

243 ROAD RACING ASSOCIATION – OLIVER’S MOUNT, SCARBOROUGH

SUPPLEMENTARY REGULATIONS

The 2026 Visit North Yorkshire Gold Cup

Friday 4th, Saturday 5th & Sunday 6th September 2026

PERMIT No. #207801

ACU Course Licence No 031

1. Announcement

The 243 Road Racing Association will organise the above National Motorcycle Road Race meeting on the above dates. The meeting will be held under the National Sporting Code, the current Standing Regulations of the Auto-Cycle Union for Road Racing (2026 Edition), and Supplementary Regulations together with any Final Instructions subsequently issued or Official Announcements made.

Secretary of the Meeting:

Wendy Hayes – Circuit Office, Oliver’s Mount, Scarborough, YO11 2YW

2. Officials

Clerk of the Course	Brett Moor
Deputy Clerk of the Course	Tina Churcher
Assistant Clerks of the Course	Andy Hayes / Wendy Hayes
Chief Timekeeper	Martin Corfe
Chief Technical Officer	John Fleming
Sound Inspector	John Fleming
Steward of the Meeting	Janet Poad
ACU Steward	TBD
Chief Medical Officer	Simon Long
Secretary of the Meeting	Wendy Hayes
Entries Secretary	Andy Hayes
Environmental, Incident & Safety Officer	George Dunn
Family Liaison	Alice Robinson / Wendy Hayes
Safeguarding Officers	Shaun Kilgallen / Wendy Hayes
Chief Marshal	Shaun Kilgallen

3. Eligibility & Insurance

Open to all Competitors & Passengers who are current holders of a **national licence** issued by the ACU, SACU.

Competitors with a licence issued by MCUI / MCI must have start permission that confirms the rider has Medical and Repatriation insurance issued by the MCUI / MCI.

Competitors from other European federations must provide start permission with Medical and Repatriation insurance in advance to allow confirmation by the ACU that it is adequate. Please see Appendix 8 for more detail of requirements.

The start permission must be valid for racing on closed public roads at Oliver's Mount and include the dates of the event.

ALL COMPETITORS MUST BE AT MINIMUM 18 YEARS OF AGE

4. Entries

Entry fees should be paid before the closing date of Entries close: **Sunday 2nd August 2026**. Fees are as follows:

Solos: First Class **£395** and each additional class **£145**

Sidecars: **£450**

Entries after the closing date, if accepted, £30 extra. Entries will not be confirmed until payment is received in full.

The Club reserves the right to refuse any entry and to amend the race day programme, amalgamate classes if insufficient entries, or abandon, cancel, or postpone the meeting. Entries may be refunded up to the closing date. After this date refunds will only be given at the organiser's discretion, less a £50 administration fee. If the meeting is cancelled completely due to UK Government Advice and / or the withdrawal of the ACU permit / adverse weather conditions, or other unforeseen circumstances, entry fees will be returned less a £50 administration fee (Admin fee not applicable if credit note is accepted in lieu of refund). Should a single day be cancelled from the meeting for the aforementioned purposes, then the entry fee applicable to that day will be returned minus ACU insurance costs and £50 administration fee (Admin fee not applicable if credit note is accepted in lieu of refund). If the rider has a genuine reason for not attending a meeting, a partial refund of entry fee will be considered in the form of a credit note, only if the Entries Secretary has been informed in writing and all passes etc. have been returned at least 72 hours prior to the meeting.

(NO REFUNDS WILL BE MADE FOR EVENTS OR RACES MISSED ON THE DAY).

The entry form and regs can be found at <https://www.oliversmount.com/26-gc>

Payment Methods

The preferred payment method is by via **PayPal** using:

243rra@gmail.com or <https://www.paypal.com/paypalme/243Racing>

Please select Friends & Family option, or a surcharge of £10 to cover PayPal fees will apply

BACS Transfer to 243 Road Racing Association Santander Bank Account

Sort Code **09-01-30** Acc No. **14705090**

Credit / Debit Card – Available with online entry

By **Cheque** - payable to: **243 Road Racing Association**

Unpaid cheques will result in the entry being cancelled.

Post-dated cheques are not acceptable and will be returned along with the entry form.

5.Circuit and Limitations

Oliver's Mount is situated on the outskirts of Scarborough, North Yorkshire. The circuit is 2.43 miles in length. Competitors will practice and race in an anti-clockwise direction. Maximum starters: Solos 22 - Sidecars 12. Practice Solos: 33 – Sidecars 18

6. Entry to the Circuit

On entering the circuit, competitors and officials should follow the instructions given to them on arrival and ensure they follow and adhere to the signage on display.

7. Parking in the Paddock

Paddock parking is very limited at Oliver's Mount due to the increasing footprint of each team over the years. It is necessary to strictly control parking within the paddocks to ensure all teams can get into the paddock and the meeting can run in a smooth and safe manner.

Vehicles will be parked following the instructions of the officials.

Paddock parking will be restricted to only those vehicles pre-booked and displaying an official permit valid for a specific paddock. Vehicles may not park in any other paddock other than their assigned paddock. Cars are not permitted in the paddock unless prior approval has been obtained and a paddock specific permit for that vehicle obtained and displayed. Failure to observe paddock parking restrictions may result in penalties or exclusion from the event for the related team.

Organisers reserve the right to physically remove any vehicle not displaying a valid paddock parking permit for this event or causing an obstruction. Organisers will not be liable for damage caused to any vehicle that has to be physically removed by whatever means are necessary.

There will be plenty of overflow vehicle and caravan parking available for competitors and team members in the top field areas.

8. Insurance

The organisers undertake to insure each rider & passenger indemnifying him/her against any third-party claim made, arising out of the races or official practice, excluding claims by other Competitors, passenger's entrant, sponsor or mechanic.

9. Change of Machine/Rider/Passenger

Either Rider/Passenger or Machines, but not both, may be changed if such a request is made in writing to the Secretary of the Meeting no later than 08:30 a.m. on the day of the event.

10. Programme - Classes – Awards

Awards to be given up to 1st/2nd/3rd in each class, depending on size of entries for that class

Classes may be amalgamated on mixed grids if sufficient entries are not received

Awards will be determined by the total number of points scored in each race over the weekend for each class. See section 12 for further detail on criteria applied by race officials to split Competitors obtaining the same number of points over the weekend.

Prize money will be reduced by 50% if the class is less than half filled (with a minimum of 6 Competitors).

Prize money will not be paid in the event of any part of the meeting being cancelled due to the resulting loss of event revenue.

11. Solo & Sidecar Classes

ACU Standing Regulations apply to all classes and can be found on the ACU Sport 80 system.

Detailed regulations for all classes can be found in the appendices at the end of this document

1. SuperSport

- a. **Pro SuperSport** – Open engines up to - 636cc 4-cylinder, 675cc 3-cylinder, Next Generation SuperSport bikes, fully compliant with TT Next Generation SuperSport regulations and MCRCB balancing rules and specifications.
- b. **Stock SuperSport** – Stock engines up to - 636cc 4-cylinder, 675cc 3-cylinder, with maximum output of 130 BHP on the 243 Road Racing Association control Dynamometer.

2. Twins

- a. **SuperTwins** – Twin or Single cylinder engines 501cc – 800cc.
- b. **MiniTwins** – Stock Twin-cylinder engines with maximum 72BHP output on 243RRA club dynamometer.

3. Classic Superbikes

- a. Up to 1300cc 4-stroke 1973 – 1992

- b. Up to 750cc 4-cylinder & 1000cc 2 & 3 cylinder 4-stroke & rotary pre-31/12/1997
- c. Up to 750cc 2-stroke 1973–1986 & up to 500cc 2-stroke 1987–1996

4. SuperMono 449cc - 800cc 4-stroke single cylinder

5. 126cc -500cc 2-stroke (Race bikes only)

6. 2-Strokes & 400cc

- a. Single cylinder machines up to **125cc (2-stroke)** or up to 250cc (4-stroke) (**Moto3**)
- b. Up to **500cc 4-stroke**, twin cylinders, standard engines (**e.g. CB500's**)
- c. **Production based 2 and 4 Strokes** to a maximum capacity of 500cc road oriented 2 & 4-strokes (e.g. RD, TZR, RGV, KR1S, NSR, NC35, ZXR, FZR, Aprilia RS etc.)
- d. **SuperMoto** style machines, 1 or 2 cylinders, up to 750cc, running to BSSC regulations.

7. Sidecars

- a. **F2 Sidecars** to ACU Regulations 2026 (No long outfits or 675cc)
 - b. **Pre-Injection Sidecars** to FSRA Pre-Injection Regulations 2026. Carburettor fuelled 4-Strokes to a maximum capacity of 600cc (No long outfits or 675cc)
- *No BEARs Sidecar outfits permitted

12. Race & Championship Points

Points are awarded by class, in the finishing order of each race in which that class competes. In classes spread across different race grids, a rider's points are made up of start points for taking part plus points for their finishing position in that race.

For example, a Stock SuperSport rider could feature in either SSP A, SSP B or The Support Race. If they finish 1st in SSP A, they receive 235 points for that result. 1st place in SSP B gets them 135 points and 1st in Support would get 35 points. In that way, qualifiers for SSP A will always outscore those that have qualified for SSP B or Support. If a rider starts but does not complete 75% race distance, they will only receive their start points for that race, i.e. 200 pts for SSP A, 100 pts for SSP B or 0 pts for Support. If they complete 75% of the race distance (rounded down) they will receive full points depending on their order in the race result.

If they are deemed by the Clerk of the Course to be the cause of a race stoppage, they will only receive their start points, irrespective of their position or the distance they had completed when causing the race stoppage.

Competitors that do not start the race will receive no points for that race at all.

The award of weekend class and championship points does not affect the classification of any race, which is determined as per ACU regulations.

Event championship points are awarded at the conclusion of each weekend in the order of total event points scored by each rider in each class, which will count towards the 2026 Club Championships.

The trophy allocation for competitors tied on points after all races will be determined by the best result in the last race completed. Championship points and prize money will be divided equally amongst those tying on points.

Only members of 243 Road Racing Association will be eligible for championship points. You can join 243 RRA here: <https://forms.office.com/e/0AV3B829Zf>

13. Technical Verification

Technical verification is between 16:00-19:30 on Thursday and between 07:30 -09:30 on Friday in class order as per the time schedule. Please get technical verification cards from Competitors office and produce at technical control, then at signing on. Competitors are required to present their machines with the correct numbers, colour and size to the Technical Officer before signing on. It is the Competitors' responsibility to ensure their machines comply with the regulations and is safe for competition. The technical verification process is concerned with compliance with these regulations and does not constitute a vehicle safety check. A technical officer may refuse to verify a machine on grounds of eligibility. All Competitors and passengers must wear their protective clothing, helmet, boots, gloves and identification disc (which must bear the Competitors FULL name and date of birth) when being checked by the technical officer. **Any machine involved in an accident must be re-inspected along with the protective clothing of all Competitors and passengers involved and all fallers must attend the Medical Centre to get a fitness to ride note.** Only machines that have not already been checked need undergo technical verification on the second day. FRAME AND ENGINE NUMBERS WILL BE CHECKED.

14. Timing

Transponders are obligatory and a personal AMB Transponders X260 must be fitted to all machines. Transponder numbers **must** be quoted when entering the event. Machines not fitted with a transponder may not be classified. Transponders will be available to hire at sign on for a cost of £30 for the weekend and you must leave a security deposit to be reclaimed upon returning the transponder at the end of competition.

15. Noise

The maximum permitted noise level for all machines shall be 105dBA as per ACU regulations (2026). All competitors' machines which exceed this limit will be given the opportunity to meet the regulation, if this cannot be achieved the machine will be DISQUALIFIED from the meeting and NO refunds will be given.

16. Practice & Qualifying

Practice will take place on Friday morning and qualifying on Friday afternoon. All Competitors must complete 3 laps to qualify. There will be an optional practice session

on Saturday and Sunday mornings for each class from 09:00 for any Competitors wishing to take part.

NO RACE ENGINES TO BE RUN PRIOR TO 08:45am OR AFTER THE LAST RACE.

17. Grid Positions

Grid positions will be based on timed practice **and** known circuit ability. Positions will be displayed at the Competitors office in the paddock. The organisers reserve the right to move a rider's grid position on the grounds of safety. **The onus is on the competitor to be in the assembly area in good time for their race. There will be a firm closure of the assembly area beyond which no competitor will be allowed entry onto the circuit. Access onto the circuit once the assembly area has been closed may result in expulsion of the competitor from the event with no refund.**

18. Starts

All events will be clutch start unless otherwise stated in the race programme and/or Championship conditions. Races will start as the **RED LIGHT GOES OUT** or at the dropping of the National Flag. On arriving at the starting grid Competitors must take up their allocated grid position before being instructed to proceed on their sighting lap. On returning to the start line Competitors must take up their grid position and be prepared to start. Only officials are allowed on the grid. Competitors will come under starters orders when the red light comes on. Any competitor adjudged to have unnecessarily delayed a start may be disqualified. Competitors guilty of jump starts will be penalised by 10 seconds and persistent offenders may be disqualified from the results.

19. Finish

To be classified as a finisher rider must cross the line within three minutes after the winner and have completed at least 75% of the number of laps.

20. Tyres

Slicks, treaded and wet weather tyres are permitted in all classes.

21. Medical

The organisers reserve the right for the Chief Medical Officer to carry out a medical examination on any competitor, at any time during the event in order to ascertain his/her fitness to complete. All fallers must attend the Medical Centre to get a fitness to ride note. The Chief Medical officer's decision is final and there is no right of appeal.

All entrants consent to their medical and personal information being shared with the relevant authorities, including, but not limited to the ACU, their governing body for motorcycle sport and the NHS.

22. Fire Fighting Equipment

An in date 2kg minimum dry powder fire extinguisher must always be present with each team in the paddock. Random checks will be made by officials, who may impose a **£50** fine on any competitor who does not comply. The fitting of fire alarms is strongly recommended in any vehicle used for sleeping.

23. Fuel Storage & Handling

It is the competitor's responsibility to ensure that portable fuel containers (maximum 2 x 5-gallon receptacles) are of the correct specification and correctly labelled.

Decanting of the fuel must be carried out using a funnel and drip tray in the open and away from sources of ignition. Please do not bring more fuel than you require for the weekend. During the daytime, fuel must be stored in a secure place away from the machine. At night-time, fuel must not be stored in the same space anyone is sleeping in.

24. Oil or Petrol Spillages

Absorbent mats and drip trays must always be in place to prevent any spillage onto any tarmac surface or any other surface. All spillages must be reported to Race Control immediately. Failure to comply with this requirement may result in a £100 fine being imposed by the meeting officials. An oil disposal tank is available next to the skip.

25. Paddock Facilities & Etiquette

Water is on site. Fuel can be obtained within a mile of the circuit. Larger vehicles will be allowed to get into place on the Thursday, but only after contacting the office at least a day before. Competitors are welcome to stay overnight on Sunday if they wish.

26. Emergency Vehicle Access

Competitors are reminded when parking their vehicles that access for emergency vehicles within the paddock must always be maintained. Officials may insist on the immediate removal of any vehicle or item causing an obstruction.

27. Tarmac Damage

It is forbidden to hammer any pegs into the tarmac surface. Any person damaging the surface may be disqualified from the event, and the competitor subjected to immediate payment of liquidated damages not exceeding £500.

28. Waste Disposal

Competitors are required to bring containers or refuse bags to take away their own litter, or any other in the vicinity of their allocated parking space on departure. This includes the removal and safe and legal disposal of all waste oil, tyres and fuel containers. Charges levied for the disposal of any items not removed from the venue shall be charged to the competitor.

29. Generators

Electric hook up points are available in the paddock and will cost **£35** for the 3 days (operating between the hours of 0700-2300) and will be available from Thursday 5pm until the last race start on Sunday. Only fully silenced generators may be run in the paddock, and then only between the hours of **07:00 and 23:00**. Any competitor using a generator that is unduly noisy will be asked to turn it off immediately.

Please find your electric outlet upon setting up camp. Once you know you have a power connection, you will need to pay for it at sign on. **Sign on will not be complete until you have either paid for your power hookup, or signed to affirm that you will not be using site power during the weekend.** Checks will be made to ensure those using site

power have paid for it. Anyone found to be using power that has signed on with a declaration of not using power may be subject to a penalty. The central generator in C Paddock may be too far away for you to connect to, please come prepared with a back-up generator if you are allocated C Paddock.

30. Speed Limits

The paddock is a crowded place and race machines **must only be ridden at walking pace** to the assembly area and on the return route to the paddock. No competition machines may be ridden outside the paddock area or in any approach roads to the paddock. Only competitors are permitted to ride their machines in the paddock and only then to go to or from a race. **Other persons are not insured against third party claims.**

31. Burn Outs

The spinning of rear wheels in the paddock, holding bay or on the starting grid is strictly forbidden, and any competitor in breach of this may be disqualified.

32. Animals

Dogs may be in the paddock area but must be kept on a lead, under control and well away from circuit fencing at all times. Any breach of this rule may result in the rider being asked to leave the paddock and the meeting.

33. Riding of Mini Motorcycles, Scooter & Bicycles etc

The riding of any type of motorcycle, quad bike, scooter, pedal scooter, skateboard, pedal cycle or powered cycle in the paddock and surrounding area is strictly forbidden. Children must be kept under strict control. Organisers and officials only are permitted to ride cycles and scooters at low speed.

34. Admission to the Meeting

All Competitors will be issued with 3 personnel passes and 1 vehicle pass. Sidecar teams will be issued with 6 personnel passes and 2 vehicle passes. These will be exchanged for wristbands on arrival at the Welcome Centre. ACU Licensed entrants will be issued with 2 personnel passes, but vehicles must be parked in the public car parks. Additional passes are available by contacting the organisers at least 1 week before the meeting starts.

35. Security

The entered competitor will be held responsible for any contravention of these regulations by any member of his/her team, friends or relatives. **The organisers cannot accept responsibility for any personal belongings, vehicles, machines, tools etc. belonging to competitors, club members or the public.**

36. Drugs & Alcohol

Abuse of drugs and alcohol can lead to impaired judgement which may cause harm to the individual concerned and to others. A copy of the Club Drugs and Alcohol policy which includes random testing is available on request. A positive test penalty is a 2-year suspension for a first offence.

Appendices - Detailed Class Regulations

Appendix 1a – Pro SuperSport

(MCRCB / TT compliant Next Generation SuperSport & Unrestricted Traditional SuperSport Machines)

(White Background / Blue Numbers)

ACU Standing Regulations apply to all classes and can be found at <https://www.acu.org.uk/Competitorsmembers/acu-library.aspx> or on the resources section of the ACU Sport 80 system.

The unrestricted SuperSport class accommodates modified traditional 600/636/675cc SuperSport motorcycles with no upper power limit, alongside Next Generation SuperSport machines strictly compliant with MCRCB SuperSport Next Generation and TT SuperSport technical regulations.

ELIGIBLE MACHINES

Traditional SuperSport Machines

- 4-cylinder machines up to 636cc displacement
- 3-cylinder machines up to 675cc displacement

Next Generation SuperSport Machines

- Machines must be listed on the current MCRCB Authorised Motorcycles list for SuperSport Next Generation. These are currently:-
 - Ducati Panigale V2
 - Honda CBR600RR
 - Kawasaki ZX-636R
 - MV Agusta F3 800
 - Suzuki GSX-R750
 - Triumph ST765RS
 - Yamaha YZF-R6
 - Yamaha YZF-R9
- Must comply fully with **2026 MCRCB SuperSport Next Generation Technical Regulations** and **TT SuperSport Next Generation Technical Regulations 2026**

For clarity: Any amendments made to the MCRCB or TT SuperSport Next Generation technical regulations will also apply to Oliver's Mount regulations without delay.

NEXT GENERATION SUPERSPORT - COMPLIANCE & VERIFICATION

Next Generation SuperSport machines must be fully compliant with MCRCB and TT technical regulations. Oliver's Mount technical inspection will verify compliance through:

Technical Inspection Procedures for Next Gen Bikes:

1. **Dyno BHP Check** - Power output verification using club dynamometer
2. **ECU & Dashboard Visual Inspection** - Verification of Solo Engineering labelled units (WSS600_A ECU and DAS-SOLOWSS3-D1 dashboard)
3. **Fuel Map Verification** - Interrogation of fuel map hex code displayed on dashboard
4. **ECU Interrogation** - Download and verification of ECU calibration using compliance laptop
5. **Parts Verification** - Physical inspection of parts against current MCRCB Authorised Parts List

Next Gen Specific Requirements:

- Solo Engineering control ECU (WSS600_A / MKE7) with official labelling **MANDATORY**
- Solo Engineering dashboard (DAS-SOLOWSS3-D1 / ADU5) with official labelling **MANDATORY**
- Firmware and manufacturer engine maps must be declared Authorised by MCRCB
- All sensor requirements as per TT/MCRCB regulations must be met
- Suspension components must comply with MCRCB Authorised Parts List (no cost restrictions apply at Oliver's Mount)
- Exhaust systems must comply with MCRCB specifications or be tested and approved

Dispensations for 2026:

- Yamaha YZF-R6 (BN6) may use GYTR Kit ECU (part number BN6-6591A-71) in stock (ST) mode with traction control disabled as per TT regulations

Enforcement:

Race Management reserves the right to:

- Inspect any machine at any time during the event
- Require dyno testing before, during, or after any session
- Download and inspect ECU data from Next Gen machines
- Verify parts against MCRCB Authorised Parts Lists
- Non-compliant machines will be excluded from the meeting and not permitted to enter the circuit as they will not be covered by the ACU event permit

REFERENCE DOCUMENTS

Competitors entering Next Generation SuperSport machines must familiarise themselves with:

- **MCRCB SuperSport Next Generation Technical Regulations** (current version)
- **TT SuperSport Next Generation Technical Regulations 2026**
- **MCRCB Authorised Parts List** (current version) - available at <https://www.msvracing.com/bikes/document-store/>

These documents are available from their respective governing bodies and are incorporated by reference into these regulations.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THE ABOVE REFERENCED RULES IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in these regulations (or in the MCRCB/TT regulations for Next Gen machines), then it is forbidden.

SuperSport Pro Traditional - TECHNICAL REGULATIONS

The following regulations apply to traditional 600/636/675cc machines (non-Next Generation):

Engine

1. No upper BHP limit
2. Camshaft duration is free, but lift must remain as homologated
3. Cylinder head may be modified
4. Valves may be replaced
5. Air filter may be changed

Chassis

6. Steering dampers are allowed
7. Frame must remain as homologated
8. Swingarm must remain as homologated
9. Handlebars and footpegs may be replaced

Suspension

10. Rear Suspension may be changed or modified
11. Swingarm may be changed or modified
12. Fork internals, yokes and caps may be replaced

Wheels

13. Wheels may be changed but carbon wheels are not permitted

Brakes

14. Discs may be changed
15. Calipers may be changed
16. Master Cylinders may be changed
17. Brake pads and brake lines may be changed

Electrical

18. Fuel injection systems must remain as homologated
19. Wiring looms, Clocks, ECU and ignition systems may be changed
20. Quick shifters may be fitted
21. After-market electronic rider aids are permitted

Clutch

22. Aftermarket slipper clutches are allowed

Exhaust

23. Exhaust / Silencer systems may be changed

Bodywork

24. Race/pattern fairing & single seat units are permitted

Appendix 1b – Stock SuperSport – 4-Stroke up to 636cc 4-Cylinder, 675cc 3-Cylinder

(White Background / Red Numbers)

ACU Standing Regulations apply to all classes and can be found at <https://www.acu.org.uk/Competitorsmembers/acu-library.aspx> or on the resources section of the ACU Sport 80 system.

The SuperSport class is based on national SuperSport regulations with stock engines. Modified engines and NextGeneration SuperSport Machines must enter the Pro SuperSport class. Bikes exceeding 130BHP on the control dynamometer will face disqualification.

Engine

1. Must remain stock as produced by the manufacturer as homologated
2. Maximum BHP limit of 130BHP on the control dynamometer will be rigidly enforced (Kawasaki ZX636, Triumph 675 and MV Agusta 675 are permitted up to 130BHP initially and this may be revised throughout the season with real-world dyno readings from these bikes)

Chassis

3. Steering dampers are allowed

Suspension

4. Rear Suspension may be changed or modified
5. Swingarm must remain as homologated
6. Fork internals, yokes and caps may be replaced

Wheels

7. Wheels must be as homologated

Brakes

8. Discs may be changed
9. Calipers must remain as homologated
10. Master Cylinders may be changed

Electrical

11. Fuel injection systems must remain as homologated
12. Wiring looms, Clocks, ECU and ignition systems may be changed
13. Quick shifters may be fitted

Clutch

14. Aftermarket slipper clutches are allowed

Exhaust

15. Exhaust / Silencer systems may be changed

Bodywork

16. Race/pattern fairing & single seat units are permitted

Appendix 2a – SuperTwins – 4-stroke twin cylinder engines from 501cc to 800cc (Green Background / White Numbers)

ACU Standing Regulations apply to all classes and can be found at <https://www.acu.org.uk/Competitorsmembers/acu-library.aspx> or on the resources section of the ACU Sport 80 system.

ELIGIBLE MACHINES

- 4-stroke twin cylinder engines from 501cc to 800cc
 - 501cc to 800cc single cylinder engines also eligible
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1. Engines may be modified but must remain within class capacity limits
 2. Wheels may be changed. Carbon fibre is not permitted
 3. Chassis / Swing Arm must be as homologated
 4. Race/pattern fairing & single seat units are permitted
 5. Aftermarket rear shock absorbers may be used
 6. Forks, internals, yokes and caps may be replaced
 7. Wiring looms, Clocks, ECU and ignition systems may be changed
 8. Quick shifters may be fitted
 9. Slipper Clutches may be fitted
 10. Exhaust / Silencer systems may be changed

Appendix 2b – MiniTwins

4-Stroke Twin Cylinder up to 650cc Water-Cooled or 820cc Air-Cooled Engines (Yellow Background / Black Numbers)

ACU Standing Regulations apply to all classes and can be found at <https://www.acu.org.uk/Competitorsmembers/acu-library.aspx> or on the resources section of the ACU Sport 80 system.

These regulations are based on the established Bemsee MiniTwins Championship format and are designed to provide accessible, controlled-cost twin-cylinder racing.

ELIGIBILITY & POWER LIMIT

Eligible Machines:

- Water-cooled twin cylinder engines up to 650cc, OR
- Air-cooled twin cylinder engines up to 820cc
- Must be homologated/Type approved for UK road use from 2001 or later
- Serial production machines only

Power Limit:

- Maximum 72 SAE hp measured at rear wheel
- EVERY machine will be dyno tested using the club dynamometer at EVERY event
- Competitors responsible for ensuring compliance before attending
- Random dyno checks may be conducted at any time during the event
- Non-compliance results in exclusion from results and may face further penalties

FUNDAMENTAL PRINCIPLE

ENGINES MUST REMAIN ESSENTIALLY STOCK

All items not mentioned below must remain as originally produced by the manufacturer for the homologated machine. Everything that is not authorised and prescribed in these rules is strictly forbidden.

PERMITTED MODIFICATIONS

FRAME & SUSPENSION

Frame:

- Frame must remain as homologated
- Rear sub-frame may be replaced or modified ONLY if originally detachable
- Swingarm must remain as homologated - NO modifications

Suspension:

- Fork internals, yokes, and caps may be replaced
 - Aftermarket rear shock absorbers allowed
 - Steering damper may be added (cannot act as steering lock device)
-

WHEELS & BRAKES

Wheels:

- Wheels must remain as homologated
- Wheel bearings and spacers may be modified or changed
- Speedometer drive may be removed and replaced with spacer
- Front and rear wheel axles must remain as homologated
- Refinishing of wheel rims acceptable

Brakes:

- Brake discs may be changed but must fit original caliper/mounting and retain original diameter
- Only ferrous materials allowed for brake discs
- Calipers must remain as homologated - NO modifications
- Master cylinders must remain as homologated
- Brake fluid reservoirs may be changed with aftermarket products
- Brake lines may be changed (split of front lines must be above lower fork bridge)
- Brake pads may be changed

CONTROLS & BODYWORK

Controls:

- Rearsets allowed (must mount to frame at original mounting points)
- Handlebars and controls may be changed (does NOT include master cylinders)
- Engine starter switch and kill switch must be on handlebars and operational

Bodywork:

- Fairing, mudguards, and seat may be altered or replaced
- Need NOT conform to homologated shape
- Windscreen may be replaced (transparent material only)
- Instruments and fairing brackets may be removed or replaced
- Fuel tank must remain as homologated (may be refinished, mounting points must remain as standard)

ENGINE & FUEL SYSTEM

CRITICAL ENGINE RESTRICTIONS - ALL MUST REMAIN AS HOMOLOGATED:

- Cylinder head - NO modifications
- Camshafts - NO modifications or replacements
- Cam sprockets - NO modifications
- Crankshaft - NO modifications or replacements
- Connecting rods - NO modifications or replacements
- Pistons - NO modifications or replacements
- Valves - NO modifications or replacements
- Cylinders - NO modifications

- All other engine components - NO modifications

NOT PERMITTED:

- Polishing and lightening of engine parts
- Balancing or gas flow modifications
- Compression ratio changes
- Camshaft timing changes
- Any other engine tuning or alterations

Air & Fuel System:

- Airbox must remain as homologated - NO modifications
- Air filter element may be replaced
- Throttle bodies/carburettors must remain as homologated - NO modifications
- Bell mouths may NOT be altered or replaced

Carburetted Machines:

- Carburettor jets and needles may be replaced
- Resizing of air metering holes in CV carburettor slide control permitted
- NO other alterations permitted

Fuel Injected Machines:

- Fuel injection management system may NOT be altered or replaced
- Remapping of internally stored fuelling maps permitted (flash memory only where capability exists)

Permitted:

- Crankcase/gearbox/clutch/generator covers may be protected with aftermarket covers (stainless steel or carbon/Kevlar composites)
- Thermostat may be removed
- Exhaust air bleed system may be removed (external fittings must be blocked/replaced)

TRANSMISSION & ELECTRICS

Transmission:

- Quick shifters ARE allowed
- Clutch springs, friction plates, and drive plates may be replaced
- Clutch baskets must remain as homologated
- Slipper clutches PROHIBITED unless fitted as standard
- Gear shift detent spring may be replaced with heavy-duty item
- Front and rear sprockets may be changed
- Chain pitch and length may be changed

Electrics & Ignition:

- Wiring harness may be altered or replaced
- Additional wiring may be added where required

- NO modifications to alter ignition or engine timing characteristics with following exceptions:
 - Flash memory (flash RAM) for fuel injection mapping where possible
 - Additional control unit for fuel mixture ONLY (must fit original connectors)
 - Side stand switch may be disabled/removed
 - Handlebar switchgear may be removed (except starter and kill switches)
- All original electrical equipment not related to road use must be incorporated (generator, CDI, regulator, starter motor)
- Battery size and type may be changed/relocated

Critical Restrictions:

- Ignition/engine control system (CDI) may NOT be modified or changed
- All units must remain fully interchangeable with available control units
- NO modifications to alter engine ignition timing

COOLING SYSTEM

- Original radiator and oil cooler must remain as homologated
- Pattern radiators may be substituted (must be equivalent weight, size, specification, mounting points, and position)
- Radiator hoses may be replaced (similar internal diameter)
- Oil lines may be modified or replaced (positive pressure lines must be metal reinforced with swaged/threaded connectors)
- Protective meshes may be added in front of radiators

EXHAUST & MISCELLANEOUS

Exhaust:

- Exhaust pipes and silencers may be altered or replaced
- Wrapping NOT allowed except at rider's foot or fairing contact areas

Generator & Starter:

- Generator, starting system, starter crank gear, and starter shaft may NOT be altered, replaced, or removed
- Electric starter must function normally at all times

ITEMS THAT MAY BE REMOVED

- Instruments, instrument bracket, and associated cables
- Horn, license plate brackets, tool kit
- Tachometer, speedometer and wheel spacers
- Radiator fan and wiring
- Passenger footrests and grab rails
- Upper chain guard

- Emission control items (O2 sensors, air injection devices - must be blocked off or blanked)

MANDATORY REQUIREMENTS

1. Motorcycle must have functional RED ignition kill switch/button on handlebar
2. Headlamp, rear lamp, turn indicators must be removed (openings covered)
3. Mirrors must be removed
4. Throttle controls must be self-closing
5. Closed breather system required - oil breather must discharge in airbox
6. Breather/overflow pipes must discharge via existing outlets - NO direct atmospheric emission

SPIRIT OF THE REGULATIONS

The MiniTwins class exists to provide:

- Affordable, accessible twin-cylinder racing
- A level playing field for competitors
- Close, competitive racing on essentially stock machines
- An entry point for new racers

Any modifications that provide performance advantage beyond standard specification violate the spirit of these regulations, even if not explicitly forbidden.

In cases of ambiguity or dispute, the decision of the Race Director and Chief Technical Steward is final.

REMEMBER:

If it's not specifically allowed, IT'S FORBIDDEN.

The 72 hp limit is fundamental to this class and will be strictly enforced.

Appendix 3 – Classic Superbikes (White Background / Black Numbers)

ACU Standing Regulations apply to all classes and can be found at <https://www.acu.org.uk/Competitorsmembers/acu-library.aspx> or on the resources section of the ACU Sport 80 system.

The Classic Superbike class will follow precedents set by The Manx Grand Prix as it is intended that machines eligible for The Manx GP CSBK class should be eligible at Oliver's Mount. The machines should be prepared and presented as they would have appeared in the periods allowed and not fitted with equipment that was not available at the time, unless specifically allowed in these regulations such as quick-shifter systems.

Eligible Machines

- Up to 1300cc, liquid or air-cooled 4-stroke Machines available between 01/01/1973 to 31/12/1992
- 700cc - 750cc 4-stroke, 4-cylinder and 4-stroke, 2-cylinder machines up to 1000 cc available between 01/01/1987 to 31/12/1997, subject to:
 - Standard engine bore size, but engines may be rebored up to a 2.0mm+ (0.080") oversize
- Up to 1000cc 4-stroke, 2- and 3-cylinder machines and Norton rotary-engine machines available between 01/01/1987 to 31/12/1997
- Up to 750cc 2-stroke Machines available between 01/01/1973 to 31/12/1986, and up to 500cc 2-stroke Machines available between 01/01/1987 to 31/12/1996

WHEELS

Free choice providing they resemble what was fitted in the period. Magnesium alloy wheels may be used but must be less than 10 years old. In the interests of safety and availability, modern wheels that closely resemble what was used on the bike in the period may also be used.

TYRES

Slicks, treaded and wet tyres of any size are permitted

BRAKES

Free choice, but excluding radial brakes and carbon fibre brakes, which are not allowed.

SWINGING ARM, SUSPENSION AND FRONT FORKS

Suspension systems must resemble the type available and fitted to the specific model of machine in the relevant period. Modifications can be made to allow a different size tyre to be used.

FUELING SYSTEMS, CARBURETTORS AND AIRBOX

Free of restriction, but only if used within the period (i.e., if a machine was not manufactured with an airbox in the period, it cannot use an airbox). If a different make of carburettor was available and used in the period, it can be used.

NOTE: Machines entered in the later 01/01/1993 – 31/12/1997 Superbike Classic MUST have the original fuel system – anything else will not be accepted, i.e., a machine manufactured with carburettors must use carburettors.

ENGINE AND GEARBOX

All engine and gearbox casings must be unmodified externally, except modifications carried out in the period.

May be modified internally and fitted with components of modern manufacture.

Engines may be rebored but no more than 2mm+ (0.080”) if the actual capacity would then exceed the capacity class size

EXCEPTION: Machines entered in the later 01/01/1993 – 31/12/1997 Superbike Classic MUST be no more than 1.5mm+ (0.060”) oversize

Engines must be complete and as originally produced by the manufacturer.

CLUTCH

Free of restriction. Quick shifters are allowed.

FRAMES AND REPLICA FRAMES

The frame should be what was used for the machine in the period. Replica frames will be permitted provided they are dimensionally accurate copies of known period chassis.

For chassis without known pedigree, entries must be supported by documentary evidence of racing in period proving eligibility.

IGNITION SYSTEM

There is no restriction on the type of ignition system to be used.

Appendix 4 – SuperMono 449cc - 800cc 4 stroke single cylinder (Black Background / Yellow Numbers)

ACU Standing Regulations apply to all classes and can be found at <https://www.acu.org.uk/Competitorsmembers/acu-library.aspx> or on the resources section of the ACU Sport 80 system.

1. Engines may be modified but must remain within class capacity limits
2. Wheels may be changed. Carbon fibre is not permitted.
3. Chassis / Swing Arm may be changed
4. Race/pattern fairing & single seat units are permitted
5. Aftermarket rear shock absorbers may be used
6. Forks, internals, yokes and caps may be replaced
7. Wiring looms, Clocks, ECU and ignition systems may be changed
8. Quick shifters may be fitted
9. Exhaust / Silencer systems may be changed
10. Engines may be bored out to maximum of class cc limits
11. Slicks, treaded and wet tyres of any size are permitted

Appendix 5 – 126cc-500cc 2-strokes (Race bikes only) (Green Background / White Numbers)

ACU Standing Regulations apply to all classes and can be found at <https://www.acu.org.uk/Competitorsmembers/acu-library.aspx>

1. Engines may be modified but must remain within class capacity limits
2. Wheels may be changed. Carbon fibre is not permitted.
3. Chassis / Swing Arm may be changed
4. Race/pattern fairing & single seat units are permitted
5. Aftermarket rear shock absorbers may be used
6. Forks, internals, yokes and caps may be replaced
7. Wiring looms, Clocks, ECU and ignition systems may be changed
8. Quick shifters may be fitted
9. Exhaust / Silencer systems may be changed
10. Engines may be bored out to maximum of class cc limits
11. Slicks, treaded and wet tyres of any size are permitted

Appendix 6a – Single cylinder machines up to 125cc (2-stroke) or up to 250cc (4-stroke) (Moto3) (Race bikes only) **(Black Background / White Numbers)**

ACU Standing Regulations apply to all classes and can be found at <https://www.acu.org.uk/Competitorsmembers/acu-library.aspx> or on the resources section of the ACU Sport 80 system.

1. Engines may be modified but must remain within class capacity limits
2. Wheels may be changed. Carbon fibre is not permitted.
3. Chassis / Swing Arm may be changed
4. Race/pattern fairing & single seat units are permitted
5. Aftermarket rear shock absorbers may be used
6. Forks, internals, yokes and caps may be replaced
7. Wiring looms, Clocks, ECU and ignition systems may be changed
8. Quick shifters may be fitted
9. Exhaust / Silencer systems may be changed
10. Engines may be bored out to maximum of class cc limits
11. Slicks, treaded and wet tyres of any size are permitted

Appendix 6b – 500cc Twin Cylinder 4-Stroke Class (CB500 type machines)

(Yellow Background / Black Numbers)

ACU Standing Regulations apply to all classes and can be found at <https://www.acu.org.uk/Competitorsmembers/acu-library.aspx> or on the resources section of the ACU Sport 80 system.

This class is based upon the very successful 4-stroke 500cc class run by Thundersport and the below is an extract of their 2022 regulations for that class. The class was successful as it offered a moderately cheap and competitive racing class. The same ethos will apply at Oliver's Mount for this class and any competitor seeking an advantage by not following the below regulations or the general ethos of fair and level competition within the class will be subject to penalties likely to include loss of awarded points, removal from the meeting and exclusion from future events.

Eligible Machines

- Honda CB500 1993-2003 Drum & Disc brake Models (CBF not eligible)
- Suzuki GS500 1989-2004
- Kawasaki ER500 1997-2006

Bodywork

1. Fairings are not allowed

2. An oil containment tray to ACU regulations must be securely fitted under the engine. Items designed for racing are strongly recommended and are available from several bodywork suppliers

Frame / Swingarm / Footpegs / Handlebars

3. No alterations to the frame are allowed
4. The side stand lug may be removed
5. The standard swingarm must be used and remain unaltered
6. A shark fin type chain guard must be fitted as per the ACU regulations to the underside of the swingarm on the drive chain side of the machine
7. Original footrests are allowed with riser plates to aid ground clearance
8. Rear pillion brackets and footrests must be removed
9. Race style rear sets may be fitted
10. Steering Dampers are allowed
11. Suitable aftermarket handlebars may be used (e.g. Renthal)
12. Bar ends must be fitted to the handlebars
13. The handlebar ends must not drop lower than the centre line of the handlebar mounting points
14. Flat handlebars with no lift are permitted
15. Quick Action Throttles are permitted

Suspension

16. Front Forks must remain as homologated by the manufacturer
17. Front Fork springs may be changed for aftermarket items
18. Rear Suspension Units must remain as homologated by the manufacturer (Standard Showa) or direct replacement aftermarket items from Hagon of the correct extended length. The adjustable damping version of the standard, Hagon, shock is also permitted
19. The slim line Hagon shock designed for the CB500/4 is not permitted
20. The YSS shock detailed here is also permitted:-
 - Shock type, Emulsion (Nitrogen and Oil)
 - Shock length, 350mm as std CB500
 - Damper rod shaft, 12mm, Piston Diameter, 30mm
 - Adjustment, Threaded body Pre-load only
 - Spring, Progressive 46-17-25-220 additional heavier spring is available 46-20-30-220 (46mm= ID, 17= spring rate, 25= spring rate, 220= length) Part number, RE302-350T-20
21. Standard shocks that are modified outside of the above parameters are STRICTLY forbidden

Exhaust

22. Exhaust silencers may be changed, replacement exhaust systems using the original header diameter but allowing for better ground clearance are allowed.

Electrical

23. Starters & Generators must remain as homologated
24. Motorcycles must be equipped with a functional ignition kill switch or button
25. Quickshifter are not permitted
26. Original equipment wiring harness may be modified or replaced
27. No data acquisition or non-standard functions may be included in the replacement harness
28. The use of aftermarket rev counters and shift lights is permitted
29. The fitment of a rev counter is recommended to aid with noise testing at circuits. Having no rev counter fitted may result in Competitors being turned away from noise testing & refused permission to take part in practice and/or racing

Carburettors / Intake / Breathers

30. The entire air intake system must be as homologated, including air filter
31. Carburettors must be the standard units as on the homologated model. A 5% tolerance will be allowed on the main jet size only from those stated
32. Carburettor needles must remain as homologated only position may be modified
33. Throttle control must be self-closing. Quick action throttles are allowed
34. All motorcycles must have a closed breather system. No direct atmospheric emission is permitted

Brakes

35. Brake calipers & master cylinders must remain standard, but brake pistons, hoses and disc rotors may be changed, any combination of the original Brembo and Nissin MC / brake caliper may be used

Cooling System

36. Cooling System must remain as homologated except the thermostat may be removed with only plain water to be used in the cooling system
37. The cooling fan may be removed complete with electrical connections

Engine

38. Engine must be as original. Any additional removal of material is forbidden. Any engine modification is forbidden. Except for drilling to enable lock wiring
39. Ignition systems may be removed at any time by the officials and replaced with standard units or ones from other machines
40. The maximum power output for all eligible models is nominally 52bhp at the back wheel, should organisers wish this to be measured the engine will be

sealed and tested within 7 days. Any form of tuning to reach this limit by means other than specified is strictly forbidden

41. Ignition timing must remain as standard
42. Checks on a dynamometer may be carried out at any time during the meeting at the entire discretion of the organisers. The information obtained by the Chief Technical Officer must only be conveyed to the Clerk of the Course.

Wheels / Tyres / Final Drive

43. Wheels must remain as standard and with original rim sizes and bearing sizes, captive spacers may be utilised to assist wheel changes
44. Items That Must Be removed
 - Side and centre stands
 - Rear view mirrors
 - Traffic indicators
 - Front & Rear Lights and left-hand switch gear
 - Horn
 - Registration plate support
 - Pillion support bars
45. The pitch of the chain and must remain as standard:-
 - Honda CB = 525 / Suzuki GS = 520 / Kawasaki ER = 520

General Requirements

46. The organisers reserve the right to refuse any machine admission to the start if, on arrival at the technical inspection it is not in a presentable condition
47. Machines should be maintained to a high standard and checked regularly before, during & after meetings by competitors to ensure continued compliance

Anything not mentioned above deemed by the organisers to not be within the class ethos will be reported to the Clerk of the Course and his decision will be final

**Appendix 6c – Production based 2 and 4 strokes to a maximum capacity of 500cc,
(Aimed at road-based 2 & 4 strokes such as RD, TZR, RGV, KR1S, NSR, NC35, ZXR,
FZR, Aprilia RS etc.)**

(Blue Background / White Numbers)

ACU Standing Regulations apply to all classes and can be found at <https://www.acu.org.uk/Competitorsmembers/acu-library.aspx> or on the resources section of the ACU Sport 80 system.

1. Engines may be modified but must remain within class capacity limits
2. Wheels may be changed. Carbon fibre is not permitted.
3. Chassis / Swing Arm may be changed
4. Race/pattern fairing & single seat units are permitted
5. Aftermarket rear shock absorbers may be used
6. Forks, internals, yokes and caps may be replaced
7. Wiring looms, Clocks, ECU and ignition systems may be changed
8. Quick shifters may be fitted
9. Exhaust / Silencer systems may be changed
10. Engines may be bored out to maximum of class cc limits
11. Slicks, treaded and wet tyres of any size are permitted

Appendix 6d – SuperMoto (White Background / Black Numbers)

ACU Standing Regulations apply to all classes and can be found at <https://www.acu.org.uk/Competitorsmembers/acu-library.aspx> or on the resources section of the ACU Sport 80 system.

1. Chassis must be SuperMoto or Moto-Cross style
2. Engines may be single or twin cylinders, 2-stroke or 4-stroke
3. Engine capacity can be upto a maximum capacity of 750cc
4. Wheels may be changed. Carbon fibre is not permitted.
5. Swing Arms may be changed
6. Aftermarket rear shock absorbers, forks or internals and yokes may be used
7. Quick shifters may be fitted
8. Exhaust / Silencer systems may be changed, but maximum static noise limit of 114db at full engine speed will be enforced
9. Oil filter, oil drain plug and oil filler cap must be lock-wired
10. Motocross style boots are permitted, but the use of metal boot sliders are not permitted
11. Helmets must be in good condition and have ACU Gold Sticker
12. Leather gloves must be worn
13. One piece leather suits must be worn
14. Slicks, treaded and wet tyres of any size are permitted
15. Holeshoot devices are permitted

Appendix 7a – F2 Sidecars to ACU Regulations 2026 (No long outfits or 675cc) (Red Background / White Numbers)

ACU Standing Regulations apply to all classes and can be found at <https://www.acu.org.uk/Competitorsmembers/acu-library.aspx> or on the resources section of the ACU Sport 80 system.

The F2 Sidecar class will align with FSRA F2 regulations to allow the same outfits to be run in both championships. The following is extracted from FSRA 2022 Technical Regs.

1. Must run a conventional short wheelbase chassis as per current FSRA F2 regulations. Centre Hub Steering is not permitted.
2. 4-Stroke 4-Cylinder Engines up to 600cc or Parallel Twin-Cylinder Engines up to 900cc are permitted
3. The Cylinder head may be modified as follows:
 - Grinding of the cylinder head on the gasket side.
 - Modifications of the inlet & exhaust ports by taking off & or adding material. Welding is forbidden.
 - Original homologated valve guides may be cut or modified, but only on the intake or exhaust port side.
 - Polishing of the combustion chamber.
 - Original valve seats must be used, but modifications are allowed to shape.
 - Compression ratio is free.
 - The combustion chamber may be modified.
 - Valves must remain as homologated by the original manufacturer.
 - Valve springs, spring retainers & cotters may be altered or replaced
4. The Camshaft may be modified as follows:
 - The method of drive must remain as homologated.
 - The camshaft duration is free BUT the lift must remain as homologated.
 - The cam sprockets or gears may be modified or replaced to allow degreeing of the camshafts.
5. Fuel Injection System
 - Older throttle bodies can be used on a newer head But NOT vice versa.
 - The ignition system ECU may be changed / modified
6. No BEARs Sidecar outfits permitted

Appendix 7b – Pre-Injection Sidecars to FSRA Pre-Injection Regulations 2026

Carburettor fuelled 4-Stroke to a maximum capacity of 600cc (No long outfits or 675cc)

(Red Background / White Numbers)

ACU Standing Regulations apply to all classes and can be found at <https://www.acu.org.uk/Competitorsmembers/acu-library.aspx> or on the resources section of the ACU Sport 80 system.

The Pre-Injection Sidecar class will align with FSRA Pre-Injection regulations to allow the same outfits to be run in both championships, the FSRA regulations state :-

- Both engine and chassis must be pre-2002
- Engines must have been originally manufactured with carburettors (No newer injection engines converted back to carburettors).
- Replica chassis are permitted but they must be built exactly as pre-2002 design, construction and materials.
- No BEARs Sidecar outfits permitted

Appendix 8 – Requirements for non ACU / SACU licence holders

Applications are welcome from non ACU / SACU licence holders, but the following requirements must be met to obtain ACU approval for each entry for competitors outside of their jurisdiction: -

MCUI / MCI Licence Holders

MCUI / MCI start permission with insurance backing must be provided in advance to allow confirmation by the ACU that it is adequate, otherwise the same requirements as below for EU Competitors will apply.

Non ACU / SACU / MCUI / MCI Licence Holders

Competitors from other European federations must provide either: -

1. Start Permission (ACU validated evidence or a current European Federation National licence/European Open licence)

and

2. Details of the insurance cover that the rider has been able to purchase, either by sight of the policy itself or a detailed summary. The details must include:

a - The name of the insurer

b - The name of the competitor

c - The discipline/activity details of the type of competition for which cover is valid. (Or specifically the actual meeting (s)).

d - The dates cover is in force (or again the specific meeting (s) and dates).

e - The cover limits specifically confirming the following is included:

£185000 medical expenses

£75000 repatriation costs

Note: It is important that the repatriation cover will return the rider to the country to where they are domiciled, and **all supporting documentation is written in the English language.**