

1 GENERAL

1.1 Compliance with Regulations

Every rider (and parent/guardian for youth) entering or being entered acknowledges that he/she is bound by the ACU Sporting Code. These Grass Track Regulations, together with any Supplementary Regulations and final instructions thereafter issued to all of which undertake to submit and moreover, renounce the right to have recourse to any arbitration or tribunal not provided for in the rules.

1.2 Eligibility

For National Competitions, Entrants, Drivers and Passengers must hold a current Competition Licence for International or National Events issued by the ACU, or the Scottish ACU. Competitions of Continental status may allow licence holders from FMN's within the EC to participate. Start permission from the FMN must be submitted to the organiser. For all competitions of below National Status, a current Competition Licence of the appropriate grade is required. Details of eligibility will be found in the Supplementary Regulations of the event. Applicants for Youth Licences please refer to the Youth Licence Regulations within this Handbook. The minimum age for an adult competitor is 16 years, but applications will be considered by the Track Racing Committee for 15 year olds to ride in the 250cc & 350cc classes.

1.3 Non-Starters/Reserves/Substitutes

The place of any non-starter shall be taken by a RESERVE driver whose entry has been accepted, and in the order of priority as listed in the Official Programme of the Competition. A SUBSTITUTE driver may be nominated only by the ENTRANT being the holder of an Entrant's International or National Competition Licence. Where a rider is his own Entrant, no substitution will be permitted. (See Sporting Code). A change of passenger during a meeting is permitted if authorised by the Clerk of the Course.

1.4 Alterations to Programme

In the event of a race being cancelled due to insufficient entries, the promoters reserve the right to offer the race time and prizes for a race of similar length, for machines of another class or category.

1.5 Abandonment

The organisers reserve the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone or abandon any event, or the competition itself, if circumstances should arise which in their opinion, renders such action necessary.

1.6 British Individual Grass Track Championships

It is a condition of the issue of a National Competition Licence that the competitors will not be granted authority to compete at home or overseas at any event which clashes with the Qualifying rounds or the Final of an Individual Championship for which they have qualified or may be nominated for.

Competitors should also note the requirements for International Selection through the appropriate Individual Championship.

After a written request to the TRC, permission may be given for a rider to compete at a UEM or FIM Championship event which conflicts with the date of an Individual Championship.

1.7 Adult Grass Track Recordings

Events which points may be allocated are Closed to Club, Centre Restricted, Regional Restricted, Restricted Invitation, Open, National and International.

Points are allocated on the results of the first final for each class at each event. Should the race be run on, for example, a three leg basis, the points should then be given on the overall results. If in doubt, a good guide is to use the published result and/or result on which the awards are presented. Points may only be allocated for one event in each capacity class at each meeting i.e. one 250cc final, one 350cc final, one 500cc final and one of the sidecar classes. Riders may be allocated points in each of the capacity classes in which they compete. Unlimited capacity classes do not carry any grading points. Points allocation for classes as follows:

Events below National Status		National and Home International events			
1st	6 points	1st	12 points	6th	6 points
2nd	5 points	2nd	10 points	7th	5 points
3rd	4 points	3rd	9 points	8th	4 points
4th	3 points	4th	8 points	9th	3 points
5th	2 points	5th	7 points	10th	2 points
6th	1 point				

Should any event cater for less than 10 finalists the winner of the event is allocated the maximum number of points i.e. 12 points, the other finishers 10, 9, 8 and so on. Centre Recorders are asked to allocate points for the following events: - All Grass Track meetings except the Best Pairs and Inter Centre Championships.

1.8 Grass Track Recorders

National Co-ordinator Mrs. T. Cossar, ACU House, Wood Street, Rugby CV21 2YX. Tel: 01788 566400

Cornwall Centre Kareena Symons, Chy-an-Vre, Cleers, Roche, St Austell, Cornwall PL26 8ND.

Tel: 01726 891022 / 07888 737693

Eastern Centre Mr. J. Sayer, Hylands, Dunmow Road, Thaxted, Essex CM6 2NX. Tel: 01371 870123

East Midlands Centre Mr. R. W. Smith, 59 Green Avenue, Chellaston, Derby DE73 6TE. Tel: 01332 722671

East South Wales Centre G. Rogers, 735 Newport Road, Rummey, Cardiff CF3 8DD. Tel: 01222 777576

East Yorks Centre Mr. D. A. Brown, 4 Brockfield Road, Huntingdon, York YO3 9DZ. Tel: 01904 622274

Midland Centre Mrs. D. Edwards, Oak Lodge, Buckwyns Chase, Billericay, Essex CM12 0TN. Tel: 01277 632249
Mid Wales Centre Mr. M. Kilvert, Windy Way, Nantoer, Newtown, Powys SY16 1HH.
North Western Centre Mr. G. Lowe, Liversage House, 83 Under Lane, Grotton, Oldham OL4 5RN.
South Eastern Centre Mr. M. Godden, 6 Greenlane Cottages, Green Lane, Tonbridge, Kent TN12 9RE.
Tel 01892 730922
Southern Centre Mrs. D. J. Read, 12 Heights Road, Upton, Poole, Dorset BH16 5QL. Tel: 01202 778136
South Midland Centre Mr. B. Davis, 128 Dorchester Way, Hayes, Middlesex UB4 0HZ. Tel: 0181 848 8279
South Western Centre Mr. C. Pattison, 6 Churchfields, Wincanton, Somerset BA9 9AJ. Tel: 01963 33001
Wessex Centre Mr. M. Melksham, 6 Staplegrove Crescent, St. George, Bristol BS5 8TN. Tel 01179 095479
Western Centre Mr. G. Williams, 32 Middle Way, Fayre Oaks Home Park, Kings Acre, Hereford HR4 0SU.

1.9 Clerk of the Course

A list of the current National ACU Clerks of the Course is available from the ACU Head Office.

2 PROCEDURES

2.1 Direction of Racing

Solos A, 500cc Sidecar B1(c), 1000cc B1 (b), will race in an anti-clockwise direction. 1000cc Sidecar B1 (a) will race in a clockwise direction.

2.2 Running of Engines

The running of engines is prohibited except during official practising and actual racing, and for a period not exceeding five minutes prior to the start of each race. A breach of this regulation will involve disqualification from the meeting of the driver of the motorcycle concerned.

2.3 Control of Exhaust Sound Level

The Clerk of the Course may exclude any machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy. The sound level will be controlled either by the fitment of an FIM Homologated Silencer, or, in the absence of homologated silencers according to the FIM/ACU method and measured at 2 metres distance where it will not exceed 86 dB(A). Initially this reduced figure will not apply to engines manufactured prior to 1975. (For precise method of testing, please refer to the Sound Control Regulations within this Handbook). Random or spot checks may be made by ACU Sound Control Officials of the sound level of any machine not fitted with an FIM Homologated silencer taking part in any ACU meeting in addition to any routine checks at Technical Control.

The engine piston stroke in millimetres must be permanently and prominently displayed on the crankcase for use in sound control calculations.

2.4 Engines Measurement

Where it becomes necessary for the ACU or an organiser to verify any fact relating to an engine size, it shall be carried out at the cost of the rider. Where an engine is measured, as the result of a Protest, the Protest must be submitted with the appropriate fee plus a deposit of £50.00 for a single and £250.00 for a multi-cylinder which can only be returned if the Protest is upheld. If the Protest is unsuccessful then the deposit will be awarded to the person against whom the Protest has been made. The Protest fee will be sent to the ACU Benevolent Fund. The Clerk of the Course shall judge as guilty anyone who refuses to present an engine for measurement. The rider will be excluded from the results of the event and will be fined. If engines are presented for measurement, but this cannot be carried out, the engines must be sealed for later measurement. If seals are damaged or removed the rider will be excluded from the results and fined. A sealed engine must be measured within 28 days, unless required earlier for a subsequent round of a Championship.

2.5 Environmental Protection

- a) Environmental mats must be used by all competitors to prevent the discharge of fuel, oil, cleaning fluids, degreasants, cooling and brake fluids from contaminating the ground.
- b) The power washing of motorcycles is not permitted at Grass Track events.
- c) Competitors and their teams must make use of the containers provided for the disposal of oils and other waste material.

2.6 Technical Control

All motorcycles and protective clothing must be presented to the Technical Official for examination before the start of any practice, or at any time during the meeting as may be required by the Clerk of the Course, to ensure that they are in a safe and sound condition and comply with the requirements of the regulations. Spokes on all wheels must be accessible during Technical Control. Any machine involved in an accident must be presented to technical control for re-inspection before being ridden again at the meeting. *Youth - Protective clothing to be worn by competitors when presented for Technical Control.*

2.7 Practising

At all Grass Track meetings controlled practising will be allowed on the course and each driver and passenger must complete at least two laps of practice to qualify for the event. Practice laps must be recorded.

2.8 On Track Starts

The Start/Finish line should be positioned at 50% of the length of the straight. The starting gate stanchions must not compromise the run off area. There must be no more than eight solos or six sidecars on the Start Line.

2.9 Method of Starting

The method of starting shall be stated in the Supplementary Regulations. For National adult events a green light will be illuminated to indicate to riders that they are under Starters Orders. Any rider touching the starting tapes once under starters orders will be disqualified.

2.10 Starter's Orders

Only those riders/passengers in the starting area or on a grid will be deemed to be under Starter's Orders. No other rider is subsequently permitted to start in a race.

2.11 Delaying the Start

Any rider not prepared to start within two minutes after being called to the starting line will be disqualified from the race.

2.12 False Start

Any rider who in the opinion of the Clerk of the Course has caused a false start will be disqualified from that race.

2.13 Flag Signals

The following code of Flag Signals will be used where appropriate.

National Flag: Start.

Black with Drivers Number: That driver to STOP.

Yellow: Accident, slow down, driver must be prepared to stop. OVERTAKING STRICTLY PROHIBITED. Any rider judged to have taken unfair advantage by racing or attempting to overtake within the area controlled by the yellow flags will be considered guilty of unfair and/or dangerous driving and will be disqualified.

Red: Immediate STOP all drivers

Green: Course Clear

Yellow with Black diagonal cross: Start of last lap.

Chequered Black and White: Finish

Any additional flag signals will be stated in the Supplementary Regulations. Only authorized Officials are permitted to use these flags. All the above flags should measure not less than 750mm x 600mm.

2.14 Finish of Race

The chequered flag will be displayed as the winner crosses the finishing line and will be kept flying thereafter until the last rider finishes the lap. No rider will be allowed to start a fresh lap after the chequered flag has been displayed. Thereafter riders crossing the line will be flagged off, their position being determined by the number of laps each has completed, To be classified as a finisher a rider must complete 3/4 of a four lap race or 2/3 of a six lap race within three minutes of the winner crossing the line.

A competitor who has qualified for a final but not completed race distance will be placed according to the number of laps completed, without the requirement to complete a minimum number of laps.

2.15 Stoppage of a Race

If a race is stopped before the race leader has completed 3/4 of a 4 lap race, or 2/3 of a 3 or 6 lap race, the race shall be re-run. If the race leader has completed the above race distances, (3/4 of 4 lap race or 2/3 of a 3 or 6 lap race), before the race is stopped, the results can be declared at the discretion of the Clerk of the Course.

2.16 Leaving the Course

A driver who permits any of the wheels of his motorcycle and/or sidecar to cross the defined edges of the track will be reported to the Clerk of the Course who may disqualify that rider, unless such action was in the interests of safety or due to the action of another rider. Any rider or passenger who displaces the marking flags with either his motorcycle/sidecar or any part of his person may be disqualified.

2.17 Riding in the Pits

There shall be no riding of motorcycles in the pits. Where possible an area protected by a safety fence shall be provided to start machines.

2.18 Accident Involving Danger

If an accident has occurred and in the opinion of the Clerk of the Course it would be dangerous for the race to continue, he will stop the race and may order it to be re-run. The Clerk of the Course will disqualify the rider or riders who is or are the cause of the race being stopped.

2.19 Re-run Races

In the event of a race being re-run, the Clerk of the Course may permit any rider who has fallen either as a result of his having been fouled or because he had deliberately 'laid down' his motorcycle or has left the course in the interest of safety, to take part in the re-run. Any rider having been the primary cause of the stoppage, or not proceeding under power at the time of the stoppage, will not be eligible to take part in the re-run.

2.20 Outside Assistance

If, during a race, a rider receives outside assistance, other than that provided by the Organisers for the removal of himself or his machine from the course in the interests of safety, he will be disqualified.

2.21 Foul, Unfair or Dangerous Riding

The Clerk of the Course may discipline any rider who, in his opinion is guilty of unfair, foul or dangerous riding. This may result in a warning, place penalty or disqualification, please refer to the National Sporting Code.

2.22 Ties

Intermediate/Semi Final Standings

- a. Count back
- b. Best position if the riders met
- c. A ballot in the presence of a Steward

Finals where points are carried forward

- a. Where riders tie on points after the Final the best place in that Final will decide the overall result.

2.23 Medical Services

At least one ambulance must be present during all official practicing and racing, and if it is not possible for a second ambulance to be present, an auxiliary vehicle with a stretcher must also be available on the course during official practicing and racing.

At ALL Grass Track events, including official practice, qualified First Aid personnel must be in attendance with full first aid equipment including a stretcher. For events of National status and above arrangements must also be made for a Doctor or Paramedic, with appropriate equipment for racing, to be in attendance during racing and official practicing with two ambulances being available. For events below National status the attendance of a Doctor or Paramedic is strongly recommended.

All paramedics must be registered with the Health Professional Council. Names of paramedics should be obtained by an organizer prior to the event taking place and then checked on the following HPC website: <http://www.hpcheck.org/lisa/online/register/MicrositeSearchInitial.jsp>.

The minimum equipment requirements for an Ambulance are as follows:

Medical: Stretcher - Apparatus to immobilise limbs and vertebral column - Oxygen Supply - First Aid Kit and Materials

Technical: Radio Communication - Visible and Audio Signals - 4 First Aid Personnel

(Note: Local hospital authorities must be advised of the time and date of the meeting).

For definitions of Doctor, Paramedic, Ambulance and First Aid Personnel please refer to the Medical Services Section within this Handbook. Paramedics must be registered with the Health Professional Council. Be aware that some paramedics and St Johns Ambulance teams may not be able to carry Morphine.

3 RIDERS

3.1 Helmets

Helmets bearing the current ACU approval 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 or FIM. For information regarding helmets please refer to the Helmet Section of this handbook.

3.2 Protective Clothing

In all races and official practice outer clothing made of leather or a substitute, substantially padded at the shoulders, elbows, hips and knees, and calf-length boots, and leather or suitable substitute material gloves, shall be worn by both riders and passengers. Racing suits should be one piece or effectively joined when worn to form one piece. Any other racing suits must meet the standards required for leathers. Where non-leather materials are used they should have the following characteristics equivalent to leather.

- i) Fire retardant ability
- ii) Resistance to abrasion
- ii) Coefficient of friction against track surfaces
- iv) Perspiration absorbing ability
- v) Be nontoxic and non-allergic
- vi) Fabric must not melt

The clothing manufacturer is responsible for ensuring that the products and materials that carry his name conform to these rules. Kevlar suits to be approved only if worn with padding or a padded inner suit. Nylon suits will only be approved if worn with padding or a padded inner suit.

The minimum requirements for the footwear of passengers shall be leather ankle boots, minimum height 200mm. Goggles, and spectacles if worn, shall be of a non-splinterable material.

Youth - Tinted goggles/visors only allowed with permission of the Clerk of the Course and Technical Official at Technical Control. Youth protective clothing should comply to the same standards as adults.

BACK PROTECTORS. Competitors in all classes are required to wear commercially manufactured back protection during both practice and racing.

3.3 Identification Discs

All riders and passengers, *including youth competitors*, are required to wear identification discs around the neck or the wrist during racing and practising. The disc must bear the wearer's full name and date of birth. String/wool or any other non-breakable material must not be used around the neck.

3.4 Jewellery

Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an incident, e.g. chewing gum. This includes removing dentures.

3.5 Fire Extinguishers

All competitors, with the exemption of those travelling to an event on the machine on which they are competing, must have a 2 kg (minimum) dry powder fire extinguisher available for immediate use. If a 'closed vehicle' is being used the extinguisher must be fitted adjacent to, or on the inside of the working door. In the case of a shared vehicle the other competitors extinguisher(s) should also be visible, or, the fitted extinguisher(s) must be of a proportionately larger capacity.

3.6 Licences

- a) **FIM & UEM Championship Licences.** The Track Racing Committee will confirm the competitors who qualified and are eligible for these licences. The holders will be automatically entitled to hold an Non-Championship Licence.
- b) **International Non-Championship Licence.** Holders of a National Licence are eligible to apply for an International Non-Championship Licence. An International Non-Championship Licence can only be obtained through the relevant National Championship or at the discretion of the Track Racing Committee.
- c) **Licence Upgrading.** To upgrade to a National Licence drivers must obtain signatures to demonstrate that they have finished in 6 finals at lower level events. Sidecar passengers wishing to upgrade to a National Licence must obtain signatures to demonstrate they have finished in 3 finals at lower level events.
- d) **Lapsed Licences.** Any competitor wishing to renew a licence which requires qualification and the licence has been expired for more than 3 years will be issued with a Restricted Licence.

4 TECHNICAL

4.1 Specification of Motorcycle

Motorcycles of Solo Category 1, Group A1, Sidecar Category 1, Group B1 (a, b, c) must comply with the following discipline requirements in addition to those of the National Sporting Code Appendix D. Machines originally designed for Enduro, Motocross, and Trials competitions (as defined in the respective regulations) are permitted in race meetings but may not be used in the same races as track racing motorcycles, but may be included on the same permit.

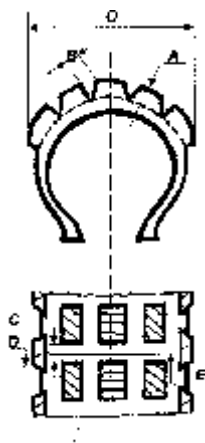
4.2 Brakes

Motorcycles in Group A(1) and A(2) (Solos) must comply with the following:

- 250cc, 350cc and 500cc track racing motorcycles used in adult competitions must not be fitted with brakes or decompressors.
- All other motorcycles to be fitted with at least one effective brake. Motorcycles in Category 1 Group B (a, b) must be equipped with at least one effective brake operating on the motorcycle wheels.

4.3 Tyres

Except for the prohibited use of tractor pattern tread tyres there is no restriction as to the type of tyres which may be used for solo motorcycles, other than as may be laid down in the Supplementary Regulations. The tread depth and spacing of tyres fitted to the driven wheel of Groups B (a, b) must not exceed the dimensions specified for trials tyres refer to diagram. The overall width, measured at wheel spindle height must not exceed 150mm. Tread depth (A) must not exceed 13mm. All tread blocks in the same circumference must be of the same depth. The space between the tread blocks (B) must not exceed 10mm across the tyre or 13mm in a circumferential direction (C). The space between the shoulder blocks (D) must not exceed 22mm. The space across the tread (E) must not extend completely across the tyre measured at right angles to the tyre wall unless broken by a block. All main tread blocks must in principle be parallel with or at right angles to the tyre axis. (Tyre must have the same appearance if reversed and conform in principle with these diagrams). The tread pattern of the tyre must not be modified.



4.4 Mudguards and Wheel Protection

Category 1, Group A and B Motorcycles must be fitted with two mudguards giving protection to the driver. The rear mudguard must extend laterally beyond the tyre and cover at least 35 degrees of the upper front quadrant of the rear wheel, and must extend to 5 degrees or more behind a vertical line running through the rear wheel spindle and must extend to the full width of the tyre. The Clerk of the Course may permit the removal of the front mudguard if conditions make this desirable. If cast or welded wheels are used for all types of track racing a protection must be provided by enclosing the spokes with solid discs. Sidecar wheel mudguard must extend to the full width of the tyre.

4.5 Wheel Rims

The modification by drilling to the wheel rims is prohibited other than for spokes, valve, security bolts or tyre retention screws. If the rim is modified for bolts, screws etc. they must be fitted.

4.6 Clutch and Brake Levers

Refer to National Sporting Code Appendix D.

4.7 Footrests and Handlebars

The footrest for the driver must be positioned to give easy access to any control pedal. The ends of the footrest must be rounded with a spherical radius of not less than 8mm viewing from front and end of footrest. The ends of the handlebars on all motorcycles shall be rounded or otherwise protected. When light alloy handlebars are used, the distance between the two extremities of the clamping area (or of the two clamps) must not be less than 120mm and handlebar clamps must be very carefully radiused and engineered so as to avoid fracture points in the bar.

4.8 Front Engine Plates Solo - Machines

Where appropriate, the void between the front engine plates of solo machines below the dirt shield, if fitted, must be covered with a permanently fixed shield or plate.

4.9 Open Transmission Guards

The primary transmission must have a fully enclosed guard. The cutting of the guard is only permitted to expose the clutch pressure plate and allow adjustments to the clutch springs. An additional protection must be provided to prevent a broken primary chain from flying upwards. This can be provided by either a fully enclosed steel chain guard or, if a plastic chain guard is used, a steel bolt of 10mm minimum diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must always be completely replaced.

On all machines chain guards must be fitted to cover the Entry to the gear box and rear wheel sprockets.

4.10 Ignition Cut-outs

An ignition cut-out operated by a lanyard which disables the machine in the event that the driver dismounts must be fitted to all machines. Cut-outs must function when the lanyard is pulled from any direction. The lanyard must be non-elastic. Coiled telephone cable or similar materials are not permitted. The cut-out must operate on the low voltage circuit and be fail safe when operated. In addition, any part of the cut-out which remains live after actuation must be shrouded in order to prevent accidental contact re-establishing the current flow. The use of the handlebars or front forks as part of any circuit is not permitted. The Cut-out lanyard must be attached to the operators wrist whenever the engine is running including push starting the machine and warming up the engine.

4.11 Carburettors

500cc solo machines must be fitted with one carburettor with a maximum choke size of 34 + 0.1mm circular shape.

4.12 Superchargers

The use of superchargers and turbo chargers on solo machines is prohibited.

4.13 Chassis Construction

The use of titanium nuts and bolts is not permitted. A dimension increase may be necessary when ferrous fasteners are replaced by non-ferrous fasteners.

4.14 Exhaust Systems

Solo - The exhaust system of a solo machine must not extend beyond the outer circumference of the rear tyre. Between the silencer and the tyre a maximum gap of 60mm must not be surpassed. The exhaust fumes must be discharged from the system horizontally and parallel to the centre line of the machine. The exhaust pipe of a solo track racing motorcycle must be fixed to the cylinder head and frame with a minimum of three clips (the point of fixture at the cylinder head is considered as one clip). The diameter of the exhaust pipe must not exceed 50mm diameter or an equivalent area and must remain constant up to the silencer. The outlet area of the silencer must remain constant over a length of 50mm and must not exceed 45mm or an equivalent area. Post 1975 350cc and 500cc Solo's must use an FIM homologated silencer marked with one of the following approval marks; FIM TRS 95.01, FIM TRS 95.02, FIM TRS 95.03, FIM TRS 95.04.

Sidecar - When a sidecar exhaust system is fitted on the machine opposite to the sidecar, paragraph 1, rule 13 applies. When an exhaust is fitted onto the sidecar side of the machine, the system must not protrude beyond the sidecar framework, and must discharge gases horizontally and in a rearward direction.

For Sidecar category B1(c) 500cc see specification 4.16(b).

All Machines - The outside shell of a silencer must form one integral unit in order to prevent any parts being dropped during a race. The end of the pipe must be cut at a right angle. The use of intermediate expansion boxes on two-stroke machines is permitted. The silencer must be fixed to the frame with at least one clip. In addition, for reasons of safety, a second flexible coupling must be fitted from the first third of the silencer to the frame (for example: a steel cable of at least 3mm diameter).

4.15 Specification of Three Wheelers Category 1

All motorcycles in Group B1 (a, b) shall comply with the following:

- a) The three road wheels shall be each of at least 400mm (16") in diameter measured over the outside of the tyre.
- b) Where wheels are not wire spoked they must be enclosed with a disc.
- c) The wheel track, or lateral distance between tracks, shall be at least 800mm (32").
- d) Chains: The top and bottom runs of the drive chains and points of connection must be shielded.
- e) A passenger must be carried in addition to the rider.

- f) All sidecars must be on the left hand side of the motorcycle except where special dispensation has been granted for races confined to sidecars affixed to the right hand side of the motorcycle.
- g) All sidecars must be rigidly fixed to the motorcycle. On level ground the maximum incline of the sidecar wheel must not exceed 25 degrees. The maximum incline of a Class B1 (a) (1000cc) motorcycle must not exceed 5 degrees from the vertical. The sidecar wheel must be completely covered on the outside by a disk extending to the wheel rim. No light alloy bolts shall be used in the attachment of the sidecar or sidecar wheel.
- h) On the sidecar there must be no projections beyond the mudguard or fairing. On the right hand side of the machine any single projection within the diameter of the rear wheel and tyre must not exceed 100mm (4") measured horizontally from the outside of the rear wheel fork slot. Where a single projection as an extension to the rear spindle is used, this must have a minimum diameter of 25mm, be ball-ended and covered with a rubber ferrule.
- i) The maximum capacity of machines permitted in sidecar races shall be: - Class B1 (a). Maximum 1006cc, unsupercharged, 650cc supercharged maximum.
- j) The front number plate, conforming to the size requirements of 4.20, should be fitted to the motorcycle. In addition, a forward facing number plate should also be fitted to the front of the sidecar.
- k) 1000cc - The rear mudguard of the machine must be rigid or braced and extend to 75mm below spindle height. To this a flexible mudflap must be securely fixed, minimum 10mm thick and 150% of the overall tyre width and to within 50mm of the ground when laden.
- l) No part of the passenger hand-rail on a sidecar may be less than 255mm from the outer edge of the sidecar (this includes the wheel and wheel arch).
- m) The front of the sidecar chassis must allow reasonable lift of the rear wheel. Where foot boards are fitted to the motorcycle, there must also be reasonable lift of the sidecar wheel before the foot boards foul the ground.
- n) Protection for the passenger must be provided on three-wheelers from the rear wheel, the primary and final drive of the motorcycle and from the sidecar wheel. Where Speedway or Trials tyres are used they must be on a WM.3 rim.

4.16 Specification of Three Wheeler Category B1(c) 500cc.

- a) **GENERAL SPECIFICATION.** For all races, only single cylinder 4-stroke engines are allowed. The maximum capacity is 500cc, 4 valves maximum fitted with one carburettor, maximum diameter 38mm and one spark plug.
- b) **EXHAUST SYSTEM.** The exhaust must not extend beyond the outer circumference of the rear tyre and must not end further forward than the centre of the rear wheel. Between the silencer and the tyre there must be a maximum gap of 60mm. On a sidecar machine the exhaust must discharge horizontally and towards the rear, at a maximum angle of 30° to the axis of the machine, and at the end be of a constant diameter over a distance of 50mm. FIM homologated silencers must be used.
- c) **BRAKES.** Brakes are not permitted on 500cc sidecar motorcycles.
- d) **FOOTRESTS.** For Track Racing Sidecars the footrest on the opposite side to the sidecar must be protected at the front by a crash bar connected to the frame so that injury or breakdown to other participants is prevented. The footrest must be fitted at a height of at least 150mm from the ground.
- e) **MUDGUARDS & WHEEL PROTECTION.** For 500cc Sidecars, the mudguard of the rear wheel and the mudguard of the sidecar must extend within 200mm from the ground. Protection from the Sidecar wheel and the rear wheel for the passenger must be provided down to the level of the sidecar platform. The Sidecar wheel must either be completely covered by a disc extending to the wheel rim, or the sidecar mudguard must extend downwards on the outside of the centre of the wheel spindle.
- f) **TYRES.** No specification for Front and sidecar tyres. For the rear tyre the overall width must not exceed 100mm and the only tyres allowed are those with Track Racing, Speedway or Trials tyre tread pattern
- g) **WHEELS & RIMS.** Front wheel: Minimum rim diameter 18", minimum diameter of wheel spindle 15mm, solid steel shaft permitted only, minimum diameter of spokes 3.5mm M4 steel, spoke facing must cross twice. Rear Wheel: Minimum rim diameter 18", maximum rim diameter 22", minimum diameter wheel spindle 17mm, solid steel shaft permitted only, minimum diameter of spokes 4mm M4 steel, spoke facing must cross twice. Sidecar Wheel: Maximum rim diameter: 16". Maximum wheel inclination of 30°, measured from the vertical to the inside (controlled by angle measuring instrument and spirit level). Position: One-sided wheel spindle diameter of 25mm minimum at the point of the highest moment of deflection; solid steel; or, diameter of 15mm if supported on both sides of the wheel. The Sidecar wheel spindle must not be welded in position. It must be screwed on, for example, by collar or clamp, with at least three M8 screws. The minimum length of the clamp is 100mm. For construction using a clamp, protective devices against the loss of the component or failure of the clamp must be provided. Clamp construction in two places is forbidden. All wheel shafts must be secured by a nut with a secondary safety device e.g. split pin, R Clip or Circlip.
- h) **SIDECAR SPECIFICATION.** The minimum ground clearance at the front edge of the Sidecar platform is 150mm. The ground clearance of a laden sidecar (with a rider and passenger) must be no less than 100mm at any point. The distance between the tracks left by the centre lines of the rear motorcycle wheel and the sidecar wheel must be at least 800mm and not more than 1100mm. On the opposite side of a 500cc Sidecar, the exhaust pipe must not extend more than 330mm from the centre of the machine. On the sidecar side, the exhaust pipe must not extend beyond the width of the sidecar. The furthest extremity of the exhaust pipe must not exceed the vertical line drawn at a tangent to the rear edge of the rear motorcycle tyre or the rear edge of the Sidecar Platform whichever is shorter. The outside of the 500cc Sidecar wheel shall be provided with horizontal tubular protection (minimum tube diameter 25mm) fixed at the same height as the Sidecar wheel spindle. No component shall protrude beyond this protection. The inclination angle of the motorcycle must not exceed 15°.

4.17 Traction Control

The forward motion of a motorcycle must be controlled by the rider only, and regulation of speed shall be through the use of throttle, clutch, gears and brakes when fitted. Any other form of control is not permitted.

4.18 Fuel

Fuel may be methanol or unleaded petrol. Please refer to the ACU and FIM fuel regulations for physical properties, fuel test costs, and penalties for non-compliance. Power boosters and octane boosters are forbidden. Fuel must be stored in a labelled container. Smoking is not allowed, mobile phones should not be used when refuelling machines.

4.19 Oil Catch Tanks

Must be fitted to all four stroke machines using a total loss lubrication system and must be emptied after each race.

4.20 Number Plates

Whenever number plates are required to be used at an event they will be three in number and must comply with the following requirements. Both classic and pre-75 machines may be granted a dispensation to this rule". Number plates must be of durable construction with the minimum dimensions height 235mm x width 285mm. The front plate must be rectangular with 50mm radius to the corners. The plates must be flat or slightly curved (not more than 50mm from the true plane) and must not be otherwise bent or obscured in any way. One plate must be carried forward and not more than 30 degrees from the vertical and the others must be facing outwards and vertical (one on each side of the machine). Side facing plates can be oval. They must be so fixed that they are clearly visible and not obscured by any part of the machine or by the driver or passenger when in the riding position. **It is the responsibility of the competitor to ensure that racing numbers are clearly visible for lap scorers.** The minimum dimensions of the figures must be: height 140mm, width 80mm, width of stroke 25mm and the space between any two figures 15mm. The number plates size relates to a two digit number. Should a three digit number be used then an increase in the size of the plate will be required. The figures must be legible and both figures and background must be in a 'matt' (non-shiny) colour. The colours shall be as follows: -

Front and Side Plates	Background Colour	Number Colour	Front and Side Plates	Background Colour	Number Colour
Solos up to 50cc	White	Black	Over 100c to 125cc	Black	White
Over 126cc to 250cc	Green	White	Over 251cc to 350cc	Blue	White
Over 351cc to 500cc	Yellow	Black	Over 500cc to 1300cc	White	Black
Three wheelers					
Class B1c	Yellow	Black	Class B1a, B1b	Black	White
Front and Side Plates	Background Colour	Number Colour	Front and Side Plates	Background Colour	Number Colour
YOUTH					
Cadet Auto	White	Black	Cadet	Black	White
Junior	Red	White	Intermediate	Yellow	Black
Senior 250cc	Green	White	Senior 350cc	Blue	White
International 125cc	Green	White			

Where yellow, green or blue are required the colours shall comply with BS4800: 1972 as follows:
 Yellow 10E526 Green 14E53 Blue 18E53.

Any other number plate or any marking on the motorcycle that might be confused with a number plate must be removed before the driver is allowed to start.

4.21 Quads

Grass Track Quads are limited to a maximum engine capacity; a two stroke engined quad should not exceed 550cc. Whether two stroke or four stroke the engine must have no more than two cylinders up to 550cc. The maximum engine capacity for a four stroke engined quad should not exceed 700cc and be single cylinder. Quads eligible for the 250cc class are allowed a 10% oversize but are not allowed to exceed 275cc. Motocross riding gear must be worn at all times. Track safety roping is to be set out as in accordance with the Grass Track sidecar safety roping regulations. Lanyard cutouts must be used.

Youth - Quads are not permitted in youth events without agreement from the Track Racing Committee.

Quad Number Plates as per Quad/ATV Motocross rule 17.

All other specifications as in Quad/ATV Motocross Standing Regulations and National Sporting Code Appendix D.

4.22 Classic Pre-75 Solo Grastrack Machines

These guidelines are for solo machines in accordance with equipment which was in common use up to 1975.

a) Standing Regulations. All machines must comply with the Standing Regulations for Grasstrack racing as given in the current edition of the ACU handbook with the exception of the following: -

b) Frame. The frame should ensure that the engine is mounted in a near upright or vertical position. The rear suspension, if fitted, should incorporate a swinging arm with suspension units mounted on each leg of the swinging arm and onto the rear subframe. (MONOSHOCK REAR SUSPENSION IS NOT PERMITTED) Only telescopic style front forks are permitted (LEADING LINK STYLE FORKS ARE NOT PERMITTED)

c) Four Stroke Engines. The engine will have one inlet and one exhaust valve per cylinder. The inlet port of the cylinder head must be angled towards the right hand or left hand side of the machine (CENTRAL CARBURETTOR CYLINDER HEAD DESIGN WILL NOT BE PERMITTED). On a pre unit construction type engine the lubrication system will be total loss type with an oil catch tank fitted as per Grasstrack Technical Rule 4.18. On a unit construction type engine a recirculatory oil system will be permitted.

d) Two Stroke Engines. The engine will be of air cooled design and be of a type commercially available up to 1975 (WATER COOLED ENGINES NOT PERMITTED)

e) Carburettor and ignition system. No restriction.

f) Transmission system (gearbox and clutch). No restriction.

g) Mudguard. Number plates and dirt shields etc. In keeping with the styles and types available of the period (Plain designs and colours are preferred)

h) Wheel sizes. No restriction.

i) Brakes. As per Grasstrack Technical rule 4.2 (ACU Handbook). The object of the above guidelines are to ensure that all club officials and competitors are aware of the construction requirements so that the possibility of a dispute at an event is reduced. It is recognised that certain parts will be of modern manufacture, this will be accepted as long as the above guidelines are adhered to.

4.23 Formula Grass Track (Formerly Bantam Grass Track)

Unless Stated - Machine specification is as ACU Grass Track Regulations.

Honda Engine

A Standard Street legal 100cc-125cc single cylinder, two valve 4 stroke. Standard specifications is as manufacturers handbook i.e. Bore 56mm. Stroke 49.5mm comp ratio 9.5:1 etc. No engine designed for off road to

be used e.g. XR Range. No interchanging of parts that would alter standard specification of engine re: handbook. Recommended Models CG. CB. XL. RS

a) **Gear Box.** Standard ratios only. No Close Ratio Gears. Gears to be fitted as standard with model. No pinions to be left out of gear box, the full cluster must be fitted.

b) **Ignition.** Any type including electronic. Rotor & Stator plate may be removed.

c) **Bantam Engine.** Any 125cc-175cc. Porting allowed to barrel. Flywheel plates may be fitted to original flywheels. Cylinder head BSA or TODD may be modified. Horseshoe Stuffer permitted. No other forms of stuffer to be used.

d) **Honda Engine.** A Standard Street legal 100cc-125cc single cylinder, two valve 4 strokes. Standard specifications is as manufacturers handbook i.e. Bore 56mm. Stroke 49.5mm comp ratio 9:5:1 etc. No engine designed for off road to be used e.g. XR Range. No interchanging of parts that would alter standard specification of engine re: handbook. Recommended Models CG. CB. XL. RS

e) **Carburettor.** Any make, model or size. REED VALVES NOT ALLOWED

f) **Fuel Petrol or petrol** - Normal pump grade. METHANOL IS NOT ALLOWED

g) **Tyres Grass Track/Speedway/Trials pattern tyres only.** Trials tyre pattern as ACU handbook. On wheels under 18" in size - Trails Type tread must be used. Use of Motocross type tyre is prohibited. Maximum tyre width is 3.75 inches size to be displayed on tyre. Not tyre cutting in any form will be allowed.

h) **Frame.** Forks and Brakes As ACU Regulations

i) **Wheels and Hubs.** Any make -22" Max Rear. 23" Max front. Front wheel must not be smaller than the rear.

j) **Classes and Number Plate Colours.**

		Plate Colour	Number Colour
Cadets	6-9 years	White	Black
Cubs	9-12 Years	Red	White
Juniors	12-16 Years	Green	White
Seniors	Over 16 Years	Black	White

j) **Promoting Clubs,** Wrekin BGTC Manchester BGTC and Whitchurch MCC

4.24 International 125cc four stroke specification refer to FIM/UEM rules.

5 SHORT TRACK

5.1 Short Track Racing will take place on an oval circuit and will run in an anti-clockwise direction.

5.2 **No of riders.** There will be a maximum of twelve riders on the track in any race or practice situation.

5.3 **Practice.** The Practice session at the beginning of the meeting is compulsory for all riders.

5.4 **Race Distances.** The duration of races will be as follows: - 6 laps for heat races, 8 laps for last chance/semi finals, 12 laps for grand final.

5.5 **Time Penalty.** Any rider not at the start line within 2 minutes of being called will be excluded from the race.

5.6 **Starting Infringement.** If a rider touches the tapes or jumps the start, the referee will place them 25 metres back from the start line.

5.7 **Flags and Signals.** Riders must obey all signals given to them on the track.

Chequered Flag - The finish of a race or practice sessions.

Yellow Flag - Danger in this section of the track, overtaking is prohibited.

Red Flag or Red Light - The practice or race is being interrupted. Riders must slow down, return to the pits and await further instructions from the Clerk of the Course.

6 SHORT TRACK TECHNICAL REGULATIONS

The basis for the specification will be Motocross, Enduro, Supermoto and Dirt Track machines.

6.1 Engine Displacement. 2 Stroke 125cc to 500cc, 4 stroke 250cc - unlimited.

6.2 Besides the compulsory adjustments, alterations may be applied to the frame and the appearance of the machine.

6.3 The front forks must not protrude more than 5cm above the upper attachment of the suspension.

6.4 The rear wheel must be able to stop instantly, so an efficient braking system on the rear wheel is mandatory.

6.5 Front wheel brakes are prohibited and all the components must be removed.

6.6 Only the following tyres are permitted: - speedway, supermoto wet tyres and cut slicks, dirt track tyres and "for highway use" trail tyres. Motocross and Enduro rear tyres are not permitted. As a rule, the block tread pattern should have straight sides (not tapered) and the gap between the blocks should be not more than half the width of the block, i.e. 10mm block, 5mm gap.

6.7 The rear sprocket should be guarded with a shark fin type protector.

6.8 The gearbox sprocket must be suitably protected.

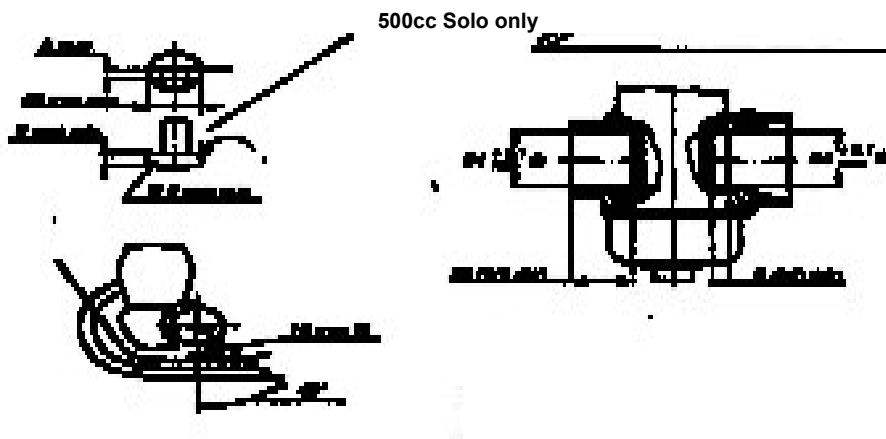
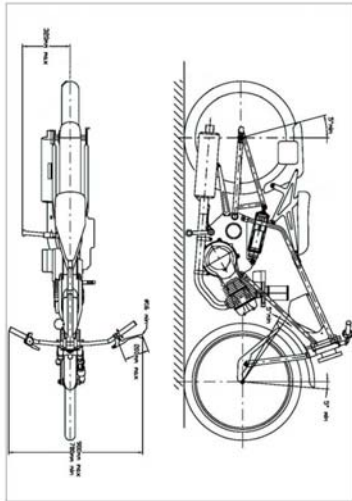
6.9 Only fuel that can be purchased from a roadside petrol station is permitted.

6.10 A Lanyard type cut-out must be fitted to all machines.

6.11 Foot pegs should be in their original position on the frame or no lower than the frame itself. Both foot rests should be an equal height from the ground and in line with each other.

6.12 The noise level of any machine must not exceed 89dBA at 2 metres.

TRACK RACING MOTORCYCLE



7 THE FOLLOWING REGULATIONS APPLY TO YOUTH COMPETITORS ONLY

7.1 Organising Permits

An application for a permit to organise a competition shall be made on the appropriate form and sent to the appropriate Permit Issuing Officer as NSC. Permits for events where revenue is to be obtained from the general public will only be issued if the proceeds are donated to charity, a Steward must also attend any such meeting. If revenue is to be obtained from the general public, it must be clearly stated when applying for a permit. Additional insurance must also be taken out and only events of National and above will normally be granted permission.

7.2 Joint Youth/Adult Events

Youth classes may be included in adult events of below National status. The practice and racing for Youth classes must be run separately from the Adult classes and the age groups also separated. Adult clubs promoting joint events shall organise these under a normal Adult permit, issued by the local Centre.

7.3 Advertising

Commercial advertising in connection with Youth competitors in the press or in any publication is not permitted. Approval must be obtained from the ACU Headquarters, before any club/rider appears on TV or any other media.

7.4 Responsibility for Youth Entrants

The parent or guardian must accompany a Youth entrant to a meeting and stay for the time that the rider is present. A rider deemed unfit by First Aid personnel will be withdrawn from the meeting.

7.5 Age Groups and Engine Capacity

When a rider reaches the maximum age for his or her group, they may continue in that group until the end of the calendar year, or upgrade on his or her birthday.

Age on January 1st.			
Auto Cadet	6/7 years	Cadet	6 - 8 years
Junior 65 MX	7 - 10 years	Inter 85 MX	9 - 12 years
Senior 85 MX	11 - 15 years	Junior	9 - 11 years
Intermediate	12 - 14 years	Senior A 250cc	15 - 18 years
Senior B 350cc	15 - 18 years	Youth Short Track	12 - 15 years
FIM 125 Gold Trophy	12 - 16 years	UEM 125 European Cup	10 - 16 years
(FIM 125 Gold Trophy)	12 - 16 years		

No rider may compete before his/her 6th birthday. Riders may compete until the end of the year in which the 18th birthday falls. A rider may be upgraded to compete in Adult competitions on or after his/her 15th birthday, up to a maximum capacity of 350 cc and may only revert to Senior Class Youth competition. There are no restrictions to the type or level of youth event that a rider may enter. All riders must be capable of sitting on their machines at the start line (unaided) with the machine in an upright position with one foot firmly on the ground and the other on the footrest. Production Motocross machines will not be allowed in any other Grass Track class apart from the Cadets which must not exceed the stated capacity.

7.6 Capacity Classes

Youth riders are limited to 350cc engine size. At joint Adult/Youth events, a rider must specify which class he/she will enter, and cannot ride Youth and Adult at the same event. The following maximum engine capacity sizes are appropriate for Youth Grasstrack with the exception that Auto 50cc fixed geared machines cannot be ridden in the same class as geared machines.

Auto Cadet	Auto 50cc Fixed Gear Automatics		
Cadet	65cc 2 Stroke	-	110cc 4 Stroke
Junior 65 MX	65cc 2 Stroke	-	110cc 4 Stroke
Inter 85 MX	85cc 2 Stroke	-	150cc 4 Stroke 14" rear 17" front
Senior 85 MX	85cc 2 Stroke	-	150cc 4 Stroke 19" rear 21" front
Junior	100cc 2 Stroke	-	200cc 4 Stroke
Intermediate	150cc 2 Stroke	-	250cc 4 Stroke
Senior A	250cc 2 Stroke	-	250cc 4 Stroke
Senior B			350cc 4 Stroke
International 125cc	125cc 4 Stroke		

7.7 Upgrading

A rider may be upgraded into the next higher group before reaching the age normally required subject to the following:

- a) For upgrading to classes up to the Senior class
The written agreement of the parent or guardian.
An endorsement by a current youth organiser.
The written approval of the Track Racing Committee.
- b) For upgrading from Senior class to 250cc or 350cc adult competition.
The written agreement of the parent or guardian.
An endorsement by a current youth organiser.
An endorsement by a National Grass Track Coach.
The written approval of the Track Racing Committee.

In limited circumstances, the Track Racing Committee may give approval to a rider remaining in a lower class for an additional year following written application. Where approval is given, the rider will not qualify for any National Championship points for that year.

7.8 Awards

Cash awards or gift vouchers are not permitted in Youth events.

7.9 Speedway Circuits

Any club wishing to hold a meeting on a Speedway track must first apply to the Track Racing Committee, and if permission is granted, a permit may be obtained from the local Centre. All safety Regulations for Speed events must be complied with in full. These events must have an ACU Steward in attendance. (Refer to Youth Speedway events on the following page).

7.10 Holder of a Speedway Contract

Riders in possession of an Elite League contract to a BSPA promoter will not be permitted to compete in Youth Grass Track events.

7.11 Conduct

Riders, parents, guardians or associates failing to obey instructions given by Officials of a meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting, will be dealt with in accordance with the National Sporting Code.

7.12 Minority Classes

If a group has an entry of four or less, the Clerk of the Course, with agreement of the Secretary of the meeting and parents, will decide if those riders will ride with the group above or below the group the riders normally ride in. This should normally be the minority group either side, but only at below National level.

7.13 Starters Orders

Only those riders/passengers in the starting area or on a grid will be deemed to be under Starter's Orders. No other rider is subsequently permitted to start in a race.

No parents or mechanics will be allowed on the start area once riders have come under Starters Orders. The only exception being the Youth Cadets class. A parent or mechanic of a rider in this group will be permitted on the start provided they stand at least six feet / 2 metres from the rear of the machines at the starting gate.

7.14 Clothing

As per Grass Track Regulation 3.2

8 GRASS TRACK EVENTS HELD ON SPEEDWAY CIRCUITS

To be implemented where ACU Clubs hold events on Speedway Tracks. The ACU Grass Track Regulations shall apply to all Speedway events, where appropriate and the following Supplementary Regulations will become applicable when events of this nature are held.

- 8.1 Affiliated ACU Clubs will only be granted permits to enable them to compete on Speedway Tracks that are licenced by the Speedway Control Bureau and maintained to the minimum standard for Speedway.
- 8.2 The centre within which the circuit is based will normally issue permits for these events.
- 8.3 A Steward will be appointed by the Permit Issuing authority who will conduct a track inspection prior to the event.
- 8.4 The maximum number of riders in each race shall be four.
- 8.5 Machines and capacities shall be as in current ACU Grass Track Regulations.
- 8.6 Youth riders must only compete against others in their age groups as in Grass Track Regulations.
- 8.7 There must be Marshals on the track as per Grass Track Regulations, and red warning lights may only be used as a supplement and not in place of flags.
- 8.8 Two WARNING NOTICES (Type A) must be prominently displayed on either side of the track entrance.
- 8.9 PROHIBITED NOTICES must be displayed in areas to inform spectators of safe areas.
- 8.10 No parents or unauthorised persons other than officials shall be allowed on the track or centre green during practice or racing.
- 8.11 No parents and/or spectators other than mechanics or Officials shall be allowed in the Pit area during practice or racing. No riding will be allowed in the pits.
- 8.12 Any rider who causes a race to be stopped will be excluded.
- 8.13 Any rider who breaks the starting tapes or cause unreasonable delay at the start may be excluded by the Referee or Clerk of the Course.
- 8.14 Ambulance and First Aid must be to ACU Grass Track rules.
- 8.15 Tracks will be ridden in accordance with the current Grass Track Regulations.
- 8.16 Track marking and starting gates will be made with white chalk and kept in good condition throughout practice and racing.
- 8.17 With Youth riders organisers are to ensure that run offs are to be provided on the inside straights so that riders may leave the track during a race. This is particularly required where kerbstones are used on the inside straights.

9 TRACK RACING OFFICIALS

Qualifications and Conditions

Track Racing Officials are divided into two categories: Those that are Licensed and those that are Registered.

No Fees are payable in respect of any Licence or Registration for the appropriate form of identification issued.

LICENCES: Senior Track Racing 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.

Track Racing Officials who require a Licence.

	See Note Below	Licence Required	Attendance at Seminar/Training Session
Clerk of the Course	1	YES	3 YEARS Every Third Year maximum
Chief Steward	2	YES	3 YEARS Every Third Year maximum
Chief Technical Officer	3	YES	3 YEARS Every Third Year maximum
Sound Inspector		YES	3 YEARS Required for First Issue only
Measurer	4	YES	3 YEARS Required for First Issue only

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. A Licence is valid for 3 years.

Note 1 Clerk of the Course.
Grades - Track Racing
Restricted/Centre must undergo training at a Seminar by a National Clerk of the Course. National must attend a Seminar organised by the Track Racing Committee.

International must attend a Seminar organised by the FIM.

- Note 2 Chief Steward Grading.
Restricted/Centre will be appointed by the Centre as the Permit Issuing Authority.
International/National will be appointed by the Track Racing Committee as the Permit Issuing Authority.
- Note 3 Chief Technical Official. Will be licenced 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.

Track Race Officials who do not require a Licence

Officials	See Note Below	Licence Required	Attendance at Seminar/Training Session
Incident Officer	1	No	May attend Clerk of the Course Seminar at ACU HQ for information purposes.
Secretary of the Meeting	2	No	Will receive Training at meetings and if required at Regional or ACU HQ Seminars.
Technical Official		No	Will receive training via the Chief Technical Officer at meetings. May attend Regional Training Seminars.
Club Stewards	3	No	May attend Regional or ACU HQ Seminars for information purposes.
Chief Marshal		No	May receive training at ACU HQ or Regional Training Days.
Marshal		No	May receive training at Regional Training days and at meetings via the Chief Marshal.
Medical Officer		No	None required.

All other Technical Officials, Race Day Officials (e.g. Secretary of the Meeting, Incident Officer, Club Stewards) and Marshals may be registered, free of any charge. All such Officials may or may not be required to attend a Seminar. Registration will be renewed annually. Registered Officials and Marshals 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.

A rider liaison officer may be appointed to assist the Clerk of the Course. It is recommended that they should hold at least a Regional Clerk of the Course licence.

