

Hillclimb and Sprint

Standing Regulations

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SECTION 1 MEETINGS

1.1 CATEGORIES OF MEETINGS

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

Permits for all Hill Climb, Sprint and Twisty Sprint competitions are issued by ACU Headquarters.

1.2 INTERNATIONAL

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

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

1.3 EUROPEAN OPEN

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

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

1.4 NATIONAL

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

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

1.5 OPEN

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

1.6 RESTRICTED

1. A Restricted Permit is issued by ACU Headquarters.
2. A Restricted meeting is open to Entrants and Riders who hold a current ACU Licence valid for the meeting concerned.

3. The Supplementary Regulations issued for the event must specify all restrictions and requirements of eligibility.

1.7 ELIGIBILITY OF FOREIGN RIDERS IN OPEN AND RESTRICTED MEETINGS

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

1.8 PRACTICE MEETINGS AND TEST DAYS

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

1.9 CONDITIONS FOR HILL CLIMB, SPRINT AND TWISTY SPRINT MEETINGS

1. The ACU Road Race Committee must approve the Organiser.
2. The Venue must hold a current Track Licence or Track Certificate issued by the ACU Road Race Committee.
3. The ACU Secretariat must approve the Supplementary Regulations for the event and issue an ACU Permit prior to publication and circulation.
4. For all ACU Championships an ACU decal, supplied by the ACU Secretariat, must be displayed on each machine. Any rider not complying will be disqualified from the results of the race.
5. 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.
6. Where a class is cancelled because of insufficient entries the organisers may merge such entries with the next higher capacity class.

SECTION 2 LICENCES – COMPETITORS

2.1 GENERAL

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

2.2 GRADES

1. **Clubman** Entry Level for first time applicants.
2. **National**. After competing satisfactorily in 10 separate race days during the current year and preceding 3 years a Clubman Competitor may apply to be upgraded to a National licence.
3. **International**. National licence holders who have competed at 5 race days may apply for an FIM Non-Championship International Licence.
A medical examination is required.
4. **International Championship**. National licence holders who have competed at 5 race days may apply for a FIME or FIM Championship licence as described in the appropriate Sporting Code.
A medical examination is required.

2.3 LAPSED LICENCES

1. **Clubman.** Clubman licence holders who have allowed their licence to lapse for more than 5 years will be re-issued with a Clubman licence.
2. **National.** National licence holders who have allowed their licence to lapse for more than 5 years will be re-issued with a Clubman licence.

2.4 CAPACITY AND LICENCE RESTRICTIONS

For each category the table indicates the Class, ages and machine specifications.

1.

Minimum Age	Licence	Grade of Capacity of Machine
8 yrs	Clubman	50cc automatic Machine
11 yrs	Clubman up to	125cc Production Scooter Automatic
12 yrs	Clubman up to	125cc Production up to 250 single cylinder 4 stroke production machine (restricted)
13 yrs	National up to	125cc GP Machine up to 250cc single cylinder 4 stroke machine (unrestricted)
14 yrs	Clubman up to	125cc GP Machine up to 350cc single cylinder 4 stroke machine (unrestricted)
15 yrs	National	up to 500cc twin Cylinder, 4 Stroke Production Based Machine
16 yrs and over		No restrictions

2. Junior riders 16 yrs of age and under

1. Junior riders must satisfy the Clerk of the Course for the meeting that they can ride and control the machine they have entered before being permitted to race at that meeting.
2. Junior riders are restricted to a maximum Sprint of ¼ mile.
3. When a rider reaches the maximum age limit for his class, he may continue to compete in that class until the end of the calendar year or upgrade on his birthday.
4. A junior rider may only compete in one class. Any junior rider being issued with an adult licence cannot revert back to junior status.
5. For Junior Classes superchargers and turbochargers are not permitted. For Junior classes rebore are permitted to a maximum increase in engine capacity of 3cc.

3. Straight Line Sprint speed restrictions applicable to riders who are 14 years of age and under or who are riding a machine suitable for a rider of 14 years or under.

1. Riders are restricted to a minimum ET of 14.5
2. A rider recording an ET of 0.2 seconds or quicker below their class minimum will receive one warning.
3. A repetition of the offence at the same event will result in disqualification from the remainder of the event.
4. However, a rider recording a time of 0.4 seconds or quicker below their class ET or exceeding 80mph will be immediately disqualified from the event.

Important Notice

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

SECTION 3 LICENCES AND REGISTRATIONS – OFFICIALS

3.1 QUALIFICATIONS AND CONDITIONS

Hill Climb, Sprint and Twisty Sprint Officials are divided into two categories:

Those that are Licensed and those that are Registered.

Fees are payable in respect of any Licences or Registration or for the appropriate form of identification issued.

Licences: Senior Hill Climb, Sprint and Twisty Sprint 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 HILL CLIMB, SPRINT AND TWISTY SPRINT OFFICIALS WHO REQUIRE A LICENCE

All the following licences are valid for 3 years.

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

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

3.3 GRADES FOR CLERK OF THE COURSE

- Probationary** Any club may nominate a Probationary Clerk of the Course. Such a Registered Official may only act as an Assistant Clerk of the Course at a Club event.
- National Grade D** A Clerk of the Course who may officiate at any Club, National Restricted or National event for Hill Climb, Drag, Sprint and Twisty Sprint. May officiate as a Deputy to a National Grade E Clerk of the Course.
To upgrade from a National D to a National E a licence holder must officiate as a National D Clerk of the Course at 5 events. He must act as a Deputy to a National E Clerk of the Course at 5 events and be recommended by the Clerk of the Course at each. In addition members of the Road Race, Drag and Sprint Committee may be appointed to observe him. A club must nominate him as being required to take charge of a specific future event.
- National Grade E** A Clerk of the Course who may officiate at any event held under an ACU Permit for Hill Climb, Drag, Sprint and Twisty Sprint. May officiate as a Deputy or Assistant to an FIM or FIME International Clerk of the Course for Hill Climb, Drag, Sprint and Twisty Sprint.

Note 1 Clerk of the Course

AGE LIMITS:

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

Note 2 Chief Steward

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

Age Limits: Stewards may not normally officiate beyond the end of the season in which they attain

their 70th birthday. The Road Race, Drag and Sprint Committee will review Stewards who reach the age of 70 for appointments on an annual basis.

Note 3 Chief Technical Officer

The Chief Technical Officer may be a Senior Technical Official or a Registered Technical Official to be in charge of the Technical Control at an event.

Note 4 Measurer

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

Note 5 Timekeepers

Will be required to pay for their Licence.

Licence Fees:

All licences (exception Timekeepers licences) will be issued, free of charge, for a period of three years. A fee may be charged for attendance at all Seminars organised by the Road Race Drag and Sprint Committee or the relevant Panel.

3.4 HILL CLIMB, SPRINT AND TWISTY SPRINT OFFICIALS WHO DO NOT REQUIRE A LICENCE

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

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

Note 1 Incident Officer

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

Note: A Deputy Clerk of the Course may undertake these duties. An Incident Officer may be nominated to attend a Clerk of the Course Seminar to assist with these duties.

Note 2 Secretary of the Meeting

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

Note 3 Club Stewards

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

Note 4 Incident Officer and Secretary of the Meeting

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

SECTION 4 START AND FINISH PROCEDURE

4.1 TIMING EQUIPMENT

1. Unless otherwise provided for in the Supplementary Regulations, the timing apparatus shall not be placed beneath the wheels of the motorcycle in order to actuate the timing equipment.
2. The ACU grade of the timing apparatus must be stated in the Supplementary Regulations.

4.2 STARTS

1. Starts shall be made from a stationary position with the engine running and foremost part of the motorcycle a distance of 100mm behind an actual start line or a stage beam set 100mm behind a start beam. A single or 2 beam system may be used.
2. A chock may be placed against a rear wheel of the motorcycle upon lining up with the 100mm mark and may be retained in position.
3. A rider must start within one minute of receiving the start signal. Any rider failing to start within this period may be disqualified.
4. A rider will be deemed to have started when his machine actuates the timing equipment.

4.3 FINISH

1. The finishing line shall be clearly marked and defined by a chequered flag or board.
2. The limit of the braking area shall be clearly defined. The distance of the braking area must be stated in the Supplementary Regulations. If ropes are used, coloured streamers (minimum 300mm in length) must be attached at intervals of not more than 2 metres.

SECTION 5 FLAGS AND LIGHTS

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

5.1 FLAGS AND LIGHTS USED TO PROVIDE INFORMATION

1. GREEN FLAG

1. The track is clear.
2. This flag must be shown motionless at each flag marshal post for the first practice run to indicate the flag marshal posts.

2. YELLOW AND RED STRIPED FLAG (OPTIONAL)

1. The adhesion on this section of the track could be affected.

3. CHEQUERED BLACK/WHITE FLAG OR BOARD

1. This flag or board will be displayed to indicate the finish line.

5.2 FLAGS WHICH CONVEY INFORMATION AND INSTRUCTIONS

1. YELLOW FLAG (OPTIONAL)

1. Shown waved at the flag marshal post, this flag indicates that there is a danger ahead.
2. The riders must slow down and be prepared to stop.
3. Any Infringement of this rule during a run will result in the cancellation of the time of the run during which the infraction occurred.
4. Further penalties (such as fine – suspension) may also be imposed.

2. RED FLAG AND RED LIGHTS

1. When the run is being interrupted, the red flag will be waved at each flag marshal post and the red lights (where provided) switched on. Riders must stop and await instructions.
2. Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.
The red flag may also be used to close the track.

5.3 FLAG DIMENSIONS

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

5.4 FLAG COLOURS

The Pantones for the colours are as follows:

- Red: Pantone 186C
 Yellow: Pantone Yellow C
 Green: Pantone 348C

SECTION 6 BEHAVIOUR AT A MEETING

- 6.1 Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine.
- 6.2 Solo riders must adopt a position with their feet on the footrests.
- 6.3 Riders who fall from their machine are not permitted to continue in the meeting until passed fit by the Medical Personnel and the machine re-inspected by technical control. In the event of a serious accident organisers may impound any machines, equipment or clothing of riders involved in the accident.
- 6.4 Riders must not ride or push their motorcycles in the opposite direction of the circuit, unless doing so under the direction of an Official.
- 6.5 The carrying of on board cameras is only permitted with the prior approval, in writing of the Clerk of the Course. Cameras must only be fixed to the machine, they must NOT be attached to the rider or passengers helmet. The installation of the camera must be approved by the Chief Technical Officer prior to the machine's first practice session.
- 6.6 Stopping on the track during a run is forbidden except for machine failure.
- 6.7 The spinning of rear wheels (burn-outs) is strictly forbidden on the track, with the exception of the start area. Breach of this rule will result in a penalty of disqualification.
- 6.8 All competitors finishing an event must submit the machine for final examination if required. The organisers may retain that machine for a reasonable period to allow for that examination.
- 6.9 Any competitor who in any ACU or MCRCB Permitted Event participates on a machine for which he is not eligible through age or licence restrictions will be penalized by a fine of £500.00 and a suspension for one year from the date of the hearing.

SECTION 7 SAFETY

7.1 MEDICAL SERVICES MINIMUM REQUIREMENTS FOR HILL CLIMB AND SPRINT MEETINGS

	PERSONNEL			VEHICLES		
	Doctors MO	Paramedic(s) PM	First Aid personnel	Ambulance(s)	Fast Intervention Vehicle	Special Notes
Sprint and Hillclimb	1 MO or 1PM		2	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 Professionals Council) Paramedics must have appropriate personal medical malpractice insurance cover.
3. Ambulance A vehicle registered as an ambulance with the DVLA (Driver and Vehicle Licencing Agency) or similar government licencing authority and complying with 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).

Special Notes

The minimum medical requirements specific for this discipline also apply to associated Test Days.

5. **Medical Examination** At any time during a meeting the Clerk of the Course may require a competitor to undergo a medical examination to determine his fitness to ride. The decision of the Medical Officer is a matter of fact without right of protest.
6. **Concussion** If a competitor is involved in an incident which results in him being diagnosed by the Medical Officer/Paramedic as suffering from 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 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 injury and is therefore placed on the ACU Stop List
- c) Inform the Rider that he needs to see a Doctor and obtain a letter/doctor's certificate which confirms he is fit to resume competitive racing/participate in a practice/test session.

The recovery time for anyone diagnosed with concussion 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 he is in possession of a doctor's certificate/letter after the suspended period has expired.

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

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

7.2 TRACK SAFETY PRECAUTIONS

1. The safety precautions of circuits will be as laid down for each Permanent Course Licence or Temporary Course Certificate following an inspection of the course.
2. It should be generally realised that the organisers of speed events have a legal responsibility to the general public and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public.
3. Whilst organising clubs are insured under the Promoters Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with the National Sporting Code and any additional requirements as may be specified by the Permanent Course Licence or Temporary Course Certificate.
Clubs failing to do so stand in grave danger of any claims being repudiated to the club by the insurers under the terms of the policy covering legal liability.
4. The safety precautions to be adopted are provided with the Permanent Course Licence or

Temporary Course Certificate for the particular course but the following general requirements must be observed.

5. The attention of organisers is drawn to the provision of the NSC which stipulates that no alteration of the requirements contained in the Permanent Course Licence or Temporary Course Certificate shall be made without the prior approval, in writing, of the ACU.
6. It is recognised that circumstances may arise in which it is necessary to make certain alterations to the course on the day of the meeting but any such alterations must be approved by the Stewards of the Meeting and details given in their report to the authority granting the permit.

7.3 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.

7.4 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.

7.5 WARNING AND PROHIBITION SIGNS AT CIRCUITS

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

1. WARNING NOTICES

The following requirements regarding the display of Warning notices are applicable to all Hill Climb and Sprint events.

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

These notices must be prominently displayed where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit.

Where it is not possible to define the limits of the site and to control admission of the public (e.g. War Department and heath land) warning notices must be profusely displayed around the course and also in the car parks.

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

2. PROHIBITION NOTICES

The following requirements regarding the display of Prohibition notices are applicable to all Speed 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.

7.6 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.

7.7 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.

7.8 SIGNING ON

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

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

SECTION 8 TECHNICAL SPECIFICATIONS

Specification of motorcycle Motorcycles must be of Solo Category I, Group A1 or Category II, Group F, Sidecars, Category I, Group B1 or B2 or Category II Group F (Sprint and Drag Racers), Three Wheelers, Category I, Group B3 or Category II, Group F.

8.1 DRIVE

The drive to the machine shall be only through the road wheel or wheels.

8.2 BRAKES

1. Solo motorcycles must be equipped with one efficient brake operating on each wheel, and operated independently.
2. Motorcycles in Group B1, B2 and B3 must be equipped with at least two brakes, operating independently, on at least two of the road wheels, each giving complete control.

8.3 TYRES

1. **Tyres for Hill climb and Twisty Sprint.** Any type of tyre is permissible.
2. **Tyres for Sprint.** There is no restriction on the type or size of tyres that may be used however the cross section must not be less than 50mm.

8.4 MUDGUARDS

Mudguards are not compulsory.

8.5 CLUTCH AND BRAKE LEVERS

Clutch and brake levers must be ball ended, the diameter of the ball being not less than 16mm and either an integral part of the lever or a permanent fixture.

8.6 PRIMARY AND AUXILIARY DEVICES

Adequate guards must be fitted to prevent the drives being accidentally touched at any part of the run not in contact with the sprockets.

8.7 THROTTLES

All machines must be fitted with self-closing throttles.

8.8 HANDLEBARS

1. Handlebar minimum width 450mm.
2. The minimum angle of rotation of the handlebars, each side of the centre line or mid-position must be 20 degrees.
3. Whatever the position of the handlebars, it must not be possible for the front wheel to make contact with any streamlining.
4. It is compulsory to fit a stop or stops or other devices to ensure a minimum clearance of 30mm between the handlebars and tank when on full lock to prevent the trapping of the rider's fingers.

8.9 SUPERCHARGERS

1. **Hill Climb** Superchargers are permitted.
2. **Sprint** The use of superchargers is permitted on machines up to 2000cc.

8.10 FUEL

1. **Hill Climb and Twisty Sprint**
 1. Fuel may be Methanol or unleaded petrol, see ACU/FIM Fuel Regulations for physical properties, fuel test costs and penalties for non-compliance. Machines running on methanol must display an Orange sticker on the tank. (Test costs and penalties also apply if Methanol is used).
 2. Power boosters nitrous oxide injection and octane boosters are forbidden.
 3. Fuel must be stored in a labelled metal container.
 4. Machines of a type manufactured before 1975 may use leaded pump petrol.
2. **Sprint**
 1. Unless otherwise stated in the Supplementary Regulations, there shall be no restrictions as to the type of fuel that may be used.
 2. All machines of any capacity running on any percentage of Nitro Methane must have a positive fuel cut off that can be activated from the handlebars without the rider having to remove a hand from the handlebars and to display a red triangle on the front of the machine to indicate to the technical officials the machine is running on Nitro.
 3. For Junior Classes only unleaded petrol may be used. Nitrous oxide injection, power and octane boosters are prohibited.

8.11 FOOTRESTS

1. The footrests for the rider must be positioned to give easy access to any control pedal.
2. The ends of the footrests must be rounded with a ball end of not less than 8mm diameter.

8.12 OIL DRAIN PLUGS AND SUPPLY PIPES

All oil drain plugs must be tight and must be drilled and wired in position. Oil supply pipes must be adequately wired in position.

8.13 OIL CATCH TANKS

1. 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 a meeting.
2. Total loss engines must have an effective means of collecting all ejected oil with no discharge to road.

8.14 NUMBER PLATES

1. Whenever number plates are required to be carried at an event they will be three in number and must comply with the following requirements.
2. They must be made of rigid material and solidly constructed, rectangular in shape, measuring a minimum of 235mm × 285mm in size with 50mm radius rounded corners.
3. The plates must be flat or slightly curved (not more than one inch from the true plane) and must not be otherwise bent or obscured in any way.
4. One plate must be carried facing forward and not more than 25 degrees from the vertical and others must be facing outwards and vertical, one on each side of the machine.
5. The minimum dimension of the figures must be: height 140mm, width of stroke 25mm, and the space between any two figures 25mm.
6. The figures must be legible and both figures and background must be in a 'matt' (non-shiny) colour.
7. They must be so fixed that they are clearly visible and not obscured by any part of the machine or by the rider when he is in the riding position.
8. In place of detachable plates similar areas may be painted on the body of the machine or on the streamlining.
9. Any other number plate or any marking on the motorcycle that might be confused with a number plate must be removed before the rider is allowed to start. The following colours shall be used and they must be Matt colours following 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
Up to 125cc	Black background	White numbers
Up to 250cc	Green background	White numbers
Up to 350cc	Blue background	White numbers
Up to 500cc	Yellow background	Black numbers
Up to 750cc	White background	Black numbers
Up to 1300cc	Red background	White numbers
Sidecars and Threewheelers	White background	Black numbers

8.15 CONTROL OF EXHAUST SOUND LEVEL

1. The Clerk of the Course may disqualify any machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy.
2. The sound level of hill climb machines is controlled according to the ACU method.

3. Machines must comply with the Supplementary Regulations for the meeting.

8.16 EXHAUST PIPES

For Hill climb and Twisty Sprint the end of the exhaust pipe or pipes may not project beyond any part of the vehicle or its bodywork. For straight line sprint machines any such projection will be at the discretion of the Clerk of Course.

8.17 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.

8.18 STREAMLINING FOR SPRINT MACHINES

1. Unless otherwise stated in the Supplementary Regulations, there is no restriction on the type of streamlining of a motorcycle except that there must be a clearance of at least 50mm between the streamlining and the extremities of the handlebars or other form of steering device, including any attachments thereto, whatever the position of the handlebars.
2. Should the streamlining totally enclose the rider and/or passenger, a firewall must be installed between the engine and the rider and passenger and, in addition, a substantial roll bar must be securely fitted.
3. Any streamlining must be approved by the Technical Official and, unless so approved, the motorcycle must not be driven in any event or in practice thereof.

8.19 SPRINT ADDITIONAL SPECIFICATIONS FOR SOLO MACHINES 1300CC AND OVER

All motorcycles in or over 1300cc (Category) must comply with the following:

1. A positive on-off ignition cut-out switch must be fitted in an accessible position on the handlebar so as to be operated by a rider or marshal in an emergency.
2. All fuel lines from the main supply tanks must be fitted with easily accessible on and off control taps.
3. A final drive steel guard with a minimum thickness of 1.5mm steel or 3mm alloy gauge must be fitted to enclose the top run if a chain is used. If drive shafts are employed, restraining steel rings must encircle the shafts, one at each end.
4. A clutch guard of sufficient strength must be fitted to protect the rider and/or passenger in the event of clutch parts breaking up. If cruciform in shape, it is to be made of minimum 38mm wide 3mm steel. If a complete covering, minimum 1.5mm wall thickness.
5. All frames must be entirely self-supporting and stable in the event of one or more of the engines disintegrating.
6. The front steering assembly must have a minimum trail of 100mm and be of sufficient strength to obviate any likelihood of collapse during acceleration or under braking conditions. Flimsy forks or frames are not permitted.
7. For Junior Classes superchargers and turbochargers are not permitted. For Junior Classes standard rebore are permitted to a maximum increase in engine capacity of 3cc.

8.20 HILL CLIMB AND TWISTY SPRINT – ADDITIONAL SPECIFICATIONS FOR THREE WHEEL MACHINES

1. **Class 1**
 1. Handlebar steering – handlebar minimum width 450mm.
 2. Handlebar twist grip.
 3. Single front wheel steering only.
 4. Or be age related, historic three wheel machines.

Class 2

1. Modern three wheel car type machines.
2. Steering wheel.
3. Accelerator pedal.
2. All fully enclosed streamlined three-wheelers must carry a timing strut mounted on the most forward part of the vehicle to activate timing devices in events where timing is activated by a light beam.
3. The vertical strut must be opaque and non-reflecting and a height of 25.4cm by a depth of 5cm between 20cm and 46cm from the ground.
4. A passenger must be carried in addition to the rider. The passenger must always be completely protected from the road wheels and drive (both primary and final) either by mud guarding or some other means.

8.21 SPRINT – ADDITIONAL SPECIFICATIONS FOR THREE-WHEELERS

1. All fully enclosed streamlined three-wheelers must carry a timing strut mounted on the most forward part of the vehicle to activate timing devices in events where timing is activated by a light beam.
2. Where fitted the vertical strut must be opaque and non-reflecting and a height of 25.4cm by a depth of 5cm between 20cm and 46cm from the ground.
3. A passenger or ballast must be carried in addition to the rider. If a passenger is replaced by ballast this must weigh not less than 132lb (60kg). The Ballast must consist of a single object securely fixed to the chassis/frame in the passenger seating area. It must be attached under the supervision of a Technical Official at the meeting. Where a passenger is carried, the passenger must always be completely protected from the road wheels and drive (both primary and final) either by mud guarding or some other means

SECTION 9 PROTECTIVE CLOTHING**9.1 PROTECTIVE CLOTHING**

The rider must wear his protective clothing to Technical Control to demonstrate good fit.

1. Bulky hard objects such as tools etc. are NOT to be carried in pockets or on the person.
2. During practice and racing, riders and passengers must wear the following clothing and footwear:
3. Competitors must wear a complete leather suit of at least 1.2mm in thickness (on all parts of the suit), two piece suits that zip together at the waist are acceptable. Each part of the zip should be securely attached to the jacket or the trousers respectively and the suit must zip together over at least 75% of the waist band.
4. Non-leather material may be used if it meets with the requirements laid down by ACU Road Racing Standing Regulations.
5. Competitors footwear must be of leather (i.e. outer hide) or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection i.e. no exposed areas. No areas of skin to be left exposed between the wrist of the suit and the wrist of the glove.
6. Competitors must wear leather (or an approved substitute material) protective gloves to provide, with the suit, complete protection. No areas of skin to be left exposed between the wrist of the suit and the wrist of the glove.
7. Long hair and beards should be contained within the helmet or clothing.

9.2 BODY JEWELLERY

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

9.3 HELMETS

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

9.4 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.

SECTION 10 RUN WHAT YOU BRUNG – CLASSES FOR ROAD LEGAL MACHINES

The National Sporting Code of the ACU, these Standing Regulations and the Disciplinary Section of the Road Race Standing Regulations shall apply to all Hill Climb, Sprint and Twisty Sprint "Run what you Brung" events within a Hill Climb, Sprint, or Twisty Sprint Meeting together with the Supplementary Regulations and any final instructions.

10.1 DEFINITION

A race at a Hill Climb Sprint, or Twisty Sprint meeting for Competitors competing on motorcycles registered and licensed for use on the Public Highway.

10.2 ELIGIBILITY

Open to competitors who are holders of a full DVLA motorcycle licence and who hold an ACU Competition Licence or ACU One Event Licence.

10.3 MACHINE ELIGIBILITY

Any motorcycle registered and licensed for use on the Public Highway. A current MOT certificate, if required, must be produced at Technical Control inspection. The machine must be in road legal condition to be eligible to take part in this type of event.

10.4 TECHNICAL CONTROL

1. The machine must be free from all obvious fluid leaks.
2. A number issued by the organisers must be displayed on the machine, to enable identification.
3. All lights and indicators must be taped over.
4. All stands must be wired or taped up.

10.5 PROTECTIVE CLOTHING

See Section 9.

SECTION 11 ACU SPRINT CHAMPIONSHIP QUALIFYING ROUNDS (TO BE ANNOUNCED)

11.1 TITLE

The main title of each round shall be the ACU Sprint Championship 'X' Round – this to appear on all documentation. The title may however be abbreviated at the discretion of the ACU in the case of the use of associated advertising material, where it would be impracticable to use the full title.

11.2 ELIGIBILITY

1. Open only to holders of a current ACU, Scottish ACU or MCUI competition licence for sprinting.
2. All Championship rounds shall be run under Restricted Permits.
3. All riders taking part in the championship must display an ACU decal on their machine these, will be provided by the event organiser at signing on, any competitor not complying will be disqualified from the results for that event

11.3 CLASSES

1. Bracket Classes 10.1 and 9.5

Bracket classes are open to any capacity of machine, riders choose the bracket that best suit the performance of his machine and there are no limitations on bike specifications.

If a rider enters the 10.1 second class he will try to get as near to that time as he can, the class winner is the rider that as the best time in the class without going under the 10.1 index.

If a rider brakes out in any of the above classes i.e. goes quicker than the index, he loses all times recorded in the class and must start again with a fresh set of runs, he stays in his chosen class.

2. Supersport Classes for Road Based Production bikes only

The Supersport classes are heads up racing classes with a set of capacity classes that will allow all known manufacturers bikes to run in this class.

- a. Up to 675cc
- b. 676cc to 1075cc
- c. 1076cc to unlimited

All supersport classes are for bikes with standard frames, wheelbase and engines.

Modifications that are allowed are Front Forks tiedowns, lowering links, after market exhaust, airbox modifications, ignition Flash/power commander.

If lowering links are fitted then the minimum ground clearance must be 75mm at the lowest point with rider sat on the bike in full kit.

Production bikes are eligible for the Supersport Classes or the Bracket classes, these classes offer the rider a performance known class to race in.

3. Top Bike Class

The top bike class is for all modern turbo, supercharged and nitrous bikes heads up racing class slicks and wheelie bars are allowed.

4. Racing Classes

Racing classes open to purpose built sprint/drag bikes, production bikes are not allowed in these classes.

- a. Up to 500cc
- b. 501cc to 1000cc
- c. 1001cc to 1300cc
- d. Unlimited

5. Minimum Class Entries

Insufficient entries of less than 3 for a class will result in the class being merged with the next higher class.

The rider will score points in the higher class that he has been merged into.

No points will be allocated to the rider for the class that had insufficient entries.

11.4 POINTS

1. Points will be awarded for each round.
10 points 1st place,
8 points 2nd place,
6 points 3rd place,

- 5 points 4th place,
- 4 points 5th place
- 3 points 6th place,
- 2 point 7th place.
- 1 point for 8th place
- 2. There will be 3 extra points for a rider breaking his entered ACU Championship class track record or 4 points for a rider hitting his index for the ACU Championship class he has entered.
- 3. Each rider will be awarded 2 points for each ACU Championship round that they sign on for.
- 4. There will be nine rounds with 7 to count for the ACU Championship, if a rider does all 9 round he will drop his lowest 2 results.

11.5 OVERALL CLASSIFICATION

At the conclusion of the Championship the points for each rider's best seven performances from the nine rounds will be added together; the rider with the highest number of points overall in any one class will be declared the winner.

11.6 TIES

Ties will be decided as follows:

- 1. By the rider gaining the highest number of wins from the seven meetings counting for the riders total.
- 2. By the highest number of class records broken or highest number of perfect indexes attained.
- 3. By the greatest number of first and second places in all qualifying events.
- 4. In the event of a continuing tie, the decision will be taken on the basis of the highest speed recorded in either breaking the record or hitting the perfect index.

11.7 RESULTS RETURN METHOD

- 1. Immediately after each meeting organisers should send a copy of the result sheets to the Series Coordinator:
Mr. Neill Curtiss, 2 Durham Close, Cheltenham GL51 3DF2 Tel: 01242 573329 Mon to Fri.
- 2. The Series Coordinator will assess the results, and will send them immediately after the final round to the ACU for ratification. The Results form will be completed by him in the following manner:
 - 1. Heading: The number of the round, the venue and the date.
 - 2. Name: Rider's name.
 - 3. Number: Racing number allocated by round organiser.
 - 4. Record Time: If a new ACU Championship class track record has been established the time will be entered, otherwise a line will be drawn through the box.
 - 5. Class: Each rider's capacity class will be shown as appropriate.
 - 6. Position: Showing the results for each rider for every round, their best results in each class, points scored per round, records broken, or perfect Index scored, signing on points, total championship points, championship position.

11.8 TECHNICAL SPECIFICATION

These are as per Hillclimb and Sprint Section 8 Technical Specifications, these should be read by all competitors competing in the championship

11.9 PROTECTIVE CLOTHING

As per Hillclimb and Sprint Section 9 Protective Clothing of the ACU handbook.

SECTION 12 SPRINT RECORD ATTEMPTS

1. An application for a National Record Attempt meeting must be lodged with the ACU at least one month (International 3 months) before the attempt, together with the names of the appointed Timekeeper and Measurer.
2. Applications for a permit to attempt records by a rider must be received at the ACU offices not less than 28 days before the published day of the event.
3. Regulations governing attempts at British National Records and Elvington' Production Records are obtainable from the ACU Headquarters together with a list of current Records. Price £5.00 available from the ACU Road Race Department.