TITANIUM and similar “exotic” metals is forbidden in the construction of the frame, front forks, handlebars/handlebar casing, swinging arm and wheel spindles in all classes.

15.9 MIRRORS

Rear view mirrors of any material are forbidden in all classes.

15.10 FRICTION LININGS, DISC PADS AND BRAKE HOSES

May be changed to allow for aftermarket, higher performance materials to be used.

15.11 STAND/SIDE STAND MOUNTING LUGS

May be removed.

15.12 THROTTLE CONTROLS

Throttle controls must be self-closing when not held by the hand.

15.13 CONTROL LEVERS

All handlebar levers must be ball-ended. The ball-end must be at least 19mm in diameter and be a permanently fixed integral part of the lever. Each control lever (both hand and foot) must be mounted on an independent pivot. Handlebar grips must be securely fixed to the ends of the handlebars.

15.14 PROJECTIONS

There shall be as few sharp projections as possible. Where there are projections, they must be covered in such a way as to prevent injury, occasioned by accidental contact, to the rider. All tubular ends must be securely fitted with rounded ends.

15.15 GLASS

All glass in lights must be removed and on instruments securely taped to retain it in place in the event of breakage. Where any glass is removed the exposed aperture must be securely covered or in-filled to retain the original appearance.

15.16 AIR INTAKES

Cooling air intakes, where permitted, must be so constructed that there is no forward projection/ protrusion to catch or foul in the event of an accident.

15.17 FUEL

Fuel must be from a roadside station forecourt with a maximum 100 octane rating. AVGAS 100 LL (low lead version only) can also be used with all relevant taxes paid. The use of specialist drum fuel, power/octane boosters or any kind of fuel additive other than two-stroke oil, is specifically prohibited. Fuel samples may be taken for analysis.

15.18 OIL DRAIN/FILLER PLUGS AND CATCH TANKS

All oil drain, level and filler plugs must be drilled and wired securely in position. Any oil breather

pipe fitted must discharge into a catch tank mounted in an easily accessible position and having a minimum capacity of 500ml. The catch tank must be empty at technical inspection.

15.19 ELECTRICAL SYSTEMS AND BATTERY

All machines must be fitted with an easily accessible ignition switch mounted in the vicinity of the handlebar/headset and within a radius of 200mm of the centre line of the top of the fork stem.

Switches must be of a positive locking type in both the on and off positions and when in the "OFF" position must not allow the engine to run. The "OFF" position of all switches must be prominently marked in capital letters of at least 10mm in height with dark coloured letters on a light background and vice versa. Any batteries fitted must be of a sealed type.

15.20 EXHAUSTS

Exhaust systems must fulfil all current ACU requirements concerning noise control. The systems must be constructed in a manner not prejudicial to the safety of the rider or any other competitor or official and be mounted in a safe manner. Exhaust fumes must not be discharged in a manner as to raise dust, foul the tyres or brakes or inconvenience any other rider. The furthest extremity of any exhaust pipe must not project beyond any part of the machine or its bodywork or streamlining; nor must the end of any exhaust pipe point upwards or downwards at an angle greater than 10° from the horizontal

15.21 LIQUID COOLING

Liquid cooling, where allowed, can only be through 'neat' water, no additives or inhibitors are allowed.

15.22 TYRES

Only treaded tyres designed manufactured as suitable for use on motor scooters will be permitted.

At pre-competition technical inspection all tyres must have a minimum depth of tread of 1.6mm remaining across the entire original tread area. The use of slick's, recut moulded tyres or any non-skid attachment to tyres is prohibited.

15.23 COMPULSORY ALTERATIONS

The following alterations must be made:

1. Kick start pedals must be removed.

Centre, side and prop stands, luggage carriers, mirrors and rear registration plates must be removed.

Where an oil/fuel breather pipe is fitted the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the start of the race.

Engine bore & stroke must be clearly displayed in minimum 10mm high lettering and be positioned on the right hand side rear competition number plate or to the lower right hand side panel.

16 TECHNICAL SPECIFICATIONS FOR MOTORSCOOTER SIDECAR COMBINATIONS (GROUP 7)

16.1 INTRODUCTION

These Regulations specify the requirements for construction of Motor scooter Combinations for use in Road Races, Sprints and Hill Climbs.

16.2 GENERAL

1. The sidecar must be placed on the left side of the motor scooter and the three road wheels must be disposed to give two tracks.

Hinged sidecars and steerable sidecar wheels are forbidden.

Neither the driver nor the passenger may be attached to the machine.

16.3 CONSTRUCTION

1. The frame must employ as part of its construction, the original type of engine fixing into the chassis giving effective support to the engine.

The remainder of the frame must be constructed of good quality seamless drawn steel tube of a circular or non-circular section, welded or brazed together. If circular, the outside diameter shall not exceed 100mm, if non-circular, the maximum cross section shall not exceed 100mm measured at right angles to any flat face.

The above does not restrict the swinging arm.

Reinforcement of the steering head is allowed to a maximum of 230mm from the centre line of the steering head.

Monocoque construction is forbidden.

The use of composite construction is forbidden with the exception of the sidecar platform. (i.e. Aluminium or carbon fibre skinned honeycomb).

The use of TITANIUM and similar "exotic" metals is forbidden in the construction of the frame, front forks, handlebars, swinging arm and wheel spindles. The use of light alloys is forbidden for wheel spindles.

16.4 DIMENSIONS

Weight: The MINIMUM weight, without fuel, shall be 130kg. The use of ballast to reach this weight is forbidden.

Width: The overall MAXIMUM shall be 1700mm. Wheelbase: The MAXIMUM shall be 1650mm.

Track: The MINIMUM shall be 760mm. The distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel.

Ground Clearance: The MINIMUM clear space to be maintained beneath the entire under surface of the machine when loaded with fuel, driver and passenger is 65mm.

16.5 STREAMLINING AND BODYWORK

1. The streamlining must be easily detachable for technical control and be so designed and fitted to allow complete liberty of movement to the driver and passenger when the vehicle is in motion and when getting on and off the vehicle, without any part of it having to be displaced. The fairing may also be of the 'fully enclosed' type (as per ACU Formula 2 rules).

Rear view mirrors are forbidden.

A solid and effective protection must be fitted between the driver and the engine and must prevent direct contact between the driver's body or clothing and escaping flames or leaking fuel or oil.

Any type of seating may be used provided it is properly padded and securely fitted in place.

The extreme forward part of the streamlining must not project forward in plan beyond the most forward part of the front tyre by more than 400mm.

The extreme rearward part of the streamlining must not project rearward in plan beyond the most rearward part of the rear tyre by more than 400mm.

Whatever the position of the handlebars, there must be a clear space of at least 20mm between the streamlining and the extremities of the handlebars, including any attachments thereto, and a clear space of at least 20mm between the streamlining and any other part of the steering mechanism or front wheel.

16.6 PROJECTIONS

1. There shall be as few sharp projections as possible. Where there are projections, they must be covered in such a way as to prevent injury, occasioned by accidental contact, to the driver and passenger.

All tubular ends must be securely fitted with rounded ends.

16.7 DRIVE GUARD

An adequate guard must be fitted to prevent the drive being accidentally touched. Drive chains must be guarded from sprocket to sprocket.

16.8 GLASS

All glass in lights and on instruments must be securely taped to retain it in place in the event of breakage.

16.9 AIR INTAKES

Cooling air intakes must be so constructed that there is NO forward projection/protrusion to catch or foul in the event of an accident.

16.10 ENGINE AND DRIVE UNITS

1. The engine and drive unit must have originated from a motor scooter and the drive must be transmitted to the road through the rear wheel of the motor scooter.

The unit shall be properly and safely finished with all necessary studs, nuts, bolts and washers securely fitted. There shall be no evidence of oil leaks. THE MAXIMUM PERMITTED ENGINE CAPACITY IS 260cc.

Any modifications made must not prejudice the safety of the driver, any other competitor or official and must be within the following parameters for the parts specified:

Cylinder Barrel(s) and Crankcase

- a) In regard to shape, size, configuration, position and number of ports, and external appearance, materials and method of manufacture, the cylinder barrel(s) must have originally conformed to the manufacturer's original specification (though not necessarily produced by the original manufacturer) or be included in the ACU list of approved kit barrels.
- b) The bore size of a cylinder may be increased by no more than 10mm.
- c) The cylinder used must have been originally designed for the engine type, must retain the original method and position of fitting and both the cylinder and the crankcase must retain the centres of the original stud holes used for bolting the cylinder to the crankcase. It must therefore be possible, with the exception of interference from a modified cylinder spigot, to fit the cylinder to a standard crank casing as produced by the original manufacturer of the engine unit used.
- d) The crankcase to cylinder gasket face must be parallel to that of the original crankcase.
- e) The crank casing must retain the original mounting points for support within the frame and the principal external dimensions must remain as manufacturer's original specification.
- f) Any modification to the crank casing to permit usage of modified original type crankshaft assemblies will not be permitted if the modification is so extensive as to preclude the fitting of the standard crankshaft as produced by the original manufacturer of the engine unit used.
- g) Modifications may be made to facilitate the use of water-cooling but the engine must comprise a single unit.
- h) Liquid cooling, or any other modification, to the cylinder will not be permitted if the modification is so extensive as to preclude identification of the origin of the cylinder.

GEARCASE/GEARBOX – The gearcase must be basically as the manufacturer's original specification. Modifications may be made to the number of drive ratios, the ratios themselves and to the gears. Alterations to the gear casing will not be permitted if the modification is so extensive as to preclude the fitting of a standard gear set as produced by the original manufacturer of the engine unit used.

Note: For the purposes of this Regulation, the 'engine' is deemed to comprise the cylinder barrel(s), crankcase and all internal components within these units.

16.11 ENGINE POSITION

The engine must be positioned behind the steering head and in front of the rear wheel and be so located that the centre line of the engine (by definition, a position midway between the centre lines of outermost cylinders) is no more than 160mm from the centre line of the rear wheel of the motor scooter.

16.12 INDUCTION SYSTEMS

Any form of induction system may be used with the exception of forced induction (see 13 below), which is prohibited.

16.13 FORCED INDUCTION

An engine shall be considered as having Forced Induction when in respect of one engine cycle, the total volume of gaseous mixture induced exceeds the capacity, measured geometrically, of the engine working cylinder(s). The intra-cylinder injection of fuel shall not be considered as forced induction.

16.14 FUEL

Fuel will be a maximum of a 100LL octane. The use of power boosters and/or octane boosters is specifically prohibited.

16.15 EXHAUST SYSTEMS

1. The exhaust systems must fulfil all the current ACU requirements concerning noise control. The systems must be constructed in a manner not prejudicial to the safety of the driver, the passenger, or any other competitor or official. Exhaust fumes must not be discharged so as to raise dust, foul the tyres or brakes or inconvenience a passenger or any other driver. The furthest extremity of any exhaust system must not project beyond any part of the machine or its bodywork or streamlining; nor must the end of any exhaust pipe point upwards or downwards at an angle greater than 10° from the horizontal.

16.16 FUEL TANK

1. The fuel tank(s) must be soundly constructed, entirely of metal, with a securely fitted filler cap, and sufficiently independently protected from the ground. The fuel filler cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in an accident. A fuel feed tap must be fitted in an easily accessible position and be prominently marked to indicate the "OFF" position. Any fuel tank breather pipe must be fitted with a non-return valve and must discharge into a leak-proof catch tank having a minimum capacity of 500ml, which must be empty at technical control. All fuel pipes must be adequately secured.

16.17 OIL DRAIN/FILLER PLUGS AND CATCH TANKS

1. All oil drain, level and filler plugs must be tight and drilled and wired in position. Any oil breather pipe fitted must discharge into a catch tank mounted in an easily accessible position and having a minimum capacity of 500ml. The catch tank must be empty at technical control.

16.18 STEERING

1. Steering shall be through the front wheel only by means of handlebars firmly secured to steering members turning the front wheel and its supports directly with no intermediate push or pull rods. Hub centre steering, remote steering linkages and the use of articulated joints in the steering mechanism are not permitted. By definition an articulated joint is one allowing movement in more than one plane. Handlebars and all steering bearings must be located on the sprung portion of the front suspension. The extreme width of the handlebars must be not less than 450mm. The minimum angle of rotation of the handlebars, each side of a straight ahead position and measured horizontally at ground level, is to be 30° and stops must be fitted in order to limit angular movement to 65° and to allow a minimum of 20mm clearance between the handlebars and any tank, similar attachments or streamlining. Whatever the position of the handlebars and suspension no part of the front wheel or forks must pass within 20mm of any bodywork or streamlining. It is permissible to displace the steering head up to a maximum of 75mm determined by measuring the off set from the centre line of the rear wheel.

16.19 WHEELS AND TYRES

1. All wheels must be of metal construction and be within an allowance of 5° from the vertical. The diameter of any fully inflated tyre, measured over the outside of the tyre, shall be NOT LESS THAN 407mm and NOT MORE THAN 560mm. At technical control ALL moulded tread tyres must have a minimum depth of tread of 1.6mm across the entire original tread area. Recut moulded tyres are not permitted. When conditions permit, slick (untreaded) tyres may be used and these may be professionally grooved. The surface of the slick tyre must contain three or more hollows at 120-degree intervals or less, indicating the limit of wear on the centre and

shoulder areas of the tyre. When at least two of these indicator hollows become worn on different parts of the periphery, the tyre must no longer be used.

Intermediate Pattern Types. For wet weather conditions which call for a "TREADED" tyre other than a full "WET" tyre, an "INTERMEDIATE" pattern tyre must be used. The tyre pattern must be professionally cut and consist of a minimum of three circumferential grooves each 0.18 inches in width. The depth may be cut to show the canvas, but must never sever the canvas fibres.

Note: At technical control the surface of the tyre must contain three or more hollow "WEAR" indicators at 120 degree intervals indicating the limit of wear across the tread area.

One groove must be cut in the centre of the tread area, with the remaining grooves located equidistant between the centre groove and the edge of the tread area.

In addition to the circumferential groove, "SLITS" across the tread area must be cut from each groove, 0.18 inches in width, 0.4 inches minimum in length. Spacing must be equi-distant around the periphery of the tyre and no more than 3 inches apart.

To give inter groove relationship between the "SLITS"; their position must be staggered.

The margin of tyre surface between the ends of the opposed "SLITS" must be no greater than 0.60 inches.

See FIGURE 1 for example calculation and a diagrammatic explanation of the above dimensions.

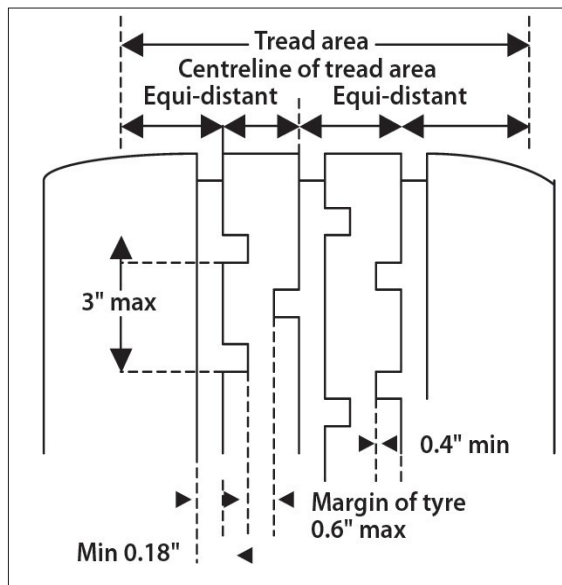


Figure 1 - 6.2 inches x 13 inches "SLICK" tyre with a rolling diameter of 19.8 inches

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

16.20 FRONT SUSPENSIONS

The front suspension is to be either a leading or trailing fork, or links, with the wheel equally supported on each side. Wishbones are not permitted.

16.21 REAR SUSPENSION

The rear suspension, if fitted, is to be of the swinging arm type. A single sided swinging arm is allowed.

16.22 BRAKES

The braking system must consist of at least two brakes operated independently on the front and rear road wheels, each giving complete control. Braking of the sidecar wheel is optional.

16.23 MUDGUARDS AND WHEEL PROTECTION

1. The rear wheel mudguard must cover at least 240 degrees of the rear wheel. The side nearest to the sidecar wheel must be enclosed.

The sidecar wheel must be enclosed from the sidecar platform and level with the sidecar platform around the periphery. For rear exit sidecars the sidecar wheel must be totally enclosed down to platform level.

16.24 DRIVER

The driver in the normal driving position must be completely visible, with the exception of his forearms and lower legs, from the side opposite to the sidecar and from above.

It is forbidden for the driver's legs to be enclosed. The driver's position must be such that the driver's feet are positioned behind the knees when viewed from above and the footrests so designed and positioned that easy access is always available to any control pedal.

16.25 PASSENGER

The passenger must be able to lean out to either side of the sidecar. For this purpose the vehicle must be fitted with suitable handholds, which must be of the "closed loop" type.

16.26 ELECTRICAL SYSTEMS AND BATTERY

1. All vehicles must be fitted with an easily accessible ignition switch, mounted in the vicinity of the handlebar/headset and within a radius of 200mm of the centre line of the top of the fork stem.

Switches must be of a positive locking type in both the on and off positions and when in the "OFF" position must not allow the engine to run. The "OFF" position of all switches must be prominently marked in capital letters of at least 10mm in height with dark coloured letters on a light background and vice versa.

Any electric fuel feed pump must be wired in such a way as to cut out when the ignition switch is in the "OFF" position.

Batteries, if fitted, must be of the leak-proof type.

16.27 THROTTLE CONTROLS

Throttle controls must be self-closing when not held by the hand.

16.28 CONTROL LEVERS

1. All handlebar levers must be ball ended, the ball to be at least 19mm in diameter and to be a permanently fixed integral part of the lever.

Each control lever (both hand and foot) must be mounted on an independent pivot.

Handlebar grips must be securely fixed to the ends of the handlebars.

17 TECHNICAL SPECIFICATIONS FOR FORMULA 125 MOTORSCOOTER SIDECAR COMBINATIONS

Unless Specifically Mentioned In These Regulations The Standing Regulations For The Construction Of Group 7 Motor Scooter Regulations Detailed Above Shall Apply.

17.1 CONSTRUCTION

1. The frame must be of good quality drawn steel tube of circular or non-circular section, welded or brazed together. If circular the outside diameter must not exceed 100mm. If non-circular the maximum cross section shall not exceed 150mm. measured at right angles to any flat surface.

The above does not restrict the swinging arm. The use of composite construction is forbidden with the exception of the sidecar platform, i.e. Aluminium or carbon fibre honeycomb.

The use of Titanium or other similar 'exotic' materials in the construction of the frame, forks, handlebars, swinging arm and wheel spindles is forbidden.

17.2 DIMENSIONS

Width: The overall maximum shall be 1524mm (60") measured over the extremities of the streamlining.

Wheelbase: The maximum shall be 1829mm (72") measured between the centres of the front and rear wheels.

Track: The minimum shall be 760mm. The maximum shall be 1170mm. The track being the distance measured between the rear and sidecar wheel, the point of measurement being at right angles to a line drawn between the centre line of the front and rear wheels of the combination and a line at right angles passing through the sidecar wheel.

Ground clearance: The minimum clear space to be maintained beneath the entire under surface of the machine when loaded with fuel, driver and passenger must be 65mm.

17.3 STREAMLINING AND BODYWORK

1. This must be easily detachable for technical control purposes and be so designed and fitted to allow complete liberty of movement to the driver and passenger when the vehicle is in motion and when getting on and off the vehicle without any part of the streamlining being displaced.

Fairings and Rear view mirrors are allowed.

A solid and effective protection must be fitted between the driver and the engine to prevent direct contact between the driver's body or clothing from escaping flames or leaking oil.

Any type of seating may be used provided it is properly padded and securely fitted in place.

The extreme forward part of any streamlining must not project forward in plan beyond the most forward part of the front tyre by more than 400mm.

The extreme rearward part of the streamlining must not project rearward in plan beyond the most rearward part of the rear tyre by more than 400mm.

17.4 DRIVEGUARDS

A metal guard must be fitted to prevent accidental contact with the chain or sprocket. Drive chains must be guarded from sprocket to sprocket.

17.5 ENGINE AND DRIVE UNITS

1. Permitted engine: 125cc. i.e. Aprilia.

Drive must be transmitted to the road through the rear wheel of the machine.

The engine unit must be properly and safely finished, all studs, bolts, nuts and washers fitted securely in place.

There shall be no evidence of oil leaks.

Any modifications made to the engine unit must not prejudice the safety of the driver and passenger or other competitor or official and must be within the specifications of the engine and drive unit regulations.

Cylinder Barrel and Crankcase

In regard to the shape, size, configuration, position and number of sports, external appearance, materials and manufacture, the cylinder barrel must conform to the manufacturers original specification (though not necessarily produced by the same manufacturer).

The bore size of a cylinder may be increased.

The cylinder used, must have been originally designed for the engine type, must retain the original method and position of fixing, (the number and position of studs in the crankcase at the gasket face must be as manufacturers original specification).

The crankcase to cylinder gasket face must be parallel to that of the original crankcase. The crankcase porting may be altered.

The crankcase must retain the original mounting points, which must be used to support the engine in the frame.

External dimensions of the crankcase must remain as manufacturers original specification.

The Crankshaft must remain as the manufacturers original specification, although the connecting rod may be modified or substituted.

Alternative pistons may be used to change the characteristics of the engine. The cylinder barrel gasket faces may be machined to allow for the difference in compression height of the piston used.

Liquid cooling of the engine case will not be permitted.

17.6 ENGINE POSITION

The engine must be positioned between the steering headstock and the rear wheel.

17.7 INDUCTION SYSTEMS

Any form of induction system may be used with the exception of superchargers.

17.8 FUEL – UNLEADED

1. A fuel tank with a breather pipe must be fitted with a non-return valve and discharge into a minimum of 500ml. catch bottle.

Fuel must be commercially available brand of petrol, as supplied from a wayside petrol station. (Aviation fuel, Avgas, is not included).

No additives other than lubricants are permitted, (power boosters, octane boosters are prohibited).

17.9 STEERING

1. Steering will be through the front wheel only, by means of handlebars with a minimum width of 450mm.

The minimum angle of rotation of the handlebars each side of the straight-ahead position must be 30°, stops must be fitted to limit the angular movement of the handlebars to 65°. Whatever the position of the handlebars and suspension, no part of the front wheel or forks must pass within 20mm of any bodywork or streamlining.

It is permissible to displace the steering head up to a maximum of 75mm determined by measuring the off set from the centre line of the rear wheel.

Machines with off set steering heads must maintain two tracks.

17.10 WHEELS AND TYRES

1. All wheels rims must be of metal construction and a maximum diameter of 407mm.

The wheel when fitted in position must rotate within 5° of the vertical plane.

At technical control all moulded treaded tyre must have a minimum of 1.6mm. of tread across the entire original tread area. (recut moulded tyre are not permitted).

Sidecar wheels may be Kart type 'slick' tyre, the surface of the tyre must contain three or more wear indicators positioned at 120° around the tyre circumference.

When at least two of these become worn on different parts of the tyre, the tyre may no longer be used.

Wheel spindles must pass through the fork legs/swinging arm assemblies which must provide a positive location for the spindle when assembled, split pin locking and/or nylon locking nuts must be used to prevent the axle coming loose.

17.11 REAR SUSPENSION

The rear suspension, if fitted is to be the swinging arm type. Movement of the arm i.e. for the purpose of chain adjustment can be by means of eccentric cams.

Note: any adjustment used must not allow the wheelbase to exceed the maximum permitted dimension.

18 TECHNICAL SPECIFICATIONS FOR CLASSIC (GROUP 8) MOTORSCOOTER SIDECAR COMBINATIONS

Unless Specifically Mentioned In These Regulations The Standing Regulations For The Construction Of (Group 7) Motor Scooter Regulations Detailed Above Shall Apply.

18.1 INTRODUCTION

These Regulations specify the requirements for construction of Classic Motor scooter Combinations for use in Road Races, Sprints and Hill Climbs.

18.2 CONSTRUCTION

1. The chassis must incorporate, as an integral part, the complete Lambretta spine frame including engine mountings. The remainder of the chassis must be constructed of good quality seamless drawn steel tube of a circular or non-circular section, welded together.

Reinforcement of the steering head is allowed to a maximum of 230mm from the centre line of the steering head.

The use of composite construction is forbidden with the exception of the sidecar platform. (i.e. Aluminium or carbon fibre skinned honeycomb).

The use of TITANIUM and similar "exotic" metals is forbidden in the construction of the chassis, front forks, handlebars and wheel spindles. The use of light alloys is forbidden for wheel spindles.

18.3 DIMENSIONS

Width: The overall MAXIMUM shall be 1520mm.

18.4 STREAMLINING AND BODYWORK

1. The streamlining must be easily detachable for technical control and be so designed and fitted to allow complete liberty of movement to the driver and passenger when the vehicle is in motion and when getting on and off the vehicle, without any part of it having to be displaced.

Aerofoils or spoilers are not permitted.

Rear view mirrors are forbidden.

A solid and effective protection must be fitted between the driver and the engine and must prevent direct contact between the driver's body or clothing and escaping flames or leaking fuel or oil.

Any type of seating may be used provided it is properly padded and securely fitted in place.

The extreme forward part of the streamlining must not project forward in plan beyond the most forward part of the front tyre by more than 400mm.

The extreme rearward part of the streamlining must not project rearward in plan beyond the most rearward part of the rear tyre by more than 400mm.

Whatever the position of the handlebars, there must be a clear space of at least 25mm between the streamlining and the extremities of the handlebars, including any attachments thereto, and a clear space of at least 20mm between the streamlining and any other part of the steering mechanism or front wheel.

18.5 ENGINE AND DRIVE UNITS

1. The engine and drive unit must have originated from a Lambretta motor scooter.

The unit shall be properly and safely finished with all necessary studs, nuts, bolts and washers securely fitted. There shall be no evidence of oil leaks.

The MAXIMUM PERMITTED bore is 70mm. The MAXIMUM PERMITTED stroke is 60mm.

Any modifications made must not prejudice the safety of the driver, any other competitor or official and must be within the following parameters for the parts specified:

CYLINDER HEAD – Liquid cooling is not permitted.

CYLINDER BARREL – Cylinder barrel must be as manufacturer's original specification either a TS1 or RB22 kit barrel.

PORTS – Ports may be enlarged, but they may not be bridged nor the cylinder barrel slotted. The position may not be changed, additional ports may not be provided, and the provision of additional material on either the inside or the outside of the barrel is prohibited.

PACKING PIECES – The total thickness of any packing piece(s) or gasket(s) used between the base of the cylinder and the crankcase must not exceed 10mm. Packing pieces may not be used as a means of increasing the available port area.

18.6 CRANKCASE

Crank casing must be as manufacturer's original specification, except that:

1. Modifications may be made to permit the use of a larger section tyre subject to the limitations in Regulation 18 below.

Modifications may be made to any existing crankcase porting except that the provision of additional material on either the inside or the outside of the casing is prohibited.

Notwithstanding the exception in B above, the provision of additional material to effect genuine repairs to a crankcase will be permitted provided that the final dimensions and appearance do not exceed the manufacturer's original specification.

18.7 CRANKSHAFT

The crankshaft must be a commercially available type designed to fit a Lambretta motor scooter with a MAXIMUM permitted stroke of 60mm and shall remain as manufacturer's original specification, except:

1. The ignition mounting may be altered.

The crankshaft may be "padded".

18.8 GEARCASE

1. The gearcase must be as manufacturer's original specification except that a spacer maybe used to facilitate the use of extra clutch plates.

The gearbox must be as manufacturer's original specification for the engine type, except that the original gear cluster may be altered to provide alternative ratios. The number of ratios must remain unchanged.

Note: For the purposes of this Regulation, the 'engine' is deemed to comprise the cylinder barrel(s), crankcase and all internal components within these units.

18.9 ENGINE POSITION

The engine unit must be in the original position.

18.10 INDUCTION SYSTEMS

The engine shall be normally aspirated.

18.11 WHEELS AND TYRES

1. All wheels must be of metal construction and be within an allowance of 5° from the vertical.

The diameter of the front and sidecar wheels MUST be 10 inches and the tyres thereon have a MAXIMUM section of 5J. The diameter of the rear wheel MUST be 10 inches with a wider section standard pattern rim permissible and allowing a MAXIMUM tyre size of 10 inches by 4.00.

At technical control ALL tyres must have moulded treads and must have a minimum depth of tread of 1.6mm across the entire original tread area. Recut moulded tyres are not permitted.

18.12 REAR SUSPENSION

Rear suspension is not permitted.

18.13 CONTROL LEVERS

All handlebar levers must be ball ended, the ball to be at least 19mm in diameter and to be a permanently fixed integral part of the lever. Each control lever (both hand and foot) must be mounted on an independent pivot. Handlebar grips must be securely fixed to the ends of the handlebar.

The following information does not form part of the Standing Regulations but is provided as a quick guide to the requirements of the SRS.

It is hoped, by the promoters of this class, that this limited specification will enable close racing at an affordable cost. For the benefit of all who compete in the class, cheating will not be tolerated.

1. Complete Lambretta spine frame.
2. Engine in original position driving the rear wheel.
3. Lambretta cast iron or TS1 barrel.
4. No water-cooling for head or barrel.
5. Porting to Standard class specification, i.e. no bridged ports or extra ports.
6. Maximum stroke 60mm. Maximum bore 70mm.
7. No 'alloy' welding of barrels.

8. Passenger exit can be in front of or behind the sidecar wheel, whichever is preferred.
9. The use of titanium or similar 'exotic' material is forbidden.
10. Treaded tyres only at all times.
11. Front and sidecar wheels 10 × 5J maximum.
12. Rear wheel must be standard pattern rim or wide version with 4.00 × 10 maximum scooter tyre.
13. Maximum chassis dimensions – wheelbase 1650mm – width 1520mm. Track – minimum 760mm. Ground clearance when fully loaded – 65mm.
14. Centre hub steering and sidecar wheel steering is forbidden.
15. Independently operated brakes on front and rear wheels – sidecar brake is optional.