

# **SUPERMOTO**

STANDING REGULATIONS

**The National Sporting Code of the ACU and the Standing Regulations together with the Supplementary Regulations and any final instructions shall apply to all Supermoto races held under an ACU permit.**

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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

### 1.1 CATEGORIES OF MEETINGS

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

Permits for all Supermoto competitions are issued by ACU Headquarters.

### 1.2 INTERNATIONAL

1. The Permit shall be issued by the ACU Headquarters for a meeting inscribed on the International Calendar of the FIM and having an FIM International Meeting Number (IMN).
2. An International meeting is open to Entrants and Riders of more than one nation who must hold an International Licence or a National Licence issued by the ACU valid for the particular meeting concerned.
3. All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

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

### 1.3 EUROPEAN OPEN

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

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

### 1.4 NATIONAL

1. The Permit shall be issued by the ACU Headquarters.
2. A National meeting is open to Entrants and Riders who are the holders of a National or International Licence valid for the particular meeting concerned issued by any Federation.
3. All riders not holding a Licence issued by the ACU or SACU must carry proof of Insurance and a written Start Permission document issued by their FMN.

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

### 1.5 OPEN

1. An Open permit is issued by ACU Headquarters.
2. An Open meeting is open to Entrants and Riders who hold a valid ACU or SACU Licence for the meeting concerned.

### 1.6 RESTRICTED

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

### 1.7 ELIGIBILITY OF FOREIGN RIDERS IN OPEN AND RESTRICTED MEETINGS

1. The Supplementary Regulations issued for the event must specify the licence qualification and eligibility requirements of foreign riders.
2. All riders must have a current Licence and Start Permission from their own Federation valid for the event.

### **1.8 PRACTICE MEETINGS AND TEST DAYS**

1. Permits for Practice Meetings and Test Days may be issued on application to the Permit Issuing Authority.
2. No such event may be held unless the appropriate Permit and Insurance has been issued.

### **1.9 CONDITIONS FOR SUPERMOTO MEETINGS**

1. The ACU Road Race Committee must approve the Organiser.
2. The Venue must hold a current Track Licence or Track Certificate issued by the ACU Road Race Committee.
3. The ACU Secretariat must approve the Supplementary Regulations for the event and issue an ACU Permit prior to publication and circulation.
4. For all ACU Championships an ACU decal, supplied by the ACU Secretariat, must be displayed on each machine. Any rider not complying will be disqualified from the results of the race.
5. All officials and marshals must remain at the circuit and available to the Clerk of the Course and the Stewards during the period provided for the lodging of a Protest that period.
6. On venues where the average lap speed is expected to be greater than 65kph and the maximum speed is greater than 130kph the Clerk of the Course must be a Road Race National B official or above. This will be known as Supermoto R.
7. On venues where the average lap speed is expected to be less than 65kph and the maximum speed is less than 130kph the Clerk of the Course can be a National MX or Road Race National C official or above. This will be known as Supermoto X.
8. A Riders Briefing will be conducted by the Clerk of the Course before the start of practice or as detailed in the Final Instructions.

## 2 LICENCES – COMPETITORS

### 2.1 GENERAL

1. To participate in Supermoto events an annual Licence issued by the ACU is required. Residents in Scotland apply to the Scottish ACU.
2. A Licence can be upgraded at any time during the year.
3. The parent or legal guardian must accompany all competitors, or participants in parades, under 18 years of age to every meeting. This person must attend at signing-on and be present throughout the meeting.

### 2.2 GRADES

1. **Clubman** Entry level for all first time applicants.
2. **National** After competing and finishing in 10 races at 10 separate race days at 3 different venues during the current year and preceding 3 years Clubman Competitors may apply to be upgraded to a National licence.
3. **International** National licence holders who have held their National licence for 12 months and who have competed at a minimum of 3 meetings in the previous 12 months may apply for an FIM Non-Championship International licence.

A medical examination is required.

1. **International Championship** National licence holders who have held their National licence for 12 months and who have competed at a minimum of 3 meetings in the previous 12 months may apply for a Championship licence as described in the appropriate Sporting Code of the FIME or FIM.

A medical examination is required.

### 2.3 LAPSED LICENCES

Licence holders who have allowed their licence to lapse for more than 5 years will be issued with a clubman licence.

### 2.4 CAPACITY AND LICENCE RESTRICTIONS

For each category the tables indicate the minimum licence requirements for their specified ages and machines.

#### 2.4.1.1 MIN AGE GRADE CAPACITY/MACHINE

11 yrs	All	up to 125cc two stroke or 250cc four stroke.
14 yrs	All	up to 250cc two strokes and 450cc four strokes.
16 yrs	All	up to 750cc four strokes.

**Important Notice** If a participant is under 18 years of age he/she must be accompanied to every meeting by their Parent or Legal Guardian. The Parent or Legal Guardian must attend signing on with the competitor and be available for the duration of the meeting.

### 3 LICENCES AND REGISTRATIONS – OFFICIALS

#### 3.1 QUALIFICATIONS AND CONDITIONS

Supermoto Officials are divided into two categories:

Those that are Licensed and those that are Registered. Fees may be charged in respect of any Licences or Registration or for the appropriate form of identification issued.

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

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

#### 3.2 SUPERMOTO OFFICIALS WHO REQUIRE A LICENCE

See Note Below Attendance at Seminar/Training Session

Clerk of the Course	1	Every third year maximum
Chief Steward	2	Every third year maximum
Chief Technical Officer	3	Every third year maximum
Sound Inspector		Required for First Issue only
Measurer	4	Required for First Issue only
Timekeeper	5	Equipment and operators check

All the above licences are valid for 3 years.

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

#### 3.3 GRADES FOR SUPERMOTO CLERK OF THE COURSE

##### 3.3.1 PROBATIONARY

Any club may nominate a Probationary Clerk of the Course. Such a Registered Official may only act as an Assistant Clerk of the Course at a Closed to Club event.

##### 3.3.2 ROAD RACE NATIONAL GRADE C OR NATIONAL GRADE A MOTOCROSS

A Clerk of the Course who may officiate at a Supermoto X meeting. May act as Deputy or Assistant Clerk of the Course at a Supermoto R Meetings.

##### 3.3.3 ROAD RACE NATIONAL GRADE B

A Clerk of the Course who may officiate at a Supermoto R meeting.

#### 3.4 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.

#### 3.5 NOTE 2 CHIEF STEWARD

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

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

#### 3.6 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.

### 3.7 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.

### 3.8 NOTE 5 TIMEKEEPERS

Will be required to pay for their Licence.

### 3.9 LICENCE FEES:

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

### 3.10 SUPERMOTO OFFICIALS WHO DO NOT REQUIRE A LICENCE

Registration of the officials and marshals below will be renewed annually and they will receive an appropriate form of identification from the ACU.

See Note Below Attendance at Seminar/Training Session

Incident Officer	1	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

#### Note 1 Incident Officer

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

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

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

#### Note 2 Secretary Of The Meeting

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

#### Note 3 Club Stewards

Will together with the Chief Steward form the judicial authority over the running of the meeting.

#### Note 4 Secretary Of The Meeting Registration

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

## **4 PRACTICE**

### **A MINIMUM PERIOD OF TIME MUST BE PUT ASIDE FOR THE PRACTICE SESSIONS AND MENTIONED IN THE SUPPLEMENTARY REGULATIONS OF THE MEETING.**

1. Riders will commence practice under the instructions of the Start Officials.
2. The duration of practice will commence from the time the 1st rider joins the circuit.
3. The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has lapsed.
4. If practice is interrupted due to an incident or any other reason then a red flag will be displayed at the start line and at marshals posts. All riders must return slowly to the pit lane or as otherwise instructed by the Marshals under the direction of the Clerk of the Course.
5. When the practice is restarted the time remaining will be decided by the Clerk of the Course.

## **5 GRID POSITIONS**

### **5.1 POSITIONS**

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

### **5.2 TIMED PRACTICE**

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

### **5.3 BALLOTTED**

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 positions will specify this and the method to be adopted in the Supplementary Regulations.

### **5.5 SUPERPOLE**

1. The riders, as detailed in the Supplementary Regulations, will take part in the Superpole.
2. Each Rider will have one warm-up lap, one timed lap and one slowing down lap.
3. The Rider with the fastest timed lap will have pole position for the race, the second fastest the second grid position and so on. Any rider that does not complete the Superpole will start the race from the last grid position allocated to Superpole riders.
4. If there is a tie for positions the fastest lap during the normal timed qualifying will be used.

## 6 START PROCEDURE

### 6.1 START METHODS

Races may be started by one of the following methods:

1. Group Starts
2. Interval Starts

Where competitors are started individually or in groups at pre-determined intervals. e.g. Superpole. Starts will be made with engines running unless specified otherwise in the Supplementary Regulations.

### 6.2 PROCEDURE

The final choice of motorcycle to be used in a race should be made before the motorcycle is brought into the waiting area.

1. 15 minutes before the start of the Warm-Up laps: The entrance to the waiting area is open. The motorcycle of each rider must be placed in the waiting area.
2. 3 minutes before the start of the Warm-Up laps: Sound or whistle signal. Riders may leave the waiting area to take their positions on the starting grid. The entrance from the paddock to the waiting area closes. The penalty for arriving late at the waiting area is loss of starting position. Late arriving motorcycles will be held in the waiting area. The riders concerned must obey the instructions from the officials.
3. 1 minute before the start of the Warm-Up laps:
4. The entrance from the waiting area to the grid is closed.
5. On instructions from the Start Line Official the riders will proceed on the 2 compulsory warm-up laps. Any rider not completing the warm-up laps will start from the back of the grid.
6. The Start Line Official will stand at the front of the starting grid displaying a red flag. A second Official will stand at the back of the starting grid with a green flag and display it when the grid is complete.
7. Any rider who encounters mechanical problems during the warm-up laps may go to the repair zone and make repairs.
8. On returning to the grid the riders must take their position with the front wheel of their motorcycle up to the line defining their starting position and keep their engines running.
9. Once a rider has taken his allocated position on the grid, he cannot change it, return to the pit lane or receive assistance prior to the start.
10. When all the riders have taken up their grid positions the Official at the rear of the grid will raise the green flag.
11. Any rider who arrives back from the warm-up laps after the Official at the rear of the starting grid has raised the green flag, will be considered a "late arrival" and start the race from a position behind the Official at the rear of the grid.
12. If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm.
13. Any rider who is unable to start his motorcycle within a reasonable time, must obey the instructions of the officials and remove his motorcycle from the grid.
14. If he manages to start his machine he may start the race after all other machines have left the grid at the start of the race.
15. The Startline Official moves to the side of the track, holding up the red flag.
16. The Startline Official puts down the red flag and the start light sequence begins. The red lights come on and remain on for up to five seconds the red lights will then be switched off and the Race starts.
17. Any alteration to this Start Procedure must be conveyed to the riders at the Riders Briefing.

### 6.3 ANTICIPATION OF THE START

1. Anticipation of the start is defined as the motorcycle moving forward when the Red Lights are on.
2. Any competitor who takes up the incorrect grid position will also be adjudged to have anticipated the start.
3. The Clerk of the Course will award a time penalty of up to 20 seconds to any competitor who anticipates the start. The decision as to an anticipated start is a matter of fact with no right of appeal.

## 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

#### 7.1.1 GREEN FLAG

1. The track is clear. This flag must be shown motionless at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap(s) and for the warm up lap.
2. This flag must be shown motionless at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.
3. This flag must be waved by the starter to signal the start of the warm up lap.
4. When the pit-lane exit is open, this flag must be waved at the pit-lane exit.

#### 7.1.2 GREEN LIGHT

1. This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap(s) and the start of the warm up lap.

#### 7.1.3 BLUE FLAG

1. Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.
2. During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.
3. During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity.
4. Any Infringement of this rule will be penalised with one or more of the following penalties: fine  
– disqualification – withdrawal of Championship points.
5. At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track.

#### 7.1.4 CHEQUERED BLACK/WHITE FLAG

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

### 7.2 FLAGS WHICH CONVEY INFORMATION AND INSTRUCTIONS

#### 7.2.1 YELLOW FLAG

1. Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed.
2. Shown waved at the flag marshal post, this flag indicates that there is a danger ahead. The riders must slow down and be prepared to stop.
3. Overtaking is forbidden up until the point where the green flag is shown.
4. Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred.
5. In case of infringement of this rule during the race, a time penalty will be imposed.
6. In both cases, further penalties (such as fine – suspension) may also be imposed.
7. During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, warm ups and races.

#### 7.2.2 RED FLAG AND RED LIGHTS

1. When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on.
2. Riders must return slowly to the pits.
3. When the pit-lane exit is closed, this flag will be shown motionless at the pit-lane exit and the light will be switched on. Riders are not allowed to exit the pit lane.
4. Any infringement of this rule will be penalised with one or more of the following penalties: fine  
– disqualification – withdrawal of Championship points – suspension.

5. The red flag will be shown motionless on the starting grid at the end of the sighting lap(s) and at the end of the warm up lap(s).
6. The red flag may also be used to close the track.
7. The red lights will be switched on at the start line for upto 5 seconds to start each race.

### **7.2.3 BLACK FLAG**

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

### **7.2.4 BLACK FLAG WITH ORANGE DISK (RADIUS 40 CM)**

1. This flag is used to convey instructions to one rider only and is displayed motionless together with the rider's number.
2. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.
3. Any infringement of this rule will be penalised with one or more of the following penalties: fine  
– disqualification – withdrawal of Championship points – suspension.

## **7.3 FLAG DIMENSIONS**

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

## **7.4 FLAG COLOURS**

The Pantones for the colours are as follows:

Black:	Pantone Black C
Blue:	Pantone 286C or 298C
Red:	Pantone 186C
Yellow:	Pantone Yellow C
Green:	Pantone 348C

## 8 BEHAVIOUR DURING PRACTICE AND RACE

**RIDERS MUST OBEY THE FLAG SIGNALS, THE LIGHT SIGNALS, AND THE BOARDS WHICH CONVEY INSTRUCTIONS. ANY INFRINGEMENT TO THIS RULE WILL BE PENALISED ACCORDING TO THE PROVISIONS OF ARTICLE 7.2.**

1. Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane.

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

2. Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a time penalty.

Further penalties (such as fine – disqualification – withdrawal of Championship points) may also be imposed.

3. Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine.
4. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
5. If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
6. Riders are not permitted to return slowly to the pits for remedial work.
7. Riders may enter the pits during the race, but taking the motorcycle inside the pit box is not permitted. Any infringement of this rule will be penalised with a disqualification. Refuelling is strictly prohibited. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
8. Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine.
9. Riders who fall from their machine may remount and continue unless the Incident Marshal considers the machine too damaged or the Medical Personnel consider the rider unfit to continue. In this situation riders who fall from their machine are not permitted to continue with the practice or race until passed fit by the Medical Officer and his machine re-inspected by technical control.
10. Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
11. No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, or legible messages on a pit board or body movements by the rider.
12. The carrying of on board cameras is only permitted with the prior approval, in writing of the Clerk of the Course. The installation of the camera must be approved by the Chief Technical Officer. Automatic lap timing devices, provided they do not disrupt official timekeeping methods, are not considered as telemetry.
13. A speed limit may be imposed in the Pit Lane.
  - 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.
14. In the interest of safety, a rider may not stop his machine on the racing surface during the slow down lap, (exception see Art 8.16) when returning to the pits after the chequered flag.
15. Stopping on the track during practices and races is forbidden. (exception see Art 8.16)
16. During the practice sessions and warm ups, practice starts are permitted, when it is safe to do so, at the pit lane exit before joining the track and after the chequered flag is shown at the end of practice sessions and warm ups, when it is safe to do so. These practice starts must take place off the racing line.
17. The spinning of rear wheels (burn-outs) is strictly forbidden. Breach of this rule will result in a penalty of disqualification.
18. Any competitor who in any ACU or MRCRB Permitted Event participates on a machine for which he is not eligible through age or licence restrictions will be penalised by a fine of £500.00 and a suspension for one year from the date of the hearing.
19. Riders who enter the Paddock during a race will be deemed to have retired from the race.

## **9 INTERRUPTION OF A RACE**

### **9.1 INTERRUPTION OF A RACE**

If the Clerk of the Course decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts and he will switch on the red lights around the circuit, where available.

1. Riders must immediately slow down and return to the pit lane, or as directed by the marshals, upon instructions from the Clerk of the Course.
2. Only riders still racing when the red flag is displayed will be counted as finishers.
3. The results will be the results taken at the last point where the leader had completed a full lap without the red flag being displayed.
4. If the results show that less than three laps have been completed by the leader of the race then the race will be null and void and a completely new race will be run.
5. If less than 50% of the race has been completed there will be a new race over a distance decided by the Clerk of the Course.
6. The grid will be in the order of the last time riders crossed the finish line before the red flag was displayed. Riders will return to the Pit Lane, they may change motorcycles. The Clerk of the Course may disqualify any riders who in his opinion caused the race to be interrupted.
7. If it is found impossible to restart the race, then the results will count and half Championship points will be awarded.
8. If more than 50% of the race distance has been completed by the leader when the red flag is displayed the race will be considered completed. The Clerk of the Course may disqualify any riders who in his opinion caused the race to be interrupted.

### **9.2 INTERRUPTION OF A RACE AFTER THE CHEQUERED FLAG**

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

1. For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
2. For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
3. The complete classification will be established by combining both partial classifications as per the lap/time procedure.

## **10 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 teams before the second part of a race can be started.
2. The start procedure will be identical to a normal start with sighting lap(s), warm-up lap etc.
3. Conditions for the re-started race will be as follows:
4. Only riders who are classified as finishers in the first race may re-start.
5. Motorcycles may be repaired or changed. Refuelling is permitted.
6. The race distance will be announced by the Clerk of the Course.
7. The grid position will be based on the finishing order of the first race.

## **11 FINISH OF A RACE AND RACE RESULTS**

### **11.1 FINISH OF A RACE**

1When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level.

### **11.2 CHEQUERED FLAG**

1. The chequered flag will continue to be displayed to the subsequent riders.
2. When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane.
3. In case of a photo-finish between two, or more, riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.
4. The Clerk of the Course may require machines to be presented for post race/practice verification. Where this is required the competitors must be informed before the start of the race or practice session that they must attend the Parc Ferme. Presentation of the machine will imply that it fully complies with the regulations.

### **11.3 RACE RESULTS**

1. The results will be based on the order in which the riders cross the line and the number of laps completed.
2. To be counted as a finisher in the race and be included in the results a rider must:
  - a. Complete 75% of the race distance.
  - b. Cross the finish line on the race track (not in the pit lane) within two minutes of the race winner. The rider must be in contact with his machine.
3. A new lap record for a circuit can only be established by a rider during a race.
4. Both for practice and for race, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track.

## 12 SAFETY

### 12.1 MEDICAL SERVICES. MINIMUM REQUIREMENTS FOR SUPERMOTO MEETINGS

	PERSONNEL			VEHICLES		Special Notes
	Doctors MO	Paramedic(s) PM	First Aid personnel	Ambulance(s)	Fast Intervention Vehicle	
Supermoto (R)	1 MO		2	1	1	
Supermoto (X)		1PM	2	1		(i)
Supermoto (R) Test Day	1 MO		2	1		

The following applies to all events run under this code.

- 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 2 First Aid Personnel (who can be two of the minimum First Aid Personnel required in the table).
  - An ambulance may act as a Medical Centre BUT if so it must be a vehicle additional to the minimum ambulance requirement.
- First Aid Personnel** A person holding a current certificate of First Aid competency. (Where an event is open to the public event organisers should ensure that all First Aid personnel are insured against malpractice for the event concerned)

Special Note (i) The minimum medical requirements specific for this discipline also apply to associated Test Days.

- Medical Examination** At any time during a meeting the Clerk of the Course may require a competitor to undergo a medical examination to determine his fitness to ride. The decision of the medical officer is final without right of appeal.
- Concussion/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:

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

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

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

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

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

If a competitor has been injured on a Saturday and is suffering from concussion/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.

## 12.2 TRACK SAFETY PRECAUTIONS

1. The safety precautions of circuits will be as laid down for each permanent course licence or temporary course certificate following an inspection of the course.
2. It should be generally realised that the organisers of speed events have a legal responsibility to the general public and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public.
3. Whilst organising clubs are insured under the Promoters Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with the National Sporting Code and any additional requirements as may be specified by the Permanent Course Licence or Temporary Course Certificate. Clubs failing to do so stand in grave danger of any claims being repudiated to the club by the insurers under the terms of the policy covering legal liability.
4. The safety precautions to be adopted are provided with the Permanent Course Licence or Temporary Course Certificate for the particular course but the following general requirements must be observed.
5. The attention of organisers is drawn to the provision of the NSC which stipulates that no alteration of the requirements contained in the Permanent Course Licence or Temporary Course Certificate shall be made without the prior approval, in writing, of the ACU.
6. It is recognised that circumstances may arise in which it is necessary to make certain alterations to the course on the day of the meeting but any such alterations must be approved by the Stewards of the Meeting and details given in their report to the authority granting the permit.

## 12.3 FIRE EXTINGUISHERS

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

## 12.4 FIRE EXTINGUISHERS AT CIRCUITS

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

1. Fire extinguishers in the paddock and assembly area.
2. At least two fire extinguishers in the Technical Control Area.
3. Fire extinguishers in every medical room/centre.
4. In the case of National or lesser events during which machines may be refuelled and more than five gallons (22 litres) of fuel is held in any one pit, there shall be a minimum of one fire tender and crew in attendance, appropriately equipped and with immediate access to the pit area. International events must comply with appropriate FIM requirements.

## 12.5 WARNING AND PROHIBITION SIGNS AT CIRCUITS

### 12.5.1 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. War Department

and heath land) warning notices must be profusely displayed around the course and also in the car parks.

2. WARNING NOTICE (B) (20 × 15 inches.) Those parts of the course to which the public may be admitted and where it is neither practical nor necessary to erect a barrier, e.g. those parts of the course which are straight and are only used by the public to reach other parts of the course,

may be indicated by the erection of the special type of Warning Notice (B). These notices should be displayed at least 30ft from the course. It is recommended that the limit of these areas should also be defined by a boundary tape.

### **12.5.2 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.

### **12.6 DECLARATION – ADMISSION TICKETS, ARMBANDS AND PASSES**

Subject to the provision of the Sunday Observance Act 1780, no person may be allowed to any part of the circuit without a suitable pass or ticket. All tickets and passes must bear the following wording shown below in full and if the wording appears on the reverse side then the words "For Conditions of Admission See Over" must be clearly printed on the face thereof. Where a ticket is cancelled by being torn in half, the full wording and, where applicable, the "For conditions of admission see over"

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

#### **DECLARATION.**

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

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

### **12.7 DECLARATION ON THE OFFICIAL PROGRAMME**

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

### **12.8 SIGNING ON**

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

#### **12.8.1 AGE LIMITS FOR OFFICIALS**

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

#### **12.8.2 AGE LIMITS FOR MARSHALS**

1. All Assistant Officials whose function is to be carried out at the immediate track-side must be at least 16 years of age.
2. All Assistant Officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing-on signature must be countersigned by the person responsible for the official at the event.
3. When using the services of officials under 18 years of age for any duties at any event special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

## 13 TECHNICAL SPECIFICATIONS

All machines must comply with the National Sporting Code Appendix B and general technical regulations. Any part of the motorcycle except the frame can be modified, altered or replaced.

### 13.1 CLASSES

1. SM4 – Junior Class up to 125cc two stroke single cylinder or up to 250cc four stroke single cylinder machines.
2. SM2 – 450 Class up to 450cc two or four stroke single or twin cylinder machines.
3. SM1 – Open Class 251 to 750cc two or four stroke single or twin cylinder machines.

### 13.2 NOISE CONTROL

The noise limit is 96 dB/A with no post race tolerance. The noise is measured according to the FIM Sound Control method.

### 13.3 NUMBER PLATES

Junior Class	White numbers on Green (RAL code 6002) plates
450 Class	Black numbers on White (RAL code 9010) plates
Open Class	Black numbers on Yellow (RAL code 9005) plates

All numbers must comply with the numbers diagram printed elsewhere in this handbook.

### 13.4 PROTECTIVE CLOTHING

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

1. A complete all in one leather suit of at least 1.2mm in thickness on all parts of the suit, suits zipped together at the waist are not permitted. Non-leather material may be used if it meets with the following requirements.
2. The following characteristics of the material must be at least equivalent to 1.5mm of cowhide (not split leather). Fire retardant quality – Resistance to abrasion – Coefficient of friction against all types of asphalt – perspiration absorbing qualities – Medical test – non toxic and non allergenic – Fabric of a quality that does not melt. It must be non-flammable.
3. The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick:  
Shoulders, elbows, both sides of the torso and hip joint, the back of the torso, knees.
4. Competitors must wear complete undergarments if they use suits which are not lined. Suitable undergarments may be of the Nomex type, they may also be of silk or simply cotton. Synthetic materials which may melt and which could harm the riders skin in an accident are not allowed, neither for the suit nor for the undergarments.
5. Competitors footwear must be of leather or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection (i.e. no exposed areas).
6. Competitors must wear leather protective gloves.
7. The use of metallic material in any item of clothing or personal protection which regularly comes into contact with the track is prohibited (i.e. metal studs in knee sliders, boots etc.).
8. A back protector is compulsory.

### 13.5 HELMETS

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

### 13.6 IDENTIFICATION DISCS

While practising and racing, riders and passengers are required to wear an identification disc around the neck, attached by a material approved by the technical officer. Thin chains should be avoided. The disc must be permanently marked with the wearer's full name and date of birth. Identification discs shall be of a durable material, circular in shape, between 20mm and 25mm in diameter and having rounded edges with no sharp or ragged projections.

### **13.7 BODY JEWELLERY**

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