

ACTC CLASSIC TRIALS SERIES - RULES AND REGULATIONS

Appendix B1 - General Technical Requirements for Motorcycles

(This version, effective from 1st January 2018, supercedes all previous versions)

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

B1.2.1 *Effective date: 1st January 2018.*

ACU Regulation(s): Not applicable.

Commentary: The motorcycle classes have been updated to reflect current practice.

- A Solo motorcycles of British manufacture manufactured before 1st January 1970 (engine and frame).
- 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 - Trials Sidecar Specification. Scooter sidecar outfits, and outfits with driven sidecar wheels, are not eligible.

To comply with Classes A to C, solo motorcycles must have a wheelbase not less than 1320mm.

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.

B1.2.2

Commentary: Class X allows organisers to accept entries from non-complying vehicles such as: Enduro outfits, outfits with driven sidecar wheels, two-wheel-drive solo motorcycles, and trials motorcycles with wheelbases less than 1320mm and, in addition, vehicles with non-trials tyres.

- X Any road-legal solo motorcycle or motorcycle sidecar outfit that does not comply with Classes A to D above, and all motorcycles fitted with road legal tyres which do not comply with the dimensions in ACU Regulation TSR8. Class X must run "hors concours" in all ACTC Championship events.

ADVICE FOR TRIAL ORGANISERS

We have been told by the ACU Head office that the normal ACU Trial Permit from their regional offices does not fully cover our ACTC trials

This is due to the fact that some of the rules in this Appendix B1 do not comply with the ACU Rules and Regulations, especially B1.2.2 Class X.

We advise trial organisers to apply for an ACU Special Events Permit instead of a Trials Permit.

This Special Event permit is obtained by sending your Supplementary Regulations which should state that it is an ACTC event and include details of your Class X, and any other changes to the ACU Rules, to the ACU Head Office, Mary Kerr, ACU, Wood Street, Rugby, CV21 2YX. Phone 01788 566400. E-mail admin@acu.org.uk This permit covers the whole event and the normal Trials Permit is not required.

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 shall comply with the description and dimensions given in ACU Regulation TSR8.

We advise all motorcycle competitors that soft compound trials tyres are not suitable for ACTC Long Distance Trials, using the public road. The tyres suffer from excessive wear, and break-up of the tyre making the tyres extremely dangerous. It is the competitors responsibility to ensure that the tyres fitted to his/her machine are road legal and carry the correct load and speed rating.

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.

If a club has a class for bikes with standard road tyres the details are as follows:

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.

Commentary: This ACTC Regulation formalises what has been standard accepted practice for many years.

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 manufacturers' standard tyre section is not exceeded.

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.

B1.4 Motorcycle Lights

B1.4.1

All vehicles must have fully functioning lights but some clubs may exempt Class A if lights are not required in their particular event. This must be stated in their SRs and the vehicle must have a Daytime MOT.

B1.5 Sidecar Outfits

B1.5.1 Sidecar details

Sidecar Outfits (including those in Class X) must have a nosecone and padded passenger seat and all dimensions to be as stated in the ACU Handbook for trial sidecars.

B1.5.2 Cutout Device

With the exception of Four Stroke Sidecar machines fitted with external magnetos ignitions all machines used in Sidecar competitions must be fitted with an operational lanyard cut out device that must be securely fitted to the rider and be of a length not greater than 1metre when fully extended.