

National Hill Climb Association (NHCA)

Rules Handbook

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Contents

	Page No
Contents	2
Status	3
Disclaimer	3
Approval	3
Introduction	4
Eligibility	5
Solo Motorcycles	6
Modern Sidecars (Two track vehicles)	8
ACU Type B1 & B2 (F1 and F2)	8
Trikes (Three track vehicles)	8
Single Front Wheel Steering + 2 Driven Rear Wheels	8
Two Steering Front Wheels + 1 Rear Wheel	9
Capacity Classes, Numbering and Plates	10
Electric Drive machines	11
Records	12
Championships	13
Non NHCA competitors	13
Capacity Championship	13
Eligibility	13
Scoring	13
Open Championship	14
Eligibility	14
Scoring	14
Road Legal Championship	16
Eligibility	16
Scoring	16
Forgotten Era Championship	17
Eligibility	17
Guidelines:	17
Classic Championship	19
Eligibility	19
Scoring	21
Records	22
Scrutineering & Safety	23
Event Organization and Track Operation	25
Competitor Eligibility	25
Method of Start	25
Timing Equipment	25
Normal Event Itinerary and Running Order	25
Restriction of runs	26
Flag signals	26

Status

ISSUE STATUS	ACTIONED BY	DESCRIPTION
Draft Version 1.1	NPG	
Draft Version 1.2	NPG	Disclaimer added Tyre tread changed to 75%
Draft Version 1.3	NPG	V/C rules altered, solo build requirements changes to allow change of ACU rules, single wheel drive non-eligibility removed
Draft Version 1.6	NPG	Clarification of points for top ten and bike added Supercharger rules added Records section added Road legal points scheme altered
Draft version 1.7	NPG	Road Legal removed from qualification on riding two bike in one class and Supercharger changes added
Draft Version 1.8	NPG	Minimum capacity reduced to 80cc and secretary's decision below that FE Championship rules updated
Draft Version 1.9	NPG	FE Championship rules updated to three classes
Draft version 2.0	NPG	Plate colours deregulated
Issue Version 1.0	NPG	Issued to committee and championship secretaries for comment
Issue 1.1	NPG	Committee and secretaries comments included, general release
Issue 1.2	NPG	Alteration of Three wheeler rules
Issue 1.3	NPG	Clarification of FE Capacities and record setting
Issue 1.4	NPG	Rules pertaining to Electric bikes Capacity class changes Open face helmets acceptance removal Points clarification for non-NHCA members in championships
Issue 1.5 06/01/20	NPG	Wheel sizes clarified from ACU regs, Turbochargers clarified.
10/2/20	NPG	Number of rounds in the classic championship clarified
25/9/20	NPG	Capacity changed to 1400cc & Date clause on Trikes removed.
28/1/21	NPG	Classic records allowed to be set outside of classic rounds

Disclaimer

While every reasonable precaution has been taken in the preparation of this document, neither the authors nor the National Hill Climb Association assumes any responsibility for errors or omissions, nor for damages resulting from the use of the information contained herein.

The information contained in this document is believed to be accurate. However, no guarantee is provided, and the information is provided for guidance only with no legal status.

Approval

N.P. Glover, Director

Introduction

The National Hill Climb Association Rules Handbook has been produced for all competitors, secretaries, clerks of the course, marshals and other associated parties involved in the safe running and management of NHCA events.

The handbook should be used in conjunction with the ACU handbook which details the mandatory rules for bike and rider eligibility for hill climbing.

The NHCA rules are in addition to, or clarify the NHCA implementation of the ACU rules and can exclude classes and types of vehicles that may be included in the ACU rules. They cannot override any legal requirements of the ACU regulations.

The rules have been approved by the committee, but may be qualified, clarified or amended at any time with approval of the committee.

Eligibility

From the ACU rules:

For National Competitions, Entrants, Riders and Passengers must hold a current Competition Licence for International or National events issued by the ACU, the Scottish ACU or a Continental Licence issued by EU Federations or Associates, For all competitions of below National status a current Competition Licence of the appropriate grade is required. Details of eligibility will be found in the Supplementary Regulations of the Event.

Note: In all NHCA Hill Climbs in this country any grade of Drag/Sprint Licence is acceptable.

Riders aged 13 years to 16 years will be restricted to machines of up to 125cc capacity.

No competitor may enter more than one machine in any one capacity class unless the second machine qualifies for the Vintage/Classic or Forgotten Era championships whilst the first does not

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2.1 & 2.2 below are open to variation by the ACU, but are believed to be correct at the time of publishing.

Solo Motorcycles

CONSTRUCTION.

As per the Road Race Regulations with limitations, i.e. Hill Climb rules have precedence over Road Race.

CAPACITY.

The capacity limits are 100cc minimum to 1400cc maximum. Particular events may have Higher or lower limits imposed. Unless definitively stated otherwise, the limits are as stated above.

DRIVE.

The drive to the machine shall be only through the road wheel or wheels.

BRAKES.

Solo motorcycles must be equipped with one efficient brake operating on each wheel, and operated independently.

WHEELS.

For solo motorcycles, the wheel rims must be at least 400mm (16") in diameter. (Refer to ACU for tyre sizes)

TYRES.

Any type of tyre is permissible. Tyre warmers are not allowed

MUDGUARDS.

Mudguards are not compulsory.

CLUTCH AND BRAKE LEVERS.

Clutch and brake levers must be ball-ended, the diameter of the ball being not less than 16mm and either an integral part of the lever or a permanent fixture.

PRIMARY AND AUXILIARY DEVICES.

Adequate guards must be fitted to prevent the drives being accidentally touched at any part of the run not in contact with the sprockets.

THROTTLE.

All machines must be fitted with self-closing throttles.

HANDLEBARS. The minimum angle of rotation of the handlebars, each side of the centre line or mid-position must be 20 degrees. Whatever the position of the handlebars, it must not be possible for the front wheel to make contact with any streamlining.

It is compulsory to fit a stop or stops or other devices to ensure a minimum clearance of 30mm between the handlebars and tank when on full lock to prevent the trapping of the rider's fingers.

SUPERCHARGERS.

Superchargers are permitted.

TURBOCHARGERS

Turbochargers are not permitted

FUEL.

Fuel may be Methanol or unleaded petrol, see ACU/FIM Fuel Regulations for physical properties, fuel test costs and penalties for non-compliance. (Test costs and penalties also apply if Methanol is used.) Power boosters, nitrous oxide injection and octane boosters are forbidden. Machines of a type manufactured before 1975 may use leaded pump petrol. Pump available Biofuel is also allowed.

FOOTRESTS.

The footrests for the rider must be positioned to give easy access to any control pedal. The ends of the footrests must be rounded or with a ball end of not less than 8mm radius.

Modern Sidecars (Two track vehicles)

ACU Type B1 & B2 (F1 and F2)

As per ACU regulations:

Section 17 Sidecar Specifications Groups B1 & B2

Section 18 Open 600 and Formula II Sidecar Specifications

Section 19 Formula 1 Sidecar Specification

Only steering permitted is to the single front wheel unless first run before 2016.

A passenger must be carried in addition to the rider.

Non moveable lead ballast may be used in addition to the passenger.

Eligible to qualify and take part in the Solo Top10 Run off and associated championship points allocation.

Trikes (Three track vehicles)

Excluding: Age related three wheelers ie. Morgans etc. (ACU Group B3 Cyclecars)

Class 1

Single Front Wheel Steering + 2 Driven Rear Wheels

Class 1 are NOT eligible to qualify or take part in the Solo & Sidecar Top 10 Run off and associated championship points allocation.

1. Handlebar steering – handlebar minimum width 450mm.
2. Handlebar twist grip throttle only.
3. Single front wheel steering with two rear wheel drive
4. Maximum overall width including bodywork/handles to be no greater than 1700mm
5. No aero enhancements such as wings/spoilers, streamlining is allowed.
6. All three wheels and to remain vertical and no tilting/banking chassis
7. At least two independent braking systems, one of which must be handlebar operated
8. Handlebar operated clutch
9. The wheel track between the centreline of the rear wheels shall be at least 800mm
10. The rear wheels shall be positioned in line with each other and symmetrical either side to the centre line to the front wheel.

Class 2

Two Steering Front Wheels + 1 Rear Wheel

Not eligible within NHCA run events or Championships. If they take part via a non NHCA organised event they shall be excluded from the NHCA results and not be considered or allowed to take part in an NHCA Top10 run off.

Capacity Classes, Numbering and Plates

80-125cc:	Black plate, white numbers. Number range: 100 – 199.
125-250cc:	Green plate, white numbers. Number range: 200 – 299.
250-350cc:	Blue plate, white numbers. Number range: 300 – 399.
350-500cc:	Yellow plate, black numbers. Number range: 500 – 599.
500-750cc:	White plate, black numbers. Number range: 700 – 799.
750-1400cc:	Red plate, white numbers. Number range: 800 – 899.
Trikes:	White plate, black numbers. Number range: 900 – 949
Sidecars:	White plate, black numbers. Number range: 950 – 999

Supercharged machines will be included in the capacity class above the normally-aspirated capacity of the engine. Supercharged 750-1400cc machines will remain in the 1400cc class.

Plate colours

The ACU handbook has changed the classes and background colours from the standard we use. Although the above colours should be adhered to if possible, alternative colours will be accepted as long as numbers of at least 100mm tall are displayed on a suitably sized contrasting background or clear un-patterned contrasting area of bodywork base colour. They shall be clearly visible on both sides as well as the front of the machine.

Scrutineers or timekeepers may exclude a competitor if the numbers are not clearly visible and decipherable.

Electric Drive machines

Events at which electric drive machines are allowed to compete must have the following:

1. A full incident plan for the venue must have been presented to, and approved by, the ACU.
2. All marshals must be trained in the use of specialist PPE for electrical incidents
3. PPE must include insulated gloves and boots and eye protection specifically designed for electrical incidents
4. All fire equipment must be of the specific type suitable for electrical fires.

As the NHCA does not have control over the marshals and equipment at shared car events and does not possess the equipment or expertise necessary to implement these at NHCA only events, Electric drive machines will not be allowed to compete at NHCA events.

Records

Records can be set in any event included in the official NHCA calendar at the time of the event.

Records can only be set during timed runs, open runs or top ten runs.

Championships

Non NHCA competitors.

Non NHCA competitors will not be eligible to gain points in NHCA championships, however they will be placed in the results and so will reduce the points scored by NHCA members placed lower than them.

Capacity Championship

Eligibility

NHCA Members.

The Championship will only be run at designated Championship rounds.

Scoring

6 points for	1 st
5 points for	2 nd
4 points for	3 rd
3 points for	4 th
2 points for	5 th
1 point for	6 th

An additional 2 points are awarded for each time the hill record is broken in class during the timed runs only.

Breaking the hill record in class during 'open' runs shall be recorded as a hill record but no extra points will be awarded.

In the case of a tie for first place in the final Championship results, the following results in order will determine the winner:

1. The rider that has broken the highest number of records;
2. The rider with the higher number of first places;
3. The rider with the higher number of second places;
4. The rider with the higher number of third places;
5. The rider with the higher number of fourth places;
6. The rider with the higher number of fifth places;
7. The rider with the higher number of sixth places;
8. The rider who has broken a record by the highest percentage.

Open Championship

Eligibility

NHCA Members.

The ten fastest competitors from the two timed runs will qualify for the Open Championship, which will be timed as a separate run subject to availability.

The rider must ride the machine that they qualified on.

If a rider qualifies for the Open Championship on two bikes, they may choose which bike to ride in the run-off.

If the machine that the rider qualified on is no longer available due to failure or accident, then they may choose another machine with the agreement of the Clerk of the Course.

Should 2 or more riders tie exactly on times then they shall both receive the same points for that position.

The Open Championship will only be run at designated Championship rounds.

Scoring

10 points for	1 st
9 points for	2 nd
8 points for	3 rd
7 points for	4 th
6 points for	5 th
5 points for	6 th
4 points for	7 th
3 points for	8 th
2 points for	9 th
1 point for	10 th

In the event of a single rider falling off or not being able to ride, they will finish 10th. If 2 riders fall, then the times from the timed runs shall determine 9th & 10th places, etc.

Top Six run off:

In the event of a top ten not being available, a top six may be run if possible.

These places will be determined from the top six run-off.

10 points for	1 st
9 points for	2 nd
8 points for	3 rd
7 points for	4 th
6 points for	5 th
5 points for	6 th

In the event of a single rider falling off, or not being able to ride the qualifying motorcycle in the top six, they will finish 6th. If 2 riders fall, then the times from the timed runs shall determine 5th & 6th places, etc.

The remaining places will be decided from the best timed run.

4 points for	7 th
3 points for	8 th
2 points for	9 th
1 point for	10 th

No Run-off:

In the event of there being no Top Ten or Top Six run off, points will be awarded from the best of the two timed runs from 1st place to 10th place as in a Top Ten run-off.

Tie

In the case of a tie for first place in the final championship results, the following results, in order, will determine the winner:

1. The rider that has broken the highest number of records;
2. The rider with the higher number of first places;
3. The rider with the higher number of second places.

This will continue to tenth place:

10. The rider who has broken a record by the highest percentage.

Road Legal Championship

Eligibility

NHCA Members.

The bike must be registered and licensed and legal for use on the Public Highway. The V5 and a current full MOT certificate (not a 'daytime' MoT), must be available for inspection on request. To stay within the spirit of the Road Legal Championship, full lighting, a speedometer and horn must be fitted and working. NB. Indicators may be removed to limit damage in the event of a spill. This is in consideration to those who ride their bike to and from the meeting.

No capacity limits are applicable within the overall Hill Climb limits of 100-1400cc. Number plates are as per capacity class, with the front number plate bearing a small letter "R". Machines of a 'SuperMoto' or 'Motocross' nature are excluded from the championship, although specific machines will be accepted at the discretion of the Road Legal Championship Secretary.

The Championship will only be run at designated Road Legal championship rounds.

Scoring

6 points for	1 st
5 points for	2 nd
4 points for	3 rd
3 points for	4 th
2 points for	5 th
1 point for	6 th

One additional point will be awarded for riding the raced motorcycle to the meeting.

The final result will be decided from the best seven rounds, or the number decided for that year.

If there should be a tie for first place, then the same parameters as used for the capacity championship will be used to decide the winner.

Forgotten Era Championship

The Forgotten Era (FE) championship is aimed at bikes that fill the gap between Vintage & Classic (V&C) and more modern machines.

An 'open style' championship with simple rules which try to encourage close racing with as many entrants as possible on eligible bikes and not get too hung up with general technical differences/issues.

Eligibility

NHCA Members.

Guidelines:

A Championship for predominantly 1970 to 1989 period - solo and sidecar machines Any type of solo or sidecar machine is eligible from this period.

Consideration for entry will also be given to:

- a. Pre 1970 machines that are not eligible for the V&C (e.g. they may have disc brakes).
- b. Machines manufactured just before or after the period with designs that are predominantly unchanged but whose production bridges either end of the period.

Period frame and engine

The basic engine and frame/chassis must be from within the above period.

Any modifications to motorcycles must be of the type available within the period, but components can be a modern equivalent. Therefore 'specials' are positively encouraged...

For example: a modern spec braking system can be fitted to a machine; modern internal engine components and ignition systems may be used; modern (possibly quieter) exhaust systems may be fitted.

All machines must be 'in the spirit of the class'

If a machine is deemed, by consensus of participants, to be outside these specifications the machine will be ratified by an independent administering official and excluded if not "in Spirit"

Championships, Classes and Points:

Championship rounds will be based on twelve specific rounds of the NHCA season (see Event Calendar).

The championship(s) will be decided from the best seven rounds for each competitor.

There will be 3 classes of machine competing for class championships, and all classes are eligible for the FE overall championship:

- FE Class 1: Solo machines up to 400cc

- FE Class 2: Solo machines over 400cc to 1400cc
- FE sidecars: All sidecar machines

Points will be awarded to the top 6 times in each class and, in addition, the top 6 times combined from all classes for the overall championship:

1st – 6 pts
2nd – 5 pts
3rd – 4 pts
4th – 3 pts
5th – 2 pts
6th – 1 pt

Championship Awards for 2016 will be made for first place in each class, and to the top three placings in the overall championship.

In 2016, there will be additional points available for breaking records. These records will be set in 2016 practice runs for all 3 Forgotten Era classes at only the Forgotten Era eligible rounds. E.g. if a rider is riding their Forgotten Era machine and the round is not included in the Forgotten Era Championship no record will be set. A record broken will be an additional 2 points.

If there is no record set for any hill/class since 2016 then the record will be set by the fastest timed (not practice) run. No additional points will be awarded for setting the record.

Classic Championship

Eligibility

NHCA Members

The Championship will only be run at designated Vintage and Classic championship rounds.

For Classic hill climbs the machines are divided into two classes that run in the same championship:

1. Vintage/Post Vintage - machines of a type made no later than the 31st Dec. 1944 (Vintage) plus rigid framed machines with telescopic forks made before 31st Dec 1955. (PV) providing they (PV) also meet the requirements of paragraph 7 and 8.
2. Classic - machines of a type made after 31st Dec. 1944 and before 31st Dec 1969 for four-strokes and 31 Dec. 1960 for two strokes, but not including machines listed above as Post Vintage.

Specials will be allowed in both classes, provided they are constructed from components manufactured within the required period.

Oversized engines will be allowed in both classes, provided the capacity is disclosed.

Allowable later components: It is not possible to make a period hill climber without using some modern parts. The following are allowed:

Carburettors: Vintage/PV: Amal TT, GP and separate float chamber roadster carburettors. Classic: Any modern carburettor up to 1.5" choke diameter metered jet construction. CV carburettors are not allowed unless fitted as original equipment. Superchargers will not be allowed as they were virtually unknown in hill climbs during both periods.

Hydraulic steering dampers will be allowed on all classes in the interest of safety.

Tyres, rims, hubs and brakes:

Vintage/PV: All hubs will be half width type, not full width. This also applies to all Post vintage machines even if fitted with full width hub as original equipment. Rim diameter will be no smaller than 18". Rims will be no larger than WM3. Tyres will be no wider than 4.35" (110mm) across the tread profile.

Classic: no restrictions on tyre widths, patterns or materials. Rim diameters should be 18" or 19" smaller will be allowed where fitted as original equipment.

No disc brakes are allowed on Vintage/PV or Classic machines.

Forks, frames, engines must be of a type fitted in the period. Post Vintage frames must be of a type fitted to a rigid machine made before 31st Dec 1955. Frames must be of an original lugged type as made by the manufacturers. No conversions of sprung frames is allowed.

Post Vintage engines must be of a type fitted to an eligible rigid framed machine. No engines from sprung frames are allowed even if manufactured before the cut-off date, unless identical to that fitted to an eligible rigid frame machine.

Rear shock absorbers: modern units may be used provided they are not 'remote reservoir' type.

Tachometer: modern tachometers will be allowed.

Fuel tanks: modern fuel tanks will be allowed as long as they do not look out of place, or their origin has been disguised.

Miscellaneous parts: modern parts such as mounting plates, fuel and oil tanks, brake plates, seats, etc. will be allowed, but not major items such as crankcases, cylinder heads, frames, forks, etc.

Notes

Internal changes: any change that does not show externally is allowed.

Twin leading shoe brake conversions: any conversion is permitted on an eligible hub provided it is in the spirit of the class.

Later replacement parts: later parts are allowed as long as they look similar to that which they are replacing and do not confer any advantage.

"Of a type": this phrase means machines or components made after the cut-off date, but allowed if identical, or virtually identical, to those made in the required period. eg. if a motorcycle was introduced in 1969 and continued in production until 1974 virtually unchanged, then a 1974 model could be eligible in the Classic class as long as it conforms to the other classic rules.

Sidecars and three wheelers will meet the same regulations as the solos, plus the following:

Vintage/Post Vintage will consist only of a motorcycle to which a sidecar has been attached. Minimum wheel size for all wheels is 17";

Classic sidecars will be allowed with a welded up chassis provided the motorcycle part of the chassis is made from the frame of an eligible motorcycle. Front and rear wheels must be of a spoked type, and have a minimum diameter of 16". The sidecar wheel minimum diameter is 10" and may be of disc construction.

Three-wheelers (Vintage and Classic) must be a three-wheeler manufactured within the required period. Only period modifications will be allowed.

Other sidecars and three-wheelers: the only exception to the preceding rules will be for sidecars and three-wheelers that were raced within the relevant periods and are substantially in their original condition. The onus is on the rider to provide proof. No replicas will be allowed.

Disputes - If there is a dispute about a machine or component it is the responsibility of the rider to provide proof of the age of introduction.

General note

These rules are intended to ensure that machines appear to be visually correct for their period. It is not possible to provide an exhaustive list. A machine may be deemed ineligible if it does not meet the spirit of the class and each machine will be considered on an individual basis.

Scoring

The Classic and Vintage Championships cover all four strokes made before 31st Dec 1969 and all two strokes made before 31st Dec 1960.

To allow the riders of different capacity machines and older machines to compete on even terms, a points system has been devised to achieve this. The system operates as follows:

A target time has been calculated for each course, based on the time it is considered a very good rider on a good classic 1400 could achieve under optimum conditions. The remaining capacity class times are calculated by multiplying the 1400 class time by a set factor, viz:

750 classic time = 1400 time multiplied by 1.01;
500 classic time = 1400 time multiplied by 1.03;
350 classic time = 1400 time multiplied by 1.06;
250 classic time = 1400 time multiplied by 1.09;
3 wheeler classic time = as per 500 time;
Sidecar classic time = as per 350 time.

For vintage machines the times are multiplied by a further factor to level the field with the faster, newer machines. This applies to machines made before 31st Dec 1944 and rigid machines before 31st Dec 1955 that meet the general requirements given in the Specifications and rules.

Vintage/PV times = classic class times multiplied by 1.02.

The positions are calculated by how close a rider came to their "Target time" and then the points are awarded for the positions as normal i.e. 1st = 10 points, 2nd = 9, 3rd = 8, 4th = 7, 5th = 6, etc., down to 1 point for 10th.

The championship is decided on the total points from a competitor's best 5 events from a total of 10 rounds, If there are more than 10 rounds in a season it will be from a competitors best 6 events. The total number of rounds to be announced before the start of each season.

Classic/Vintage Championship Target times will be available on-line and updated as necessary.

Records

Starting from 2021 it will be possible to set vintage classic records at all venues on the NHCA calendar whether a vintage classic championship round or not. This is a change from the system used up to and including 2020 where records could only be set at vintage classic championship rounds.

Initially records set at non vintage classic championship rounds will be listed separately to those at championship rounds. This will be for a trial period and they may be amalgamated at a later date if deemed necessary.

Where a record at a vintage classic championship round exists, records at the same venue at a non championship event must better the existing championship record to be recorded. At all other venues new records will start from the first event held at the venue.

To break a record all machines must be eligible for the vintage classic class as set down by the rules in the relevant section of the rule book. Where a rider is claiming a record, it is down to him to prove that his machine is eligible for the class and consequently the record. The decision of the vintage class officials will be final.

Scrutineering & Safety

All sump drain plugs should be lock wired as well as all feed pipes, fuel lines, oil tank caps, gearbox filler caps and handlebar grips.

If the machine is fitted with an oil breather, a catch tank/bottle should be used & secured firmly.

All throttles should be self-closing.

Any machine fitted with stands, full or side, must have them wired or securely fastened up.

A handlebar/steering stop must be fitted.

On full lock, the rider's hands must not become trapped.

Each machine should be fitted with two separate means of braking, and each brake should be able to stop the machine on its own.

All bearings should be in good condition with no excessive play.

All primary drive trains should be covered giving good external protection.

Covers must prevent accidental access to both the front drive sprocket and to the point of entry of the chain to the rear sprocket.

Machines must have the engines stroke clearly marked on them, for the purposes of noise testing.

Clutch and brake levers must be ball-ended.

Road legal machines should have any lights, indicators and clocks taped over.

All machines must display 3 number plates.

Any other number plate or any marking on the motorcycle that might be confused with a number plate must be removed before the rider is allowed to start.

Clothing should be leather and in good condition. Two-piece leathers that zip together all the way round are acceptable, but one-piece leathers are strongly recommended. Non-leather material may be used where it meets the requirements of the ACU road racing regulations.

Bulky, hard objects such as tools, etc. are NOT to be carried on the person.

Helmets must be full face, in good condition with an ACU gold sticker with two thin bands around the logo. It must have sturdy, well-fixed straps. Open face helmets are not acceptable.

Boots and gloves should be leather, and overlap or go under the riding leathers leaving no bare flesh.

No machine is eligible to race unless it has passed scrutineering.

Each rider must carry a tag stating their name and date of birth

The Clerk of the Course may disqualify any machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy.

The sound level of a hill climb machines controlled according to the FIM method.

Machines must comply with the Supplementary Regulations for the meeting.

All competitors, with the exemption of those traveling to an event on the machine on which they are competing, must have a 2kg (minimum) dry powder fire extinguisher available for immediate use, with a label stating the last annual inspection date and next recharge date to comply with the British Standard Code of Practice BS5306 part 3. If a 'closed vehicle' is being used, the extinguisher must be fitted adjacent to, or on the inside of, the working door. In the case of a shared vehicle, the other competitor's extinguisher(s) should also be visible, or the fitted extinguisher(s) must be of a proportionally larger capacity.

The Scrutineer's decision is final.

Scrutineering will end at 9.30am prompt, unless otherwise stated in the meeting regulations.

Event Organization and Track Operation

Competitor Eligibility

Every competitor must have:

- Completed and had accepted an entry form;
- Had their machine scrutinized and accepted;
- Produced their ACU Licence;
- Produced their NHCA or invited club membership card;
- Produced and had checked their helmet; Signed the official competitors' register.

Once a competitor has entered and paid for an event, no refunds are usually made. However, if the meeting Secretary considers that there is an overriding reason to issue a refund, they may authorise it.

Method of Start

The start shall be made from a stationary position with the engine running and with the foremost part of the motorcycle a distance of 100mm behind the starting line. A chock shall be placed against the rear wheel of the motorcycle upon lining up with the 100mm mark, and shall be retained in position.

A rider must start within one minute of receiving the starting signal. Any rider failing to start within this period may be disqualified.

A rider shall be deemed to have started upon actuating the timing equipment.

Timing Equipment

Unless otherwise provided in the Supplementary Regulations, the timing apparatus shall not be placed beneath the wheels of the motorcycle in order to actuate the timing equipment.

Normal Event Itinerary and Running Order

There will be a minimum of four runs, ie two practices followed by two timed runs, then a top ten followed by "open" runs if time permits.

Each competitor will have attempted two practice runs before being eligible for attempting a timed run.

Events will normally be run in number order within two batches:

The first batch will contain all riders, the first to leave the line will be the lowest number (i.e the 125 class) The last will be the highest (Sidecar class).

The second batch will contain all the riders that have double entries, riding their second motorcycles. Again, this batch will be run in number order as the first batch. If a rider is running two machines, then they must run the smaller machine in the first batch and the larger in the second.

The Clerk of the Course, to maximise the timing or space available, can alter this running order. For instance, if there is extremely limited space at the top of the hill it may be acceptable to run the sidecars in the second batch to minimise the congestion in the top paddock. These changes should only be considered if absolutely necessary.

Restriction of runs

Should the meeting be cut short and the usual format disrupted, then the following shall apply:

Only 1 run for all competitors – no points given;

Only 2 runs for all competitors – first run deemed as practice, 2nd run deemed as 1st timed run. Points awarded on 1st and only timed run;

Only 3 runs for all competitors – first run deemed as practice, 2nd and 3rd runs deemed as 1st and 2nd timed runs. Points awarded on fastest of 1st & 2nd timed runs.

Flag signals

Red Flag: Stop competing immediately and proceed as directed by the course Marshals.