

THE ACU 2010 MAXXIS BRITISH SIDECARCROSS CHAMPIONSHIP

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1.0 Announcements and Entries

1.1 ANNOUNCEMENT

The Auto Cycle Union (ACU) will promote and together with the appointed clubs and the Sidecar Motocross Association of GB, organise the British Sidecarcross Championship.

1.2 JURISDICTION

The meetings will be held under the National Sporting Code of the ACU, a National 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 - 2010

Open to drivers and passengers holding current National or International licences issued by the ACU/SACU or holding a current National licence issued by their European FMN. Any competitor not holding an ACU or SACU licence must provide proof of insurance and a written start permission document issued by their FMN.

1.5 DRIVERS QUALIFICATION 2010

Open to a maximum of 30 registered drivers taken in the following order:
 2009 British Championship point scorers,
 Drivers who have scored points in at least 2 rounds of the ACU British Clubman's championship previously,
 Points scorers in national championships run by other UEM FMNRs &/or the AMCA
 A maximum of 4 "Wild cards" can be taken at individual rounds
 (A wild card driver is a non registered driver who meets the above criteria)

The ACU Motocross Committee reserves the right to invite any driver who in their opinion would enhance the championship for the good of the sport.

1.6 ROUNDS

28 March	Sidcup	Canada Heights
11 April	Norwich Vikings	Lyng
25 April	Little Silver MXC	Little Silver
31 May	Frome	Asham Woods
27 June	Broadhembury	Wrangway
25 July	Halstead	Wakes Colne
19 September	Diss	Wattisfield Hall

The ACU reserve the right to change any date and/or venue at their discretion.

1.7 RECORDING

The Official Points Recorder will be:

Chris Helm
 67 Griston Road
 Watton
 Norfolk
 IP25 6DN
 Tel: 01953 880940
Chris.Helm3@btoopenworld.com

The Sidecar Co-ordinator will be:

Paul Pelling
 11 Harts Gardens
 Guildford
 Surrey
 GU2 9QA
 Tel: 01483 850024
pellingandkemp@ntlworld.co.uk

1.8 ENTRIES / REGISTRATION FEE

British Sidecar Cross Championship riders must pay a registration fee of £60.00. Riders will be required to contest the whole series and must complete and return the series registration form to the Motocross Dept, ACU, Wood Street, Rugby, Warwickshire, CV21 2YX by 30th January 2010.

In addition to the above, riders must complete the entry forms provided by the ACU and forward each form to the Entry Secretary of the organising club by the closing date. Each form must be accompanied by the payment of £60.00 and a stamped self addressed envelope. Entries received from registered riders after the closing date may incur an additional charge of £15.00.

Any rider who rides at any other event either at home or abroad on the same day as a championship meeting may be fined £100.00 and disqualified from the remainder of the championship. All championship points will be forfeited. Riders may only be released by the ACU Motocross Committee.

After the closing date for entries for each individual round, non-registered riders may be accepted. The entry fee will be £75.00 per meeting.

1.9 ENTRY REFUND

Under no circumstances will refunds be considered once the closing date has passed. Any rider 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 rider's name, unless one is shared by two riders, in which case it is presented with both riders' numbers.

2.2 SOUND

Sound Control after a race – Any rider 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 riders chosen at random or any other rider whose motorcycle is controlled/verified – may be penalised by having five points deducted from their race score.

2.3 RIDING NUMBERS

The number 1 plate will be issued to the DRIVER who has gained the highest number of points in the previous years Championship.

2.4 SHIRT NUMBERS

All drivers must wear numbered riding shirts or bibs, supplied by themselves, showing the number on the rear which must be produced at Technical Control. The numbers on the shirts must be the same as on the machine. Failure to comply may result in disqualification. The minimum dimension for the numbers must be 140mm height, 70mm width and 25mm width of stroke and the space between any two figures 15mm. Riding numbers must 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. Riders may change machines between races.

3.0 Running of the Meeting

3.1 FLAG SIGNALS

Red:	All riders must stop – (riders 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 rider 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 a minimum of one 30 minute session.

3.3 RACES

Three races counting towards the championship will be held at each meeting, each of 20 minutes plus 2 laps. These three races must be separated by at least 30 minutes. When the first rider is called to the start line the waiting zone gate will be closed and reserve riders may then be included.

3.4 STARTING POSITIONS

3.4.1 These will be determined by timed training on the day, when available.

3.4.2 If timing is unavailable riders will come to the line for each race in their championship positions at the start of the meeting. If it is the first meeting they will come to the line in the order of their British Championship final position in 2009. Any non points scorers will be balloted.

3.5 START

The start will be live engine, clutch type.

For Sidecars a maximum of 17 machines will go the front row and the remainder will go on a second row. All 17 positions on the front row must be filled before riders can take a position on the back row.

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

A rider is deemed to be under starters orders when the first rider is called to the start line. Any rider who fails to be ready to start within two minutes of the first rider 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.

The starter will hold up a green flag from which moment the riders are under his control until all riders are on the start line. When all the riders 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.

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

3.6 FALSE STARTS

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

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

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

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

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.

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

If a British Championship race is stopped before 10 minutes has elapsed there will be a complete restart. This will be deemed a new race.

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

In the event of a complete re-start reserve riders may take part in the restart if one or more of the original starters are unable to take part or are disqualified by the Clerk of the Course. Riders who missed the waiting zone for the original start are permitted to participate in the re-start. All reserve riders for the original start are reserves for the re-start.

If a reserve rider competed in the first start he will not automatically be included in the restart.

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.

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.

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

The order of classification for those riders 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 riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner. Riders 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

The scheduled final round will carry double points on all races run.

3.10 TIES

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.

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

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

If for any reason a rider 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 AREA

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.

The signal area must be behind fencing.

Any machine taken back to the paddock during a race will not be allowed to rejoin that race.

3.13 WINNERS PRESENTATION

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

The minimum prize money for each of the championship races will be payable on the following scale:

1st=£60 2nd=£50 3rd=£40 4th=£30 5th=£25 6th=£20 7th=£15 8th=£12 9th=£11 10th=£10

Total £273.00 per race

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

At the end of the Championship the driver with the highest number of points will be the British Sidecar Cross Champion 2010.

The passenger who scores the most championship points whilst competing with the champion driver will be the British Sidecar Cross Champion Passenger 2010.

4.2 PASSES

Each Sidecar Crew will have four passes made available for them at each meeting.

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 2011 FORMAT

The ACU Motocross Committee reserves the right to change the Championship format in 2011.

CIRCUIT & CLUB CONTACTS

<p><u>Canada Heights - 28 March 2010</u> <u>Sidcup & DMCC Ltd</u></p> <p><u>Mrs M Clarke</u> 12 Sarsen Heights Walderslade Chatham Kent ME5 9HW Telephone 01634 201268</p>	<p><u>Caddes Hill, Lyng – 11 April 2010</u> <u>Norwich Vikings MCC</u></p> <p><u>Mr A Hay</u> 27 Tizzick Close Three Score Norwich Norfolk NR5 9HB Telephone 01603 734700</p>
<p><u>Little Silver – 25th April 2010</u> <u>Little Silver MXC</u></p> <p><u>Mrs M Martin</u> 7 Broadway Road Kingsteignton Newton Abbot Devon TQ12 3EH Telephone: 01626 365335</p>	<p><u>Asham Woods – 31 May 2010</u> <u>Frome & District MCC</u></p> <p><u>Mrs V Webb</u> 2 Broomclose Farm Cottages Longbridge Deverill Warminster Wilts BA12 7DD Telephone 01985 840257</p>
<p><u>Wrangway – 27 June 2010</u> <u>Broadhembury & DMC</u></p> <p><u>Mrs G Edwards</u> Courtfield Ashill Cullompton Devon EX15 3NH Telephone 01844 840078</p>	<p><u>Little Loveney Hall, Wakes Colne – 25 July 2010</u> <u>Halstead & Dist MCC</u></p> <p><u>Ms S Foskew</u> 9 Ebenezer Close Witham Essex CM8 2HX Telephone 01376 517169</p>
<p><u>Wattisfield – 19 September 2010</u> <u>Diss & District MC & LCC</u></p> <p><u>Elaine Collins</u> 5 Upper Rose Lane Palegrave Diss Norfolk IP22 1AP Telephone 01379 644479 07887 874781</p>	

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