TECHNICAL AND SAFETY INFORMATION

TIMEKEEPERS & TIMING EQUIPMENT

AUTHORITY

The ACU appoints all grades of timekeeper. Persons operating timing equipment to an accuracy of greater than 1 second must be licensed.

DUTIES

Each timekeeper is responsible for the authenticity of the times taken and the results issued, substantiated by having the correct licence for the grade of event and by using the appropriate correct identifiable equipment for the type and grade of the event.
Timekeepers are categorised as follows:
FIM TIMEKEEPERS. Who may take charge of the timing of any event as licensed by the FIM.
They are particularly appointed to take charge of the timing at events counting towards a World Championship or FIM title and at World Record attempts.
GROUP 1 TIMEKEEPERS. Chief timekeeper for National or International meetings.

DUTIES AND RESPONSIBILITIES OF A GROUP 1 TIMEKEEPER

In order to achieve the grade of Group 1 timekeeper, the applicant must have served at and taken charge of at least ten events over two consecutive seasons under the supervision of senior timekeepers. At least two of those events will be subject to the appraisal of an approved mentor, at one venue known to the applicant and one nominated venue.
Individually, all Grade 1 timekeepers may be subject to appraisal and interview by at least one senior timekeeper nominated by the ACU.
Appointments to International grade remain the sole responsibility of the ACU.
In exceptional circumstances the timescales quoted above may be altered after reference to the respective organisers, Chief timekeepers and/or the ACU.
The ACU reserves the right to amend and change the grades of all timekeepers.
The applicant will be appraised in accordance with the following criteria:

PLANNING

The timekeeper will demonstrate an ability to plan the equipment requirement for the event. He/she will ensure that the needs of the organisers are met as follows:

- The timing equipment selected for the event is appropriate and matches the requirements of the organisers.
- The timing equipment selected has the correct and valid certificate of accuracy.
- The beams, cabling and associated equipment are compatible with the timers.
- The results equipment is appropriate for the service required, and if electronically linked to the timing equipment, the two are compatible.
- The backup equipment is appropriate for the event.
- The timer and associated equipment is checked for readiness for use.

PLANNING THE PERSONNEL

- The licence grades and competencies of the personnel are appropriate for the event.
- The number of personnel is adequate for the event.
- All personnel are informed of their duties in adequate time.
- Transport arrangements, accommodation and arrival times are clear and appropriate.

The timekeeper will be able to identify risks in the planning and deal with any contingencies.

ORGANISATION AND MANAGEMENT

- The range of duties needed for the event is identified
- All timing service personnel sign the ACU disclaimer.
- Duties are allocated according to the competencies of individuals.
- Duties and requirements are explained and understood by all team members.
- Appropriate lines of communication between the timing team and the organisers are identified, agreed and

established.
- Prior to and throughout the event risks are identified and dealt with efficiently and effectively.
- All team members are treated in a courteous manner.
- Identify risks in the above and deal with any contingencies.

COMMUNICATION WITH OFFICIALS, COMPETITORS, COORDINATORS AND OTHER RELEVANT PERSONS

- The roles, responsibilities and identities of the officials and other event personnel are understood by the timing team.
- All persons are dealt with in a courteous and polite manner.
- All requests for information or services required from the team are assigned to the appropriate personnel to answer or provide.
- Such requests are dealt with in a clear and concise manner without undue delay.
- Identify risks in the above and deal with any contingencies.

IDENTIFICATION AND DEVELOPMENT OF TIMING PERSONNEL NEEDS

- The competencies and abilities of the timekeepers are identified.
- Appropriate training programmes are identified to match individual requirements.

GROUP 2 TIMEKEEPERS. Take charge of events up to Club level.
GROUP 3 TIMEKEEPERS. Assistant to the Chief timekeeper at events.
GROUP 4 TIMEKEEPERS. Trainee, they are encouraged to assist more senior timekeepers.
RACE RECORDERS. Assist the timekeeper by recording the number of laps and finishing order including retirements of competitors at a race event.
The differing type of events licensed by the ACU means that the organising club must identify an event's timing needs, with the Chief Timekeeper.

TIMEKEEPER'S EXPENSES

Expenses are subject to agreement between the organising Club and the Chief Timekeeper prior to the event.

TIMEKEEPING SUB PANEL

Mr M. Corfe – Chairman
Mr. R. Humphrey
Mr G. Lond
Mr A. Smith
Mr S. Taylor
Mr J. A. Ward

TIMEKEEPING EQUIPMENT TESTERS

Certification of equipment may be carried out by the following. A fee will be charged, for details please contact those listed direct:
T. Saunders, 48 Broadlands Drive, Malvern, Worcester WR14 1PW. Tel: 01684 894884/01684 561966.

FIM TIMEKEEPERS

For a list of current FIM Timekeepers please contact the ACU head office on 01788 566405.

SOUND LEVEL CONTROL

For 2021 two sound test methods will be employed.

1. The existing static RPM test
2. The FIM 2 Metre Max test.

Both tests are internationally approved.

STATIC TEST METHOD

The sound level meter microphone to be placed 500mm from the exhaust pipe end, at an angle of 45 degrees measured from the exhaust centre line as near as possible to the height of the exhaust end, at least 20cm above the ground.
During a sound level test, machines not equipped with a gear box neutral must be placed on a stand.
The driver shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified RPM. Measurements must be taken when the specified RPM level is reached. The RPM depends upon the mean piston speed corresponding to the stroke of the engine (see the stroke/RPM table).

2 METRE MAX METHOD

The set up of the sound meter and the motorcycle.
The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, at the rear of the motorcycle.
The sound meter will be positioned at a distance of 2 metres behind the motorcycle, with an angle of 45 degrees away from the centerline, on the exhaust side and at a height of 1.35m above the ground. The 2m distance is measured from the point where the centre of the rear tyre touches the ground. The throttle is opened to maximum for no more than 1 second or before the rev limiter is reached.
It is preferred to make the tests on a soft ground, not reverberating, i.e grass or fine gravel.
The test should only be carried out after engines have been “warmed up” to operating temperature.
The ambient sound level must remain lower than 95–100 dBA.
There is no tolerance for temperature.
Whichever test method is in use temporary silencers, bypass pipes or the inclusion of temporary parts to achieve the silencing requirements are prohibited.

FIM & ACU MAXIMUM SOUND LEVELS

See current Standing Regulations

ROAD RACING AND TT SEE ROAD RACE STANDING REGULATIONS

No change to Sound tests, the existing Static RPM test will be used.

MOTOCROSS

Two tests will be in operation.

1. The Static test method – For Twinshock and Evo classes only.
2. The FIM 2 Metre Max Test – For machines post 2011.

SOLO

- For machines 2013 and onwards – maximum sound limit 112dB/A (+2 dB/A before each race, +3 dB/A after the race) tested using the 2 Metre Max method. Type 1 and Type 2 meters.
- For 2010–2012 machines – maximum sound limit 115 dB/A (+2 dB/A before each race, +3 dB/A after the race) tested using the 2 Metre Max method. A futher review to be made at the end of 2020.

SIDECARS

Maximum sound limit for 2 stroke engines at 112 dB/A (+2 dB/A before the race, +3 dB/A after the race). For 4 stroke engines at 115 dB/A (+2 dB/A before the race, +3 dB/A after the race) tested using the 2 Meter Max method.
A further review to be made at the end of 2020.

QUADS

Maximum sound limit 112 dB/A (+2 dB/A type 1 & type 2 meters before each race) (+3 dB/A type 1 & type 2 meters after each race) tested using the 2 Metre Max method.
A further review to be made at the end of 2020.

PROCEDURE

All machines shall be sound tested using the 2 Metre Max method, the exceptions being Twinshock and Evo classes. The static test will
prevail with a test limit of 96 dBA for 2 strokes and 94 dBA for 4 strokes, using the fixed RPM according to the list below, with the exception of the 500cc class.

Up to 85cc	8,000rpm
Over 85cc up to 125cc	7,000rpm
Over 125cc up to 145cc	6,500rpm
Over 145cc up to 250cc	5,000rpm
Over 250cc up to 500cc	4,500rpm
Over 500cc	4,000rpm

There is no 2 stroke/4 stroke rev differential below 500cc. Due to the influence of temperatures on sound tests, all figures are correct at 20°c. For tests taken at temperatures below 10°c there will be a + 1 dBA tolerance. For tests below 0°c, a + 2 dBA tolerance.
There will be a + 2 dBA tolerance allowed for post race sound tests.

MACHINES POST 2011

The FIM 2 Metre Max Test Method will be enforced as previously detailed.
The maximum sound limit accepted: 115 dBA–+ 1 dBA post race.
A sound level of 81 dBA at 100 metres during racing should be attained.

TRIALS & ENDURO

TRIALS

Only the 2 Metre Max test method will be used as previously detailed.
The maximum sound limit accepted will be 100dBA before the Start (+2 dBA during or after the event).

ENDURO

Only the 2 Metre Max test method will be used as previously detailed.
The maximum sound limit accepted will be 112 dBA before the Start (+2 dBA during or after the event).

GRASS TRACK, LONG TRACK & BEACH RACE

The FIM 2 Metre Max test will be utilised as previously detailed and directed below.

CLASSES

500CC SOLO AND SIDECAR CLASSES

Machines to be fitted with the 2010 FIM homologated silencer. Ref TRS 2010.
Any machine using an alternative silencer will be subject to Sound Control using the FIM 2 Metre Max test method.

250CC AND 350CC SOLO CLASSES

Can use the 2005 or later FIM homologated silencer.
Any machine using an alternative silencer will be subject to Sound Control using the 2 Meter Max method.

PRE 75 AND UPRIGHT SOLOS CLASSES

As for 250cc and 350cc classes as detailed above.

1000CC SIDECAR CLASS

Silencer construction is free.

Machines will be subject to sound control using a "Ride By" method with a maximum sound level of 85 dBA.
If a rider disputes the results of the "Ride By" test the machine will be tested using the "2 Metre Max" method, see the Grass Track Rules 4.14.

2 METRE MAX TEST

The maximum sound limit accepted will be
115 dBA (+2 dB/A before the race, +3 dB/A after the race).
A SOUND LIMIT of 81 dBA at 100 metres.

SPEEDWAY

Maximum sound level using the 2M Max Test, at 11,000rpm. 112dBA other than machines using FIM 2015 Homologated Silencers.

GENERAL

STATIC RPM TEST

The ambient sound level within a 5 metre radius from the machine being tested should be at least 10 dBA below the maximum level permitted for the discipline.

FIM 2 METRE MAX TEST

The ambient sound level within a radius of 10 metres of the machine being tested should not exceed 100 dBA.

SOUND METERS

Sound level meter minimum standard for enforcement are IEC 651 IEC 60651 or IEC 61672 Type 2.

SOUND CONTROL – RPM FIGURES – APPLICATION

13metres/sec – TWO STROKES i.e. Road Racing where applicable.
11 metres/sec – FOUR STROKES i.e. Road Racing where applicable and ALL Trials and Enduro machines (two and four stroke).

Stroke in mm	Mean Piston Speed 13m/sec	Mean Piston Speed 11m/sec	Stroke in mm	Mean Piston Speed 13m/sec	Mean Piston Speed 11m/sec
30	13000	11000	66	5909	5000
31	12580	10645	67	5820	4925
32	12187	10313	68	5735	4853
33	11818	10000	69	5652	4783
34	11470	9706	70	5571	4714
35	11142	9429	71	5492	4648
36	10833	9167	72	5416	4583
37	10540	8919	73	5342	4521
38	10263	8684	74	5270	4459
39	10000	8462	75	5200	4400
40	9750	8250	76	5132	4342
41	9512	8049	77	5065	4286
42	9285	7857	78	5000	4231
43	9069	7674	79	4937	4177

44	8863	7500	80	4875	4125
45	8666	7333	81	4815	4074
46	8478	7174	82	4756	4024
47	8297	7021	83	4699	3976
48	8125	6875	84	4643	3929
49	7959	6735	85	4588	3882
50	7800	6600	86	4535	3837
51	7647	6471	87	4483	3793
52	7500	6346	88	4432	3750
53	7358	6226	89	4382	3708
54	7222	6111	90	4333	3667
55	7090	6000	91	4286	3626
56	6964	5893	92	4239	3587
57	6842	5789	93	4194	3548
58	6724	5690	94	4149	3510
59	6610	5593	95	4105	3474
60	6500	5500	96	4063	3438
61	6393	5410	97	4021	3402
62	6290	5323	98	3980	3367
63	6190	5238	99	3939	3333
64	6093	5156	100	3900	3300
65	6000	5077			

FUEL REGULATIONS – NATIONAL ACU

PURPOSE OF REGULATION

The purpose of these Articles is to ensure that the fuel used in competition is unleaded 'pump petrol' as this term is generally understood.
These detailed requirements are intended to achieve this purpose whilst allowing the use of consistent petrols for racing purposes. Any petrol which appears to have been formulated in order to subvert the purpose of this regulation will be deemed to be outside it. Lead replacement petrol (LRP) is not considered to be unleaded petrol.

FUEL, FUEL/OIL MIXTURES

UNLEADED PETROL as defined by European Committee for Standardisation (CEN), EN 228 (2004) or BS EN 228 (British Standards BS7070) must be used for Road Racing (exceptions in Road Racing rules), Motocross, Trials, Enduro and some classes in Drag Racing, Sprint, and Track Racing. (See individual discipline rules). Unleaded petrol must comply with the ACU specification with the following characteristics:

FOR: ROAD RACING, TRIALS, ENDURO

Property	Units	Min.	Max.	Test Method
RON		95.0	102.0	ISO 5164
MON		85.0	90.0	ISO 5163
Oxygen	% m/m		2.7	ASTM D 5622 ASTM D 4815
Nitrogen	% m/m		0.2	ASTM D 4629
Benzene	% v/v		1.0	EN238

FOR: MOTOCROSS AND TRACK RACING

Property	Units	Min.	Max.	Test Method
RON		95.0	102.0	ISO 5164 or ASTM D2699
MON		85.0	90.0	ISO 5163 or ASTM D2700
Oxygen (includes 10% Ethanol allowance)	% m/m		3.7	ISO 22854 or EN13132 Or elemental analysis
Nitrogen	% m/m		0.2	ASTM D 4629 or ASTM 5762
Benzene	% v/v		1.0	ISO22854 or ASTM D6839 or ASTM D5580

And other characteristics according to the current ACU specification. Available from the Technical Secretary, ACU, Rugby.
Any infringement of the fuel specifications will automatically result in the exclusion of the competitor from the entire meeting. The result
of the competitors' fuel sample analysis (A or B Sample) more favorable to the competitor will be taken into account.

AIR

Only ambient air may be mixed with the fuel as an oxidant. Unless otherwise specified in Standing Regulations, fuel additives are not permitted.

BIO-FUELS

E85 Bio-ethanol pump fuel may be used where specifically allowed by the sporting discipline Committee.
E85 Bio-ethanol fuel is defined by CWA 15293:2005 (automotive fuels, ethanol E85, requirements and test methods) standards and is a road legal, publicly available fuel.

SAMPLING – ROAD RACE AND SUPERMOTO

Fuel samples may be taken, to ensure compliance with the ACU Fuel Regulations at any time or place during the course of an event.

- The Chief Technical Officer with the agreement of the Clerk of the Course may take or supervise the taking of up to 1.5 litres of fuel from any competition machine.
- Containers used must be clean and of a type certified suitable for holding petrol samples.
- Each sample taken must be divided into two and placed in separate 1 litre containers.

(1 litre approximately in one and 0.5 litre approximately in the other). The containers must be sealed immediately and identified by reference to the machine from which the sample was taken. This information must be entered on a certificate which must
certify the date, place and time of taking the sample and the seal numbers of both the
1 litre (the 'A' sample) and 0.5 litre (the 'B' sample) containers.

- Sample 'A' must remain in the control of the Chief Technical Officer for delivery to an ACU approved 'Fuel Test Laboratory'. Sample 'B' must be given to the rider or his authorised representative who must sign the fuel sample certificate, acknowledging receipt.
- Samples taken for routine control must be tested for compliance with at least three of the characteristics listed – A fuel test result will be said to be 'in compliance with' or 'not' in compliance with the characteristics tested for.
- When fuel is tested for any other reason all characteristics listed must be proved.

SAMPLING – OFF ROAD DISCIPLINES

1. The ACU appointed Official has the sole responsibility for the management and supervision during the taking of fuel samples.
2. The preferred fuel test method in a first step is Gas chromatography or GC Fingerprint method. Gas chromatography (GC) is an analytical technique for separating compounds based primarily on their volatility and polarity. Gas chromatography provides both qualitative and quantitative information for individual compounds present in a sample. Gas chromatography is widely used for the analysis of fuels. The GC Fingerprint is a comparison between the given reference and the fuel drawn from the competitor's motorcycle. With the fingerprint method any changes in the composition and concentration of the fuel against the reference is detected. The separation is done with a non polar column suitable for fuel analysis. The detection of the components is done with a flame ionisation detector.
3. If other test methods are required, fuel samples are transported to the appointed laboratory by an official courier, using the appropriate containers.
4. Riders selected for fuel controls are directed with their motorcycles to the inspection area.
5. Only new sample bottles are used for the fuel samples.
6. The fuel to be tested is transferred directly from the selected fuel tank into three vials (3 small sample containers), marked A, B and C and identified by reference to the motorcycle from which the sample was taken. The bottles are closed, sealed and labelled by the ACU appointed Official.
7. The Fuel Sample Declaration form (see 14) is filled out immediately, containing all information as shown on the sample sheet, including the rider's name and race number, date and place of fuel sampling. A responsible team member signs this declaration, after verifying that all the information is correct.
8. Samples A and B are given to the appointed laboratory staff, present at the event for analysis or be sent to the respective laboratory by the organiser if no trackside laboratory is available. Sample B will be kept by the laboratory staff as a reserve sample, to be used for a second analysis if required. All samples are accompanied by a copy of the Fuel Sample Declaration form. Costs for the analyses of sample A and B are paid by ACU.
9. Sample C is handed over to the ACU, accompanied by a copy of the Fuel Sample Declaration form, for safeguarding in case of protests and/or a request for a counter- expertise by the ACU appointed laboratory. Costs for the analyses of sample C are paid by the team concerned.
10. As soon as possible after completing the testing, the Fuel Analyst/ACU appointed laboratory will report the

results of the fuel sample analyses directly to the ACU appointed Official, with a copy to the rider and the Discipline Committee.

11. In the case of non-conformity of the fuel, the ACU appointed Official must notify the results to the Discipline Committee and the rider/team representative concerned. Failure of the sample to conform to the ACU fuel specifications results in the disqualification of the competitor from the entire meeting. The result of the competitor's fuel sample analysis ("A" or "B" sample) more favourable to the competitor is taken into account. Note: The non-conformity of one property (except the Appearance) is sufficient for declaring the non-conformity of the fuel or the mixture.
12. Within 48 hours of the receipt of the notification of the results from the analysis of sample A and/or B, the team must notify the Discipline Committee and the ACU appointed Official if a counter-expertise of sample C is requested.
13. The Discipline Committee takes a decision, immediately following the notification of the results of the final expertise. Any appeal against the decision of the Discipline Committee is heard by the ACU Judicial Panel.

FUEL TEST COSTS AND PENALTIES

When following routine testing fuel found to be not in compliance with the ACU/FIM Fuel Regulations the competitor involved will be liable for the relevant testing costs.
When fuel is tested as a result of a protest the protest fee must be accompanied by a 'Nominal Testing Charge' of £600 and the losing party will be liable for all the testing costs. In the event of the protest being upheld the 'Nominal Testing Charge' will be returned. Any competitor who fails to provide a fuel sample when requested to, or whose fuel is found to be not in compliance with these regulations will:

- Have his/her licence suspended for a minimum period of six months of the 'season' March to October inclusive.
- Be disqualified from the results.
- Lose any championship points that may have been earned at the meeting.

ACU APPROVED PROTECTIVE HELMETS AND VISORS

The only indication that a helmet is suitable for immediate use in motorcycle sport is the ACU gold sticker firmly affixed, as displayed below.

GOLD APPROVAL The minimum standard for Road Racing, Sprints, Drag Racing, Hill Climb and any speed events held wholly or part on bound metalled surfaces.
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.
TRIALS: Trials riders must wear a suitable road legal helmet.
It is considered that any person selling a helmet for competition use as "ACU Approved" without an approval sticker firmly affixed IS making a false trade description.

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 sticker 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 technical inspection and the ACU approval sticker will 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.
Vinyl wraps as customisation of helmets is permitted in a similar manner to painting.
Competitors should make sure the adhesive used is compatible with the helmet material.

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, cameras 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.

TECHNICAL INSPECTION OF HELMETS

Helmets are examined at technical inspection in order to assess wear and tear, general deterioration and to ensure that an ACU Approval sticker is displayed.
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.
Competitors with long hair – Long hair must be contained within the helmet or clothing.

MOULDED PLASTIC HELMETS

Many helmets with moulded plastic shells of thermoplastic 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.

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 the 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. Satisfy yourself that the back of your helmet is designed to protect your neck.
9. Always buy the best you can afford.

Make sure that the helmet has an ACU Approval Sticker 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.

HELMET STAMPING

Manufacturers and importers of helmets may seek approval for their products and a licence to affix relevant Gold or Silver approval stickers to their helmets by providing helmets for
the Independent testing in addition to other type approval documentation as part of the approval process. Please contact the Technical Department for further information.
Exceptionally, helmets may be individually approved, (often after painting etc.) They can be mailed for approval and the affixing of a relevant sticker. They 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.

RECOMMENDED PROVISION OF SANITARY FACILITIES

These are the recommended standards for the provision of sanitary facilities at all ACU events

PROVISION FOR RIDERS/ PARTICIPANTS

As specified in the rules for each discipline.

PROVISION FOR SPECTATORS, ETC.

FEMALE

1 WC per 100 or fewer females who it is anticipated will attend.

MALE

1 WC per 100 or fewer males who it is anticipated will attend.
2 WC per 100–500 males who it is anticipated will attend.
1 additional WC for every additional 500 males who it is anticipated will attend.
1.5 metres of urinal facility for every 500 males.

DURATION

For events lasting for less than four hours, this standard can be reduced by 25%.

MAINTENANCE

These facilities must be maintained in a clean condition and kept fully supplied for the duration of the event.

WASH BASINS

Should be provided in the ratio of 1 per 5 sanitary facilities

DISABLED PEOPLE

One of the facilities, in each separated spectator area, should provide for wheelchair users.

RECOMMENDED SAFETY PRECAUTIONS AT ALL EVENTS HELD UNDER AN ACU PERMIT.

It should be generally realised that the organisers of speed events have a legal responsibility to the general public and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public.
Whilst organising clubs are insured under the Promoters Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with the National Sporting Code and any additional requirements as may be specified by the Permanent Course Licence or Temporary Course Certificate. Clubs failing to do so stand in grave danger of any claims being repudiated to the club by the insurers under the terms of the policy covering legal liability.
The safety precautions to be adopted are provided with the Permanent Course Licence or Temporary Course Certificate for the particular course but the following general requirements must be observed.
The attention of organisers is drawn to the provision of the NSC which stipulates that no alteration of the requirements contained in the Permanent Course Licence or Temporary Course Certificate shall be made without the prior approval, in writing, of the ACU.
It is recognised that circumstances may arise in which it is necessary to make certain alterations to the course on the day of the meeting but any such alterations must be approved by the Stewards of the Meeting and details given in their report to the authority granting the permit.

WARNING & PROHIBITION NOTICES

The following requirements regarding the display of notices are applicable to all speed events.

NOTICE
WARNING TO THE PUBLIC
MOTOR SPORT CAN BE DANGEROUS

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.

THEY ARE CONCERNED WITH YOUR SAFETY

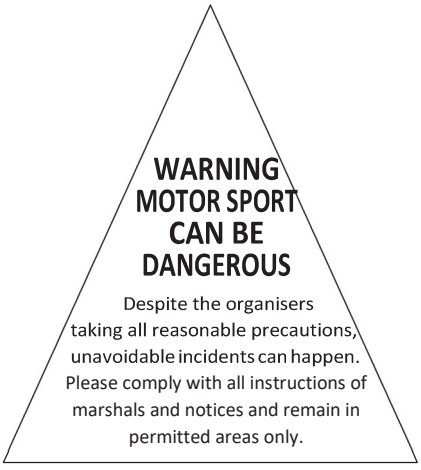
WARNING NOTICE (A) (29 × 20 INCHES.)

Warning notices as detailed opposite must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock.
These notices, mounted on stakes, must be prominently displayed and with the top of the notice at least 4ft. from the ground and where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit.
Where it is not possible to define the limits of the site and to control admission of the public (e.g. War Department and heath land) warning notices must be profusely displayed around the course and also in the car parks. These notices must be mounted on stakes, and the top of the notices must be at least 4ft. from the ground.

WARNING NOTICE (A2) (29 × 17 INCHES.)

Warning notices as detailed opposite must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock.
These notices, mounted on stakes, must be prominently displayed and with the top of the notice at least 4ft. from the ground and where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the circuit.

WHERE IT IS NOT POSSIBLE TO DEFINE THE LIMITS OF THE SITE AND TO CONTROL ADMISSION OF THE PUBLIC (E.G. WAR DEPARTMENT AND HEATH LAND) WARNING NOTICES MUST BE PROFUSELY DISPLAYED AROUND THE COURSE AND ALSO IN THE CAR PARKS. THESE NOTICES MUST BE MOUNTED ON STAKES, AND THE TOP OF THE NOTICES MUST BE AT LEAST 4FT. FROM THE GROUND.



NOTICE
PROHIBITED AREA
THE PUBLIC IS NOT PERMITTED IN THIS AREA

PROHIBITED AREA NOTICE (B) (29 × 20 INCHES.)

Areas where the public are not permitted must be clearly defined by the display of an adequate number of "Prohibited Area" notices mounted on stakes. These notices must also be displayed in the prohibited area between the "double roping" and facing the public. Warning Notice (A) should also be erected in these areas but they must be used in addition and not in place of Prohibited Area Notice (B). Notices should be displayed within the prohibited area, facing the public and mounted on stakes or fixed to the inner fencing.

WARNING NOTICE (C) (20 × 15 INCHES.)

Those parts of the course to which the public may be admitted and where it is neither practical nor necessary to erect a rope barrier, e.g. those parts of the course which are straight and are only used by the public to reach other parts of the course, may be indicated by the erection of the special type of Warning Notice (C). These notices mounted on stakes with the top of the notices at least 4ft above ground level should be displayed at least 30Ft from the course. It is recommended that the limit of these areas should also be defined by a boundary tape affixed to the stakes supporting the notices.

WARNING
THE PUBLIC MUST NOT GO BEYOND THIS NOTICE

DECLARATION – ADMISSION TICKETS, PASSES, ARMLETS, ETC.

WARNING
MOTOR SPORT CAN BE DANGEROUS

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.
THEY ARE CONCERNED WITH YOUR SAFETY

Subject to the provision of the Sunday Observance Act 1780, no person may be allowed to any part of the circuit without a suitable pass or ticket. All tickets and passes must bear the following wording shown below in full and if the wording appears on the reverse side then the words "For Conditions of Admission See Over" must be clearly printed on the face thereof.
Where a ticket is cancelled by being torn in half, the full wording and, where applicable, the "For conditions of admission see over" must appear on each half.
Where a charge is made for admission into special or "reserved" enclosures a ticket bearing the approved declaration must be issued in exchange for payment to enter these enclosures.
All vehicle passes must bear the same wording and comply with the above requirements.

OFFICIAL PROGRAMME

The declaration as outlined above should be printed in full on the outside front cover of all Official Programmes. Where this is not possible it must be printed in full in the programme and the words "For conditions of admission see inside" printed on the outside cover.

SIGNING ON

All riders, passengers, officials and assistants, press and team crew must sign a declaration on the relevant signing on form (available from the ACU).

AGE LIMITS FOR OFFICIALS & ASSISTANTS

All event Executive and Administrative Officials shall be 18 years of age or over.
Marshals: All Assistant Officials whose function is to be carried out at the immediate track-side must be at least 16 years of age with the exception of marshals who are in membership of a recognised corps of cadets/scouts/other discipline groups who must be at least 14 years of age.
Trials Observers: Trials Observers must be at least 12 years of age.

Parental Agreement and responsible Persons: All Assistant Officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing- on signature must be countersigned by someone who is responsible for the official at the event. **General:** When using the services of minors (persons under 18 years

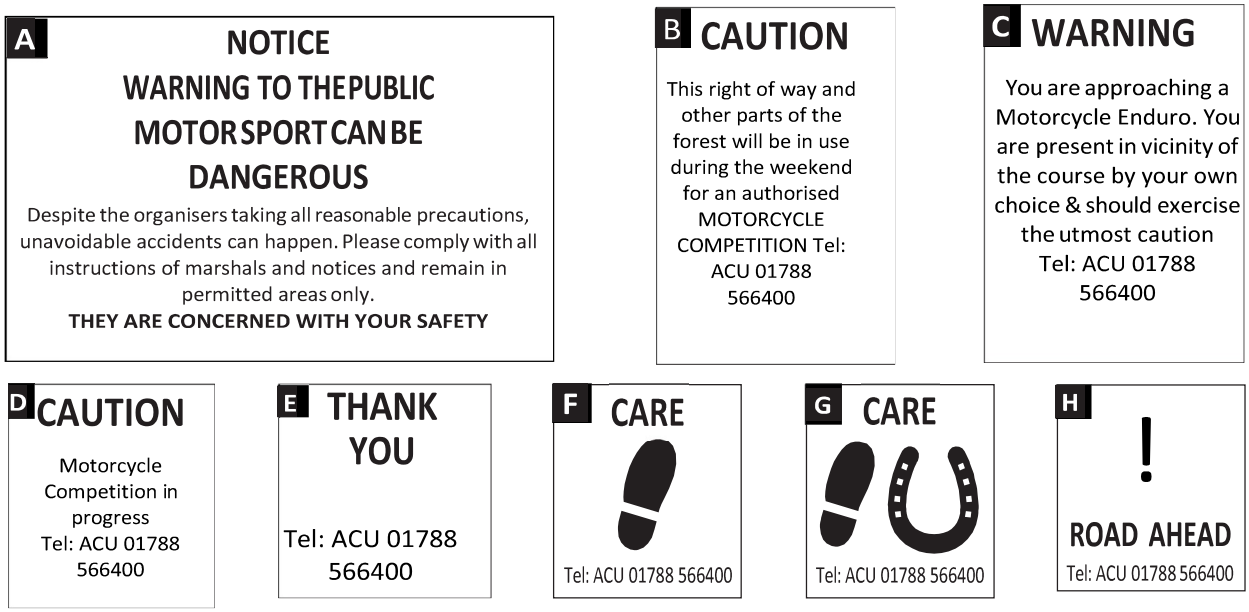
of age) for any official duties at any event special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

MANDATORY SIGNING FOR PUBLIC SAFETY AT MOTORCYCLE ENDUROS

This signing should be the responsibility of the Safety Officer. It should be erected and removed as a separate task from the route marking itself.
The aims are to advise other users of the countryside that the event is taking place, to reduce the prospect of conflicts and complaints, to add to the event's safety precautions.
Unless spectators are to be catered for, the signs should not 'advertise' the event. However each should be carefully positioned to be clearly visible to those members of the public (or competitors and marshals) for whom its message is intended. The notional plan opposite shows where the signs should be located but every venue requires the exercise of local knowledge and experience.

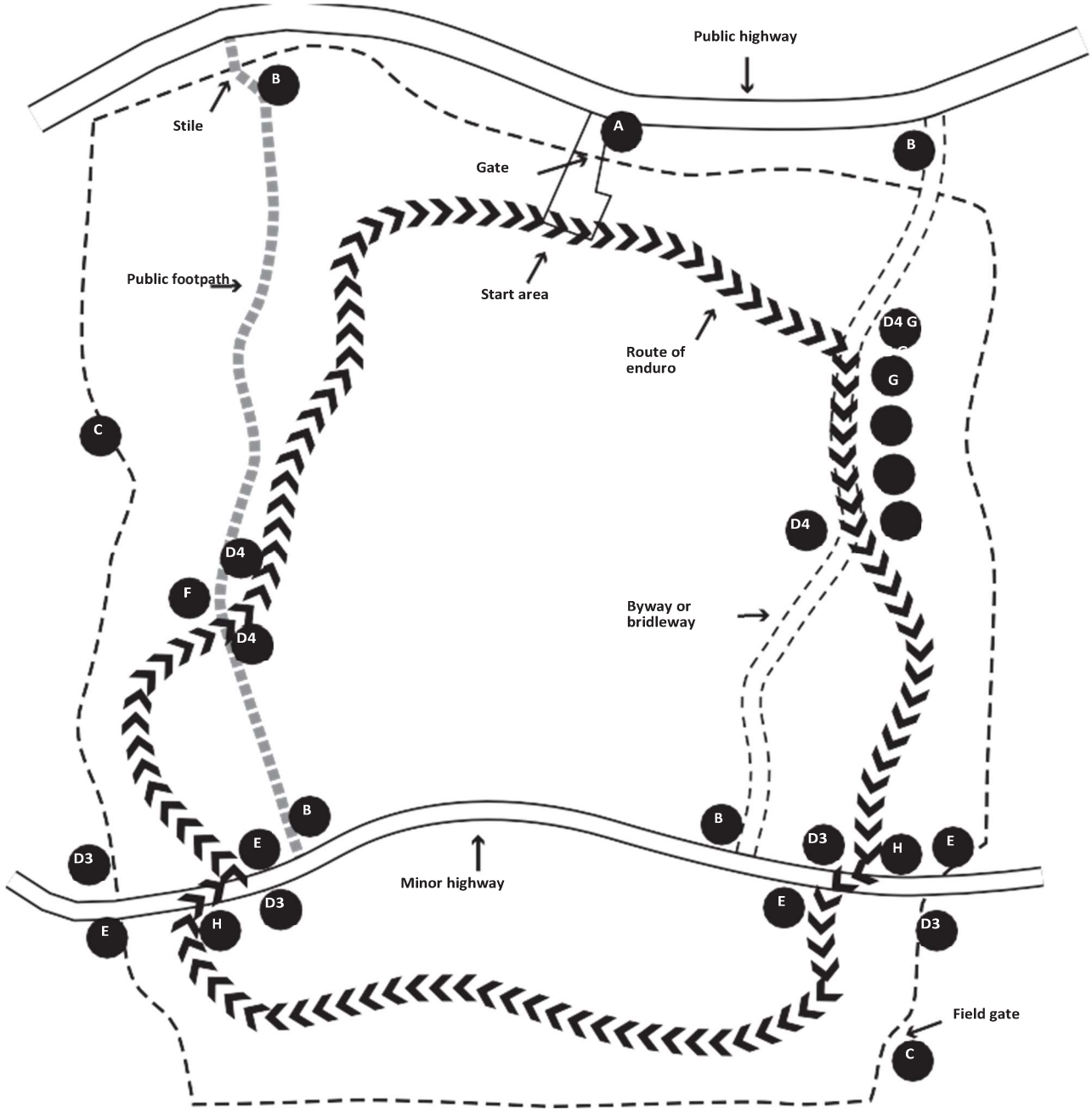
NOTE: USE OF SIGNS F OR G DOES NOT ENABLE A FOOTPATH, BRIDLEWAY OR BYWAY TO BE INCORPORATED IN A TIMED SPECIAL STAGE.

These signs may be obtained from:
Mr V. Madeley, Greenfields, Ceri, Newtown, Powys SY16 4LH. Tel: 01686 670596



Sign	Colour	Size	Description
A	Black on White	29" × 20"	ACU Warning Notice (A)
B	Black on White	A4	'Caution – This right of way etc'
C	Black on White	A4	'Caution – This part of the forest etc'
D3	Black on Yellow	A3	'Caution – Motorcycle Competition in Progress'
D4	Black on Yellow	A4	'Caution – Motorcycle Competition in Progress'
E	Black on Yellow	A4	'Thank You'
F	Black on Yellow	A4	'Footprint'
G	Black on Yellow	A4	'Footprint and Horseshoe'
H	Red/Black on White	A3	'! Road Ahead'

NATIONAL PLAN OF SIGNING FOR PUBLIC SAFETY AT MOTORCYCLE ENDUROS



This signing should be the responsibility of the Safety Officer. The aims are to:

- advise other users of the countryside that the event is taking place.
- reduce the prospect of conflicts and complaints.
- add to the event's safety precautions.

Unless spectators are to be catered for, the signs should not advertise the event.
Each should be carefully positioned to be clearly visible to those members of the public or competitors or marshals, for whom its message is intended.
Every venue requires the exercise of local knowledge and experience.
Signs should be erected and removed as a separate task from the route marking itself.
Note: Use of signs F and G does not enable a footpath, bridleway or byway to be incorporated in a timed special stage.

TRAVELLING MARSHALS

These are a vital part of the safety and smooth running of Enduros and their importance should not be underestimated however they have a responsibility to the Organisers and Riders and as such this should be outlined to any Travelling Marshals before they commence with their duties.
Areas to be highlighted to Travelling Marshals should be:

- Do not ride against the direction of the course whilst off road
- Be prepared to act if you come across an injured rider – contact medical staff/ Organisers, ensure the rider is safe from
- other riders (place bike as a barrier/divert route).
- Make sure any riders with broken down machines are safe and shown/taken out of the forestry.
- Repair/replace any route marking tape as required.
- Ensure any gates you are charged with are closed after the event.

Organisers should ensure Travelling Marshals:

- are signed on
- are adequately briefed
- have contact details of the Organisers for emergencies
- advise the Organisers when they have finished their duties
- are wearing suitable protective clothing including helmets on motorcycles and quads.