

ROAD RACING

STANDING REGULATIONS

The National Sporting Code of the ACU and these Standing Regulations shall apply to all Road Race meetings together with the Supplementary Regulations and any final instructions issued for individual events.

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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 Road Race competitions are issued by ACU Headquarters.

1.2 INTERNATIONAL

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

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

1.3 EUROPEAN OPEN

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

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

1.4 NATIONAL

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

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

1.5 OPEN

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

1.6 RESTRICTED

1. A Restricted Permit is issued by ACU Headquarters.
2. A Restricted meeting is open to Entrants and Riders who hold a current ACU or SACU 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 ROAD RACE MEETINGS

1. The ACU Road Race Commission must approve the Organiser.
2. The Venue must hold a current Track Licence or Track Certificate issued by the ACU Road Race Commission.
3. The ACU Secretariat must approve the Supplementary Regulations for the event and issue an ACU Permit prior to publication and circulation.
4. For all ACU Championships an ACU decal, supplied by the ACU Secretariat, must be displayed on each machine. Any rider not complying will be disqualified from the results of the race.
5. The Race Control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit and available to the Clerk of the Course and the Stewards during that period.

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.

1.11 MOTORCYCLE GROUPS

For Racing purposes machines from Group A1, Group A2 and Group A3 should not be mixed on track to Race at the same time.

1.12 NEW APPLICATION FOR A TRACK LICENCE FOR CLOSED PUBLIC ROADS

All applications for Track Licences for closed Public Roads will only be approved once the organisers can show evidence that they have the facilities to provide suitable protection.
A suitable risk assessment for spectators must be supplied and demonstrate that appropriate Prohibited and Restricted areas for spectators can be enforced and maintained during practice and racing.
They must have the approval of the landowners and have the right to close the public roads for racing to take place. The maximum capacity solo machine will be restricted to 600cc four stroke or 650cc twins. Sidecars will not be permitted in the first year but may be permitted in future years with special permission of the Road Race Commission.
All such applications must include a map (to scale) of the roads to be raced together with the Prohibited and Restricted Areas and written consent of all the landowners/tenants involved.
A written Risk Assessment for Spectators and Riders must be submitted at least 30 days prior to any Track Inspection taking place.

2 LICENCES – COMPETITORS

2.1 GENERAL

1. To participate in road race events an annual Licence issued by the ACU is required. Residents in Scotland apply to the Scottish ACU.
2. All 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.
3. First time applicants for an ACU Road Race Parade Licence must hold a current Full Class "A"DVLA motorcycle licence or must satisfactorily complete an ACU Road Race Basic Rider Assessment
4. Novice/Intermediate Novice competitors are required to wear an Orange Vest obtainable from the ACU Licence Department.
5. Sidecar passengers must hold a valid passenger licence.
6. 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, any riders briefings that take place and be present throughout the meeting.
7. Any competitor who in any ACU or MCRCB Permitted Event participates on a machine for which he/she is not eligible through age or licence restrictions to take part on will be penalised by a fine of £500.00 and a suspension for one year from the date of the hearing.

2.2 GRADES

1. **Parade**. A licence facilitating participation in non-competitive parades.
2. **Novice**. Entry level for all first time applicants. Novice Licence holders are required to wear an Orange Vest obtainable from the ACU Licence Department.
3. **Clubman**. Novice/Intermediate Novice licence holders who have obtained Satisfactory results for a minimum of 10 separate Race Days at 3 different circuits during the current year and preceding 2 years may apply to upgrade to Clubman. To obtain a satisfactory signature Competitors must appear in the official race results as a finisher of a race in accordance with Article 12.3.3 of the Road Race Standing Regulations. Only one signature per race day. Applications to upgrade must be made via the Licence holders Sport80 profile. When applying you will be prompted to upload copies of the official race results or website URL.
4. **National**. Clubman competitors who have obtained upgrade results for a minimum of 10 separate Race Days at 3 different circuits during the current year and preceding 2 years may apply to be upgraded to a National Licence. To obtain an upgrade signature Competitors must appear in the official result sheets as having finished the race and have an average race speed equal to or greater than 92.5% of their respective CLASS winner. Only one signature per race day will be awarded with the exception of results from Endurance meetings. Where a rider competes in an Endurance race of 3 hrs or more duration 2 signatures will be awarded if the Team completes at least 90% of the number of laps completed by the Race/Class winner. Applications to upgrade must be made via the Licence holders Sport80 profile. When applying you will be prompted to upload copies of the official race results or website URL. National Licence holders may apply for Start Permission to compete abroad.
5. **International** National licences holders who have held their National Licence for 12 months and who have competed at a minimum of 6 meetings in the previous 12 months may apply for an FIM Non-Championship International licence. A satisfactory medical examination is required before an FIM Non-Championship International licence can be issued. Applications must be made via the Licence holders Sport80 profile.
6. **International Championship** National licences holders who have held their National Licence for 12 months and who have competed at a minimum of 6 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 satisfactory medical examination is required before an International Championship Licence can be issued. Applications to upgrade must be made via the Licence holders Sport80 profile. A Licence can be upgraded at any time during the year.

2.3 LAPSED LICENCES

Lapsed Novice Licence holders who have allowed their licence to lapse for five years or more (missed 5 or more seasons racing) will be required to complete the Basic Rider Assessment and Competitor Training Course before resuming competition at Novice.

Lapsed Clubman, National and International licence holders who have allowed their licence to lapse:

- for five years or more (missed 5 or more seasons racing) will be required to complete the Competitor Training Course before resuming competition at Clubman grade.
- for 20 years or more will be required to complete the Competitor Training Course and the Basic Rider Assessment.

2.4 CAPACITY AND LICENCE RESTRICTIONS

SOLO MACHINES

Minimum Age	Licence	Machine
13 years	Novice or Clubman or National	Up to 125cc Automatic Production Scooter Up to 80cc GP specification machine Up to 125cc Production based machine Up to 305cc single or twin cylinder 4 stroke Production machines Kawasaki Ninja 400, (restricted to maximum 37hp-BMCRC only) Pre GP 125 & 250 (4 stroke) single cylinder (restricted) 30bhp
14 years	National/British Moto4	Up to 125cc GP specification machine Up to 250cc 4-stroke single cylinder machine (unrestricted)
14 years	Novice or Clubman or National	Junior Supersport class (unrestricted)
14 years	BSB Junior Sportbike only	BSB Junior Sportbike approved machines / specification
15 years	Novice or Clubman	Up to 125cc GP specification machine Up to 250cc 4-stroke single or twin cylinder machine (unrestricted)
15 years	National	Up to Formula 400 specification or 450cc Production based machine Up to 500cc single or twin cylinder 4-stroke machine Up to 700cc twin cylinder 4-stroke Production based machine Sportbike (if not included above) and Supermono
16 years	Novice or Clubman	Up to Formula 400 specification or 450cc Production based machine Up to 500cc single or twin cylinder 4-stroke machine Up to 700cc single or twin cylinder 4-stroke Production based machine Sportbike (if not included above) and Supermono
16 years	National	Any classic or Vintage machine up to 750cc (up to 1996) Up to Formula 600 or Supersport 600 specification machine 675cc 3-cylinder 4 stroke Production based machine (including SuperSport Next Generation) Up to 250cc Grand Prix Machine
16 years	Clubman or National	BMW F900R
17 years and above	Novice	Any classic or Vintage machine up to 750cc (up to 1996) Up to Formula 600 or Supersport 600 specification machine 675cc 3-cylinder 4 stroke Production based machine (excluding Supersport Next Generation) Up to 250cc Grand Prix Machine BMW F900R
17 years and above	Clubman	Any classic or Vintage machine up to 750cc (up to 1996) Up to Formula 600 or Supersport 600 specification machine 675cc 3-cylinder 4 stroke Production based machine (including Supersport Next Generation) Up to 250cc Grand Prix Machine
17 years and above	National	Unlimited capacity machine
18 years and above	Int-Novice** Clubman or National Legacy Riders** (previously Int Novice)	Unlimited capacity machine (For Novice riders see '17 years and above Novice)

Intermediate Novice Licence holder with "A" validation for riders holding a Full Class "A" DVLA Licence. This licence group is **discontinued for new novice riders in 2026.

As legacy riders existing Intermediate Novice licence holders will be allowed to continue with an Intermediate licence in the 2026 season only, provided they have satisfactorily completed at least one race event in 2024 or by 31st October 2025.

From 2027 anyone who has not upgraded to a Clubman licence, will revert to a Novice licence and the relevant restrictions. At the point of renewing their licence for 2026 riders will be required to upload an appropriate result sheet.

To be clear, the means that any new Novice riders in 2026, not included in the Legacy group above and subject to the age restrictions above, will be limited to: Supersport/Fromula600/636/675 machines (not Next Generation): BMWF900: Sportbike (as defined by BSB Regs) machines above these capacities: and lesser capacity machines.

SIDECAR AND THREE-WHEELER MACHINES

Age	Licence	Machine
Driver		
17 years	Novice or Clubman or National	F1, F2, F350, Classic, Vintage, Morgan Three Wheeler Unlimited 4-stroke or 2-stroke machine
Passenger		
16 Years	Novice or Clubman or National	F1, F2, F350, Classic, Vintage, Morgan Three Wheeler Unlimited 4-stroke or 2-stroke machine

PARADE

Age	**Licence**	**Machine**
14 years	Single Grade	All Classes

2.5 RACING ON CLOSED PUBLIC ROADS

The minimum grade of licence required for racing on Closed Public Roads is a National Licence and riders must be 18 years of age or over.

2.6 ISLE OF MAN MOUNTAIN COURSE LICENCE

An Isle of Man Course Licence (price £30 in addition to any other Licence Fee) issued by the ACU Road Race Department – Rugby is required for all competitors of any Nationality wishing to take part in any event to be held on the Isle of Man Mountain Circuit.
In addition to an Isle of Man Mountain Course Licence, all Newcomers to the Course must take part in prescribed Newcomers Training held on the Isle of Man prior to the event.

1. **2026 Isle of Man TT Races**
   This licence is a requirement for all competitors who wish to take part in the 2026 Isle of Man TT Races

   1. All applicants must provide a satisfactory medical report.
   2. All Competitors must have held a National licence for Road Racing for a minimum of 12 months prior to the first day of practicing.
   3. Official Result sheets confirming the following requirements must be supplied with the application:
      a) All applicants must have competed satisfactorily in at least 6 Road Race days in the period of 31st March 2025 to 1st May 2026
      b) A minimum of 2 of the 6 required race days must be in the 2026 season.
      c) In exceptional cases Test Days may be taken into consideration. For a Test Day to be considered as one day, participants must complete a minimum of 50 laps during the Test Day.
      d) For all Newcomers 3 of the 6 required race results must show the rider as having finished the race and have an average race speed equal to or greater than 92.5% of their respective CLASS winner. (ACU National licence upgrade qualifying criteria).
      e) One result will be permitted from each racing day of a short circuit Road Race Meeting to a maximum of 2 per meeting.
      f) One result will be permitted from each racing day of a Closed Public Road Race circuit meeting to a maximum of 2.
      g) Qualifying for the 2025TT or Manx GP races will count as one race day and finishing in a 2025 TT or Manx GP race will count as a second race day. A competitor who competes in both the TT and the Manx GP may count a maximum of 3 results.
   4. Closing date for the receipt of completed Licence application forms at ACU House, Rugby, 11th May 2026.

2. **2026 Manx Grand Prix and Classic TT Races**
   This licence is a requirement for all competitors who wish to take part in the 2026 Manx Grand Prix/Classic TT races.
   1. All applicants must provide a satisfactory medical report.
   2. ACU and SACU licence holders must have held a National licence for Road Racing for a minimum of twelve months prior to the first day of practising.
   3. Official Result sheets confirming the following requirements must be supplied with the application:
      a) All applicants must have competed satisfactorily in at least 6 Road Race days in the 13 months expiring 30th June 2026 A minimum of 2 of the 6 required race days must be in the 2026 season.
      b) A minimum of 2 of the 6 required race days must be in the 2026 season.

c) In exceptional cases Test Days may be taken into consideration. For a Test Day to be considered as one day, participants must complete a minimum of 50 laps during the Test Day.
d) For all Newcomers 3 of the 6 required race results must show the rider as having finished the race and have an average race speed equal to or greater than 92.5% of their respective CLASS winner. (ACU National licence upgrade qualifying criteria)
e) One result will be permitted from each racing day of a short circuit Road Race meeting to a maximum of 2 per meeting.
f) One result will be permitted from each racing day of a Closed Public Road circuit meeting to a maximum of 2.
g) 7. Qualifying for the 2025 TT or Manx GP races will count as one race day and finishing in a 2025 TT or Manx GP race will count as a second race day. A competitor who competes in both the TT and the Manx GP may count a maximum of 3 results.

4. Closing date for the receipt of completed Licence application forms at ACU House, Rugby, 3rd July 2026.

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		Equipment and operators check
Incident Officer		Required for First Issue only

ALL LICENCES ISSUED ARE SUBJECT TO THE APPROVAL OF THE ROAD RACE COMMISSION
Organisers 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 Commissions and Panels organise Seminars that are compulsory for certain Officials.

3.3 GRADES FOR CLERK OF THE COURSE

Probationary

Any Organiser may nominate a Probationary Clerk of the Course. The Organiser must be able to confirm that a candidate has attended at 10 Race Days in an Official capacity before nominating the candidate to attend a Seminar. A Registered Probationary Official may act as an Assistant to a Clerk of the Course at a Club Event.
To upgrade from Probationary to National C a registered official must act as an Assistant to the Clerk of the Course at 10 Meetings and be recommended by the Clerk of the Course at each meeting. They must be nominated by an Organiser for a specific appointment at a future Event.

National Grade C

A Clerk of the Course who may officiate at a Club Event where the use of slick tyres has NOT been authorised. May act as Deputy or Assistant Clerk of the Course at below National status Events where slick tyres have been authorised.
To upgrade from National C to National B a licence holder must officiate as a Deputy to a National A or National B Clerk of the Course at 10 Events and be recommended by the Clerk of the Course at each. They must be nominated by an Organiser to take charge of a specific event where they will be observed by another Senior Official nominated by the Road Race Commission

National Grade B

A Clerk of the Course who may officiate at a below National status events 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. They 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 the Road Race, Drag and Sprint Commission may appoint a Senior Official to observe them. They must

be nominated by an Organiser to take charge of a specific future Event. First appointment must be approved by the Road Race Commission.

National Grade A

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

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 Commission approval.
Note 2 Steward Grades:
There is only one grade of Chief Steward's Licence for all Road Race disciplines. A Chief Steward of a meeting should not undertake any other duties except Environmental Reporting.
Age Limits: Chief Stewards may not normally officiate beyond the end of the season in which they attain their 70th birthday. The Road Race, Drag and Sprint Commission will review Stewards who reach the age of 70 for appointments on an annual basis.
Club Stewards may carry out other duties at a race meeting but they must not adjudicate on matters where they have a conflict of interest.
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.
Licence Fees: All 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 Commission 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
Secretary of the Meeting	1 and 3	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	2	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 Secretary Of The Meeting
Will be responsible for all administration connected with the organisation of a meeting.
Note 2 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 3 Secretary Of The Meeting Registration
Currently there is no requirement for the Secretary of the Meeting 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.
2. The duration of each practice session will commence from the time the pit lane opens and will finish (chequered flag) not less than 10 minutes later.
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 they pass 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

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 BALLOTED

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.
2. 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.
3. 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.
4. On the completion of the warm-up lap an Official will display a Red Flag at the front of the Grid.
5. 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.
6. 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.
7. 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.
8. 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.
9. 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.
2. 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.
3. 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.
4. 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.
5. On completion of the warm-up lap an Official will display a Red Flag at the front of the grid.
6. 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.
7. 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.
8. 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.
9. 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.
10. 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.
2. Any Competitor who takes up an incorrect Grid position will be judged to have anticipated the Start.
3. 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

NATIONAL FLAG OR START LIGHTS

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

GREEN FLAG

1. The track is clear.
2. This flag will be shown waved by the starter to signal the start of the warm up lap.
3. 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.
4. 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

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

YELLOW AND RED STRIPED FLAG: NATIONAL EVENTS ONLY

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

WHITE FLAG WITH DIAGONAL RED CROSS: NATIONAL EVENTS ONLY

1. Drops of rain on this section of the track.
2. 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

1. Rain on this section of the track.
2. These flags must be shown together motionless at the flag marshal post.

BLUE FLAG

1. National events and above. The use of this flag is optional at meetings of lower than National Status.
2. May be shown waved, this flag indicates that a faster rider is about to overtake.
3. Shown waved at the flag marshal post, this flag indicates to a rider that they are about to be overtaken.
4. During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass them.
5. During the race, the rider concerned is about to be lapped. They must allow the following rider(s) to pass them at the earliest opportunity.

YELLOW FLAG WITH BLACK DIAGONAL CROSS

This flag will be shown motionless at the finish line at track level to indicate the commencement of the final lap of therace.

CHEQUERED BLACK AND WHITE FLAG

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

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.

ADDITIONAL FLAGS – THE ISLE OF MAN TT MOUNTAIN COURSE

1. White Flag with Black "V" - Indicates visibility is reduced on the part of the circuit ahead.
2. White Flag with Black "Sun" - Indicates dazzle from the sun on the part of the circuit ahead.

7.2 FLAGS USED TO CONVEY INFORMATION AND INSTRUCTIONS

YELLOW FLAG AND OR YELLOW LIGHTS

1. 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.
2. Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed.
3. When shown stationary at the flag marshal post this flag indicates danger ahead, riders must slow down. No overtaking is permitted.
4. When shown waved at the flag marshal post this flag indicates that the danger is more imminent. The riders must be prepared to stop.
5. Overtaking is forbidden up until the point where the green flag is shown.
6. 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.
7. 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.

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

1. National events only. Not permitted at Club level.
2. An intervention vehicle is on the track.
3. Waved at the flag marshal post, this flag indicates that the rider will encounter the vehicle in the current section of the track.
4. It is forbidden for a rider to overtake another rider during the display of the white flag.
5. Overtaking the intervention vehicle is permitted.
6. 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.

1. The race is neutralised.
2. Riders must slow down and be prepared to catch up a SAFETY CAR.
3. It is forbidden for a rider to overtake another rider during the display of this flag.
4. Overtaking the SAFETY CAR is forbidden.
5. Riders must line-up in single file behind the SAFETY CAR.
6. This flag must be shown motionless at each flag marshal post,
7. At all meetings where this flag is used a riders briefing must be held.

RED FLAG AND RED LIGHTS

1. When the race or practice is being interrupted. On instructions from the Clerk of the Course Red Lights and/or waved Red Flags will be displayed around the circuit. Riders must stop racing/practice and proceed as instructed by the Marshals.
2. Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.
3. 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.
4. The red flag may also be used to close the track.
5. On the Start Grid a Red Signal Lights(s) will be displayed for up to 5 seconds. When the Red Light(s) are extinguished the race will start.

BLACK FLAG

1. This flag is used to convey instructions to one rider only and is displayed motionless 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.

BLACK FLAG WITH ORANGE DISK (RADIUS 40CM)

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 themself or others, and that they 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.

ADDITIONAL FLAGS

Any flags additional to the above, for example Double Waved Yellows, to be defined by the Organisers in the Supplementary Regulations and Final Instructions.

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 C
Green:	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.

Marshals are expected to keep torso, arms and legs covered whilst practice and racing is taking place. Marshals should not wear clothing that clashes with the colours of flags (i.e. yellow and red). Marshals should not wear Hi-Viz Yellow clothing. Should Marshals not wish to wear Overalls, then an Orange Tabard or Jacket is recommended.

8 BEHAVIOUR DURING PRACTICE AND RACE

8.1 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 CHAPTER 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.
2. Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then they may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to them. 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 them to lift the machine and holding it whilst any repairs or adjustments are made.
4. The marshal may then assist them to re-start the machine.
5. If the rider intends to retire, then they must park his motorcycle in a safe area as indicated by the marshals.
6. If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then they 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.
7. Riders are not permitted to return slowly to the pits for any reason during practice or racing.
8. 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.
9. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
10. Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine.
11. 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. Any infringement of this rule will result in the rider being disqualified from the remainder of the practice session or race and may result in further penalties.
12. 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.
13. 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.
14. Automatic timing devices, provided they do not disrupt official timekeeping methods, are not considered as telemetry.
15. The carrying of on board cameras is only permitted with the prior approval, in writing of the Clerk of the Course. The Camera must be securely fitted to the machine. It must not be attached to the body, helmet or clothing of the rider/driver or passenger. The installation of the camera must be approved by the Chief Technical Officer.
16. 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.
17. 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.
18. Stopping on the track during practices and races is forbidden. (exception see Art 8.17)
19. 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.
20. The spinning of rear wheels (burn-outs) is strictly forbidden. Breach of this rule will result in a penalty of disqualification.
21. Any competitor who in any ACU or MCRCB Permitted Event participates on a machine for which they are 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.
2. 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 penalty 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 MSUK 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 Commission) 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.
2. A White Board showing the words "Safety Car" will be displayed at the Start Line during the whole of the neutralisation period.
3. Riders must immediately slow down. Overtaking is forbidden. The Track Marshals will record all infringements and report them to the Clerk of the Course.
4. The pit lane exit will be closed to competitors.
5. When the leading competitor approaches the start line at the end of the lap that the neutralisation was decided a "Safety Car" equipped with flashing Yellow Lights on the roof will enter the track with flashing lights switched on.
6. The competitors will end up in single file behind the "Safety Car" without overtaking it.
7. Competitors may now enter the pits but all other rules must be complied with.
8. 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.
9. 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.
10. 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 the White Diagonal Cross immediately withdrawn.
11. The pit lane exit will then be permanently re-opened.
12. The race will continue normally.
13. 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 10.1 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.
14. 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.
15. All other rules of the race must be observed.
16. **Exceptions – Endurance Races Only**
    a. In Endurance races, the Clerk of the Course is authorised to deploy the Safety Car at the earliest convenientmoment irrespective of the position of each rider in the race.
    b. A Fast Intervention Vehicle may be despatched immediately ahead of the Safety Car.
    c. No Protest may be lodged against the effect of any laps lost or gained in respect of Articles 16a and 16bmentioned above.

10 INTERRUPTION OF A RACE

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.
2. If 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. 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.
3. If three laps or more have been completed by the leader of the race but less than two-thirds of the current race distance rounded down to the nearest whole number of laps, then the race will be re-started (subject to the provision of Article 10.1.5 below concerning meetings of below National status).
4. 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.
5. Where a race is interrupted at a meeting of below National status the Clerk of the Course is permitted to decide either that a 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 SHOULD BE DONE AS QUICKLY AS POSSIBLE.

1. The start procedure will be identical to a normal start with sighting lap(s), warm-up lap, etc.
2. In the case of the situation described in Article 10.1.2 above (less than 3 laps completed)
   a. All riders may re-start.
   b. Motorcycles may be repaired or changed. Refuelling is permitted.
   c. The number of laps will be determined by the Clerk of the Course.
   d. The grid positions will be the same as for the original race.
3. In the case of the situation described in Article 10.1.3 above (more than 3 laps and less than two-thirds completed),
   e. Only riders who had completed 75% of the interrupted race may restart.
   f. Motorcycles may be repaired or changed. Refuelling is permitted.
   g. The number of laps will be determined by the Clerk of the Course.
4. Competitors will be restarted from a grid based on the finishing order of the previous part of the race. The finishing order of the previous part of the race will be the order as of the number of laps completed by the race leader, when the red flag was first shown, less one lap.
5. The final race classification will be established according to the position and the number of laps each rider has completed at the time they crossed the finish line at the end of the last part of the race.

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 ofEndurance) for the race, a Chequered Flag will be displayed at the finishing line.

12.2 THE CHEQUERED FLAG

1. After the Chequered Flag is displayed to the leading Rider no other Rider is permitted to enter the track from the Pit Lane.
2. 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 they have completed the race and to the Rider closely preceding the Leader that they still have to complete the final lap.
3. 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.
4. Should the end of the race signal inadvertently or otherwise be displayed before the leading rider completes the scheduled number of laps, or before the scheduled race time has been completed, the race will be deemed to have finished.

If the chequered flag is given to the leader then a result will be drawn accordingly, but if the chequered flag is given to a competitor other than a leader then the result will be taken when the leader last crossed the start/finish line. Should the end of the race signal be advertently delayed, the race will nevertheless be deemed to finish at the correct moment and competitors be classified accordingly.

5. 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.
2. To be counted as a Finisher and be included in the results a Rider must have completed 75% of the actual race distance. They must also have crossed the finish line on the track and not in the Pit Lane within three minutes after the winner and be in contact with his machine.
3. If a race is interrupted either after two thirds distance (as described in Article 10.1.4 above) or after the chequered flag, the Results will be based on the order in which the Riders last crossed the finish line prior to the showing of the red flag. Only riders still racing when the red flag is displayed will be counted as finishers. In these circumstances any Championship points will be awarded in full.
4. A new lap record can only be established during a Race.
5. Both for practice and a 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).
2. **Paramedic (PM)** A State Registered Paramedic with the HPC (Health Professions Council) Paramedics must have appropriate personal medical malpractice insurance cover.
3. **Ambulance** A vehicle registered as an ambulance with the DVLA (Driver and Vehicle Licensing Agency) and registered with CQC. The UK Government are expecting to mandate CQC registration later this year and at this point it will become mandatory for all ACU events. An ambulance must have an appropriately qualified driver to transport a casualty under blue lights. It must be equipped with the FIM minimum equipment regulations for a type C vehicle; that is:
   - Medical: A stretcher (preferably standardised), oxygen supply, apparatus to immobilise limbs and vertebral column. First aid medicaments and materials.
   - Technical: Radio communication. Visible and audible signals.
   - Staffing: An ambulance must be staffed by two First Aid Personnel (who can be the two minimum First Aid Personnel).
   - An ambulance may act as a Medical Centre BUT if so it must be a vehicle in addition to the minimum ambulance requirement.
4. **First Aid Personnel** A person holding a current certificate of First Aid competency. (Where an event is open to the public event organisers should ensure that all First Aid personnel are insured against malpractice for the event concerned).
5. **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 AidPerson, 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).
6. 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 of an Ambulance or Fast Intervention Vehicle being 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 Chapter 9 of the Road Race Regulations.

6. 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.

1. 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.

2. Concussion/Suspected Concussion

If a competitor is involved in an incident which results in them 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 they need to see a Doctor and obtain a letter/doctor's certificate which confirms they are fit to resume competitive racing/participate in a practice/test session.

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

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

The rider is not permitted to ride during the obligatory suspended periods outlined above and then only once they are 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 they have 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 they are prevented from participating in that event.

13.2 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 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. Non- compliance 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 Library.

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.

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 or in the assembly area and in pit lane 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.

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.

14 GENERAL TECHNICAL 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.
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 material as per 14.1.2 and a minimum height of 200mm to provide, with the suit, complete protection. No areas of skin to be left exposed between the leg of the suit and the top of the boot.
6. Competitors must wear leather protective gloves. No areas of skin to be left exposed between the wrist of the suit and the wrist of the glove.
7. The use of materials in clothing or personal protection which may generate sparks when in contact with the ground are prohibited.

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.

14.5 ENGINE AND FRAME NUMBERS

All solo road race machines are required to have engine and frame numbers that have obviously not been tampered with or deleted. For sidecars this applies to engine numbers only. The penalty is disqualification. New unstamped components are permissible.

14.6 FUEL

1. Petrol and Bio-ethanol
   a. Unless otherwise specified in the Supplementary Regulations for any series or championship, leaded petrol mixtures up to 102 RON, will be permitted, provided that the Customs and Excise or Inland Revenue dues have been paid. Power boosters, octane boosters and the like are forbidden.
   b. The use of E85 Bio-ethanol pump fuel is permitted. No concessions to individual Class Technical Regulations are permitted to allow the use of Bio-ethanol fuel. The word Bio Fuel must be clearly displayed on the fuel tank.
   c. Competitors must ensure that a minimum of 2 litres remain in the tank at the end of the race, for the purpose of any fuel testing that may be required.
   d. Any competitor found in contravention of these regulations or who fails to provide a fuel sample will have his Road Race Licence suspended for a minimum period of 6 months of the Road Race Season (March – October) and will be liable for all costs involved in the testing. The competitor will be disqualified from the results and will lose any Championship points awarded for that class.

Note: For information leaded petrol mixtures up to 102 RON are typified by mixtures of 50% Avgas and 50% pump

petrol.

2. Methanol
   a. Methanol may be used in any class of Pre-War machine.
   b. An orange day-glow disc (minimum 3 inches diameter) must be affixed on or immediately adjacent to theRacing Number Plate on both sides of any machine using methanol.

14.7 NUMBER PLATES

1. Numbers must be clearly visible to the public and officials. All other number plates or markings on a motorcycle liable to cause confusion with the number must be removed before the start of a competition.
2. One machine number must be displayed on the front of the motorcycle inclined not more than 30 degrees rearwards from the vertical. Holes can be perforated between the numbers on a front number plate. The actual numbers must not be perforated.
3. Each machine must display two side number plates. The numbers must be clearly visible to the public and marshals on both sides of the machine.
4. If numbers are displayed on separate plates, they must be rectangular shape and made from a rigid and solid material with minimum measurements 285mm by 235mm. The plates should not be curved or bent more than 50mm out of the flat plane.
5. The figures must be clearly legible and like the background must be painted in matt colours as described below to avoid reflection in sunlight.
6. The minimum dimensions of front numbers are:

Background	285mm by 235mm
Height of figure	140mm
Width of figure	80mm
Width of stroke	25mm
Space between two figures	15mm

7. The minimum dimensions of side numbers are:

Background	260mm by 220mm
Height of figure	120mm
Width of figure	70mm
Width of stroke	25mm
Space between two figures	15mm

8. A space of at least 5cm must be left free around all number plates in which no advertising may appear.
9. Figures must conform to the Number Plates diagram within this Handbook.
10. The colours for background and figures vary according to the class of motorcycle and type of competition. The following colours shall be used and they must have a matt finish and comply with the RAL colour table:

Black	9005,	Blue	5010,
Yellow	1003,	Orange	2007,
Red	3020,	Green	6002,
White	9010		

The front and side number plates for each class of motorcycles are:

Class	Background	Numbers
F125cc	Red background	White numbers
125cc	Black background	White numbers
250cc	Green background	White numbers
350cc	Blue background	White numbers
500cc	Yellow background	Black numbers
Over 500cc	White background	Black numbers
Formula 400	Blue background	White numbers
Supersport 600	White background	Blue numbers
Formula 600	White background	Blue numbers
Supermono	Black background	Yellow numbers
Stocksport	Red background	White numbers
FII Sidecars	Red background	White numbers
Open Sidecars	White background	Black numbers (incl three wheelers)

14.8 CONTROL OF EXHAUST SOUND LEVEL

1. The Clerk of the Course will disqualify any machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy. An official sound level test results form will be completed at each meeting and will be submitted by the Clerk of the Course to the Stewards of the meeting.
2. Noise limit in force for all machines is a maximum of 105dB/A. For testing the fixed RPM specified in 6 below will be used.
3. The noise test will be conducted with the microphone placed at 50cm from the exhaust pipe at an angle of 45° measured from the centre-line of the exhaust end and at the height of the exhaust pipe, but at least 20cm above the ground. If this is not possible, the measurement can be taken at 45° upwards.
4. During a noise test, machines not equipped with a gear box neutral must be placed on a stand.
5. The driver shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified Revolutions Per Minute (RPM). Measurements must be taken when the specified RPM is reached.
6. Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the noise test is conducted, is calculated at 13m/sec (2-stroke engines) and 11m/ sec (4-stroke engines).

SPORT PRODUCTION AND SPORT PRODUCTION BASED ENGINES

	1 Cylinder	2 Cylinder	3 Cylinder	4 Cylinder
250cc (4-stroke)	5,500rpm	8,500rpm		
400cc (4-stroke)	5,000rpm	6,500rpm	7,000rpm	8,000rpm
600cc (4 stroke)	5,000rpm	5,500rpm	6,500rpm	7,000rpm
750cc (4-stroke)	5,000rpm	5,500rpm	6,500rpm	7,000rpm
Over 750cc (4-stroke)	4,500rpm	5,000rpm	5,000rpm	5,500rpm

OTHER 2 STROKE RACING ENGINES

	1 Cylinder	2 Cylinder	3 Cylinder	4 Cylinder
125 (2-stroke)	7,000rpm			
250 (2-stroke)	5,500rpm	7,000rpm		
500 (2-stroke)		5,500rpm	7,000rpm	7,000rpm

1. For Supermono class, Vintage and Classic prior to 1973, the test RPM will continue to depend upon the mean piston speed corresponding to the stroke of the engine, according to the table produced in the ACU Sound Control Regulations.
2. The noise level for engines with more than one cylinder will be measured on each exhaust end.
3. A machine which does not comply with the noise limits may be presented several times at pre- race control.
4. For Supermono class only, when presented for examination, the correct stroke must be stamped in a clearly visible position on the crankcase.
5. For Wankel machines, the noise level will be measured at 6000 RPM.
6. The surrounding noise should not exceed 90 dB/A within a 5 metres radius from the power source during tests.
7. Apparatus for noise control must be to international standard IEC 651, IEC60651, IEC61672 Type 1 or Type 2. The sound level meter must be equipped with a calibrator for control and adjustment of the meter during periods of use.
8. The "slow response" setting must always be used.
9. Due to the influence of temperature on noise tests, all figures are correct at 20°C. For tests taken at temperatures below 10°C there will be a + 1 dB/A tolerance and for tests below 0°C, a + 2 dB/A tolerance.
10. Noise control after the competition. In a competition which requires a final examination of machines before the results are announced, this examination must include a noise control measurement of at least the first three machines listed in the final classification. At this final test, there will be a 3 dB/A post race tolerance.
11. Guidelines for the use of Sound Level Meters
    a. The Sound Inspector must arrive in sufficient time for discussions with the Clerk of the Course and other Chief Technical Officials in order that a suitable test site and testing policy can be agreed.
    b. Sound level measuring equipment must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed. Two sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during technical control.
    c. Before testing, the Sound Inspector should if possible liaise with another official who has noise test equipment including calibrators, in order to agree the accuracy of the official sound level meter.
    d. In other than moderate wind, machines should face forward in the wind direction. (Mechanical noise will blow forward, away from microphone).
    e. 'Slow' meter response must be used.
    f. 'A' weighted setting on sound level meter.
    g. Always round down meter reading, that is: 103.9 dB/A = 103 dB/A.
    h. Type 1 meter: deduct 1 dB/A Type 2 meter: deduct 2 dB/A
    i. Below 10° Celsius: deduct 1 dB/A Below 0° Celsius: deduct 2dB/A

All tolerances are accumulative. Action taken will depend on the sporting discipline concerned, and decisions taken during Prior discussions with the Clerk of the Course.

14.9 EXHAUST PIPES

1. The end of the exhaust pipe or pipes must not project beyond any part of the vehicle or its bodywork. Exhaust gases must not be discharged so as to raise dust or foul the tyres or brakes, or inconvenience a following rider. The end of the exhaust pipe for a minimum distance of 30mm must be horizontal and parallel (within a + or −10 degree tolerance) to the fore and aft centre line of the machine. It must not extend beyond a line drawn at a vertical tangent to the rear edge of the motorcycle rear tyre.
2. For sidecars the exhaust pipes must not extend beyond the limits of the sidecar on the sidecar side and must not extend more than 330mm from the centre of the machine on the opposite side unless contained within the streamlining.

14.10 SUPERCHARGERS/TURBOCHARGERS

The use of superchargers/turbochargers is prohibited unless specifically allowed in the regulations for a specific class. An engine, whether two stroke or four stroke, coming within any one of the recognised classes, as determined by the capacity of the working cylinder shall not be considered as supercharged/turbocharged, when in respect of one engine cycle, the total capacity, measured geometrically, of the fuel charging device or devices, including the capacity of the engine working cylinder, if used for inspiriting the fuel, does not exceed the maximum capacity of the class in question. The intracylinder injection of fuel shall not be considered as supercharging/turbocharging.

14.11 HANDLEBARS

1. The width of handlebars for motorcycles up to 80cc is not less than 400mm. For all other machines (including sidecars) not less than 450mm. Grips must be attached in such a way that at least the minimum width is reached when measured between the outside ends of the grips. Exposed handlebars must be plugged with a solid material or rubber covered.
2. The minimum angle of rotation of the handlebar on each side of the centre line or mid-position must be 15 degrees for solo motorcycles and sidecars. Whatever the position of the handlebars the front wheel must never touch the streamlining, if any. Stops must be fitted to ensure a minimum clearance of 30mm between handlebar with levers and the tank when on full lock to prevent trapping the rider's fingers (see diagram 3, at the end of Road Race Section).
3. Handlebar clamps must be carefully radiused and engineered so as to avoid fracture points in the bar.

14.12 CLUTCH AND BRAKE LEVERS

1. All handlebar levers (clutch, brake, etc.) must be, in principle, ball ended or be rounded (minimum thickness of this flattened part 14mm). These ends must be permanently fixed and form an integral part of the lever.
2. The maximum length of control levers measured from the pivot-point to the extremity of the ball must not exceed 200mm. Each control lever (hand and foot levers) must be mounted on an independent pivot. The brake lever if pivoted on the footrest axis must work under all circumstances, such as the footrest being bent or deformed.
3. For all types of motorcycles, throttle controls must be self-closing when not held by the hand.
4. Brake Lever Guards must be fitted. They must be robust, suitable for purpose and properly fitted. Classic or Vintage machines racing exclusively in their own race or event are exempt.

14.13 MUDGUARDS

Mudguards are not compulsory. If fitted, the following rules will apply:

1. They must project laterally beyond the tyre on each side. The rear mudguard must cover at least 120 degrees of the circumference of the rear wheel, and the angle contained by a line drawn from the rear end of the rear mudguard to the centre of the rear road wheel and a line drawn horizontally through the centre of the road wheel must not exceed 20 degrees.
2. The front mudguard must cover not less than 100 degrees of the circumference of the front road wheel. The angle contained by a line drawn from the rear end of the front mudguard to the centre of the front road wheel and a line drawn horizontally through the centre of that road wheel must not exceed 20 degrees.
3. Similarly, the angle contained by a line drawn from the front end of the front mudguard to the centre of the front road wheel and a line drawn horizontally through the centre of that road wheel must not be less than 45 degrees nor more than 60 degrees.

14.14 OPEN TRANSMISSION GUARDS

1. For all motorcycles, if the primary transmission is exposed, it must be fitted with a guard as a safety measure. The guard must be conceived in such a manner that under no circumstances can a rider or the passenger come into accidental contact with the transmission parts. It must be designed to protect the rider from injuring his fingers.
2. For Sidecars, a guard is required if secondary transmission is not shielded by the bodywork.
3. A (chain) guard must be fitted in such a way as to prevent trapping between the lower chain run and the final driven sprocket to rear wheel.

14.15 FOOTRESTS

1. The footrests for the rider must be placed not higher than 100mm above a line passing through the centre of the wheels with a machine loaded and in front of a vertical line passing through the centre of the rear wheel.

2. They must be positioned to give easy access to any control pedals.
3. The ends of the footrests must be rounded with a solid spherical radius of not less than 8mm. Footrests may be of a folding type but in this case must be fitted with a device which automatically allows them to return to the normal position, the integral protection is to be provided at the end of the footrest which must have at least 8mm solid spherical radius.

14.16 OIL SUPPLY PIPES

Oil lines containing positive pressure must, if replaced, be of steel re-enforced construction with swaged or threaded connectors. All drain plugs must be tight and drilled and wired into position. All oil filters must be securely fastened.

14.17 OIL CATCH TANKS & BREATHER SYSTEMS

Where an oil 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. The minimum size of a catch tank shall be 250cc for gearbox breather pipes and 500cc for engine breather pipes.

14.18 PETROL AND OIL FILLER CAPS

Petrol and oil filler caps when closed must be leak proof. They must be securely locked to prevent accidental opening.

14.19 PETROL TANK BREATHERS

Where petrol tank breather pipes are fitted, non-return valves must be fitted to those pipes.

14.20 CONSTRUCTION

The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light alloy is also forbidden. The use of titanium alloy nuts and bolts is allowed.

14.21 ADDITIVES TO WATER IN RADIATORS

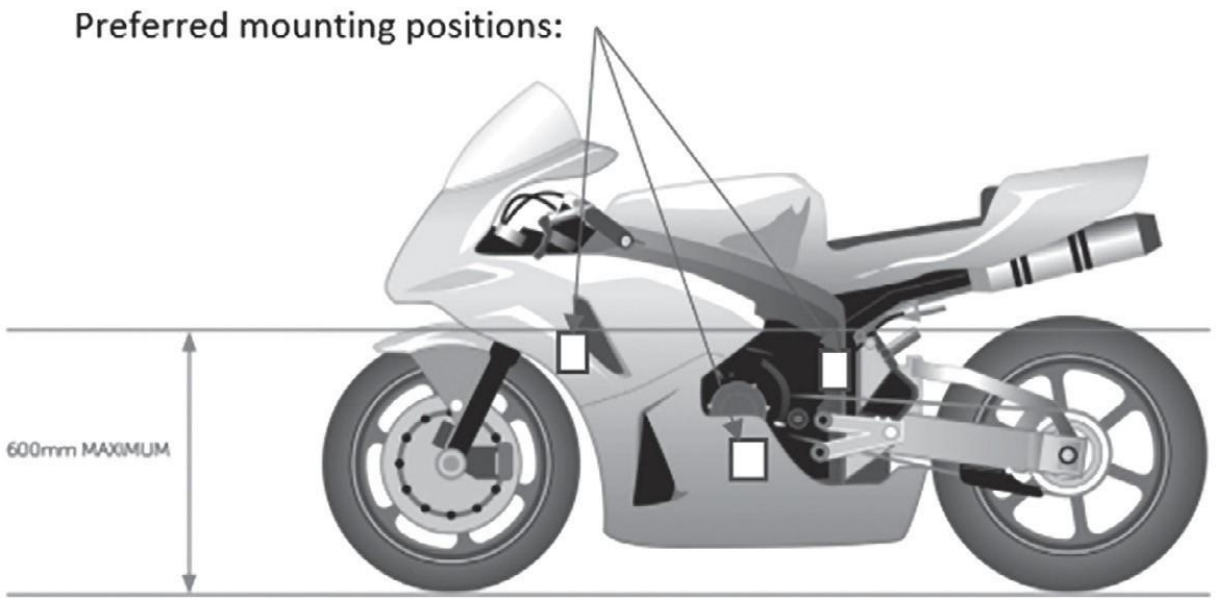
The only liquid engine coolant permitted, other than lubricating oil, is water.

14.22 BRAKES

For machines fitted with two front disc brakes, a split of the front brake lines for both front brake callipers must bemade at or above the lower fork yoke.

14.23 TRANSPONDERS

1. An AMB TranX 260 or a MYLAPS X2 Transponder Bike or compatible transponder must be used.
2. Ensure that the transponder holder is fitted securely, preferably using bolts and Nylock nuts. (If tie-wraps are used at least two sufficiently strong tie-wraps are needed to secure the holder).
3. The transponder must be mounted vertically and not horizontally.
4. The securing pin must be at the top.
5. Fit the transponder holder in a safe and secure position.
6. Mount the transponder so that it is preferably no more than 2ft (60cm) from the ground.
7. Mount the transponder so that it is away from heat generating bodies such as the exhaust.
8. Mount the transponder so that it has a clear a view of the ground as possible. Note – the transponder signal will not pass through metal or carbon fibre based plastics.
9. Push the ‘R’ clip right through as far as possible in order to prevent it being accidentally pushed out.
10. The transponder must be fitted whenever your machine is taken into the assembly area and whenever it is on the course, including timed and untimed practice sessions.
11. Disregarding any of the above guidelines may result in your time(s) not being recorded.
12. No time will be recorded at all if the transponder is not fitted or has not been charged.
13. If attached to the fork leg the transponder must not interfere with the steering lock.
14. The transponder must not be fitted between the top and bottom yokes on the fork legs



14.24 TECHNICAL CONTROL

1. The Technical Officer shall check both the machine and the rider for compliance with the technical specifications. The rider must wear his clothing to Technical Control to demonstrate good fit etc.
2. The fairing of sidecar machines should be removed and replaced by the competitor during inspection by technical control with particular attention being paid to securing the fairing to the chassis.
3. Crashed machines must be returned to the technical control area for examination. In such circumstances it is the responsibility of the competitor to ensure his machine and clothing has been rechecked and approved before further use in the event.
4. It is the responsibility of the rider to ensure that a machine used in competition is mechanically and structurally in a safe condition.

14.25 TECHNICAL PROTEST

1. In the event of a protest against machine specification where an engine has to be stripped an additional fee of £500 for four stroke and £250 for two stroke machines MUST be submitted with the protest and protest fee. In the event of the protest being upheld the additional fee will be returned. If the protest is not upheld the additional fee will be awarded to the other party and will be the only costs payable.
2. In the event of a protest against fuel specification an additional fee of £1000 must be submitted with the protest and protest fee. In the event of the protest being upheld the additional fee will be returned and the cost of the fuel test charged to the other party. (See also ACU Fuel Regulations).

15 SOLO SPECIFICATIONS

These specifications are in addition to and not in place of the General Technical Regulations above. Solo motorcycles must comply with the following requirements.

15.1 SIZE OF WHEEL RIMS AND TYRES

1. For solo motorcycles, the wheel rims must be at least 400mm (16") in diameter.
2. Any modification to the rim or spokes of an integral wheel (cast, moulded, riveted) as supplied by the manufacturer or of a traditional detached rim other than for spokes, valves or security bolts is prohibited except for tyre retention screws sometimes used to prevent tyre movement relative to the rim. If rim is modified for these purposes bolts, screws etc. must be fitted.
3. Tyres must have the following dimensions and will be measured mounted on the rim at a pressure of 1kg/cm2 (14lb/sq. in) measurements taken at a tyre section located at 90 degrees from the ground.

	FRONT WHEELS			REAR WHEELS		
Classes	**Minimum Rim Width Marking mm**	**Minimum Inside Width mm**	**Tyre**	**Minimum Rim Width Marking mm**	**Minimum Inside Width mm**	**Tyre**
51cc to 125cc	1.50/WMO	38	50	1.5/WMO	38	50
126cc to 250cc	1.50/WMO	38	63	1.50/WM1	40.5	70
251cc to 350cc	1.60/WM1	40.5	70	1.85/WM1	47	83
351cc to 500cc	1.85/WM1	47	75	2.15/WM2	55	100
501cc to 1300cc	2.15/WM2	55	83	2.15WM3	55	110

15.2 TYPE OF TYRES INCLUDING THE USE OF SLICK TYRES IN CLUB MEETINGS

1. For all National meetings the use of slick tyres is permitted. For all other meetings types of tyres must be specified in the Supplementary Regulations. Prior Road Race Commission approval is required for Clubs wishing to permit the use of slick tyres or hand cut slick tyres at meetings below National status.
2. Unless stated otherwise in the Supplementary Regulations the use of slick tyres are not permitted at meetings of below National status.

15.3 TREADED TYRES

The minimum tread depth must be 1.6mm unless otherwise stated in Championship Conditions.

15.4 TUBELESS TYRES

If a tyre is to be run tubeless it is recommended that the internal rim dimensions are approved by the manufacturer of the tyres being used. Tyre/rim relationship for tubeless tyre application is very critical.

15.5 SLICK TYRES

The surface of a slick tyre must contain three or more hollows across the width of the tyre at 120 degree intervals or less around its circumference, indicating the limit of wear on the centre and shoulder areas of the tyre. When two or more of these indicator hollows become worn on different parts of the periphery, the tyre must not be used.

15.6 STREAMLINING

The streamlining of solo Road Racing machines must correspond to the following specifications (see also diagram 1 at the end of the Road Race Section).

1. The front wheel, with the exception of the tyre, must be clearly visible from each side.
2. No part of the streamlining must be in front of a vertical line drawn 150mm in front of the front wheel axle. Normal mudguards shall not be considered as streamlining.
3. No part of the streamlining must be to the rear of a vertical line drawn through the rear wheel axle and the rim of the rear wheel must be clearly visible over the 180 degrees of its circumference to the rear of this line. No part of the motorcycle shall project to the rear of a vertical line drawn through the exterior edge of the rear wheel.
4. Air foils or spoilers may only be fitted on solo machines when they are an integral part of the fairing or seat. They must not exceed the width of the fairing nor the height of the handlebar. Sharp edges must be rounded off with a minimum radius of 8mm.
5. Any part of the streamlining which faces rearwards, must be finished with rounded edges of 3.5mm min. radius.

6. The rider, in the normal riding position, must be completely visible with the exception of his forearms from either side, from the rear and from above. The minimum space between the face of the rider, or his helmet and the streamlining (including the windscreen) must be 100mm. It is forbidden to use transparent materials to evade these rules.
7. The maximum height of the back of the rider's seat is 150mm. This will be measured from the lowest point of the rigid base of the seat to the uppermost part of the fairing behind the driver.
8. Whatever the position of the handlebars there must be a space of at least 20mm between the streamlining and the ends of the handlebars or other steering systems, including any attachments thereto.
9. The front inclination where the number plate is fixed must not exceed an angle of 30 degrees to the rear of the vertical.
10. The ground clearance of a solo vehicle when unloaded must not be less than 100mm.
11. The width of the seat or anything to its rear shall not be more than 450mm.
12. The fuel cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in a crash.
13. It is forbidden to add anything to the original streamlining of Production Racing motorcycles if fitted.
14. Streamlining for both solo and sidecar motorcycles used for World Record Attempts is unrestricted.

15.7 INCLINATION

It must be possible for a motorcycle (other than Vintage machines or Scooters) not being loaded, to be inclined to an angle of 50 degrees from the vertical, without any part of it other than the tyre coming in contact with the ground.

15.8 BRAKES

Motorcycles must be equipped with one efficient brake operating on each wheel and operated independently and concentrically with the wheel.

15.9 OIL CONTAINMENT

The lower fairing where fitted on all four stroke motorcycles must be constructed to hold at least half of the total oil and coolant capacity of the engine in the event of an engine failure. The lower edge of openings in the fairing must be positioned at least 50mm above the bottom of the fairing. (Minimum modifications to the profile of the lower fairing only to fulfil this rule). (Please see diagram). Four stroke motorcycles without a lower fairing must fit a sub- reservoir below the crankcase to hold at least half of the total oil and coolant capacity of the engine in the event of an engine failure.
NOTE: Vintage and Classic machines (prior to 1973) racing exclusively in their own race or event are exempt, at the discretion of the organiser.

15.10 RED REAR WARNING LIGHTS

All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Control. The team/rider must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle and/or when any practice or race is declared "wet" by Race Control.
Lights must comply with the following:

1. Lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
2. Mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Chief Technical Officer. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
3. Power output/luminosity equivalent to approximately: 10–15W (incandescent) 0.6–1.8W (LED).
4. The switch must be accessible.
5. Rain light power supply may be separated from the motorcycle main wiring and battery. Classic or Vintage machines racing exclusively in their own race or event are exempt.

16 SOLO ELIGIBILITY SPECIFICATIONS

16.1 ACU PRODUCTION CLASSES

1. These specifications are in addition to and not in place of the Technical Regulations. Solo motorcycles must comply with the following requirements. Machines must be complete, fully equipped motorcycles of a Model/Marque to UK specifications, as originally assembled at the factory of a recognised manufacturer, for road use in a minimum quantity of 100.

The only permitted alterations are detailed below.

2. Handlebars – any shape of handlebar is permitted provided that it is fitted in the original mounting position only.
3. Footrests and foot controls – proprietary rearsets are acceptable.
4. Gearing – the sprockets may be changed. The final drive chain specification must remain standard in respect of width and pitch.
5. Friction linings, disc pads and brake hoses – may be changed.
6. Compression springs and damping – may be changed, but the original mountings must be used.
7. Exhaust systems – no modification is permitted.
8. Rebores – to allow for wear, rebores will be permitted, but only to the maximum of the manufacturer's recommended rebore sizes.
9. Air filter elements – may be removed. Air box assemblies must not be modified.
10. The addition of the following is permitted – security bolts and screws, steering dampers, fork braces, engine protection bars.
11. Carburettors – no modification other than a change of jet size is permitted.
12. Compression ratio – cylinder head joint faces may be machined – the external appearance of the engine must remain unaltered. Where originally specified, a solid head gasket must be retained.
13. Side stand mounting lugs – may be removed.
14. Throttle controls – must be self-closing as Article 14.12.3. The following alterations must be made:
15. Licence holders, club badges (except transfers), centre and prop stands, luggage carriers, mirrors and rear registration plate (but NOT tail light) must be removed. Indicators may be retained at the discretion of the rider but, if retained, the glasses must be taped.
16. Where breather pipes are fitted they must discharge via existing outlets into a catch tank as per Articles 14.17 and Article 14.9
17. Head lamp and rear light glasses must be adequately taped to prevent splintering.
18. All electrical equipment fitted must be in working order except the stop lamp which MUST be disconnected.
19. No addition or alteration by machining, welding, brazing, silver soldering or bonding may be carried out externally to any part of the machine.

16.2 FORMULA SPECIFICATIONS

These specifications are in addition to and not in place of the Technical Regulations. Solo motorcycles must comply with the following requirements.

20. Classes
    125 – Production based machines up to 125cc two stroke (includes the 72cc and 80cc Jawa and Metrakit type machines)
    250 – Production based machines 250cc four stroke.
    400 – Production based machines 250cc two stroke, 400cc four stroke.
    600 – Production based machines 600cc four stroke four cylinder and 675cc four stroke three cylinder.
21. Rebores up to the manufacturer's maximum recommended rebore size are permitted.
22. Any moulded treaded tyre is permitted.
23. Standard carburettors or fuel injection as homologated to be used.

16.3 ACU SUPERSPORT REGULATIONS

To comply with 2026 FIM Regulations and/or MCRCB Regulations with the exception of noise levels.

16.4 ACU/FIM SPECIFICATIONS FOR SUPERBIKE

To comply with 2026 FIM Regulations and/or MCRCB Regulations with the exception of noise levels.

16.5 ACU STOCKSPORT/SUPERSTOCK REGULATIONS

To comply with 2026 FIM Regulations and/or MCRCB Regulations with the exception of noise levels.

16.6 ACU SUPERSTOCK 600

To comply with 2026 FIM Europe Regulations and/or MCRCB Regulations with the exception of noise levels.

17 SIDECAR SPECIFICATIONS

These specifications are in addition to and not in place of the Technical Regulations. Sidecars must comply with the following requirements. All Fuel used must comply with the ACU Standing regulations.

17.1 GROUPS B1 AND B2 – GENERAL

1. The three road wheels may be disposed so as to give two or three tracks.
2. If three tracks are made then the centres of the tracks of the motorcycle shall not be more than 75mm apart.
3. The sidecar may be placed either side of the motorcycle. Hinged sidecars and steerable sidecar wheels are forbidden. Remote steering linkages and the use of articulated joints in the steering mechanism are not allowed. By definition an articulated joint is one allowing movement in more than one plane.
4. The distance between the fore and aft centre lines of the tracks made by the motorcycle rear and sidecar wheels must be not less than 800mm and not more than 1150mm. Maximum dimension for a B2 overall width 1700mm (including exhaust systems). Maximum overall height of 800mm at front. Maximum overall length 3300mm. Maximum wheelbase 2300mm.
5. The minimum dimensions of the sidecar body shall be length 800mm, width 300mm (both measured 15cm above the platform). Height of the passenger's protective screen 300mm. Any bodywork or fairing must not protrude more than 400mm in front of the most forward part of the front tyre or rearward more than 400mm from the most rear part of the rear tyre.
6. The engine must be positioned in front of the rear wheel in such a way that the centre line of the engine – determined by half its overall width, shall not extend more than 160mm beyond the centre line of the rear wheel track of the motorcycle. By definition the centre line of the engine is the position midway between the centre lines of outermost cylinders for transverse engines or the crankshaft for in-line engines.
7. Any form of electronic traction control remains forbidden, this means that any traction control system whether it is a part or a full system that is fitted as standard on an homologated machine/engine CANNOT be used. Wheel speed sensors are not permitted.
8. The ground clearance measured over the entire length and width of the vehicle race ready, fully loaded with rider, passenger and fuel must be not less than 65mm with the handlebar in a straight position. No device is permitted to reduce the 65mm ground clearance during the course of the event. The under surface of the platform must, in principle, be flat.
9. The suspension of the front wheel must be designed so that under suspension action and in a straight ahead position, it shall only move vertically and in a single plane relative to the motorcycle – the plane must be in the driving direction. This must occur without changes to the camber or the tracking. The vertical travel of the front and rear wheel spindles under suspension action must be at least 20mm.
10. The motorcycle must be steered by a non adjustable handlebar which is directly fixed to the steering unit of the motorcycle. The handlebar must not be lower than the spindle of the front wheel. The steering unit must operate through the front wheel.
11. The provision of coachwork or streamlining is optional, but the vehicle must have accommodation for a passenger and the coachwork or streamlining shall not impede complete freedom of movement by the rider or passenger at all times. Neither driver or passenger may be attached to the machine (exception the driver must be attached by the cut out lanyard). The streamlining must be easily detachable for inspection by technical control.
12. RIDER. The rider in the normal riding position must be completely visible, with the exception of the arms, legs, and feet from above.
13. PASSENGER. A passenger must be carried and must always be protected from the road wheels and both primary and final drives either by mudguard or some other means. The passenger must be able to lean out to either side of the sidecar, for this purpose the vehicle must be fitted with suitable hand-holds for the passenger to hold onto when leaning out. The handholds must be of the 'CLOSED LOOP' type, a single projection hand-hold is not permitted.
14. There shall be a clearance of at least 20mm between the streamlining and the extremities of the handlebar, including any attachments thereto whatever the position of the handlebar.
15. The battery must be covered in such a way that neither the rider or the passenger can come in to contact with the battery or its contents.
16. A solid and effective protection between the rider and the engine must prevent direct contact between his body or clothes and/or escaping flames or leaking fuel and oil.
17. Throttle Controls and Cut Out Device
    a. Throttle controls must be self-closing when not held by the hand.
    b. An ignition cut-out must be fitted to operate when the driver leaves the machine. This ignition cut-out system must interrupt the primary circuit and must be wired for both the supply and return of the current.
    c. The ignition cut-out must be placed as near to the centre of the handlebar as possible and must be operated by a non-elastic string of adequate length and thickness and strapped to the driver's body. A spiral cable (similar to that of a telephone wire) of maximum 1m extended length is permitted.
18. Any electric fuel feed pump must be wired in such a way as to cut out if the engine cut out device is operated.
19. The fuel tank must be sufficiently independently protected from the ground. A non-return valve must be fitted to the

petrol tank breather pipe, this pipe must discharge into a suitable catch tank, minimum capacity 500ml. 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 the event of an accident.

20. All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be at least 19mm permanently fixed and forming an integral part of the lever. The maximum length of control levers measured from the pivot point to the extremity of the ball must not exceed 200mm. Each control lever (hand and foot) must be mounted on an independent pivot. The handlebar grips must not be longer than 150mm and must be attached to the ends of the handlebar.
21. The rear driving wheel must be covered down to the level of the sidecar platform on the nearest side to the sidecar wheel, and to the top of the rear wheel rim flange on the outside. The rear facing section of the rear seat must cover the rear driving wheel down to the level of the rear wheel spindle.
22. The exhaust system must fulfil all the requirements concerning noise control. Exhaust fumes must be discharged towards the rear but not in a manner as to raise dust, foul the tyres or brakes or inconvenience a passenger or any other rider. The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform. On the side opposite a sidecar the exhaust pipes must not extend beyond the streamlining. On the other side the exhaust pipes must not extend beyond the width of the sidecar. Exhaust pipes must be fitted/positioned so that it is impossible for them to become entangled with another machine.
23. An airbox must be used with all four-stroke engines. The airbox intake size is not restricted. (Except four-stroke engines in Formula II Class)
    d. The airbox must completely close around the induction bell-mouths.
    e. The carburettors or throttle-bodies may be entirely within the airbox.
    f. The engine must have a closed breather system.
    g. The engine breather must be connected and discharge in the airbox only. (by a sealed catch tank if required)
    h. The airbox must cover and collect fluids discharged from the bell-mouths.
    i. The airbox must be constructed in such a way as to prevent any oil discharged in the airbox from spilling onthe track.
    j. This oil containment must hold a minimum of 1000cc of oil.
    k. The airbox must be sealed to prevent spillage of oil or fuel.

17.2 GROUP B3 (CYCLECARS) – GENERAL

1. The three road wheels, which may be disposed to give either two or three tracks shall be each of at least 400mm in diameter measured over the outside of the tyre, or in the case of a scooter with sidecar attached, as provided in the ACU Scooter Standing Regulations.
2. One of the wheels may be replaced by two wheels provided the distance between the two vertical centre lines of these two wheels does not exceed 200mm.
3. The wheel track, or lateral distance between tracks shall be at least 800mm.
4. The position of the engine is optional and the engine may drive one or more road wheels.
5. The provision of coachwork or streamlining is optional, but the vehicle must have accommodation for one or more passengers.
6. The passenger must always be completely protected from the road wheels and drive, either by mud-guarding or some other means.
7. A passenger must be carried in addition to the rider unless the Supplementary Regulations have authorised the substitution of ballast. In such case, the ballast must consist of a single object placed on, and fixed to the passenger's seat, and of a weight of at least 132lb (60kg).
8. Throttle controls must be self-closing.

17.3 GROUP B1, B2 AND B3 TECHNICAL SPECIFICATIONS

1. Streamlining

a. The streamlining on three-wheelers must be designed and fitted to allow complete liberty of movement to the rider, both when riding and when getting on or off the vehicle, without the streamlining or any part of ithaving to be displaced.
b. For B1 and B2 sidecars neither the rider nor the passenger must be covered from above nor may they be attached in any way. Furthermore, the passenger must be able to lean out on either side. Spoilers and otheraerodynamic devices must not surpass the streamlining. The streamlining must not have any sharp edges.
c. 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.
d. There shall be a clearance of at least 20mm between the streamlining and the extremities of the handlebar (or other form of steering lever), including any attachment thereto whatever the position of the handlebar.
e. Streamlining must be held to the machine by means of chassis extensions etc.
f. There must be no possibility of the streamlining coming into contact with the road surface, impeding thefront wheel or steering of the machine in the event of the failure of any individual fairing mounting point.

2. Brakes

Motorcycles in Group B1 and B3 must be equipped with at least two brakes, operating independently on at least twoof the road wheels, each giving complete control from the riding position. If hydraulic system is used it must comply with Group

B2 rules (below).
All vehicles in group B2 must have the following braking system. All three wheels must be braked.

a. The brake system must consist of one main system with at least two circuits operating separately, one of thecircuits must operate on at least two of the three wheels.
b. If one circuit fails the other must work efficiently.
c. An emergency system operated by a handlebar lever or a foot lever with a simple circuit operating on eitherthe front or rear wheel of the motorcycle.
d. A sidecar brake is mandatory.
e. Dispensation has been given to any long type sidecars with respect to the auxiliary handlebar operatedbrake.
f. Only ferrous brake discs are permitted. (For Classic and Vintage rules contact the relevant bodies).

3. Wheels And Tyres

For sidecars and three-wheelers (Group B1, B2 and B3), the wheel rims shall be at least 254mm in diameter and 64mm in width. All wheels must be of metal construction, any modification to the rim or the spokes of the original cast or composite wheel as supplied by the manufacturer is prohibited.
For all meetings the use of slick tyres is permitted. The diameter of the tyre must be at least 400mm and the width 100mm, maximum front tyre width 220mm.

a. Tubeless Tyres. If a tyre is to be run tubeless it is recommended that the internal rim dimensions are approved by the manufacturer of the tyres being used. Tyre/rim relationship for tubeless application is very critical.
b. Slick Tyres. The surface of a slick tyre must contain three or more hollows across the width of the tyre around its circumference at 180 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 across the width of the tyre become worn on different parts of the periphery, the tyre must no longer be used.

4. Red Warning Lights

Sidecars must be equipped for the duration of the event with a functional rear facing red anti-fog lamp, measuring aminimum of 30 sq. cm, and producing a minimum 1500 MCD light. The light must be installed at least 100mm off the ground, located in the area between the back wheel and the sidecar platform. The light must be mounted on a part of the suspended body (not on any unsuspended parts) and ensure no obstruction from the fairing and/or the passenger.
Red lights must be switched on when a "Wet Race" is declared.

5. Air Intakes

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

6. Oil and Coolant Containment

a. In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine breakdown at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The surrounding edges of the tray must be at least 50mm above the bottom of the tray.
b. The front edge of the oil bay reservoir wall must be extended upwards to just below (within 20mm) theexhaust ports of the engine.
c. Holes for the engine mounts (hangers) must be sealed.
d. From a vertical view, the engine must be located completely inside the oil bay platform.
e. The rear wheel must be protected from any possible oil spray. To make this protection, the engine and rear wheel compartment must be separated. This separation must be created by installing a solid divider (wall) running from the top of the inside of the bodywork to the bottom of the oil tray. This divider (wall) must overlap the rear edge of the oil tray down to the bottom.
f. All machines must use this tray.
g. Oil cooler must not be mounted on or above the body of the sidecar. The location of the oil tank and oilcooler should be placed where it is least likely to be damaged in an accident.
h. Oil lines containing positive pressure, if replaced must be of metal reinforced construction with swaged orthreaded connectors. Manufactured solid construction oil lines, where practical, must be replaced also. All sidecars shall attach oil absorbent materials of no less a quality than 3M Product number T156 or CEPSorbents product number CEP-EP100.

This material shall be securely fixed to the following areas of the sidecar:

a. The entire oil tray, both the bottom and inside wall of the same. The volume of material used in this area according to manufacturer's specifications, shall not be less than 3 litres of oil.
b. Any bodywork directly covering the engine. In the event that oil is absorbed by the material, it must be replaced before the next track session.
c. The material must be attached in such a way that it should be easily replaced, yet not become displaced while on the track, and its effectiveness is not inhibited, i.e. if an adhesive is used it must not clog the material, causing it to lose its absorbent properties. All absorbent material used, shall be non- flammable by design.

Vintage and Classic (prior to 1973 construction) machines are exempt from the above requirement 6.8.

a. Where an oil breather pipe is fitted the outlet must discharge into a catch tank in an easily accessible position which must be emptied before the start of the meeting, minimum capacity 500ml.

7. Oil Catch Tanks

a. Two strokes. Where an oil breather pipe is fitted, the outlet must be discharged into a catch tank located in an easily accessible position and which must be emptied before the start of the race. The minimum size of catch tank shall be 250ml for gearboxes.

b. Four-stroke. Motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox only. (by a sealed catch tank if required)

18 OPEN 600 AND FORMULA II SIDECAR SPECIFICATIONS

Open 600 and Formula II Sidecars must comply with the general Sidecar specification unless changed by the following specifications:
Introduction. The object of this specification is to make use of cheaper, more readily available engine units of theoretically similar power outputs and of widely different configurations and hopefully to provide less expensive racing of a more traditional kind to the benefit of competitors, constructors and spectators. Hub centre steering, remote steering linkages and the use of articulated joints in the steering mechanism are not allowed.

18.1 ENGINE TYPES

The only permitted engines for the Open 600 sidecar class are:
Up to 350cc 2 stroke, twin cylinder 501–600cc, 4 stroke, 4 cylinder
Production based Rotary engines are not permitted. Over-boring is not permitted.
Induction systems.

FOR THE FII BRITISH SIDECAR CHAMPIONSHIPS AND OTHER EVENTS AS SPECIFIED

1. The only permitted engines for this class are:

501–600cc, 4 stroke, 4 cylinder, Production based. 501–600cc, 4 stroke: Any carburettor is permitted.
501–600cc four-stroke Fuel injection engines: Fuel injection systems are permitted using only the throttle-bodies as homologated for the engine concerned.
The injectors must be standard units as on the homologated engine.
Bell mouths, intake tract devices (Velocity stacks, air funnels) may be modified or replaced. Variable length intake devices (Velocity stacks, air funnels) that function while the engine is operating are not allowed, unless such a system is used on homologated machine/engine. Butterfly cannot be changed or modified. Where fitted a secondary butterfly or slide may be locked in the fully open position.
Any fuel pump may be used but fuel pressure must remain as homologated for that engine. Homologated fuel pressure regulators must remain unmodified.
The fuel ignition ECU and Ignition Control Unit may be changed.

2. Cylinder heads to Supersport specification allowed
3. Everything below the head gasket is free.
4. Fuel injection instruments/fuel injectors must remain as homologated.
5. These regulations should remain unchanged for at least 3 years 2017 onwards.

18.2 GENERAL CONSTRUCTION

The Sidecar may be placed either side of the motorcycle. Hinged sidecars and steerable sidecar wheels are forbidden. Neither the rider nor passenger may be attached to the machine. Remote steering linkages and the use of articulated joints in the steering mechanism are not allowed. By definition an articulated joint is one allowing movement in more than one plane.
The three road wheels may be disposed as to give two or three tracks.
If three tracks are made then the centres of the tracks of the motorcycle shall not be more than 75mm apart.
A passenger must be carried and must always be protected from the road wheels and both primary and final drives either by mudguard or some other means.
The main frame (See Figure 1A) must consist of a minimum, of a steering head, a frame to accommodate the engine, and a main spar to the sidecar wheel, which will be made from good quality steel tube.
The tubing used for the construction of the frame may be of a circular or non-circular section. If circular, the outside diameter shall not exceed 101.6mm. If non-circular, the maximum cross section shall not exceed 101.6mm. measured at right angles to any flat face.
These three components must be permanently fixed by welding or brazing.
The rear swinging arm outer pivot housings (See Figure 1B) may be detachable from the main frame, the pivot housings must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the outer pivot housings are forbidden.
The sidecar wheel upright or flange plate (See Figure 1C) at the end of the main sidecar wheel spar may be detachable, the upright flange plate must be made from either steel or a suitable solid
aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised, any supporting tie rods to the upright or flange plate must be made of steel. The use of castings for the sidecar wheel upright or flange plate are

forbidden. The sidecar wheel stub axle housing (See Figure 1D) may be detachable from the sidecar wheel upright/flange plate, the housing must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the sidecar wheel stub axle housing are forbidden.
Reinforcement of the steering head is allowed. The steering head may be fully boxed in to a maximum of 305mm, measured from any point between the top and the bottom of the steering head spindle centre line (See Figure 1 X.X). Should any lightening or inspection holes be added to the "Fully Boxed In" section, they will be deemed as still "Fully Boxed In" and not open.
The front forks should be either a leading/trailing fork, or links with the wheel equally supported on each side. The construction of the front forks and yokes must be made of good quality steel and must be either welded or brazed during construction. The lower loop must be made of good quality steel. Minimum suspension travel to be 20mm. The rear swinging arm must be made of good quality steel, single sided swinging arms are allowed, and must have minimum of 20mm of travel in a single plane. The rear swinging arm pivot spindle must be 90 degrees to the fore and aft centre line of the rear wheel. The swinging arm must either be welded or brazed during construction, the dimensions for the swinging arm are free. Wishbone type swinging arms fitted to monocoque chassis' are 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 in the construction of the frame, front forks, handlebars, swinging arm and wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden. Under trays must be detachable. Monocoque construction is forbidden.

18.3 ENGINE POSITION

The engine must be positioned in such a way that the centre line of the engine (by definition a position midway between centre lines of outermost cylinders) shall not exceed 160mm beyond the centre line of the rear wheel of the motorcycle.
The engine must be positioned behind the steering head and in front of the driver.
The drive must be transmitted to the road through the rear wheel of the motorcycle. An engine positioned behind the rider and in front of the rear wheel is forbidden.

18.4 DIMENSIONS

Weight (Minimum) 136.5kg. without fuel. The addition of ballast to reach this weight is forbidden. Width (Overall Maximum) 1575mm.
Wheelbase (Maximum) 1651mm.
Track 800mm minimum, 1105mm maximum. 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.
Height (Overall Maximum) 800mm.
Ground clearance. The ground clearance measured over the entire length and width of the vehicle race ready, fully loaded with rider, passenger and fuel must be not less than 65mm with the handlebars on in a straight position. No device is permitted to reduce the 65mm ground clearance during the course of the event.
Note: The imperial measurements are no longer used so the Metric figures have been rounded up to nearest mm the differences were 0.1mm and 0.2mm.

18.5 STREAMLINING AND BODYWORK

The streamlining must be easily detachable for Technical Inspection. Aerofoils or spoilers are not permitted on streamlining.
The forward extremity of the streamlining shall not be more than 400mm in front of the line taken from a vertical tangent to the front tyre.
The extreme rear edge of the streamlining must not be more than 400mm to the rear of the line taken from a vertical tangent to the rear tyre.
The provision of coachwork or streamlining is optional, but the vehicle must have accommodation for a passenger and the coachwork or streamlining shall not impede complete freedom of movement by the rider or passenger at all times.
Whatever the position of the handlebars, there must be a space of at least 20mm between the streamlining and the ends of the handlebars or any other parts of the steering mechanism or front wheel.
A solid and effective protection must be fitted between the rider and the engine, this protection must prevent direct contact between the rider's body or clothing and escaping flames or leaking fuel or oil. The fairing must be mounted in such a way as to ensure the integrity of the whole installation in the event of failure of any individual mounting.

18.6 PASSENGER PLATFORM

Minimum dimensions 800mm by 300mm measured 150mm above the platform. The orientation is free.
RIDER The rider in the normal riding position must be completely visible, with the exception of the arms, legs, and feet from above.
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 hand-holds for the passenger to hold on to when leaning out. The hand-holds must be of the closed loop type, a single projection hand-hold is not permitted.

18.7 AIR INTAKES

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

18.8 OIL AND COOLANT CONTAINMENT

In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine break down, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres).
The surrounding edges of the tray must be at least 50mm high measured vertically from the bottom of the tray. The frontal edge of the oil tray wall must be extended upwards to arrive just below (within 20mm) of the exhaust ports of the engine.
Holes for the engine mounts (hangers) must be sealed.
From a vertical view, the engine must be located completely inside the oil tray platform.
The rear wheel must be protected from any possible oil spray. To make this protection, the engine and rear wheel compartment must be separated. This separation must be created by installing a solid
divider (wall) running from the top of the inside of the bodywork to the bottom of the oil tray and to the full width of the rear tyre. This divider (wall) must overlap the rear edge of the oil tray down to the bottom.
All machines must use this tray.
All sidecars shall attach oil absorbent materials of no less a quality than 3M Product number T156 or CEP Sorbents product number CEP-EP100.
This material shall be securely fixed to the following areas of the sidecar.
The entire oil-tray, both the bottom and the inside walls of the same. The volume of material used in this area, according to the manufacturers specifications, shall absorb not less than 3 litres of oil.
Any bodywork directly covering the engine.
In the event that oil is absorbed by the material, it must be replaced before the next track session. The material must be attached in such a way that it should be easily replaced, yet must not become dislodged whilst on the track, and its effectiveness is not inhibited, i.e. if an adhesive is used it must not clog the material, causing it to lose its absorbent properties.
All absorbent material shall be non-flammable by design.
Oil-lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.
Oil coolers must not be mounted on or above the bodywork of the sidecar.
The location of the oil tank and the oil cooler should be placed in a location where it is least likely to be damaged on an accident.
For 2018 onwards all oil lines must be professionally manufactured and certified.
Sump plug, oil filters, Ignition pickup covers and Clutch centre covers should all be lockwired or lockplated. The gear lever should exit via a rubber boot or flexible seals if the gear lever exits outside the retaining area. The chain slot must have a flexible seal fitted.

18.9 AIRBOX

An airbox must be used with all four-stroke engines. The airbox intake sizes are restricted as follows: If 1 intake is used a maximum of 103mm Internal Diameter is permitted.
If 2 intakes are used a maximum of 73mm Internal Diameter per intake is permitted or equivalent area if none circular section(s) are used measured within 50mm of the point of entry into the airbox.
The airbox must completely close around the induction bell-mouths. The carburettors or throttle-bodies may be entirely within the airbox. The engine must have a closed breather system.
The engine breather must be connected and discharge in the airbox only (by a sealed catch tank if required) The airbox must cover and collect fluids discharged from the bell-mouths.
The airbox must be constructed in such a way as to prevent any oil discharged in the airbox from spilling on the track.
This oil containment must hold a minimum of 1000cc of oil. The airbox must be sealed to prevent spillage of oil or fuel.

18.10 OIL CATCH TANKS

Four-stroke motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the airbox only. (by a sealed catch tank if required).

18.11 WHEELS

The minimum diameter of an inflated tyre must be 400mm. All wheels must be of metal construction, any modification to the rim or the spokes of the original cast composite wheel as supplied by the manufacturer is prohibited.

18.12 STEERING

Steering of the front wheel must be accomplished by non-adjustable handlebars securely fixed to the forks or yokes of the motorcycle. They must be secured to steering members turning the front wheel and its supports directly with no intermediate push or pull rods. Handlebars and all steering bearings must be located on the sprung portion of the front suspension.
Any form of remote steering is forbidden. Handlebar width 450mm minimum.
Steering lock angle each side of straight ahead position to be 20 degrees minimum, measured at the headstock. Whatever

the position of the handlebars the front wheel must never touch the streamlining. Handlebar clamps must be carefully radiused and engineered so as to avoid fracture points in the bar. Any butt welded handle bars must be suitably gusseted.

18.13 THROTTLE CONTROLS

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

18.14 CONTROL LEVERS

All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be as least 19mm permanently fixed and forming an integral part of the lever.

18.15 BRAKES

All three wheels must be braked. The brake system must consist of:
One main system with at least two circuits operating separately, one of the circuits must operate on at least two of the three wheels.
If one circuit fails the other must work efficiently.
An emergency system operated by a simple circuit operating on either the front or rear wheel of the motorcycle is compulsory.
Only ferrous discs allowed.

18.16 TYRES

For all meetings the use of slick tyres is permitted. The wheel rim shall be at least 254mm in diameter and 64mm in width. The diameter of the tyre must be as least 400mm and the width 100mm, maximum front tyre width 220mm. The surface of a slick tyre must contain two or more hollows at 180 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.

18.17 MUDGUARDS AND WHEEL PROTECTION

The rear driving wheel must be covered down to the level of the sidecar platform on the sidecar platform side of the wheel and to the centre of the driving wheel on the outermost side of the wheel. The rear facing section of the rear seat must cover the rear driving wheel down to the level of the rear wheel rim.
The sidecar wheel must be enclosed from the sidecar platform and level with the sidecar platform on the outside and around the periphery. Provision for the checking of the sidecar wheel tyre pressure is allowed.

18.18 EXHAUST PIPES

The exhaust system must fulfil all the requirements concerning noise control. Exhaust fumes must be
discharged in a manner so as to not raise dust, foul the tyres or brakes or inconvenience a passenger or any other driver. The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform.
On the side opposite a sidecar the exhaust pipes must not extend beyond the streamlining. On the other side the exhaust pipes must not extend beyond the width of the sidecar.
Exhaust pipes must be fitted/positioned so that it is impossible for them to become entangled with another machine.

18.19 FUEL TANK

Fuel tanks must be sufficiently independently protected from the ground. A non-return valve must be fitted to the petrol tank breather pipe, this pipe must discharge into a suitable catch tank, minimum capacity 500ml.
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.

18.20 BATTERY

The battery must be covered in such a way that neither the driver nor the passenger can come into contact with the battery or its contents.

18.21 CUT OUT DEVICE

An ignition cut-out must be fitted to operate when the driver leaves the machine. This cut-out system must interrupt the primary circuit and must be wired for both the supply and return current. The cut- out must be placed as near to the centre of the handlebar as possible and must be operated by a non- elastic string of adequate length and thickness and strapped to the driver's body. A spiral cable (similar to that of a telephone wire) of maximum 1m extended length is permitted.
Any electric fuel feed pump must be wired in such a way as to cut out if the engine cut-out device is operated.

18.22 RED WARNING LIGHT

Sidecars must be equipped for all the duration of the event with a functional rear-facing red anti-fog lamp, measuring a minimum of 30 sq.cm and producing a minimum of 1500 MCD continuous light. Pulsating lights are not permitted.
The light must be installed at least 100mm off the ground, located in the area between the back wheel and the sidecar

platform.
The light must be mounted on a part of the suspended body, (not on any unsuspended parts) and ensure no obstruction from the fairing and/or the passenger.
Red lights must be switched on when a "Wet Race" is declared.
Classic or Vintage machines racing exclusively in their own race or event are exempt.

18.23 TRACTION CONTROL

Any electronic traction control system is forbidden. Wheel speed sensors are not permitted.

18.24 REAR VIEW MIRROR

External rear view mirrors having suitable dimensions and mountings may be used for closed public road races only.

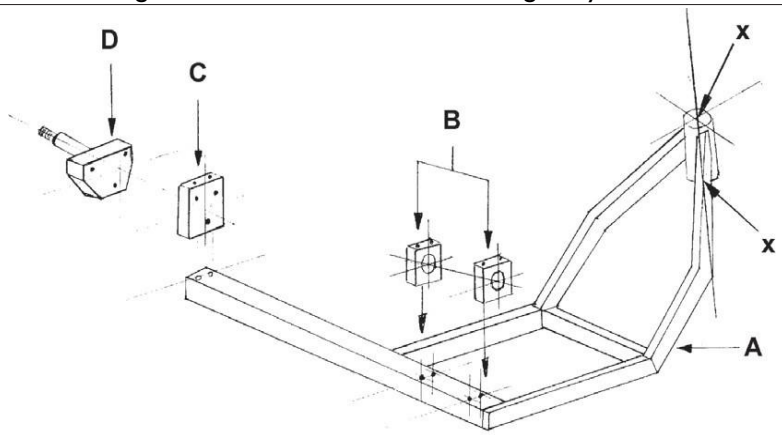


Fig 1. Diagrammatic frame shown in box section form.

19 FORMULA 1 SIDECAR SPECIFICATION

FORMULA 1 SIDECARS MUST COMPLY WITH THE GENERAL SIDECAR SPECIFICATION UNLESS CHANGED BY THE FOLLOWING SPECIFICATIONS:

19.1 ENGINE SPECIFICATIONS

1. Two Stroke Engines Maximum 500cc.
   Prototype engine design is allowed. Maximum of 4 cylinders.
2. Four Stroke Engines
   Motorcycles of mass production only Maximum 1000cc.
   Maximum 4 cylinders.
3. Balancing and Lightening are permitted.
4. Con rods may be changed, however the use of carbon or titanium is not allowed in their construction. The use of exotic materials is not allowed, (i.e. ceramics, metal matrix/aluminium beryllium) unless as fitted by manufacturer to homologated engine.
5. Piston rings and pins may be changed.
6. The original cylinder head may be modified, however the number of ports and valves must remain as originally produced by the manufacturer.
7. Camshafts may be altered or replaced. Method of cam drive must remain as originally produced by the manufacturer.
8. The Ignition/Injection Engine Control system is free.
9. Maximum of 6 speed transmission.
10. The clutch may be modified but must remain either wet or dry types as originally produced.
11. The generator and/or electric starter may be removed.
12. Carburettors may be altered or replaced.
13. The use of exotic materials is not allowed, (i.e. ceramics, metal matrix/aluminium beryllium). Unless as fitted by manufacturer to homologated engine.
14. The oil lubrication system is free.

19.2 ENGINE

Must be positioned in front of the rear wheel in such a way that the centre line of the engine shall not extend more that 160mm beyond the centre line of the rear wheel track of the motorcycle. By definition the centre line of the engine is the position midway between the centre lines of the outmost cylinders for transverse engines, or the crankshaft for in-line engines.

19.3 DIMENSIONS

Overall width	Maximum 1700mm (67 ins) (including exhaust system)
Overall height	Maximum 800mm (31.5) (with exception of airbox max height 950mm (37.5 ins)
Overall length	Maximum 3300mm (130 ins)
Overall wheelbase	Maximum 2300mm (90.5)

19.4 STEERING

The motorcycle must be steered by a handlebar. The handlebar extremities must not be lower than the front wheel spindle. (nor more that 500mm (19.7 ins) behind the front wheel spindle in the straight- ahead position) (the steering axis must not be offset more than 75mm (2.9 ins) from the front wheel centre line). Any butt welded handle bars must be suitably gusseted.

19.5 SUSPENSION

The suspension of the front wheel must be designed so that under suspension action and in the straight ahead position, the wheel shall only move vertically and in a single plane relative to the motorcycle. The plane must be on the driving direction. This must occur without changes to the camber or the tracking. The vertical travel of the front and rear wheel spindles under suspension action must be at least 20mm (0.75 ins). The use of active suspensions is forbidden.

19.6 WHEEL PROTECTION

The rear wheel and sidecar wheel must be enclosed down to the level of the sidecar platform on the inside. The sidecar wheel on the outside must be enclosed down to the height of its axle centre-line. The rear wheel must be enclosed down to the top of the rim flange on the outside.

19.7 EXHAUST

The exhaust pipe must not extend beyond the width of the sidecar and the furthest extremity of the exhaust pipe must not exceed the vertical line drawn at a tangent to the rear edge of the sidecar bodywork.
Exhaust pipes fitted to the side of the sidecar must be covered so that it is impossible for the passenger to be burnt. The ends of the exhaust pipes fitted to the sidecar must be so positioned or protected that it is impossible for them to become entangled with another machine.

20 PARADES AT ACU/MCRCB ROAD RACE MEETINGS

20.1 INTRODUCTION

These Standing Regulations for Parades have been established in order to provide a framework under which all Parades at ACU/MCRCB Events are to be organised.

20.2 ORGANISATION

Parades may be organised within an ACU/MCRCB permitted event. Details may be included in the Supplementary Regulations for the event or separate Parade Supplementary Regulations may be issued.

1. There must be a separate Entry Form for each Parade. An entry fee may be charged.
2. All Parades will be covered by the ACU/MCRCB Permit issued for the meeting.
3. Parades may be organised by Circuit Owners, Promoters, ACU Affiliated Clubs, MCRCB or any body or organisation appointed by the aforementioned. However, in all cases the organisation on the circuit will be carried out under the supervision of the Clerk of the Course and the Organisers of the racing programme of the event. A senior representative of the Organisers of the Parade must be present in Race Control whilst the parade is in progress.
4. The Organisers of the Race Meeting (during which the parade will take place) and the Permit Issuing Authority must approve the Parade Supplementary Regulations and all other associated documents before these are issued to prospective entrants.
5. If the Secretary of the Meeting is responsible for the signing on of the riders they must be provided with a list of participants together with all other documentation on the day of the event.
6. The Secretary of the Parade is responsible for the signing-on procedures and the production of all other documentation.
7. Every participant in a parade is required to sign-on on the official forms provided and declare that their machine and clothing conform to the regulations.
8. The Secretary of the parade, the Organisers of the Meeting or the ACU Technical Officer may refuse the participation in the parade of any participant at any time.
9. The Secretary of the Parade is required to provide the Secretary of the meeting with a complete signing-on sheet covering every rider and passenger one hour before the start of the relevant parade.
10. Insurance cover is included as follows:
    a. Public Liability Insurance is included in the Permit for the event.
    b. The Insurance Company (Brokers) will be appointed by the ACU/MCRCB.

20.3 PR5 SPECTATOR PARADES – SPEED CONTROLLED

Where an opportunity is provided for riders of road going motorcycles to participate for their own pleasure on their own machines in controlled circumstances.

1. **Machine Qualification**. Machines must be road going, no race machines are permitted. Machines must be roadworthy – the decision of the technical official/organiser is final in this matter. Organisers may limit the type of machine allowed or grade the machines into separate parades.

A PR5 Parade that has Motorcycles and Scooters on track at the same time must be Speed Controlled to 60mph.

2. **Rider Qualifications.**
    a. A current ACU Road Race Competition Licence, or a current ACU Road Race Parade Licence or a Full Class "A" DVLA motorcycle licence.
    b. First time applicants for an ACU Road Race Parade Licence must hold a current Full Class "A" DVLA motorcycle licence or must satisfactorily complete an ACU Road Race Basic Rider Assessment
    c. The minimum age for participation in Parades is 14 years. Where a participant is under the age of 18 years a Parental Consent Form must also be completed.
    d. All participants must complete an Entry Form Declaration using the standard ACU wording for participation in Road Racing.
    e. Riders must be members of an ACU affiliated club.
3. **Documents**. DVLA motorcycle licence and/or ACU licence applicable to that rider must be produced at signing-on
4. **Insurance**
    a. The Insurance Company (Brokers) will be appointed by the ACU/MCRCB.
    b. Organisers of PR5 Parades are expected to pay a fee in respect of the Public Liability premium. Please contact the Road Race Department for further details.
    c. No Personal Accident insurance is included in respect of PR5 parades.
    d. No cover is included in respect of machines, clothing or other personal property etc.
5. **Clothing**

Full leather clothing (one piece or two piece zipped together) in good condition or suitable protective motorcycle clothing, including boots and gloves, designed for road use must be worn. (i.e. no paddock jackets, jeans, trainers etc. will be allowed on the track.)

6. **Safety Helmets**

Safety helmets must be worn and fastened properly at all times and must be legal for road use. ACU Gold standard is recommended.

7. **Identification**

A suitable means of identifying approved machines, riders and passengers must be used (i.e. headlamp stickers and

wristbands).

8. Technical Control

e. Participants must ensure their machines and clothing meet the conditions stated in this document.
f. An approved ACU Technical Officer will be appointed. Checks will be carried out but limited to checking documentation and Registration Numbers.

9. Briefing

a. The Clerk of the Course of the Organising Club will conduct a briefing which all riders participating in theparade must attend.
b. Failure to attend the briefing will result in disqualification unless the Clerk of the Course has previouslyissued a waiver in writing to any participant.
c. The briefing will include Flag Signals, Speed, Safety, the Timetable and all other general arrangements for theconduct of the Parade.
d. Riders who fall from their machine are not permitted to continue with the parade or participate in any further parades at the same meeting until passed fit by the Medical Officer and the machine re-inspected bytechnical control.

10. Speed

The average speed of the participants must not exceed 60mph. The speed of the parade will be dictated by the Clerk of the Course, who will take into consideration the circuit, conditions and machinery, and will be controlled by Pace Cars or Travelling Marshals. No participant is allowed to overtake a pace car or Travelling Marshal.

11. Number Of Riders Permitted

Parades containing 60 or less riders will be controlled by two pace cars/travelling marshals, one at the front and one at the rear. Parades containing over 60 riders are permitted, but will be
controlled by one extra pace car/travelling marshals for each additional block of up to 60 riders.

20.4 PR6 CLASSIC MACHINE AND/OR RIDER PARADES

Being Parades usually organised as an integral part of a ACU/MCRCB permitted race meeting where an opportunity is provided for "Past Master" class riders to participate to celebrate past performances and/or riders of Classic machines or Machines of Historical Interest to participate for their own pleasure in controlled circumstances.

1. Non Competitive

No Classic parade will include any competitive element in any circumstances.

2. Courses

Only courses licensed by the ACU/MCRCB for road racing may be used.

3. Permit And Supplementary Regulations

Parades require an ACU/MCRCB Permit which will be issued following approval of the Supplementary Regulationsand Entry Forms to be issued for the event. Where a Classic Parade is to be organised as part of an ACU/MCRCB Permitted race meeting it will be held under the Permit issued for that event.

4. Machine Qualification

Classic machines must be equipped with racing number plates and display the allocated riding numbers.
Machines must be examined by an ACU Technical Official. Organisers may limit the type of machine allowed or gradethe machines into separate parades.
A PR6 Parade that has Motorcycles and Scooters on track at the same time must be Speed Controlled to 60mph.

5. Documents

Riders are required to provide a commentator's information sheet with the history of both themselves and their machine. Riders are also required to sign-on on the form provided by the Organising Club on the day of the event.

6. Insurance

Insurance cover is included as follows:

a. The Insurance Company (Brokers) will be appointed by the ACU/MCRCB.
b. Personal Accident benefits are included for those taking part in PR6 Parades and is limited to £10,000 Death,and £20,000 Loss of or loss of use of two limbs or the sight of two eyes, or loss of use of one limb and one eye, the loss of or loss of use of a limb or the sight of an eye. There are no weekly benefits in respect of temporary or total disablement.
c. Should any participants be found to be in breach of these Standing Regulations for Parades the Insurancearrangements stated in this article will be null and void.
d. The Insurance is for personal accident only and does not cover machine, clothing, equipment etc.
e. The Secretary of the Parade is responsible for the payment of Personal Accident Insurance premiums, which must be submitted to the Secretary of the meeting on the day of the parade at the latest. The Secretary of the Meeting is then responsible for the payment of the Insurance Premiums to the Brokers.
f. No cover is included in respect of machines, clothing or other personal property etc.

7. Rider Qualification

a. A current ACU Road Race Competition Licence, or a current ACU RoadRace Parade Licence or a Full Class "A" DVLA motorcycle licence.
b. First time applicants for an ACU Road Race Parade Licence must hold a current Full Class "A"DVLA motorcycle licence or must satisfactorily complete an ACU Road Race Basic Rider Assessment.
c. The minimum age for participation in Parades is 14 years. Where a participant is under the age of 18 years aParental Consent Form must also be completed.
d. All participants must complete an Entry Form Declaration using the standard ACU wording for participation inRoad

Racing.

e. Riders must be members of an ACU affiliated club.

8. Briefing

a. The Clerk of the Course of the Organising Club will conduct a briefing which all riders participating in the parade must attend.

b. Failure to attend the briefing will result in disqualification unless the Clerk of the Course has previously issued a waiver in writing to any participant.

c. The briefing will include Flag Signals, Speed, Safety, the Timetable and all other general arrangements for the conduct of the Parade.

d. Riders who fall from their machine are not permitted to continue with the parade or participate in any further parades at the same meeting until passed fit by the Medical Officer and the machine re-inspected by technical control.

9. Method of Start

Riders will be filtered on to the circuit in small groups. Parades for "Past Masters" only may be started either singly or in small groups from the designated Starting grid at the discretion of the Organisers and where so required for the introduction of noteworthy participants to spectators.

10. Noise

The maximum noise level is 105 dB/A. Noise levels will be measured in accordance with the procedure specified in the ACU Standing Regulations for Road Racing. Exceptionally, noise levels may be increased on special occasions for the demonstration of particular riders or machines. In all such cases the permission of all appropriate sporting and civil authorities must be obtained beforehand.

11. Speed

The speed of the Parade will be determined by the Clerk of the Course who will take into consideration the circuit, conditions and machinery. Classic parades will not generally be speed restricted, but the organiser may use pace cars and/or travelling marshals as described for PR5 parades if required. The Clerk of the Course will immediately disqualify any rider deemed to be riding in an inappropriate manner by means of a Black Flag displayed at the Start and Finish line together with a board bearing the rider's number.

12. Conduct Of Parades

Parades must be conducted with Officials, Marshalling and Medical services all in place.

13. Protective Clothing And Helmets

As per Road Race Standing Regulations. Riders must present themselves at Technical Control fully clothed for Parading.

14. Number Of Riders Permitted

The maximum number of Paraders in any session will be the same as that authorised on the ACU MCRCB Circuit Licence for Official Practice.

15. Officials

The Organisers will appoint a Parade Secretary to be responsible for the proper completion of all entry forms and any other associated documents. The Club will appoint an ACU licensed Clerk of the Course to be responsible to the Stewards of the Meeting and to the Organisers for the general good management and conduct of the Parade.

21 ORGANISATION OF OFFICIAL TEST DAYS

A day allocated for testing with no official results or timing. This may be associated with a Permitted Meeting or held under a separate Official Test Day Permit. The following conditions will apply:

21.1 ORGANISATION

This will be authorised by the issue of the Permit to the organising Club or Body.

21.2 INSURANCE

Insurance both Public Liability and Personal Accident must comply with Standing Regulations.

21.3 MEDICAL COVER

As laid down in the Minimum Requirements for Road Race Medical Services in the Road Race Safety Section of this Handbook.

21.4 OFFICIALS

There must be a minimum of 1 marshal on duty at each corner or bend. The Race Control must be controlled by officials authorised by the Permitting Body and the Regulations complied with.

21.5 RIDERS

All riders must have a valid competition licence appropriate for the machine they intend to ride. All riders must sign on prior to taking part.

21.6 JUNIOR RIDERS

For all riders under 18 years of age the following must be produced before participation:

1. **A completed Parental Consent form.**
2. **A Temporary Discharge Form from their school or college if in full time Education.**

21.7 TECHNICAL CONTROL

Riders are responsible for ensuring both machine and equipment comply with the Standing Regulations for Road Race.

21.8 ON CIRCUIT CONTROL

The Track Licence condition regarding numbers allowed onto the circuit to Practice must be complied with.

21.9 CIRCUIT

With the exception of safety and medical requirements detailed in this article the circuit must comply with the Track Licence.

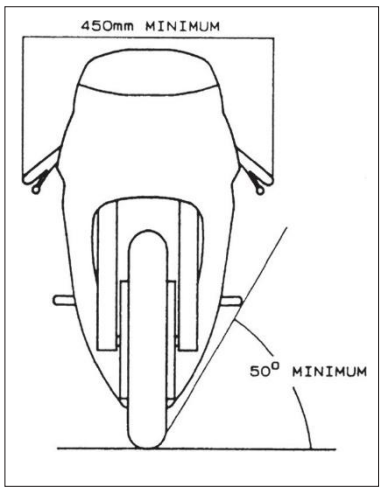


Diagram 1

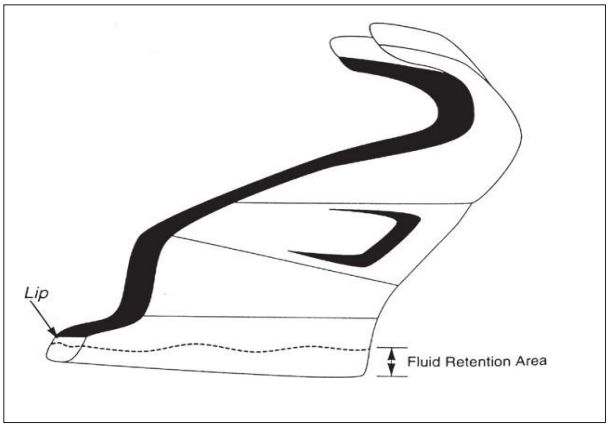


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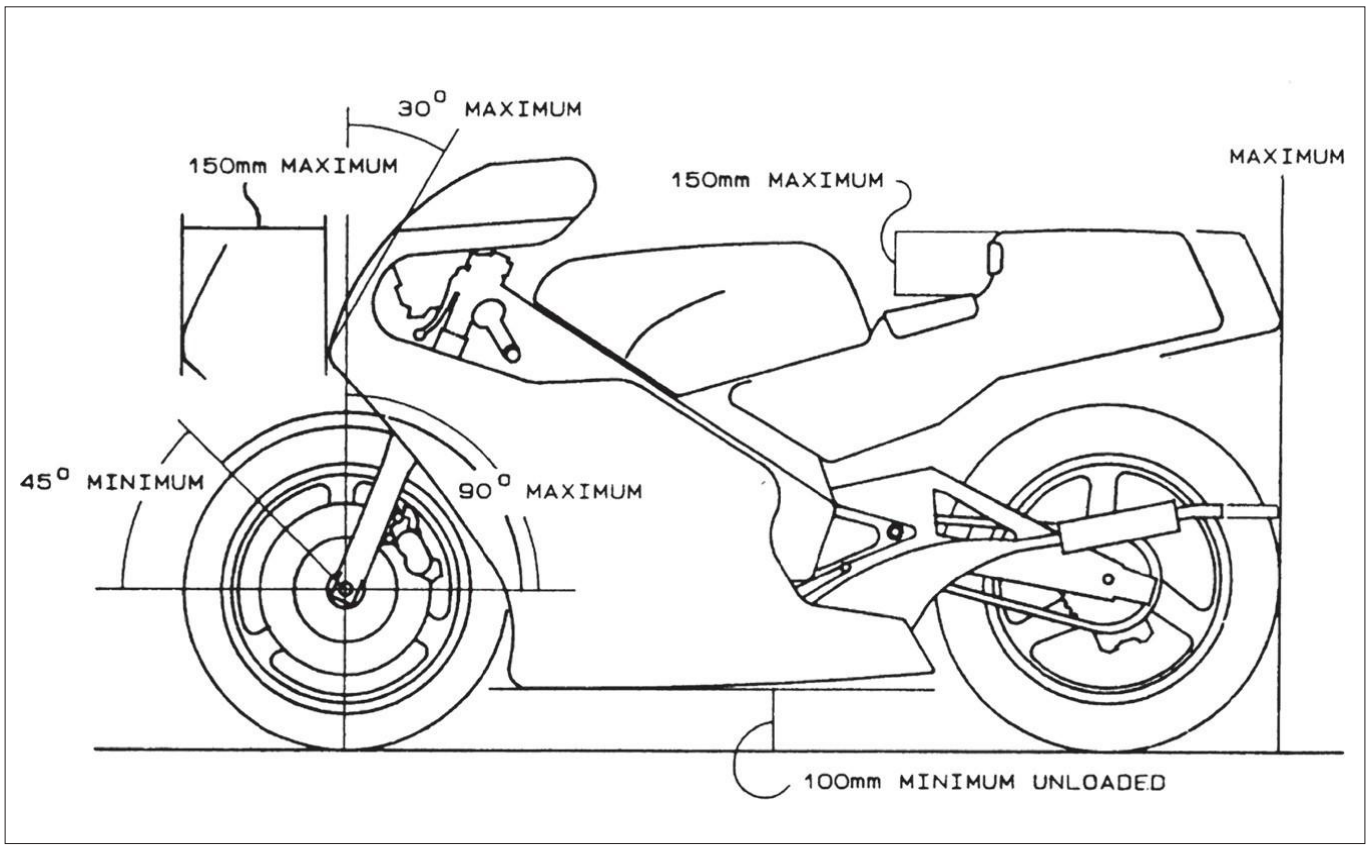


Diagram 2

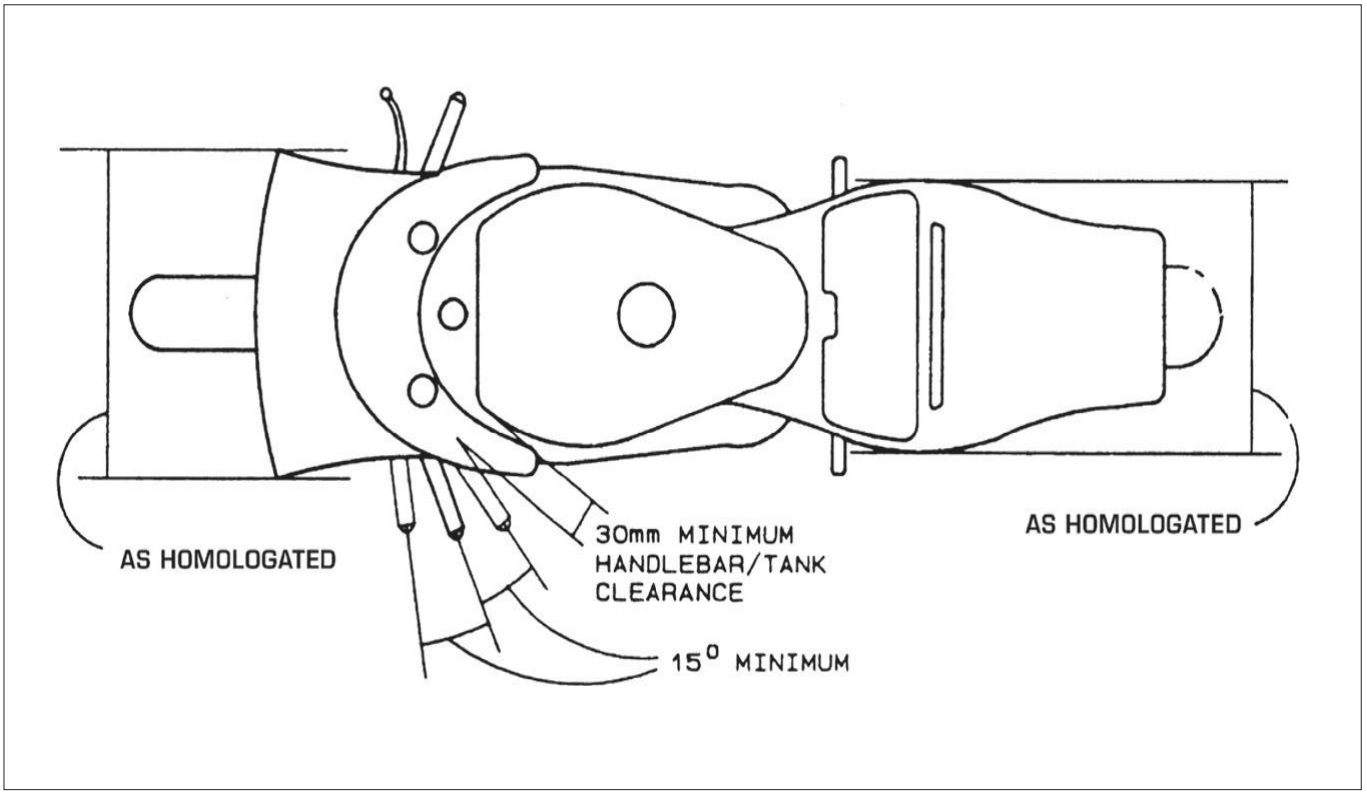
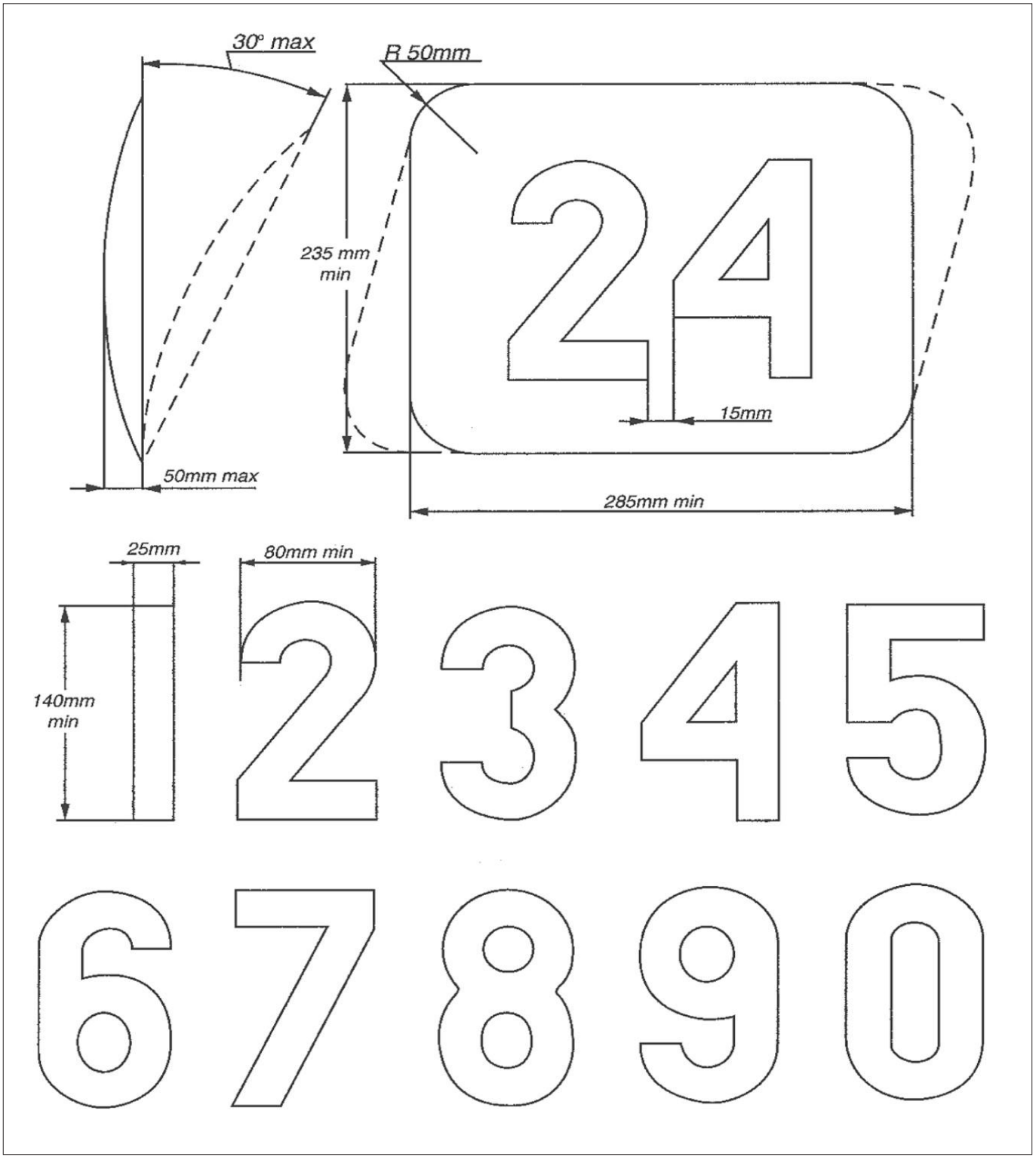


Diagram 3



Number plate