

## ACU APPROVED PROTECTIVE HELMETS AND VISORS

Helmets bearing any one of the undermentioned "standard" marks could be approved by the ACU if deemed to conform with certain additional criteria considered necessary for helmets used in motorcycle sport. Helmets so approved will carry the ACU transfer in gold or silver.

**British Standards Institution**  
**British Standards Institution**  
**UN ECE Regulation 22**  
**Snell Memorial Foundation**  
**European Community**

**BS 6658-A**  
**BS 6658-B**  
**ECE 22-05**  
**Snell M95 or M2000 (individual approval only)**  
**ECE 22-04 - (Youth Automatic 50cc Motocross only, Helmet may be granted 'White' approval)**

The only indication that a helmet is suitable for immediate use in motorcycle sport is the ACU gold or silver stamp firmly affixed. It is considered that any person selling a helmet for competition use as "ACU Approved" without an approval stamp firmly affixed is making a false trade description.

**YOUTH SPORT:** The choice of helmet type 'full face' (integral) or 'open face' with or without detachable chin guard, is at the discretion of the licence holder **AND** the parent or legal guardian of the licence holder. Great care must always be exercised in choosing a full face helmet for a young person, too large a size must not be selected in order to ease head entry or to allow for head growth. Packing must not be used to improve the fit of a helmet too large in original size.

**GOLD APPROVAL** The minimum standard for Road Racing, Sprints, Drag Racing, Hill Climb and any speed events held wholly or part on bound metal surfaces.

**SILVER APPROVAL** The minimum standard for Motocross, Grass Track, Enduro, Speedway, Grass Hill Climb and all speed events held entirely off road.

**WHITE APPROVAL** Minimum requirement for Youth Automatic 50cc Motocross only.

### EXEMPTION

A rider or passenger from another Country holding a licence endorsed by his/her FMN and carrying proof of insurance issued by his/her FMN, may wear a helmet without an ACU Approval Stamp but complying with FIM Art. 01.67 (displaying a recognised International Helmet Standard).

### HELMET MODIFICATIONS

Please note that any modification to a helmet structure immediately invalidates ACU approval. Any helmet modified by the cutting, drilling or puncturing of the shell in any way subsequent to its leaving the manufacturer, will be rejected at scrutineering and the ACU approval stamp must be removed.

### HELMET PAINTING

Painting of helmets of laminated composite construction (glass fibre, Kevlar etc.) is permitted. However, parts bonded on, such as the visor aperture surround or the energy absorbing lining **must not** be removed even by professional customisers. The removal of the visor pivots, vents and controls should only be done if attached by screws etc. "sprung in parts" should be carefully masked around before painting, as bonded items. Moulded plastic helmets of polycarbonate, ABS etc **must not** be painted.

Further information can be obtained from the ACU Technical Department, including names of professional customisers agreeing to conform to guidelines on helmet painting decided between the ACU and leading helmet manufacturers.

### HELMET SECURITY

Many helmets have a type of buckle (Double 'D' Ring or Sliding Bar) requiring strap tension to maintain security. Riders should be aware that strap slip can occur through this type of buckle even on new helmets, be sure to maintain some strap tension at all times. Even during the relatively short period of a race, strap slip can be sufficient to increase the risk of helmet loss in the event of an accident. It can be minimised by securing the flapping strap end by some means such as a rubber band.

### HELMET PROJECTIONS (Fins, stabilisers etc.)

Attachments to the shell surface exceeding 20mm height are not permitted in Road Racing.

### VISORS/GOGGLES

For Road Racing, visors to the highest British Standards Institution grade of impact and abrasion resistance are recommended.

### HELMET STAMPING

Helmets which are to be mailed for approval and stamping should be sent to:

**ACU, ACU HOUSE, WOOD STREET, RUGBY, WARWICKSHIRE CV21 2YX. TEL: 01788 566400**

A fee of £15.00 should also be enclosed which covers return post and packing charges.

Helmets may also be inspected and perhaps approved by most International Technical Officials at a cost of £5.00.

### TECHNICAL INSPECTION OF HELMETS

The Senior Technical Officer of an event has the power to impound for the day, any helmet he considers is not in a fit condition to be used. He is authorised to remove the ACU approval sticker, which remains the property of the Auto Cycle Union. The helmet may be submitted for a second opinion to the Technical Secretary, but in any case may not be used without being re-checked.

The Union recommends that all types of helmets used in regular competition should be replaced after three years.

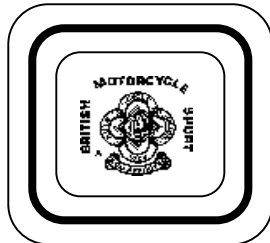
Competitors with long hair - Long hair must be contained within the helmet or clothing.

### MOULDED PLASTIC HELMETS

Many helmets with moulded plastic shells of thermo plastic material meet with ACU requirements and bear the Union's mark of approval. However, it must be stressed that helmets manufactured from this material may be seriously damaged by substances such as petrol, paint, adhesives, cleaning agents and decorative stickers.

### HELMET STAMPS

Helmets are examined at scrutineering in order to assess wear and tear, general deterioration and to ensure that an ACU Approval Stamp is displayed. The only stamp eligible for competition use, except trials is displayed below.



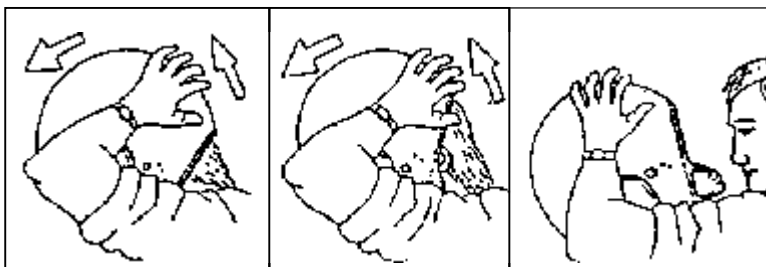
### TEN FITTING TESTS FOR HELMETS

1. Obtain correct size by measuring the circumference of the head immediately above the eyes in cm.
2. Check there is no side to side movement.
3. Tighten strap securely.
4. With head forward attempt to pull up back of helmet to ensure helmet cannot be removed in this way.
5. Check ability to see clearly over shoulder.
6. Make sure nothing impedes your breathing in the helmet and never cover nose or mouth.
7. Never wind scarf around neck so that air is stopped from entering the helmet. Never wear a scarf under the retention strap.
8. Ensure that visor can be opened with one gloved hand.
9. Satisfy yourself that the back of your helmet is designed to protect your neck.
10. Always buy the best you can afford.

Make sure that the helmet has an ACU Approval Stamp affixed.

**NEVER BUY FROM MAIL-ORDER** unless you are satisfied with the above tests.

Do not hesitate to return the helmet unused if it does not fit you.



### COMPETITION LICENCE/TRIAL REGISTRATION

A Competition Licence (or Registration in the case of Trials) is required by every rider and passenger participating in any competition held under the National Sporting Code of the ACU.

It is the responsibility of the competitor, or in the case of minors the parent or legal guardian, to ensure that their licence is valid and issued for the correct class. The issuing of a licence does not guarantee an entry into, or acceptance into, any competition. All licences are valid from 1 January to 31 December of the year of issue. Licence fees are non-refundable.

Duplicate ACU licences can be obtained on request at a cost of £10.00. Duplicate FIM/UEM licences can be obtained through the ACU at the appropriate fee.

## ONE EVENT LICENCES

A One Event licence grants all the benefits of an annual licence for the duration of one named event only. The Supplementary Regulations for the event will state whether this type of licence can be used.

One Event licences are valid only for adult and youth riders in the undermentioned events: -

i) Motocross, Supermoto and Enduro events up to and including National Status.

ii) Grass Track, Sprint, Drag and Hillclimb events below National Status.

Note: One Event licences are not issued for Trial or Road Race events.

The One Event licence fee is £10.00. This fee is non-refundable and cannot be redeemed against the cost of an annual licence.

## ASSOCIATE MEMBERSHIP

Associate Membership is available to any individual who does not hold a current Competition Licence/Registration. The annual fee of £10.00 allows the individual to enjoy a range of benefits and discounts that have been secured by the ACU for its' members.

Benefits include significant discounts on tyres, leathers, clothing and other motorcycle related products as well as travel and accommodation. Associate members also receive a free copy of the ACU magazine.

## ACU BENEVOLENT FUND

**ADMINISTRATIVE COMMITTEE** - For contact details please refer to the Committees and Panels section.

**R. Hanks** (Chairman)

**F. J. Henley**

**Mrs. M. Carter JP**

**Mrs. S. Pattison**

**R. Collins**

**R. W. Smith** (Treasurer)

**Mrs. W. Evans**

**Trustees:** Mrs. M. Carter, R. Collins, Mrs. W. Evans, R. Hanks, F. J. Henley, Mrs. J. Macphee, R. W. Smith.

Is a registered charity that endeavors to give assistance to past and present members of the ACU including their family and dependants in times of need following an accident or illness.

It is essential however to point out this is not a form of insurance, no one has an automatic right to expect assistance.

Every competitor should be aware that due to the present limitations on accident insurance cover in respect of injuries it is now even more important to consider making alternative arrangements to provide their own personal cover in the event of an injury.

Areas the Ben Fund may be able to assist with is in the initial period when help is needed following an accident or injury prior to any state benefits being made available, also to help with travel costs when someone is hospitalised some distance from home.

Any request for help should be made via your own Benevolent Fund Officer as listed below or direct to the Ben Fund Secretary at the Rugby Office, a standard form will be supplied asking for certain details which should be completed and returned to either your local Ben Fund Officer or the Rugby office, all requests for assistance received and any information given is completely confidential and will never be divulged to any other person or body.

The Trustees of the Fund will always give very sympathetic consideration to all requests for help, our funds are however restricted and rely almost entirely on the generous financial help of our Clubs, Centres and other supporters, without this we would not be in a position to carry out our work of giving help and support where needed. If the Benevolent Fund has been able to help you in the past why not contact your local club or centre and offer your assistance in helping to raise funds for the future.

The Trustees recognise and appreciate the support of the Auto Cycle Union.

To all our many supporters our sincere thanks for providing us with the means to continue our work.

## BENEVOLENT FUND OFFICERS

**Cheshire** Mr. R. Weale, Old Brow, 18 Jacksons Edge Road, Disley, Stockport, Cheshire SK12 2JE. Tel: 01663 765794

e-mail: [rjweale@msn.com](mailto:rjweale@msn.com)

**Cornwall** Mr. J. Bassett, Carniggie Cottage, Greenbottom, Chasewater, Truro, Cornwall TR4 8QL. Tel: 01872 561457

**Eastern** Mr. M. Cross, Magrathea, East Hanningfield Road, Sandon, Chelmsford, Essex CM2 7TQ. Tel: 01245 478275

e-mail: [xfamily@nildram.co.uk](mailto:xfamily@nildram.co.uk)

**East Midland** Mrs. A. Boyle, 126 Uttoxeter Road, Hill Ridware, Rugeley, Staffordshire WS15 3QX. Tel: 01543 492212

Mob: 07866 605082 e-mail: [annie126@btopenworld.com](mailto:annie126@btopenworld.com)

**East South Wales** Mrs. S. Payne, Colbost, Newport Road, Magor, Caldicot, Gwent NP6 3BZ. Tel: 01633 880442

**East Yorks** Mrs. E. Race, 20 Broadlands Drive, East Ayton, Scarborough, North Yorkshire YO13 9ET. Tel: 01723 863987

e-mail: [erace@hotmail.co.uk](mailto:erace@hotmail.co.uk)

**Isle of Man** Mrs. W. Evans, 3 Mount View Terrace, Onchan, Isle of Man IM3 1AB. Tel: 01624 621296 Business: 01624 622755

Fax: 01624 618055 Mob: 07624 433540 e-mail: [desevans@manx.net](mailto:desevans@manx.net)

**Midland** Mr. & Mrs. G. Daniel, 25 Doidge Rd, Erdington, Birmingham B23 7SQ. Tel: 0121 3502601 e-mail: [gerrydan@blueyonder.co.uk](mailto:gerrydan@blueyonder.co.uk)

**Mid Wales** Mr. M. Bates, Nant-yr-Wyn, Llanbister Road, Landrindod Wells, Powys LD1 5UP. Tel: 01547 550393

**Northern** Mr. K. Quinn, 7 Arkholme Close, Carnforth LA5 9XF. Tel: 01524 732089

**North Eastern** Mr. J. A. Guthrie, 9 Hillside Gardens, Sunderland, Tyne & Wear SR2 9AR. Tel: 0191 522 6260

e-mail: [guthaz@ntlworld.com](mailto:guthaz@ntlworld.com)

**North Western** Mr. W. A. Clarke, 41 Upton Road, Atherton, Nr. Manchester, Lancs M46 9RQ. Tel: 01942 873395

e-mail: [wbrentonc37@ntlworld.com](mailto:wbrentonc37@ntlworld.com)

**Southern** Mr. S. Earle, 8 Quebec Gardens, Bursledon Green, Southampton, Hampshire SO31 8GP. Tel: 02380 560031

**South Eastern** Mr. J. Bacon, 57 Napier Road, Isleworth, Middlesex TW7 7HP. Tel/Fax: 0208 892 1191

**South Midland** Mr. F. J. Henley, 33 Connaught Road, Aylesbury, Bucks HP20 1PS. Tel: 01296 481539

e-mail: [frederick@fhenley.wanadoo.co.uk](mailto:frederick@fhenley.wanadoo.co.uk)

Mr. N. Fisk, 52 Greenlands, Leighton Buzzard, Beds LU7 3UJ.

**South Western** Mrs. S. Pattison, 6 Churchfields, Wincanton, Somerset BA9 9AJ. Tel: 01963 33001

**Wessex** Mr. M. Bracey, 3 Burden Close, Bradley Stoke, Bristol BS32 8BL. Tel: 01179 236867

**Western** Mr. T. Hunt, Daren View, Bishopstone, Hereford HR4 7JE. Tel: 01981 590325

**West South Wales** Mr. A. Brinsden, Norton Lodge, Llanteg, Narberth SA67 8PS. Tel: 01834 831775 e-mail: [brinsden\\_2@supanet.com](mailto:brinsden_2@supanet.com)

**Yorkshire** Mrs. M. Carter JP, Hunters Gap, Thorpe Lane, Guiseley, Leeds LS20 8JH. Tel: 01943 878666

**PAYABLE TO THE AUTO CYCLE UNION Ltd.**

**PERMIT FEES** (issued by Head Office & including VAT)

**INTERNATIONAL**

(excluding FIM Inscription Fee)

Speed Events, all Stadium Events and Hare & Hounds Events.....	£300.00
Trials and Enduro.....	£75.00

**UEM CONTINENTAL & NATIONAL**

Speed Events, all Stadium Events and Hare & Hounds Events.....	£150.00
Trials, Enduros, Road Rallies.....	£45.00

**ALL OTHER PERMITS BELOW UEM CONTINENTAL AND NATIONAL ISSUED BY HEAD OFFICE**

Speed Events, all Stadium Events and Hare & Hounds Events.....	£50.00
Trials, Enduros, Road Rallies.....	£35.00
Test Days.....	£50.00

<b>SOCIAL GATHERING PERMIT</b> .....	£35.00
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**RECORD ATTEMPTS**

Per Meeting/Day.....	£35.00
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**COACHING & PRACTICE PERMITS**

Contact ACU office for details.

<b>BIKE TRIALS</b> .....	£15.00
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**YOUTH PERMITS**

International.....	£50.00
UEM Continental, National and National Restricted.....	£25.00
All other Youth Permits issued by Head Office.....	£10.00

Basic Insurance Permit.....	£50.00
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Basic Plus Insurance Permit.....	£50.00
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PR5 Parade Permit.....	£30.00
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**PROTEST FEES**

International Competition.....	£100.00
National/Restricted/Closed Competition.	£50.00

**Engine Measurement & Fuel Testing charges** can be found in discipline regulations and Fuel Regulations within this Handbook.

**APPEAL FEES**

To the Final Tribunal of Appeal.....	£5000.00
Licensed Officials first appeal to FTA....	£500.00
To the Auto-Cycle Union.....	£300.00
To the ACU Centre.....	£150.00
To the Stewards of the Meeting.....	£50.00

**FINES**

Levied by ACU Court Unlimited	
Levied by National Club, Centre or Stewards - Maximum.....	£500.00
Levied by Clerk of the Course - Maximum.....	£500.00
Non production of licence.....	£5.00

**CLUB AFFILIATION FEES (per annum)**

Less than 50 registered members.....	£10.00
Between 50-99 registered members...	£20.00
Between 100-199 registered members.	£40.00
200+ registered members.....	£50.00

**ADMISSION TICKETS**

per 1000 including VAT & postage	
per roll.....	£15.00

**BLUE MARKER TAPE**

including VAT & postage per roll.....	£25.00
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**WARNING NOTICES**

Paper, as per current handbook - prices include VAT

Type A ( <i>Motor Sport Can Be Dangerous</i> ).	£1.75
Type B ( <i>Prohibited Area</i> ).....	£1.75
Type C ( <i>Warning Notice</i> ).....	£1.75

**THE ACU ACADEMY - Elite Young Rider Development Programme**

Passion, history and national pride are all intrinsic parts of the culture of motorcycle sport in Britain. With a long list of World Champions and a growing number of domestic Championships across the whole sphere of the sport, there has never been a better time to be a young competitor.

Recognising this growth in youth interest, the ACU launched its 'Elite Young Rider Development Programme', the Academy, in 2000.

The Academy is currently made up of competitors from Road Race, Motocross, Grass Track, Speedway and Trials riding.

The riders, or athletes as they are encouraged to think of themselves, are then enrolled on a balanced and detailed athlete development programme, utilising the latest ideas in Sports Science and Sports Psychology. In addition to this, our athletes are given coaching in presentation and media skills.

The Academy also works with the 'on bike' skills of its members. Former Champions and specialists work with riders on an individual development programme at our elite athlete training days.

Our athletes are now regularly selected to compete at the highest levels in the UK and abroad, securing rides with some of the country's top racing teams.

The ACU Academy is now recognised nationally as the premier scheme for developing excellence in youth through motorcycle sport. For more details of how to join contact the Sporting Committee Secretary for your discipline.

**LASU**

The ACU's Local Authority Support Unit (LASU) was launched in January 2005 with funding from Motorsport Development UK (MDUK). Its remit is to offer assistance to Local Authorities, Police Forces and other interested parties who are experiencing problems as a result of illegal off road motorcycling.

The main issues facing Local Authorities are the social disruption and safety concerns caused by the inappropriate and often illegal use of motorcycles in public areas. These problems have been exacerbated by the effects of increased popularity for the activity coupled with a lack of provision throughout the country. Local Authorities, Police Forces and communities are faced with two options to deal with the problem:

1. Police the issue away with enforcement
2. Organise well planned provision, with targeted enforcement

The first option, policing the issue, is often seen as the best solution but has, in the past, simply moved the problem elsewhere, only to see it return to a community over time.

LASU believes that providing a legal and safe place to ride with targeted enforcement is the best solution. Where LASU has established provision for mini motos, there has been a significant drop in the number of complaints received regarding illegal mini moto use.

By contacting LASU, Local Authorities and Police Forces have access to professional assistance to identify the type of problem, its size, nature and location as well as receiving help to create a workable solution.

For off road problems, LASU can provide assistance with the following issues:

Feasibility Studies  
 Land Access and Planning  
 Course and Venue Design  
 Insurance  
 Environmental Issues  
 Noise Monitoring and Testing  
 Training of Officials, Marshals and Instructors  
 Codes of Best Practice  
 Creating Community Projects  
 Practice Tracks

To help Local Authorities and Police Forces to provide safe and legal riding for mini motos, LASU has written a set of guidelines that will enable them to create a LASU Registered Recreational Mini Bike Club on a piece of available tarmac.

The Guidance includes advice on:  
Health and Safety  
Child Protection  
First Aid  
Training for Clerks of the Course, Marshals and Instructors  
Running a Mini Bike Session

The mechanism LASU can deliver is extremely cost effective when compared to costs incurred by Local Authorities and Police Forces in enforcement. In addition, it provides young people with a chance to enjoy their motorcycling environment, safe from prosecution and bike seizure.

For more information on Off Road Provision or Mini Moto Recreational Club Guidelines, please contact LASU personnel as follows:

Secretary: Debbie Walmsley Tel: 01788 566419 e-mail: [dw@acu.org.uk](mailto:dw@acu.org.uk)  
Field Officer: Luci Adams Tel: 01788 566412 e-mail: [Lucille@acu.org.uk](mailto:Lucille@acu.org.uk)

Registered Off Road Projects  
Bridge Centre Project, East Lothian, contact Lindsay Auld 01620 829817  
Carcroft Motorcycle Park, Doncaster, contact David Milnes 01302 339485  
Harrison MX, Walsall, contact Bruce Bennett 01922 710670  
MX Challenge Project, Dover, contact Richard Newton 01304 202244  
Oakfield College, Newcastle, contact Philip Watson 0191 273 5558

Registered Mini Bike Projects  
Barnet Pocket Bike Club, contact Geoff Carter 0207 161 9010  
Bikewise Minibike Club, Durham, contact Sergeant Bob Brown 0191 375 2136  
Medway Kent, contact Debbie Rumble 01634 338745  
Warwickshire Minibike Club, contact Ian Tatton 01926 415455  
Houghton Regis, Bedfordshire, contact PC Graham Arnold 01582 473342

### ACU Registered Training Providers

The ACU Training Department maintains a register of Training Providers who comply with our minimum standards,

To gain entry onto the Register, a training provider must:

- Use only instructors/coaches who hold a current and valid ACU Coach Certificate
- Carry adequate Public Liability Insurance
- Publish and work to a training syllabus with identifiable outcomes and objectives

The ACU Register of Training Providers will enable anyone looking for training in motorcycle sport to identify appropriate schools who use properly qualified staff, working to a published syllabus.

The ACU Register of Training Providers is open to any training school which can satisfy the above requirements.

For more information, please contact the ACU Training Dept on 01788 566419 or [dw@acu.org.uk](mailto:dw@acu.org.uk)

### Registered Training Schools

Mick Boddice Track Training School – Road Race  
Tel: 01562 751770 Mob: 07966 514747 e-mail: [boddts@blueyonder.co.uk](mailto:boddts@blueyonder.co.uk)

Ady Smith Off Road Schools - Enduro  
Tel/Fax: 01283 813760 Mob: 07779 418336 e-mail: [offroadschools@tiscali.co.uk](mailto:offroadschools@tiscali.co.uk)

Yamaha Off Road Experience – Geraint Jones - Enduro  
Tel: 01686 413324 e-mail: [info@yamaha-offroad-experience.co.uk](mailto:info@yamaha-offroad-experience.co.uk)

### LARA: THE MOTORING ORGANISATIONS' LAND ACCESS & RECREATION ASSOCIATION

Back in the good old days, motorcycle sport in the countryside seemed just to have happened, without any serious problems. Farmers were, in the main, quite happy to allow a grass-track event to take place on a stubble field, and trials to use an old quarry, two or three times a year. A bottle of whisky at Christmas, and a couple of tickets to the club's dinner, were all that was required to keep everything running smoothly. Then, in the late sixties, along came the Competitions and Trials Regs, the Countryside Act, and so on, and our response was to set up the ACU-BMF Countryside Committee to help sort out problems on green lanes, many of which are used in competition. Since then, rules have been piled onto rules, and the pressure on motor sport has grown to the extent that there is hardly a club which has not lost a major venue in the last year or two. There are even moves to ban motor sport altogether from some of our best countryside - some events are already banned on 'environmental grounds'.

LARA grew out of the ACU-BMF Countryside Committee, by drawing in a range of other organisations, from the noncompetitive TRF, through the four-wheel drive groups, to the MSA. All of the members have an interest in motor sport and recreation in the countryside, and by working together we hope to be able to resist the pressure, and even, eventually, to turn back the tide of restrictions and closures.

Last year it was the threat to change the planning regulations (14/28 Day Rule) fought successfully by LARA, this year and next further threats are in the pipeline.

How does LARA work? There are two offices; one at its HQ in Market Drayton, and the other is in Newcastle-upon-Tyne.

Tim Stevens is LARA's Motor Recreation Development Officer (MRDO). He is based at LARA's HQ in Market Drayton and is responsible for all vehicular rights of way matters. He also co-ordinates LARA's County Respondents who are the local contacts for changes to the rights of way network. Properly speaking, this is an ACU function, as we are the Prescribed Body set out in the regulations for consultation but, in practice, the job is done by a range of volunteers from LARA's member organisations. Tim also produces the LARA Access Guide and responds on behalf of all LARA members to all official consultations.

Alan Kind is LARA's Motorsport Planning Officer. He is based in Newcastle-upon-Tyne and looks after the access and planning aspects checking, for instance, that every local plan and recreation strategy says positive things about motor sport. This is becoming more vital by the day, as it is these local authority documents that are the bibles for development, and for deciding who is eligible for funding from the National Lottery Sporting Fund. Alan's planning knowledge and experience also provides excellent back up to the MSDO in LARA's fight to retain, and develop facilities. Clubs are encouraged to contact Alan in order to obtain a copy of the LARA Planning Guide: an invaluable source of information.

So, how can you help? First and foremost, by having in the front of your thought at all times that motor sport is under threat. All LARA officers can recall conversations with those who oppose us, on the lines of 'It's not you we are against, you have a sensible code of conduct. It's the others'.

Just don't be one of the others, Not even if you know that no-one is looking.

**LARA: part of the solution.**

**Tim Stevens, LARA Motor Recreation Development Officer**

PO Box 40, Knighton, LD7 9AE. Tel: 01547 529946 e-mail: [admin@laragb.org](mailto:admin@laragb.org)

**Alan Kind, LARA Motorsport Planning Officer**

P. O. Box 142, Newcastle-upon-Tyne NE3 5YP. Tel: 0191 236 4086 Fax: 0870 0522857 e-mail: [mspo@laragb.org](mailto:mspo@laragb.org)  
website: [www.laragb.org](http://www.laragb.org)

**THE DRIVERS' & RIDERS' COUNTRYSIDE CODE OF CONDUCT**

1. Use only Vehicular Rights of Way - not all green roads have vehicular rights. LARA groups can help with information.
2. Keep to the defined track, and deviate only to pass immovable obstructions. Report obstructions, including low branches and very soft ground, to the highway authority. If the correct route is not obvious on the ground, ask local users, or check the details held at highway authority and local record offices.
3. Travel at a quiet and unobtrusive pace, alone or in small groups. Remember that others seek to get away from bustle.
4. Ensure that you and your vehicle are fully road legal, and obey traffic and LARA signs. Green roads are subject to the same laws as surfaced roads. There is no public right to drive away from a road on common land, moorland, sand dunes, or beach.
5. Pay attention to **'the Four W's'**
  - Weather** - Do not travel on green roads when they risk being damaged beyond a point of natural recovery when the weather improves.
  - Weight** - Do not use the roads which may be seriously damaged by the wheel pressure of your vehicle. LARA does not support use of heavy vehicles on green roads.
  - Width** - Do not use roads which are too narrow for your vehicle. Avoid damage to trees, hedges and boundaries.
  - Winches** - Only use when unavoidable. Always avoid damage to trees, walls, and surface while recovering.
6. Respect the life of the countryside. Be courteous to all other users, and take great care when passing horses. Be prepared to stop your engine if needed. Always fasten gates and take care near livestock.
7. Remember that wildlife faces many threats and green roads can be valuable habitats. Take special care in spring and early summer. All ACU clubs are represented in LARA by the ACU, currently through: Alan King, 95 Marlborough Road, Roath, Cardiff CF2 5BW. Tel & Fax: 02920 482559.

**THE LARA COMPETITIONS CHARTER**

**NOISE**

- a) Do ensure that your vehicle complies with the noise limits applicable to the event.
- b) Do not continue competing with a defective or damaged exhaust system. Remember that you will be excluded from an event if you continue in spite of an excessively noisy exhaust.
- c) Do not rev the engine needlessly in service areas, paddock, and start areas, etc.
- d) Do respect official instructions in respect of quiet zones.

**ENVIRONMENTAL POLLUTION**

- a) Do ensure that your vehicle is free from leaks of oil and other fluids which may not only present a hazard to yourself and others but also contaminate the countryside.
- b) Do not carelessly spill fluids nor discard used, broken components. Always properly dispose of all waste materials.
- c) Do not drop litter, take it home.

**RESPECT**

- a) Always respect officials and their instructions, they are for a purpose and your benefit.
- b) Do not be abusive towards officials this is bad manners and carries extreme penalties which might shorten your sporting career.
- c) Always respect other users and the public in general, however abusive or obstructive. Let the officials deal with such problems, and do not make them worse.

**LARA REGIONAL SPORTING OFFICERS**

**John Arnold**, Wharfe Cottage, Langden Upon Tern, Telford, Shropshire TF6 6LQ.

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The LARA Regional Sporting Officers provide a local source of advice and information on all the above and represent both car and motorcycle interests. If you would like to assist the MFU, in its fight to protect the rights of motorsport, by becoming a Regional Officer would you please forward your brief details to the MFU Office for consideration. Make no mistake, the full might of the environmental lobby is now being ranged against motorsport. Despite having organised responsible events for nigh-on 100 years our clubs are losing venues hand-over-fist through no fault of their own.

#### **L.A.R.A. NEEDS MORE REGIONAL OFFICERS TO HELP CO-ORDINATE THE FIGHT BACK**

#### **MATC - MOTOR ACTIVITIES TRAINING COUNCIL LTD.**

The forum for promoting safe commercial recreational motor activity.

Recreational motorsporting activity of the individual and corporate entertainment type takes place every day of the week which is not regulated by the rules in this book. They can nevertheless bring their own dangers to participants, spectators and organisers and have an impact on regulated motorsport. To address the gap which exists between the standards set within regulated motorsport and common sense, the Motor Activities Training Council (MATC) has been set up to help operators, and to reassure customers that they are involved in a motorised activity which is properly organised and run, and where every consideration has been given to their well being.

The MATC sets out to encourage all operators to give thought to, and put into place, procedures which will meet the highest standards. This is to be achieved by the introduction of registration procedures within the member associations, and eventual inspection, training and certification.

The MATC enjoys a close relationship with the Health and Safety Executive thereby ensuring that a consistent approach can be taken on HSE issues across the country.

The MATC was established during 1999 with the help of the Motor Sports Association (MSA) and the Auto-Cycle Union (ACU) who are both permanent members. Other members are the National Karting Association, the British Off Road Drivers Association, British Activity Holiday Association, Association of Track Day Organisers, Association of Racing Drivers Schools, and the Association of Racing Kart Schools.

Further information about the MATC can be obtained from the office: -  
 Secretary - Gary Thompsom MBE BEM. Motor Activities Training Council, ACU House, Wood Street, Rugby Warwickshire CV21 2YX.  
 Tel: 01788 566414 Fax: 01788 573585 email: gary@acu.org.uk

#### **THE MOTOR VEHICLES (OFF ROAD EVENTS) REGULATIONS 1995 DANGEROUS, CARELESS AND INCONSIDERATE RIDING - APPLIES NOT ONLY TO THE PUBLIC HIGHWAY.**

From 1 July 1992, the offences of dangerous, careless and inconsiderate driving of a mechanically propelled vehicle on the road (sections 1, 2 & 3 of the 1998 Road Traffic Act as amended by the RTA 1991) have also applied to a Public Place. This change was driven by the absence of effective legislation to control illegal driving by underage drivers in public places which are not necessarily a public road.

This extension of road traffic law to public places had far reaching consequences for those who take part in or organise events involving motor vehicles in fields, parks or other areas where the general public is admitted either free of charge or on payment of entry fee. Consequently provision was made in the legislation in order that the legislation does not apply to those taking part in 'authorised' motoring events when driving in a public place other than a road, provided they are driving in accordance with the appropriate authorisation for the event. Consequently, in most instances it is anticipated that ACU licensed riders participating in ACU authorised events will have nothing to fear.

It is not illegal to organise or take part in an unauthorised motoring event in a public place, but drivers and riders should be aware that they are liable for prosecution if in doing so they drive dangerously or carelessly. It should be assumed that what may be regarded as fair competitive riding on a race circuit may be regarded as dangerous or careless in an unauthorised place.

Consequently, any rider who may be attracted to ride in any other events should ensure that the events are authorised in accordance with the Motor Vehicles (Off Road Events) Regulations 1995. The responsibility for ensuring that an event is authorised lies equally with riders and organisers.

The precise definition of 'event' or 'public place' cannot be given. Authorising Bodies have to consider whether the event requires drivers/riders to drive/ride dangerously.

### **Navigational Scatter Events**

The Motor Vehicles (Competition and Trials) Regulations 1969 is specific legislation governing motoring events held on the public highway. The Road Traffic Act makes it illegal to race or trial of speed on the public highway, unless it is of a sort permitted by the 1969 legislation and authorised in accordance with it. It is legislation which makes it illegal to run a treasure hunt of more than 12 vehicles, unless a specific authorisation permit is obtained.

The authorisation procedures are quite involved and can be expensive to administer. However, a Navigational Scatter Event is considered to be automatically authorised so long as it conforms to these various conditions:

- Regulations/information sheet should clearly state the type of event, along with an estimate of the mileage likely to be covered.
- The places to be visited must be detailed to the competitors by way of points on a map, or on a list. However, there **MUST BE NO REQUIREMENT** for the control points to be visited in any specific order.
- Competitors should be given random choice of points to visit, and not be required to visit more than 75% of them.
- The control points should be safely positioned so that there is no danger to either riders or the general public. Paying special attention to traffic speed at, pull-off points, advanced signing, parking, number of riders that may be at any one control point at any time, access to private land, vicinity of house, noise levels, church service times, other events which may be taking place in villages on route at the same time (funerals, carnivals, garden fetes etc.).
- Competitors must be free to visit control points in any order.
- Riders should be obliged to get off their bikes to reach the actual control point.
- No form of timing should be employed on the public highway sections, although a finish time may be specified providing it gives reasonable and adequate time to visit the required number of control points.

**POLICE:** Although there is no requirement to notify the police, it is wise to do so by simply sending the police authority/ies through which your event runs, a copy of a publicity sheet, or event diary, highlighting the date and location of checkpoints, and mark it "for information only".

**INSURANCE:** Where any part of an event takes place in circumstances where the Road Traffic Act applies, i.e. in a public place, competitors must be covered by their own Motor Insurance Policy. Most organisers understand that if someone is injured or damage is done to property as a result of acting negligently an action for compensation may be brought against them. The ACU will provide a permit and insurance cover to clubs in order that officials and members may be safeguarded against legal liability as much as possible. If organisers don't currently carry cover, then please obtain details of the ACU's Clubs Insurance Scheme and make use of it.

## **ACU ENVIRONMENTAL CODE**

### **1. INTRODUCTION**

The realisation that society is rapidly destroying natural resources and polluting the environment to meet its own needs has now spread from pressure group thinking to the mainstream. In particular, increasing attention is now being paid to the concept of sustainable development that meets the needs of the present generation, without compromising the ability of future generations, to meet their own needs.

All activities have an impact on the environment, through the resources they use, the processes they undertake, and the waste created. Pressures to change our way of operating are now being brought to bear on all types of sport and recreation.

The governing body of motorcycle sport, at both National and International level, has two objectives to achieve in developing an Environmental Code.

- i) To ensure that it manages itself in a way that is sustainable within the environment.
- ii) To put itself in a position where it can demonstrate to Local and National Governments that it is a responsible member of the community, with both the ability and willingness to contribute to the protection of critical aspects of our environment.

### **2. GENERAL PRINCIPLES**

**2.1** Motorcycle activities fall clearly into three main categories: competitive sport, recreation, and transport.

- 2.2** Motorcycle sport is a major constituent of the International and National sporting calendars, attracting an ever-increasing audience and producing significant economic benefits. It is a sport that, like most other sports, and human activities in general, creates an impact on the environment.
- 2.3** Motorcycle riding, as a means of transport or recreation, continues to increase and, therefore, should also be looked at from an environmental point of view.
- 2.4** The ACU considers it to be of major importance to develop a coherent environmental policy, taking into account the legislative and regulatory requirements of the United Kingdom, and the European Community.
- 2.5** The ACU environmental policy, as defined in this Code, is based on mutual respect for the needs of the environment and for the reasonable practices of motorcycling in general.
- 2.6** The ACU seeks to co-operate closely with all appropriate organisations in order to ensure that motorcycle activities are, at all times, environmentally acceptable.
- 2.7** The ACU shall adapt its Rules and Standing Regulations in order to give proper recognition to environmental matters and to the principles of the Code.
- 2.8** According to the above General Principles, this Code seeks to improve the relationship between motorcycling and the community at large. These main principles refer, in particular, to:
- a) noise, fuel, protection of the ground, and cleaning issues;
  - b) behaviour of all persons, either directly or indirectly, involved in motorcycling.
- 2.9** The ACU will seek to establish, at all times, the highest environmental standards during the organisation of motorcycle events, at all levels, and will promote environmental consciousness.
- 2.10** In order to ensure that this Code is respected, the ACU has added environmental responsibilities to the role of the Clerk of the Course.

### **3. ENVIRONMENTAL RESPONSIBILITIES**

At each event the Clerk of the Course will be responsible for all environmental issues associated with that event. The Clerk of the Course can delegate the duties (but not the responsibilities) to another suitably qualified official (i.e. An official with a National Track Racing Clerk of the Course Licence can undertake the Environmental Duties at a National Motocross Event) For International Events, these responsibilities must be undertaken by an official in possession of a current FIM Environmental Officials Licence as specified in the FIM Sporting Code.

The Clerk of the Course will: -

- Ensure that the ACU Environmental Code is respected.
- Have access to all information relating to the event and must be able to, prior to, during, and after, the event, take appropriate action or make recommendations on all aspects of the event which may have environmental consequences.
- Report to the Stewards of the Meeting on environmental aspects of the event, and make recommendations to the Stewards or the Environment Panel on issues which may have future environmental consequences.

## **4 SOUND**

### **4.1 Motorcycles**

- Avoid all unnecessary running of engines.
- The sound levels, in all disciplines, must comply with the particular discipline's Standing Regulations.
- The ACU maximum sound levels for all disciplines will be enforced, controlled by licensed officials with approved equipment. For details, which vary slightly between disciplines, refer to the sporting rules.
- Adequate consideration must be given to the siting of the course, and in particular the start areas, in relation to local residential properties.

### **4.2 Communication**

- Separate address systems for riders' paddock and the public area are preferable.
- Position of loud-speakers: inclined towards the ground and directed towards the centre of the track or the course.
- Maintain the sound level as low as possible.
- A public address system can cause more annoyance outside the track than the actual sound of motorcycles. Make arrangements with the people in charge of the system to reduce the sound volume to an absolute minimum between races/ practice sessions.

## **5. FUEL**

- It is a requirement that regular unleaded fuel, commercially available, without additives, except oil for two stroke engines, is used.
- For Track Racing, the use of methanol is permitted.
- The use of alternative environmentally friendly fuels, when sanctioned by the regulations, are permitted.
- Fuel tests are carried out according to the procedure laid down in the Technical Rules.
- Samples of the test are sent by the organisers of the event to a laboratory selected by the ACU.

## **6. PROTECTION OF THE GROUND**

- Measures must be taken to prevent discharges of fuel, oil, cleaning fluids, degreasants, cooling and brake fluids, etc. into the ground. For all off-road disciplines, competitors are required to use an environmental mat at all points where machines are serviced.

- Containers/facilities to recover rubbish, oils, detergents, etc. must be provided by the organisers.
- Leave no long-term evidence of any activity.

## **7. CLEANING OF MOTORCYCLES**

- Cleaning of motorcycles can only be carried out at places designated by the organisers.
- No detergents are permitted.
- The requirements for cleaning facilities are described in the rules of the discipline concerned.

## **8. ACTION TO BE TAKEN BY COMPETITORS**

- Each competitor is responsible for the waste generated by his team during the event.
- Where organisers provide the necessary containers for waste they must be used as directed.
- Waste must be retained by the team until the approved facilities provided by the organisers can be used.
- Where refuelling or servicing of a motorcycle is being undertaken at an off-road event, competitors must provide an use an environment mat to protect the ground. These mats must be removed by the competitor after use.
- These retirements should me mentioned in the Supplementary Regulations.
- Any infringement by the competitor of the ACU Environment Code can result in disciplinary action being taken.

## **9. RECOMMENDATIONS FOR THE PUBLIC**

- Visitors to a motor sport circuit, track, rally or event can play an important role in keeping the environment clean and undamaged. Here are some suggestions:
- In co-operation with the police, select the routes to and from the venue which will cause as little annoyance as possible within the surrounding area.
- Provide clear signs to the venue.
- Do not allow parking on vulnerable areas (verges, green lanes, etc.).
- Avoid too high concentrations of people in order to preserve sensitive areas.
- Provide sufficient sanitary facilities.
- Inform the public about responsible behaviour on the site.
- Specify, in contracts with catering firms, that all drinks and food packaging is to be removed from the site.

## **10. RECOMMENDATIONS FOR ORGANISERS AND CIRCUIT/TRACK MANAGERS**

### **10.1 Environmental Provisions**

- Make arrangements to prevent pollution of the ground in the rider's paddock, on the track, and within the surroundings.
- Look after the protection of verges along access roads, fence off (tape) vulnerable areas, to prevent indiscriminate parking.
- The facilities for training, racing, rallies, and the surrounding areas, must be protected as much as possible from pollution.
- Measures must be taken to prevent:
  - i) leakage of fuel, oil, cleaning fluids, degreasants, cooling and brake fluids, etc., into the ground.
  - ii) waste from participants, helpers, spectators and selling points not collected in waste-bins or containers and being left on the ground at the site. Sanitary facilities being connected improperly to the sewerage system.
  - iii) waste being collected and removed in an illegal way.
  - iv) ACU sound levels for motorcycles during the event (including practice) being exceeded.
  - vi) excessive sound levels at all motorcycle events.
  - vii) the composition of fuel not conforming to the ACU regulations.
  - viii) the maximum number of events and/or practising time being exceeded.

### **10.2 Event Management Records**

It is important for every organised motorcycling event organiser to maintain a "logbook" in which is recorded all activities and measures that have been taken, what meetings have taken place and with whom, what permissions have been sought, and those that have been granted. If permission is given only for use of the facilities for a certain period of time, the exact time when it is used must also be recorded.

Together with the logbook it is useful to have a check-list for the management of the facilities.

This checklist must include at least the points identified in the "prior assessment" undertaken before the event, and the remedial measures implemented.

### **10.3 Publicity and Advertising**

- Place billboards and posters only after having obtained permission from the owner of the property.
- Take Government regulations into account when positioning billboards.
- Do not distribute leaflets/pamphlets under windscreen-wipers of cars, on motorcycles, nor to spectators (do not allow others to do so during an event).

### **10.4 Rider's Paddock/Restricted Areas**

- Present every participant, on arrival, with a rubbish bag and instructions.
- Provide sufficient containers for the rubbish bags.
- Take care that there are enough containers for used oil. These containers must be marked "waste oil only" and have an opening sufficiently large to avoid spillage.
- Provide containers for oil filters and cleaning rags.
- Provide sufficient and clean sanitation, for all personnel, with proper provisions for collecting waste and water.
- Provide a special wash area in accordance with the appropriate discipline regulations for events where the cleaning of motorcycles is permitted.

### **10.5 After the Event**

- Signposts, billboards and posters must be removed immediately after the event.
- Clear away tapes and markers around the event site.
- The event site must be returned to its original condition as soon as possible.
- Arrange for prompt removal of all waste and rubbish.

- At regular intervals make an evaluation of the event; correct any shortcomings and prevent future errors.

#### **10.6 Circuit/Track Management**

- Managers of motor sport facilities are able to take a large number of measures when managing and maintaining a venue.
- Keep up maintenance and take care that the site is kept clean and tidy at all times.
- Ensure regular maintenance so that the circuit/track gives a neat and tidy impression.
- Take all necessary care, when making changes/adjustments to the site, to consult the appropriate authorities.
- Use natural colours for buildings, fences, etc. and provide suitable trees and vegetation.
- Repair defects on the outside of buildings.
- Materials used for maintenance/improvements should be checked by the appropriate authorities to ensure they are not contaminated.
- Ensure proper disposal of waste from sanitary facilities.
- Provide facilities with a hardened surface, and a proper drain, where motorcycles can be cleaned, if cleaning is to be permitted.
- Act carefully when making alterations to the terrain and buildings and consult the appropriate authorities beforehand.
- When locating the starting area, take acoustic effects into consideration.
- Respect sensitive areas and close these to the public.
- Only remove trees when absolutely necessary and only after obtaining the necessary permissions.
- Clear away all remains afterwards.
- Take into account the sound-absorbing function of trees, bushes etc (when replanting them).
- Ensure soil/sand supplied by others be examined for possible pollution before it is used.
- Remove mud from public highways and remove direction signs etc.

### **11. RECOMMENDATIONS TO ROAD USERS**

#### **11.1 Rider Conduct**

- Individual motorcyclists should develop riding habits to ensure full integration with other types of users.
- Ride safely and avoid aggressive and competitive riding.
- Save petrol and reduce pollution by avoiding unnecessary idling of engines.
- Ride politely and limit noise pollution by using your horn only in an emergency.
- Noise annoys. Use a legal exhaust system and keep audio systems at a low level.
- Use only routes which are legally available to motorcyclists.
- Ride responsibly at all times.
- Respect nature by not travelling on routes that risk being damaged beyond a point of natural recovery.
- Protect wildlife and its natural habitat by riding intelligently.
- Take responsibility for ensuring that your used oil, tyres, batteries and other recyclable items are properly disposed of.
- Encourage fuel efficiency and space economy by riding motorcycles instead of driving automobiles.

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