

THE ACU 2011 BRITISH QUADCROSS CHAMPIONSHIPS

THE ACU 2011 BRITISH QUADCROSS CHAMPIONSHIPS.....	1
1.0 Announcements and Entries	2
1.1 ANNOUNCEMENT	2
1.2 JURISDICTION	2
1.3 ELIGIBILITY - 2011.....	2
1.4 MACHINE / RIDER ELIGIBILITY	2
1.5 RIDERS QUALIFICATION 2011	3
1.6 ROUNDS	3
1.7 RECORDING	3
1.8 ENTRIES / REGISTRATION FEE.....	3
1.9 ENTRY REFUND	4
2.0 Technical Control	4
2.1 TECHNICAL CONTROL	4
2.2 SOUND	4
2.3 TRANSPONDERS	4
2.4 RIDING NUMBERS.....	5
2.5 SHIRT NUMBERS	5
2.6 NUMBER PLATES.....	5
2.7 CHOICE OF MACHINE.....	5
3.0 Running of the Meeting.....	5
3.1 FLAG SIGNALS	5
3.2 PRACTICE / QUALIFICATION	6
3.3 RACES.....	6
3.4 RACE DURATION	6
3.5 STARTING POSITIONS	6
3.6 START	6
3.7 FALSE STARTS.....	6
3.8 STOPPING A RACE	6
3.9 CLASSIFICATION AT THE END OF A RACE	7
3.10 POINTS.....	7
3.11 TIES.....	7
3.12 OUTSIDE ASSISTANCE & COURSE CUTTING	7
3.13 WINNERS PRESENTATION	7
3.14 PRIZE MONEY	8
4.0 General.....	8
4.1 CLASSIFICATION.....	8
4.2 COURSE RESTRICTIONS	8
4.3 2011 FORMAT	8

1.0 Announcements and Entries

1.1 ANNOUNCEMENT

The Auto Cycle Union (ACU) will promote and together with the appointed clubs the British Quadcross Championship (QMX1), British Masters Quadcross Championship (QMXM), British Under 21 Quadcross Championship, British 450cc class Quadcross Championship British Support Championship (QMX2) and British Youth Quadcross Championship.

1.2 JURISDICTION

The meetings will be held under the National Sporting Code of the ACU, 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.

1.3 ELIGIBILITY - 2011

Open to riders 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.

To qualify for the British Under 21 Quad Championship riders must be under the age of 21 years on the date of the first event.

To qualify for the British Masters Quad Championship riders must be aged 35 years or over on the date of the first event.

1.4 MACHINE / RIDER ELIGIBILITY

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

QMX1	For machines up to 550cc max 2 cylinder 2 stroke or up to 800cc 4 stroke max 1 cylinder	
QMX2	For machines up to 550cc max 2 cylinder 2 stroke or up to 800cc 4 stroke max 1 cylinder	
QMXM	For machines up to 550cc max 2 cylinder 2 stroke or up to 800cc 4 stroke max 1 cylinder	35 year on first Champ'ship event
450cc class	For machines up to 450cc 2 or 4 stroke	
U21 Class	For machines up to 550cc max 2 cylinder 2 stroke or up to 800cc 4 stroke max 1 cylinder	Under 21 years on first Champ'ship event
Youth		
50cc Standard	50cc Automatic machines	6-9years
50cc Modified	50cc Automatics	7-9 years
100cc Standard	Max 100cc 2 stroke Auto Max 150cc 4 stroke Auto	8-13 years
100cc Modified	Max 100cc 2 stroke Max 150cc 4 stroke	9-13 years
100cc Geared	Max 100cc 2 stroke Max 150cc 4 stroke	9-14 years
250cc Stock	Yamaha 250cc Raptor	12-16 years
250cc Standard	200cc 2 stroke. 250cc aircooled 4 stroke	12-16 years
250cc Modified	200cc 2 stroke. 250cc aircooled 4 stroke	12-16 years
250cc Open	250cc 4 stroke	14-17 years

1.5 RIDERS QUALIFICATION 2011

QMX1

Open to a maximum of 34 registered riders taken in the following order:

Top 20 from the 2010 British Championship positions

Three riders from each of the UK Quadcross clubs, Nett, Nora-MX, QRS and QRI.
2 riders to be nominated by the Quad Racing Sub Committee.

If at the closing date for registrations there are spaces available they will be filled as follows:

From the 2010 British Quad Motocross Championship based on overall finishing positions of the Championship.

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.

1.6 ROUNDS

Rd 1	17 April	Silverstone	Nora MX	All Classes
Rd 2	12 June	Duns	QRS	All Classes
Rd 3	2 July	Tinkerhill	QRI	QMX1, QMX2, QMXM, U21, 450cc
Rd 4	24 July	Dean Moor	NETT	All Classes
Rd 5	28 August	Langrish	Langrish MCC	QMX1, U21, 450cc
Rd 6	1 October	Milton Park	ACU Events	All Classes
Rd 7	2 October	Milton Park	ACU Events	All Classes

1.7 RECORDING

The official Points will be recorded on Mylaps.com

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

1.8 ENTRIES / REGISTRATION FEE

QMX1 Championship riders must pay a series registration fee of £120.00.

QMXM Championship riders must pay a series registration fee of £60.00

British Youth Quad Championship riders must pay a series registration fee of £25.00

Riders must supply a transponder number with their registration. Riders will be required to contest the whole series and must complete and return the series registration form to the Motocross Dept ACU, Wood Street, Rugby, Warwickshire, CV21 2YX by 28th February 2011

In addition to the above, riders must complete the entry forms provided by the ACU and forward each form to the Entry Secretary of the organising club by the closing date.

Each form must be accompanied by the Entry Fee of

QMX1	£60.00
QMX2	£45.00
QMXM	£45.00
Youth	£35.00

Entries received from registered riders after the closing date may incur an additional charge of £15.00.

After the closing date for entries for each individual round, non-registered riders may be accepted in all classes and the entry fee will be as follows

QMX1	£70.00
QMX2	£55.00
QMXM	£55.00
Youth	£45.00

Non registered riders will score Championship points.

Any rider 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 disqualified from the remainder of the Championship. All Championship points will be forfeited. Riders may only be released by the ACU Motocross Committee.

1.9 ENTRY REFUND

Under no circumstances will refunds be considered once the closing date has passed. Any rider 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.

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 rider's name, unless one is shared by two riders, in which case it is presented with both riders' numbers.

2.2 SOUND

For machines Pre 2011 this test will prevail until the end of 2013.

96dB/A for 2 stroke and 94 dB/A for 4 strokes. Operate according to the FIM method, that is, instead of using the machine piston stroke to calculate the test R.P.M, the fixed RPM. According to the capacity must be used, with the exception of over 500cc 4 strokes.

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

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 +1dB/A tolerance. For tests below 0 c, a +2dB/A tolerance. There will be a +2dB/A tolerance allowed for post race sound tests.

For machines post 2011 the new 2metre max test will be the only official test.
The maximum sound limit accepted: 115dB/A - + 1 dB/A post race.
(81dB/A @ 100 metres)

whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified – may be penalised by having 1 minute added to his riding time in the race in question. Riders may be chosen by the use of ride by sound tests.

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 effect 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 (14 hours from completely flat as per the manufacturer's instructions) and fitted to the machine used in all practices, qualifying sessions and races. The transponder required is an AMB/Mylaps Motocross type transponder, orange with a black base only.

The timekeepers can hire transponders to all Championship class riders who have failed to charge their own transponder for a fee of £10, fitting brackets will cost £5. The hirer will be required to leave an ACU licence only, drivers licence, bank card or similar as a deposit against the hire of a transponder.

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.

The timekeepers will invoice riders who lose a transponder the replacement cost.

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

2.4 RIDING NUMBERS

The number 1 plate will be issued to the Rider who has gained the highest number of points in the previous years British Championship.

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 Quad machines must also be fitted with a front & rear number plate of a minimum size of 150mm x 150mm with the rear mounted behind the rider on the rear grab bar, and be in line with the machine reading left to right on both sides. The mounting bracket must not be higher than 150mm. Height of the number 100mm. Width of the number 80mm. Width of stroke 25mm. Space between two numbers 15mm.

	Background	Number
Adult Championship Quads	White	Black
Adult Championship Quads – 450cc class	Blue	White
Youth - Quads		
50cc Standard	White	Black
50cc Modified	Blue	White
100cc Standard	White	Black
100cc Modified	Blue	White
100cc Geared	Red	White
250cc Stock	Yellow	Black
250cc Standard	White	Blue
250cc Modified	Blue	White
250cc Open	Red	White

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

Red Plate White Number for the current leader in The QMX1 class.

2.7 CHOICE OF MACHINE

A maximum of two machines is permitted. 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
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 / QUALIFICATION

Practice will be held on the morning of the meeting and should be a minimum 5 minutes free practice and 10 minutes Timed Qualification.

3.3 RACES

Two races counting towards the Championship will be held at each meeting. 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

QMX1	25 minutes + 2 laps
QMX2	20 minutes + 1 lap.
QMXM	20 minutes + 1 lap
50cc	8 minutes + 2 laps
100cc	12 minutes + 2 laps
250cc	15 minutes + 2 laps

3.5 STARTING POSITIONS

For all rounds riders will come to the line based on the results of timed qualification.

3.6 START

The start will be live engine, clutch type.

A maximum of 17 machines will go to the front row and the remainder will go on a second row. All 17 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. Any rider who fails to be ready to start within two minutes of the first rider reaching the start line or who causes a start to be unnecessarily delayed in the opinion 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 10 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 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.

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 are racing at the showing of the red flag and have completed 50% of the overall race distance (rounded down) will be classified.

3.9 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.

3.10 POINTS

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

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

3.11 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 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.

3.12 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 rejoin 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.

3.13 WINNERS PRESENTATION

The first three riders overall on the day must take part in the official prize giving ceremony which will be held as soon as possible after the final race of the day.

3.14 PRIZE MONEY

QMX1 - At each round a minimum prize fund of £300 will be donated by the organising club to the ACU to provide a prize fund that will be allocated at the end of the QMX1 Championship to the top 10 riders.

1 st - £700	6 th - 125
2 nd - £400	7 th - £100
3 rd - £275	8 th - £75
4 th - £200	9 th - £75
5 th - £150	10 th - 50

450cc Class – At the end of the Championship a fund of £1,500 will be donated to provide a prize fund that will be allocated at the end of the Championship to the winner of that class.

4.0 General

4.1 CLASSIFICATION

At the end of the Championship the rider with the highest number of points will be the:

- British QMX1 Champion 2011.
- British QMX2 Champion 2011.
- British QMXM Champion 2011.
- British Under 21 Quad Champion 2011.
- British 450cc class Champion 2011.
- British 50cc Standard Champion 2011.
- British 50cc Modified Champion 2011.
- British 100cc Standard Champion 2011.
- British 100cc Modified Champion 2011.
- British 100cc Geared Champion 2011.
- British 250cc Stock Champion 2011.
- British 250cc Standard Champion 2011.
- British 250cc Modified Champion 2011.
- British 250cc Open Champion 2011.

4.2 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.

4.3 2011 FORMAT

The ACU Motocross Committee reserves the right to change the Championship format in 2011.