



BRITISH SIDECARCROSS CHAMPIONSHIP

2024 ACU BRITISH SIDECAR CROSS CHAMPIONSHIP REGULATIONS

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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 the British Sidecar Cross Championship & the National Expert Sidecar Cross Championship.

1.2 JURISDICTION

The meetings will be held under the current National Sporting Code of the ACU, the Standing Regulations for Motocross, these Championship Conditions and any further Supplementary Regulations or Instructions issued, or official announcements made.

The minimum level of insurance provided by the Organisers is through an ACU Basic Permit, Organisers are reminded to inform competitors the level of cover provided in the Supplementary Regulations.

1.3 RACE DIRECTOR

The ACU Motocross Committee will appoint a Race Director for the British Sidecar Cross Championship in accordance with NSC 6.02

A Race Director will be appointed where appropriate by ACU Head Office only when an Event Management Committee and/or a Race Direction has been established for a particular National or above meeting or Series of meetings (SR's or championship conditions refer).

The Race Director is responsible for ensuring the proper observation of the regulations. Only after authorization by ACU Head Office, the Race Director will act as the Senior Clerk of the Course with overall responsibility for ensuring the correct and efficient running of the practices and races.

The Race Director shall work closely with the Clerk of the Course and where appropriate, the Promoter. The Race Director may delegate responsibilities to the Clerk of the Course as he deems necessary.

The Race Director is also responsible for all communications between the Event Management Committee/Race Direction and the ACU Stewards.

1.4 RACE DIRECTION

Race Direction is formed by Race Director, Clerk of the Course, ACU Steward (if appointed) Promoter Representative (if present). A minimum quorum of 2 is required for Race Direction Meetings, Race Director has casting vote.

There will be minimum of 2 Race Direction meetings, Meeting 1, 7.45am on day of event and Meeting 2, 30 minutes after the publication of the final race results.

1.5 RIDER ELIGIBILITY - 2024

Open to riders / Passengers holding current Motocross 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.

For ACU/SACU licence holders competing in Ireland / Northern Ireland you will need to arrange start permission proof of insurance with the ACU.

1.5 MACHINE ELIGIBILITY

For Sidecars meeting the current requirements as stated in the ACU Motocross Standing Regulations.

Sidecar	For machines over 350cc – 1000cc 4 stroke and up to 750cc 2 stroke
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1.6 RIDERS QUALIFICATION 2024

British Sidecar Cross Championship

-Open to a maximum of 40 crews taken in the following order:
Top 25 point scorers from 2023 British Championship.

Any remaining places will be allocated at the discretion of the Organising Club
Wild cards may be taken at individual rounds.

National Expert Sidecar Cross Championship

The National Expert Sidecar Cross Championship will exclude any rider who has finished in the top 10 overall British championship positions from the previous two years. It will also exclude any rider that has competed in a World Championship Sidecar Cross event in the previous two seasons or who contests a World Sidecar Cross Championship event in the current year, (if this happens any points scored by that crew will be frozen at the point in which the rider competed at the GP). This restriction does not apply to passengers.

(A wild card driver is a rider who, if an ACU/SACU licence holder, meets the qualifying criteria in this paragraph; International riders should be point scorers in their own national championships. Proof may be required.)

The ACU Motocross Committee reserves the right to invite or consider any rider, for the whole series, who in their opinion would enhance the Championship for the good of the sport. The Committee also have the right to refuse any rider for the National Expert Series who in their opinion will not enhance the championship for the good of the sport.

1.7 ROUNDS 2024

14 April	Ironworks	NETT
5 May	Duns	Falcon MXC
9 June	Canada Heights	Sidcup & DMCC
23 June	Duns	NETT
28 July	Dean Moor	NETT
18 August	Wakes Colne	Halstead & DMCC

1.8 RECORDING

The Championship will be Co-ordinated by the ACU Motocross Dept.

1.9 ENTRIES / REGISTRATION

There will be a Registration Bond of £75.00 for 2024: Riders will be expected to register with the ACU by the closing date of registration which is 26h February 2024.

The Registration Bond of £75.00 will be fully refunded at the end of the Championship if a Driver competes in all rounds. To qualify for a refund the registered Driver must take part in Qualifying Practice to be deemed as competed.

Riders must supply a transponder number with their entry. Riders will be required to contest the whole series.

In addition to the above, riders must complete an entry form and forward each form to the Entry Secretary of the organising club by the closing date, in most instances this will be on-line entries.

The official closing date for each event is 15 days prior to the date of the event.

On-line entries available for the following

Halstead & DMCC	https://acu.sport80.com
Iveston & Satley MCC	https://acu.sport80.com
Falcon MXC	www.goracemx.com
Sidcup & DMCC	www.goracemx.com

Each form must be accompanied by the Entry Fee of **£75.00**

Entries for non-registered riders is **£95.00**

Entries received from riders after the closing date (15 days prior to the date of the event) will incur an additional charge of £20.00.

Any rider or passenger 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 all Championship points will be frozen. Riders may only be released by the ACU Motocross Committee for FIM/ FIME events by prior written request.

1.10 ENTRY REFUND

Under no circumstances will refunds be considered unless a rider informs the organiser of his injury prior to the event and sends a doctors/hospital certificate to the organiser within 7 days after the event.

2.0 Technical Control

2.1 TECHNICAL CONTROL

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

2.2 SOUND

2 stroke engines at: 112dB/A (+2dB/A before the race; + 3 dB/A after the race)

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

Test procedure: 2 metre max method

A further review of sound levels will be made at the end of the 2024 season.

Machines will be selected at random for sound testing when presented at Preliminary Technical Control

Sound Control after a race – Any rider whose machine is above the limit documented above – whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified – may be penalised by having a 5 place penalty added to his riding time in the race in question. Riders may be chosen by the use of ride by sound tests or at random by the Clerk of the Course.

Should a machine become excessively noisy during a practice or racing session in the opinion of the Clerk of the Course, a board displaying “Noise” together with the offender’s number shall be shown to the rider in question at an appropriate place on the circuit. Once passing the board the rider has two laps in which to enter the work area and effect repairs. i.e. the rider may only pass the board on two occasions. If the rider fails to enter the work area during that time they will be shown the Black Flag and disqualified from the race in question. Under these circumstances no Sound Test shall be undertaken.

In either instance, if there are not enough laps left in the session or race for the above scenario to take place, the rider will still be shown the board whereby he is advised to affect a repair. However, if he fails to do this, the machine will automatically be sound tested at the end of the session or race.

Any rider refusing to have an engine measured or failing the test will result in the loss of all British Championship points.

2.3 TRANSPONDERS

All registered British Championship riders should own their own transponder for which it is their responsibility to ensure that it is fully charged and fitted securely.

See manufacturer’s instructions for charging Transponders.

The timekeepers can issue a transponder to riders who do not have a transponder at the event for a hire fee of £20.00, fitting brackets will cost £5. The rider will be required to leave a deposit of £20 which will be returned when the transponder is handed back on the day of the event.

The timekeepers will invoice riders who lose a hired transponder the replacement cost and anyone not returning the transponder at the end of the meeting will lose their £20 deposit.

The organisers and timekeepers will take no responsibility for the results of riders who fail to fit a transponder or charged transponder to their machine.

Transponders can be purchased or leased from HS Sport Ltd at Unit 5, Radnor Park Industrial Estate, Congleton, Cheshire CW12 4XN – Tel: 01260275708

2.4 RIDING NUMBERS

For 2024 - The number 1 plate will be issued to the Rider / Driver who has gained the highest number of points in the 2023 year's British Championship.

Every rider/passenger participating in an individual round of the British Championship will be allocated a permanent start number for the season by the ACU office and this must be used at all events.

2.5 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.

2.6 NUMBER PLATES

All 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.

	Background	Number
Sidecar	Yellow	Black

The number plate must always display the correct number of the rider.

Red Plate White Number for the current leader in the Sidecar class. (optional)

2.7 CHOICE OF MACHINE

A maximum of two machines is permitted. As defined under Technical 2.1 ruling, Riders may only 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. 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 or Red Diagonal Cross Raised & Motionless	Medical attention required at that post.
White with Red Diagonal Cross Waved	Medical Crew & Officials in attendance on live racetrack. Proceed with extreme caution, riders must significantly reduce speed and roll each jump individually with no overtaking until past the area of concern

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

3.2 PRACTICE / QUALIFICATION

Practice will be held on the morning of the meeting and should be a minimum 10 minutes free practice and 15 Minutes qualifying practice.

In the event that there is an authorised change of passenger during the event then the organiser is to allow a minimum of one practice lap prior to the race.

There must be a minimum 45-minute period between Practice and the first scheduled Race.

An opportunity for practice starts of up to 5 minutes will be provided to the riders, this will take place before Free Practice.

Start practice is optional
Mass starts are forbidden

3.3 RACES

Two races counting towards the championship will be held at each meeting. These two races must be separated by at least 45 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 RACE DURATION

25 minutes + 2 laps

3.5 STARTING POSITIONS

For all rounds riders will come to the line based on the results of timed qualification or in the absence of timed qualification by current championship positions at the start of the meeting.

If this occurs at the first round of the championship then they will come to the line in order of their British Championship final position in 2023, non-championship point scorers will be balloted.

3.6 START

The start will be live engine, clutch type.

The maximum number of starters allowed is 40.

A maximum of 20 machines will go to the front row and the remainder will go on a second row. All 20 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. If a rider cannot start his motorcycle after coming under starters orders and the gate being loaded, he may lose his choice of position on the start, but he may start the race from the Waiting Zone once the gate has dropped.

Any rider who fails to be ready to start 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.

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 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.

3.7 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 in 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.

3.8 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 a 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 12.5 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 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 have completed 50% of the overall race distance (rounded down) will be classified.

3.9 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 chestnut fencing.

3.10 CLASSIFICATION AT THE END OF A RACE

To be classed as a finisher, a rider must complete 50% (Rounded down) of the number of completed laps of the race winner. Riders do not need to pass the chequered flag to be classified as a finisher. If a rider does not complete their final lap within 5 minutes of the winner crossing the finish line, that lap will not count towards their score.

3.11 POINTS

Points will be awarded for each race in the following order for positions 1 to 20 in the British championship Class. The National Expert championship will also score points in the following order.

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

In addition to the points above the rider with the fastest lap time in each British Championship race will be awarded two additional championship points to count towards the overall championship points. (It will be identifiable on the results sheets issued). This point will not be added or count towards the race results scored on the day.

Fastest Lap points will not be awarded for the National Expert Championship.

3.12 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 this fails to decide a tie it will then be decided by the highest place in the first race.

If a tie occurs at the end of the championship it will be resolved in favour of the rider /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.

3.13 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 re-join 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.

Any maintenance outside of the work area may only be carried out by the rider / driver / passenger. Any machine taken back to the paddock during the race will not be allowed to re-join that race.

3.14 STATEMENT OF FACT

Any offence or breach of the rules contained within the Sporting Code, the relevant discipline regulations, or appendices, or any supplementary regulations; howsoever caused if witnessed by a senior event Official shall be deemed for purposes of disciplinary procedure as a "Statement of Fact".

Senior event Officials will include: - but not be limited to; Race Director, Clerk of the Course and his Assistants, and Chief Marshall.

Any such Statement of Fact shall not be subject to protest or appeal.

Statements of Fact shall also include the decisions of Timekeeper, Starter and Finish Line Judges, Sound Inspectors as already defined within the Code.

3.15 WINNERS PRESENTATION

The first three riders / crews overall on the day in both the British Championship and National Expert Championship must take part in the official prize giving ceremony which will be held as soon as possible after the final race of the day.

3.16 PRIZE MONEY

Payable to the British Sidecar Championship, the minimum prize money for each of the championship races will be payable on the following scale:

1st - £95	6th - £30	11 th - £10
2nd - £75	7th - £20	12 th - £10
3rd - £55	8th - £15	
4th - £45	9th - £15	
5th - £40	10th - £10	

Total £420.00 payable 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 RESULTS / FINAL STANDING

All rounds of the British Sidecar Cross Championship and National Expert Sidecar Cross Championship will count towards the overall results.

4.2 CLASSIFICATION

At the end of the Championships the Driver with the highest number of points and the Passenger who scores the most points whilst competing with the champion Driver will be:

British Sidecar Cross Champions 2024
National Expert Sidecar Cross Champions 2024

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 Instructions and competitors must adhere to these requirements.

4.4 PASSES / VENUE ADMISSION

Each registered Sidecar Team will be allowed entry for 4 people including the Rider and Passenger. Anyone else arriving with the Team will be required to pay the normal admission cost to the organising club.

4.5 FORMAT

The ACU Motocross Committee reserves the right to change the format of the championships in 2025.

4.6 ORGANISERS

<p><u>14 April 2024 – Ironsworks</u> <u>Iveston & Satley MCC</u></p> <p>Stuart Gair 20 Moorside Great Lime Road West Moor Newcastle upon Tyne NE12 7NL</p> <p>07778766588 Email: sgair.nett@gmail.com</p>	<p><u>5 May 2024 – Duns</u> <u>Falcon MXC</u></p> <p>Rachel / Tony Tennant 38 Colnbrook Close Newcastle NE3 2TP</p> <p>07562749815 Email: falconmxc22@gmail.com</p>
<p><u>9 June 2024 – Canada Heights</u> <u>Sidcup & DMCC</u></p> <p>Peter Burrell 40 Annandale Road Sidcup Kent DA15 8EL</p> <p>020 8300 5572 Email: peter@sidcupmcc.co.uk</p>	<p><u>23 June 2024 – Duns</u> <u>Iveston & Satley MCC</u></p> <p>Stuart Gair 20 Moorside Great Lime Road West Moor Newcastle upon Tyne NE12 7NL</p> <p>07778766588 Email: sgair.nett@gmail.com</p>
<p><u>28 July 2024 – Dean Moor</u> <u>Iveston & Satley MCC</u></p> <p>Stuart Gair 20 Moorside Great Lime Road West Moor Newcastle upon Tyne NE12 7NL</p> <p>07778766588 Email: sgair.nett@gmail.com</p>	<p><u>18 August 2024 – Wakes Colne</u> <u>Halstead & DMCC</u></p> <p>Mrs K Beadle 6 Fastnet Close Haverhill Suffolk CB9 0LL</p> <p>Tel: 07787 544418 Email: karin6@sky.com</p>