

TRIBAL-MX ACU British Clubmans Sidecarcross Championship 2021
Regulations

Contents

1.0	Announcements and Entries	2
1.1	Announcement.....	2
1.2	Championship Sponsor.....	2
1.3	Championship Title.....	2
1.4	Jurisdiction	2
1.5	Machine Eligibility	2
1.6	Driver Eligibility	2
1.7	Drivers Qualification.....	2
1.8	Championship Rounds.....	2
1.9	Recording	2
1.10	Entries & Registration Fee	2
1.11	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.....	3
3.0	Running of the Meeting	3
3.1	Flag Signals	3
3.2	Practice	4
3.3	Races	4
3.4	Starting Positions	4
3.5	Start.....	4
3.6	False Starts	4
3.7	Stopping A Race	4
3.8	Finishing Classification	5
3.9	Points	5
3.10	Ties	5
3.11	Outside Assistance & Course Cutting	5
3.12	Working & Signalling Area.....	5
3.13	Winners Presentation.....	5
3.14	Trophies	5
3.15	Prize Money	5
4.0	General	6
4.1	Championship Classification	6
4.2	Passes.....	6
4.3	Course Restrictions.....	6
4.4	Championship Format	6

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 (SMCA) and together with the appointed clubs organise the British Clubman's Sidecarcross Championship.

1.2 Championship Sponsor

For the 2021 season the Clubmans Championship will be sponsored by TRIBAL-MX

1.3 Championship Title

The Championship title for the 2021 season will be 'TRIBAL-MX ACU British Clubmans Sidecarcross Championship'

1.4 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.

1.5 Machine Eligibility

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

1.6 Driver Eligibility

The championship is open to drivers holding a current ACU or SACU licence or drivers holding a current National or International licence issued by their European FMN regardless of gender, race, colour, nationality, ethnic origin, sexual orientation, disability, religious or philosophical belief, political beliefs, class or trade union membership.

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.

1.7 Drivers Qualification

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 finish in the top 10 of the British Championship in the last two years (2018 & 2019). (2020 Excluded due to COVID-19)
- Drivers who have won the Clubman's Championship within the last three years. (Champions from 2017 – 2019 inclusive) (2020 Excluded due to COVID-19)

1.8 Championship Rounds

Once officially released a full list of the Clubmans Championship rounds will be published on the SMCA Website <http://smcagb.moonfruit.com/>

1.9 Recording

In the event of any questions/queries regarding this series, please contact a member of the SMCA committee. Full contact details for the SMCA committee can be found at <http://smcagb.moonfruit.com/>

1.10 Entries & Registration Fee

1.8.1 British Sidecarcross Clubman's Championship drivers who are eligible for points, (see para 1.5) must be registered for the championship each season prior to the published registration closing date. The registration fee is £10.00 for SMCA members and £35.00 for non-SMCA members.

Registration forms are available from the SMCA Website and <http://www.sidecarcross.eu/phpBB3/index.php>. There is no restriction on how many drivers may register but all riders who wish to score points in the championship must have completed the registration form and paid the registration fee before 23:59 Sunday 11th April 2021. All riders must complete the registration form and inform the SMCA membership secretary of their preferred number to prevent duplication and confusion. Drivers will retain this number throughout the championship. Numbers 1 – 50 are reserved for British Championship runners. Clubmen who have finished in the Top 50 of the 2019 British Championship may retain that number. (2020 Excluded due to COVID-19) The registration fee for any rider who was registered for the 2020 TRIBAL-MX ACU Clubmans Championship, will be waived due to COVID-19.

1.8.2 In addition to the above, registered drivers must complete entry forms for each round and submit that form to the Entry Secretary of the organising club by the closing date with the correct entry fee. Entry is by the first come, first served principle.

1.8.3. The Clubmans' Championship is a National series; in the event that a Centre Championship race is run in conjunction with the Clubmans' Championship, drivers registered for the Clubmans' **will have priority** over all other drivers up until the closing date for entries.

1.8.4 Drivers who have registered for the Clubmans may not compete at another venue when a Clubmans round is on. The exception to this is if they have entered the Clubmans round but failed to gain an entry. A refused late entry in this case is regarded as a non-entry. Any driver breaking this rule will have all their points to date removed and they will become non – registered riders for the remainder of that season.

1.8.5 Non-registered drivers should submit their entry to the Entry Secretary of the organising club by the closing date with the correct entry fee. They will be allocated places on a first come, first served basis, up to the maximum number of entries decreed by the club, after the closing date for entries has passed.

1.11 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 however this is not guaranteed.

2.0 Technical Control

2.1 Technical Control

Riders are allowed to use machines (maximum of 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

Machines may be sound tested at any/all rounds through the championship and will be tested in line with the ACU regulations.

- 2 stroke engines: 112dB/A (+2db/A before the race; +3dB/A after the race)
- 4 stroke engines: 115dB/A (+2db/A before the race; +3dB/A after the race)

Test procedure: 2 metre max method.

A further review of sound levels may be made at the end of the season.

Any rider whose machine is above the limit documented above will have one minute added to their riding time in the race in question, (electronic timing) or have 5 points deducted from their race score, (manual lap scoring).

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 to wear numbered riding shirts or bibs, supplied by themselves. 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 top 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 only, any driver switching machines during a race may be disqualified.

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. A significant reduction in speed must be seen; therefore jumps should not be attempted.
Blue:	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 for the minimum period on the actual course as stated in the Supplementary Regulations. All drivers must complete the minimum amount of practice stated in the Supplementary Regulations to be able to race. In the event that a passenger is changed the organising club is to allow a minimum of 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 from the last bike leaving the track.

3.4 Starting Positions

3.4.1 If electronic timing is available registered riders will come to the line in order of the results from timed qualifying, followed by un-registered riders in timed order.

3.4.2 If electronic timing is not available drivers will come to the line for each race in their championship positions at the start of the meeting. Non-points scorers who are registered riders will be balloted for the order they come to the line after points scorers have taken their place, non-registered riders will be balloted last. If it is the first meeting all registered drivers will come to the line based on their championship positions from the previous year's Clubmans championship; Non-point scorers from the previous year and new riders will be balloted for their start position. Non-registered drivers will be balloted last.

3.5 Start

3.5.1 The start will be live engine, clutch type.

3.5.2 The maximum number of machines allowed on the front row is 17. The remainder will go to a second row, maximum 17. In the event that a start line cannot hold 17 then the maximum number of machines allowed by the organising club will go to the front row with the remainder making a second row, (not larger than the front row). All positions on the front row must be filled before drivers can take a position on the second row.

3.5.3 Where deemed necessary for safety reasons, the Clerk of the Course may close a number of gates thus reducing the number of riders on each row.

3.5.4 Once a driver has taken their place at the start gate they cannot change it.

3.5.5 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 of the starter or the Clerk of the Course may be disqualified from that race.

3.5.6 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.

3.5.7 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 Finishing Classification

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, two less laps and so on. Drivers must cross the finish line within 5 minutes of the arrival of the winner.

3.9 Points

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

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Points	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, they must re-join it as closely as possible to the point where they left the course without any outside assistance. The driver must not gain any advantage. If any advantage is obtained they 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 will be held as soon as possible after completion of the final race of the meeting.

3.14 Trophies

Six Trophies (2 x 1st Place, 2 x 2nd Place, 2 x 3rd Place) will be provided to the club by the SMCA at each round of the Clubmans Championship. A nominated person from the hosting club will be responsible for handing out the trophies during the winners presentation.

3.15 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 riders will be advised on the day and cheques will be posted to the relevant riders via recorded delivery within 7 days of completion of the meeting.

4.0 General

4.1 Championship 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 Sidecarcross Champion.

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

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.

4.3 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.

4.4 Championship Format

The ACU Motocross Committee reserves the right to change the Championship format at any time.

