

# TRACK RACING INFORMATION 2015.1

## Licence 2015

Unfortunately there is a small price increase for ACU Track Racing licences (now £48.00 for an Annual licence and £15.00 for a One Day licence) for 2015.

The cost of 1 One Day licence can be deducted from the annual licence.

Sidecar licences are now issued by individual class, and the minimum age for riders/passengers has been lowered – for 1000cc Sidecar classes the minimum age is now 17 and for the 500cc Sidecar class, its 16 years old.

## Insurance 2015

An increase of 10% on 'Per Capita' insurance has been made for 2015. This also applies to the cost of 'Basic' Insurance.

Annual insurance policies (for ACU permitted events in the UK) which offer riders weekly benefits are available from Lockton's (tel: +44(0)161 828 3323

email: [Karen.Ogden@uk.lockton.com](mailto:Karen.Ogden@uk.lockton.com))

Unfortunately repatriation insurance (as required by ACU competitors racing aboard) has also increased by 10%

European rates are as follow:

**Adult:** single event policy = £79

**Annual policy** = £237

**Youth:** Single policy = £46



## 2014 British Grass Track Champions

**250cc** – Zach Wajtknecht

**350cc** – Harland Cook

**500cc Sidecar** – Shaun Harvey / Danny Hogg

**1000cc Left Hand Sidecar** – Martin Cuff / Colin Clark

**Under 21's** – James Shanes

**British Masters Open Championship.**

- *Solo* – Andrew Appleton

- *Sidecar* – Rod Winterburn / Liam Brown

**British Master Challenge Champions.**

- *500cc Solo* – James Shanes

- *1000cc Sidecar* – Gareth Winterburn / Liam Brown

**British Sand Race Champions.**

- *500cc Solo* – Danny Warwick

- *1000cc Sidecar* – Robbie Wilson / Bradley Steer

**Pre 75 championships**

- *250cc* – Richard Warry

- *350cc* – Chris Mackett

- *500cc* – Peter Carr

**Upright Championships**

- *250cc* – Richard Warry

- *350cc* – Gerald Short

- *500cc* – Steve Newsham

**Brian Stibbs Trophy** – Mark Cossar & Carl Blyth

**Jim Rendall Trophy** – James Shanes

**Youth:**

**Auto Cadet** – Max Perry

**Cadet** – Kenzie Cossey

**Junior** Harry McGurk

**Junior 65 MX** – George Hopper

**Intermediate** – Henry Atkins

**Inter 85 MX** – George Hopper

**Senior 85 MX** – Sam Stead

**Senior A** – Zach Wajtknecht

## FIME EUROPEAN SOLO CHAMPIONSHIP – SEMI FINAL 1

The ACU Track Racing Committee are pleased to announce that ASTRA GTC – in conjunction with the ACU – will host the **FIME Semi Final #1 of the European Individual Grass Track Championship** at Swingfield, Folkestone on 26<sup>th</sup> April 2015.

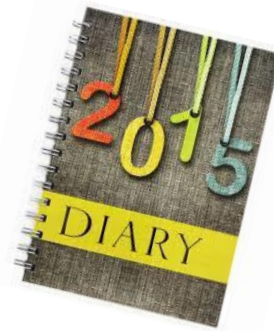
The event will guarantee spectators a top class line-up of Europe's fastest Solo riders, all of whom will be racing for the nine available places to reach the European Final which will be held at Staphost in North Holland on the 18<sup>th</sup> July.

The meeting will also incorporate Britain's best 1000cc Sidecar teams, who will be hotly contesting the support races at this top event.



## 2015 ACU CHAMPIONSHIP EVENTS

- **British Clubman's Championship** – Bristol GTC – 24 May
- **British Championships** – Cheshire GTC – 28 June
- **British Sand Race Championships** – Guernsey MC & CC 4 July
- **Upright Championships** – Hayes & Southall MCC – 26 July
- **British Under 21** – Burton & Leicester GTA – 9<sup>th</sup> August
- **Pre 75 Championships** – Fenland MCC – 6 Sept
- **British Masters** – Wimborne MCC – 27 Sept
- **British Youth** – TBC



### Grass Track Meetings:

The Track Racing Committee will be discouraging organisers from using the 'Basic' Insurance cover for meetings other than Trophy events.

Competitors entering a meeting run to 'Basic' Insurance, can purchase a top up insurance (at an additional cost of £7.50) prior to the event from Lockton's.

This upgrade will give the competitor cover for personal accident insurance.

Organisers running National 'Non Championship' events, will only Regional insurance premium.



### Track Racing Committee Observers

Anyone wishing to become a **Cor Observer** – who would then be invited to attend a Track Racing Committee meeting, should contact Tracey at the ACU office on 01788566402 for email: [tracey.cossar@acu.org.uk](mailto:tracey.cossar@acu.org.uk)



### Guidance Booklets / Information Packs Available from the ACU:

The Track Racing Committee have developed a number of guidance documents to support Track Racing Clubs with various tasks. These cover a range of titles which include:

- **'Landowners' information packs**
- **How to get Started in Track Racing (leaflet)**
- **Marshals Guidelines**
- **Secretary of the Meeting Guidance Booklet**

If you would like to apply for any of the above information, please contact Tracey at the ACU office on 01788566402 or email: [tracey.cossar@acu.org.uk](mailto:tracey.cossar@acu.org.uk)



### Fuel Testing

The ACU Track Racing Committee have recently taken delivery of new fuel testing equipment. This equipment is much easier to use and will give an instant result, moments after the test has been completed.

Random fuel tests will be undertaken throughout the 2015 season.



### Clothing

There are no changes to 2015

ACU **domestic rules**, for Track Racing, although anyone entering an **FIM / FIME event**, needs to be aware that the use of nylon race suits is prohibited. New for 2015 is that any Kevlar or leather suit being used must be a **minimum of 1mm thick** and this type of suit must also have a FIM garment homologation label sewn into it.

### Reminder re Lanyard Cut Outs

At all Track Racing Permitted events **ALL** machines must be fitted with an ignition cut out operated by a lanyard (Track Racing SR 4.10) – This rule applies to all motorcycles, **including any MX classes**.

### Sound Controls for Grass Track:

For 2015, the ACU will allow ALL silencers approved by the ACU for use last year, **plus** any silencers that have been homologated by the FIM for 2015.



### For 2015 Dirt deflectors:

These are now mandatory for 1000cc Left Hand Sidecars. The Dirt Deflector head **has to be an FIM homologated item**, but the attachment system can be constructed by teams.

Should a Dirt Deflector become dislodged or broken during a race, the competitor will not be excluded from the race, and if the Dirt Deflector cannot be repaired then the rear mud flap must be reattached.

At the start of an event every machine **must** have a working Dirt Deflector fitted in time for machine examination

