

Rule Change Proposal (all would be adopted 01/01/2019)

Proposed Motorcycle Classes:-

B1.1 General All motorcycles shall comply with the relevant parts of the current edition of the ACU Handbook and the current Construction and Use Regulations. Regulations individually identified in these Rules are cross-referenced to the 2013 Handbook but shall be read in conjunction with the equivalent clause in the current Handbook. The current Handbook may be downloaded from the ACU website at <http://www.acu.org.uk/>. These regulations apply irrespective of whether the event in which the motorcycle is competing is run under an ACU or AMCA licence. The ACTC imposes additional regulations as follows:

B1.2 Motorcycle classes.

Note: Motorcycles manufactured specifically as trials machines with a dry weight of less than 90 kg will not be eligible for the classes B1,B2 or C, but are welcome in to enter in class X. The weight will be as stated on the following websites:- www.bikez.com/motorcycles or www.motorcyclespecs.co.za . The entrant must state this weight on the entry form *and if they fail to provide any information asked for on the entry form will automatically be put in class X.*

- A. Any solo motorcycles manufactured before 1st January 1970 with British engine and frame. Those manufactured without lights will be exempt from needing them now, subject to conditions and legal requirements. This is the rider's responsibility.

B1 Solo motorcycles up to and including 225cc.

B2 Solo motorcycles from 226 up to and including 450cc.

C Solo motorcycles over 450cc.

D Motorcycles with touring sidecars, or trials sidecars complying with ACU Regulation TSR8 tyres (see exception in B1.3.1)

Trials Sidecar Specification.

Scooter sidecar outfits, and outfits with a driven sidecar wheel are not eligible.

- X Any road-legal solo motorcycle or motorcycle sidecar outfit that does not comply with Classes A to D above.

B1.3.2. Class X will not be eligible for any ACTC Championship score.

Class X allows organisers to accept entries from non-complying vehicles such as: modern trials motorcycles, enduro outfits, outfits with driven sidecar wheels, two-wheel-drive solo motorcycles. This gives potential entrants the opportunity to try these events with a bike they already have, but Entrants in this class should be encouraged to switch to a championship class

The ACTC does not have a Championship class for three wheelers. Events accepting three wheelers should confirm their requirements in the SRs for the event. Guidance is available in the current edition of the MCC Standing Supplementary Regulations.

B1.3 Motorcycle tyres

B1.3.1 Effective date: 1st January 2014. ACU Regulation(s): TSR8 - Tyres.

Commentary: Compliance is restated for the avoidance of doubt, and additional advice is given:-

Tyres *in all classes* shall comply with the description and dimensions given in ACU Regulation TSR8 or be standard road tyres as defined B1.3.2. The only exception to be Class D (sidecar outfits) who may fit any tyre to the front, non-driving wheel. We advise all motorcycle competitors that soft compound trials tyres are not suitable for ACTC Long Distance Trials using the public road. The tyres can suffer from excessive wear, and break-up of the tyre making the tyres extremely dangerous. It is the competitor's responsibility to ensure that the tyres fitted to his/her machine are road legal and carry the correct load and speed rating. Many tyres used in single venue trials are *not* road legal. Tread Patterns of tyres as manufactured must not be cut or altered in any way.

B1.3.2 Effective date: 1st January 2014. ACU Regulation(s): TSR8 - Tyres.

Commentary: This ACTC Regulation formalises what has been standard accepted practice for many years. Standard Road Tyres are defined as having a gap between the tread blocks not exceeding 6mm, and a maximum tread depth of 10mm. These dimensions apply irrespective of machine manufacturers or tyre manufacturers statements.

B1.3.3 Effective date: 1st January 2014. ACU Regulation(s): TSR8 - Tyres.

Three-wheelers, if accepted in an event, may use motorcycle tyres as defined in ACTC Regulation B1.3 or tyres on the current ACTC Approved Tyre List for Cars, providing that the vehicle manufacturer's standard tyre section is not exceeded.

B1.3.5 All motorcycles are to be fitted with working lights to conform with the legal requirements. If they are not fitted the rider shall not be permitted to start if the law requires them to be used (or clerk of the course deems it necessary), and shall have to retire if the conditions deteriorate.

Commentary. This is to show the ACTC commitment to safety

Recommended general rules for ALL vehicles

Restarts be standardise in all trials, either a line to straddle or a box to enter. – **To avoid confusion**

If both sides of a section are marked, then each side shall be marked with different colour markers (suggest red- right, blue- left). These markers shall be in pairs to form gates and each pair shall be plainly visible from between the previous pair. – **Again to avoid confusion**

This following reg. should be rescinded to respect the sections and landowners. If a rider wants to ride this class they can re-spoke the wheels with rims that take trials tyres for approx £225 or they can use standard road tyres. They are the most powerful, therefore potentially most damaging bikes when fitted with aggressive tyres. They are very unpopular in this type of event (I would say unsuitable) and can go in class X if not suitably modified.

B1.3.4 Effective date: 1st January 2014. ACU Regulation(s): TSR8 - Tyres.

Commentary: This relaxation is due to the difficulty in obtaining tyres complying with ACU Regulation TSR8 in the most common wheel sizes for motorcycles over 450cc. Motorcycles in Class C (only) are permitted to use Continental TKC80 tyres or Michelin T63 tyres.}

Thanks,

Graham Lampkin

Motorcycle Co-ordinator Email: glampkin@btinternet.com Tel. 01282 862749 or 07989 446131))