

THE ACU 2012 BRITISH CLUBMANS SIDECARCROSS CHAMPIONSHIP

THE ACU 2012 BRITISH CLUBMANS SIDECARCROSS CHAMPIONSHIP.....	1
1.0 Announcements and Entries.....	2
1.1 ANNOUNCEMENT.....	2
1.2 JURISDICTION.....	2
1.3 MACHINE ELIGIBILITY.....	2
1.4 DRIVERS ELIGIBILITY – 2012.....	2
1.5 DRIVERS QUALIFICATION 2012.....	2
1.6 ROUNDS.....	2
1.7 RECORDING.....	2
1.8 ENTRIES / REGISTRATION FEE	3
1.9 ENTRY REFUND.....	3
2.0 Technical Control.....	3
2.1 TECHNICAL CONTROL.....	3
2.2 SOUND.....	3
2.3 RIDING NUMBERS.....	3
2.4 SHIRT NUMBERS	3
2.5 NUMBER PLATES	3
2.6 CHOICE OF MACHINE.....	4
3.0 Running of the Meeting.....	4
3.1 FLAG SIGNALS.....	4
3.2 PRACTICE.....	4
3.3 RACES.....	4
3.4 STARTING POSITIONS.....	4
3.5 START.....	4
3.6 FALSE STARTS.....	5
3.7 STOPPING A RACE.....	5
3.8 CLASSIFICATION AT THE END OF A RACE.....	5
3.9 POINTS.....	5
3.10 TIES.....	6
3.11 OUTSIDE ASSISTANCE & COURSE CUTTING.....	6
3.12 WORKING AREA.....	6
3.13 WINNERS PRESENTATION.....	6
3.14 PRIZE MONEY.....	6
4.0 General.....	6
4.1 CLASSIFICATION.....	6
4.2 PASSES.....	6
4.4 COURSE RESTRICTIONS.....	7
4.5 2013 FORMAT.....	7

1.0 Announcements and Entries

1.1 ANNOUNCEMENT

The Auto Cycle Union (ACU) will recognise the British Clubman's Sidecarcross Championship which shall be promoted by the Sidecar Motocross Association of GB and together with the appointed clubs organise the British Clubman's Sidecarcross Championship.

1.2 JURISDICTION

The meetings will be held under the National Sporting Code of the ACU, a Regional, centre-restricted or open permit, these Championship Conditions and any further Supplementary Regulations or Instructions issued or official announcements made.

1.3 MACHINE ELIGIBILITY

For sidecar motorcycles meeting current requirements as stated in the ACU Standing Regulations.

1.4 DRIVERS ELIGIBILITY - 2012

Open to drivers holding a current ACU or SACU licence or drivers holding a current National or International licence issued by their European FMN. All drivers holding a National or International licence not issued by the ACU and SACU must carry proof of insurance and a written start permission document issued by their FMN. Drivers from other codes (i.e. AMCA, ORPA, MCF) will require an ACU Day licence to compete.

1.5 DRIVERS QUALIFICATION 2012

The Clubman's Championship is intended, primarily for those regular competitors who do not compete at the highest level in the British Championships. Therefore, only those registered for the championship, (see para 1.8) will be eligible to score points. For simplicity the following drivers, whilst able to compete, are **not** required to register nor are they eligible for points.

Drivers who finished in the Top 10 of the British Championship 2011
Drivers who have won the Clubman's Championship within the last three years.
(Champions from 2009 – 2011 inclusive)

1.6 ROUNDS:

Round 1 - 6th April – Owslebury, nr Winchester
Round 2 - 9th April – Frome, Somerset
Round 3 - 10th June - Wrangway Devon
Round 4 - 15th July – Rusper, nr Horsham
Round 5 - 29th July – Torrington, Devon
Round 6 - 5th August – Landrake, Cornwall
Round 7 - 23rd Sept - Wattisfield Hall, Diss
Round 8 - 30th Sept - Winterpick Farm or Ringmer **if** Winterpick not available

See www.sidecarcross.com for more details

1.7 RECORDING

The Official Points Recorder will be: Ann Reynolds

The Sidecar Co-ordinator will be: Lydia Blackman
3 Reeds Meadow
Langrish
Petersfield
Hampshire
GU32 1QZ
Tel: 01730 714127
lydia.blackman01@btinternet.com

1.8 ENTRIES / REGISTRATION FEE

1.8.1 British Sidecar Cross Clubman's Championship drivers who are eligible for points, (see para 1.5) must register for the championship. The registration fee is £30.00. The registration fee will be waived for drivers who are current members of the SMCA of GB. Registration forms are available on: www.smcagb.com. There is no restriction on how many drivers may register or when; however registration documentation must be completed and any payment cleared before points may be scored.

1.8.2 In addition to the above, drivers must complete entry forms for each meeting and submit that form to the Entry Secretary of the organising club by the closing date. Each form must be accompanied by the entry fee stated on the form and a stamped self addressed envelope. Entry is by the 'first come, first served principle. Registered drivers will have priority over all other drivers up until the closing date for entries.

1.8.3 Non-registered drivers should submit their entry to the Entry Secretary of the organising club. They will be allocated places on a first come, first served basis up to the maximum number of entries decreed by the club; except as in 1.8.4.

1.8.4 In the event that the Championship race is run in conjunction with another Championship, i.e, Centre Championship then all entries will be treated on a first come, first served basis up to the maximum number of competitors allowed by the organising club.

1.9 ENTRY REFUND

Under no circumstances will refunds be considered once the closing date has passed. Any driver receiving an injury in the month leading up to each event will be required to notify the organiser and send a doctors/hospital certificate to be considered for a refund.

2.0 Technical Control

2.1 TECHNICAL CONTROL

Riders are allowed to use machines (max 2) as presented to Technical Control under their respective names and starting numbers. A machine can only be presented for technical inspection under one driver's name, unless one is shared by two drivers, in which case it is presented with both drivers' numbers.

2.2 SOUND

Sound Control after a race – Any driver whose machine is above the limit (96dB/A for two stroke engines or 94db/a for four stroke engines + 2dB/A post race tolerance) – whether it be one of the drivers chosen at random or any other driver whose motorcycle is controlled/verified – may be penalised by having five points deducted from their race score.

2.3 RIDING NUMBERS

British Championship Drivers may compete using the Championship number issued/agreed by the ACU. All other numbers should be registered with the Secretary of the SMCA. In the event of two drivers entering under the same number those with registered numbers will have primacy. The other driver will then have an alternative number issued/agreed by the organising club.

2.4 SHIRT NUMBERS

All drivers are encouraged to wear numbered riding shirts or bibs, supplied by themselves. If worn the numbers on the shirts must be the same as on the machine. Riding numbers should be in strong contrast to the background.

2.5 NUMBER PLATES

All the machines number plates must comply with current ACU regulations plus a space of 40mm across the complete width of the front number plate must be left clear for any series sponsors logos.

2.6 CHOICE OF MACHINE

A maximum of two machines is permitted. Drivers may change machines between races.

3.0 Running of the Meeting

3.1 FLAG SIGNALS

Red:	All drivers must stop—(drivers must not pass a red flag unless authorised to do so and then only proceed at a slow pace).
Yellow Motionless:	Danger, take care. Drive slowly
Yellow Waved:	Great danger, prepare to stop, no overtaking
Blue waved:	Warning, you are about to be lapped
Black with rider No:	That driver to stop immediately and leave the track
Green:	Under starters orders
White with Green cross:	Medical attention necessary

All flag signals must be strictly adhered to. Failure to observe these signals may lead to disqualification.

3.2 PRACTICE

Practice will be held on the morning of the meeting and should be for the minimum period on the actual course as stated in the Supplementary Regulations. All drivers must complete the minimum amount of practise stated in the Supplementary Regulations to be able to race. In the event that a passenger is changed the organising club is to allow one sighting lap prior to the start of the race.

3.3 RACES

Three races counting towards the championship will be held at each meeting, each of 15 minutes plus 1 lap. These three races must be separated by at least 30 minutes.

3.4 STARTING POSITIONS

3.4.1 Drivers will come to the line for each race in their championship positions at the start of the meeting. Non points scorers, registered or non-registered, will be balloted for the order they come to the line after points scorers have taken their place. If it is the first meeting all drivers will be balloted for their start position.

3.4.2 If a championship round is run in conjunction with another championship, i.e Centre Championship; then starting positions for all competitors will be decided by ballot unless electronic timing is available.

3.5 START

3.5.1 The start will be live engine, clutch type.

3.5.2 For sidecars the maximum number of machines allowed by the organising club will go the front row and the remainder will go on a second row. All positions on the front row must be filled before drivers can take a position on the back row.

3.5.3 Once a driver has taken his place at the start gate he cannot change it.

3.5.4 A driver is deemed to be under starters orders when the first driver is called to the start line. Any driver who fails to be ready to start within two minutes of the first driver reaching the start line or who causes a start to be unnecessarily delayed in the opinion the starter or the Clerk of the Course may be disqualified from that race.

3.5.5 The starter will hold up a green flag from which moment the drivers are under his control until all drivers are on the start line. When all the drivers are on the start line the starter's assistant will hold up a 15 second board for 15 seconds. At the end of the 15 seconds a 5 second board will be shown and the gate will drop between 5 and 10 seconds after the 5 second is shown.

3.5.6 No one except DRIVERS, PASSENGERS and OFFICIALS shall be permitted in the area of the starting gate. Drivers may only "groom" behind the start gate and no tools or outside assistance is allowed.

3.6 FALSE STARTS

3.6.1 All false starts shall be indicated by waving a red flag. All drivers should go back to the waiting zone and await further announcements regarding the re-start.

3.6.2 Any driver not admitted to the initial start cannot be introduced after a false start.

3.6.3 In the case of an immediate restart drivers may only exchange machines in the Waiting Zone.

3.6.4 In the case that the re-start will not take place immediately riders will return to the waiting zone to be instructed if they can return to the paddock.

3.7 STOPPING A RACE

3.7.1 The Clerk of the Course has the right, for safety reasons or other cases of force majeure, to stop a race prematurely or to cancel a part or the whole of the meeting.

3.7.2 The Clerk of the course may exclude one or more drivers, deemed to be at fault for the race being stopped, from taking part in the restart.

3.7.3 If a Championship race is stopped before 5 minutes has elapsed there will be a complete restart. This will be deemed a new race.

3.7.4 Drivers will return to the waiting zone to await an official announcement. Restarts will take place as soon as possible.

3.7.5 In the event of a complete re-start drivers who missed the waiting zone for the original start are permitted to participate in the re-start.

3.7.6 If a race has to be stopped after the leader has completed half of the race time, (not including any extra laps), it will be considered to have finished.

3.7.7 The order of classification shall be based upon the order of last crossing the finish line prior to the showing of the red flag, and only competitors who are racing at the showing of the red flag and have completed 50% of the number of laps (rounded down) completed by the race leader will be classified.

3.7.8 If a race has to be stopped after the leader has taken the chequered flag they will be classified as having finished the race.

3.7.9 The order of classification for those drivers who have not taken the chequered flag shall be based upon the order of last crossing the finish line prior to the showing of the red flag, and only competitors who are racing at the showing of the red flag and have completed 50% of the overall race distance (rounded down) will be classified.

3.8 CLASSIFICATION AT THE END OF A RACE

The order of classification shall be based upon the number of laps completed and order of finish; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by drivers with one less lap, then two laps and so on. Drivers must cross the finish line within 5 minutes of the arrival of the winner. Drivers must have completed 50% of the distance of the winner, rounded down, to be classified as a finisher.

3.9 POINTS

Points will be awarded in the following order for positions 1 to 20.

25-22-20-18-16-15-14-13-12-11-10-9-8-7-6-5-4-3-2-1

3.10 TIES

3.10.1 If a tie occurs on points scored on the day, it will be resolved on the highest place in the last race. If this fails to decide a tie it will then be decided by the highest place in the second race.

3.10.2 If a tie occurs at the end of the championship it will be resolved in favour of the driver gaining the greater number of first places, or if this fails to decide a tie, then in favour of the driver gaining the greater number of second places and so on, down to last place.

3.11 OUTSIDE ASSISTANCE & COURSE CUTTING

3.11.1 If during a race a driver receives outside assistance other than that provided by the organisers in the interest of safety, that driver may be disqualified. Drivers receiving signals from persons in prohibited areas may be disqualified or have penalties added.

3.11.2 If for any reason a driver leaves the course, he must rejoin it as closely as possible to the point where he left the course without any outside assistance. He must not gain any advantage. If any advantage is obtained he may be disqualified.

3.12 WORKING/SIGNALLING AREA

3.12.1 A trackside working area must be available. Only in this area may mechanics make repairs or adjustments to the machines during races/qualification. The working area must be clearly defined and marked. The entrance must be properly controlled for both people and machines. Any maintenance outside of the work area may only be carried out by the driver and/or passenger. Any machine taken back to the paddock during a race will not be allowed to rejoin that race.

3.12.2 The signal area must be behind chestnut fencing.

3.13 WINNERS PRESENTATION

If prize money and/or trophies are to be awarded then the first three crews overall on the day must take part in the official prize giving ceremony which should be held immediately after the final race.

3.14 PRIZE MONEY

Prize money is at the discretion of the organising club. All prize money will be paid on the day of the event but if unforeseen circumstances arise it must be paid within 7 days of the meeting.

4.0 General

4.1 CLASSIFICATION

4.1.1 At the end of the Championship the driver with the highest number of points will be the ACU British Clubman's Sidecar Cross Champion 2012.

4.1.2 The passenger who scores the most championship points whilst competing with the champion driver will be the ACU British Clubman's Sidecar Cross Champion Passenger 2012.

4.2 PASSES

Each Sidecar Crew will have four passes made available for them at each meeting. Any rider/driver/mechanic arriving without a pass may be charged the normal entry fee, refunded on the production of a valid pass.

4.4 COURSE RESTRICTIONS

Any restrictions imposed by the organisers to cover local agreements or other stipulated restrictions should be clearly stated in the Final Instruction and competitors must adhere to these requirements.

4.5 2013 FORMAT

The ACU Motocross Committee reserves the right to change the Championship format in 2013.