

2027 REGULATIONS

THE ACU 2026 BRITISH PW50 SHAFT DRIVEN CUP - REGULATIONS

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1.0 **2**

3

Announcements and Entries 3

1.1 ANNOUNCEMENT 3

1.2 JURISDICTION RIDER 3

1.3 ELIGIBILITY - 2027 3

1.4 MACHINE ELIGIBILITY 3

1.5 RIDERS QUALIFICATION 2027 3

1.6 ROUNDS 2027 ENTRIES / 3

1.7 REGISTRATION 4

1.8 ENTRY REFUND **4**

..... 4

..... 4

2.0 Technical Control 4

2.1 TECHNICALCONTROL 4

2.2 SOUND 5

2.3 ENGINE MEASURING 5

2.4 TRANSPONDERS 5

2.5 RIDING NUMBERS 5

2.6 SHIRT NUMBERS **5**

2.7 NUMBER PLATES 5

2.8 CHOICE OF MACHINE 5

..... 6

3.0 Running of the Meeting 6

3.1 FLAGSIGNALS 6

3.2 PRACTICE / QUALIFICATION 6

3.3 RACES 7

3.4 RACE DURATION 7

3.5 STARTING POSITIONS 7

3.7 START 7

3.8 FALSE STARTS 8

3.9 STOPPING A RACE 8

3.10 WORKING AREA 8

3.11 CLASSIFICATION AT THE END OF A RACE 8

3.12 POINTS **8**

3.13 TIES 8

3.14 OUTSIDE ASSISTANCE & COURSE CUTTING 8

3.15 STATEMENT OF FACT 8

3.16 WINNERS PRESENTATION 8

4.0 General

4.1 RESULTS / FINAL STANDING

4.2 CLASSIFICATION

4.3 COURSE RESTRICTIONS

4.4 FORMAT

1.0 Announcements and Entries

1.1 ANNOUNCEMENT

The Auto Cycle Union (ACU) will promote and together with the appointed club the British PW50 Shaft Driven Cup.

1.2 JURISDICTION

The meetings will be held under the current National Sporting Code of the ACU, the Standing Regulations for Motocross, 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 Permit.

1.3 RIDER ELIGIBILITY - 2027

Open to riders / Passengers holding current 50cc Shaft Driven Motocross licence issued by the ACU / SACU.
Any competitor holding an MRA/MCUI licence must provide proof of Insurance and a written start permission document issued by their FMN.
Riders who have held a 50cc Automatic licence previously with the ACU SACU are ineligible for the PW 50cc Shaft Driven Cup.

1.4 MACHINE ELIGIBILITY

For PW50 shaft driven machines meeting the current requirements as stated in the ACU Motocross Standing Regulations.

Age on 1 Jan	Grade	Engine Capacity	Wheel Size/ Specification
4 – 7 years	50cc Shaft Drive Class	Minimum 49cc – maximum 50cc 2 stroke Shaft driven	10 inch rear 10 inch front

1.5 RIDERS QUALIFICATION 2027

British PW50 Shaft Driven Cup
Open to a maximum of 40 riders

1.6 ROUNDS 2027

Event Date	Venue
3/4 April	Upavon
1/2 May	Duns
12/13 June	Iron Works
3/4 July	Monster Mountain
4/5 September	Preson Docks
25/26 September	Sproxton

1.7 ENTRIES / REGISTRATION

The official closing date for each event is Friday 9am prior to the date of the event.

Each formmustbe accompaniedby theEntry Feeof **£120.00**

The Clubwill choose theirchosenentrymethodand thiswill be stipulated in the Supplementary Regulations.

1.8 ENTRY REFUND

Under no circumstances will refunds be considered unless a rider informs the organiser of his injury within 7days of the event prior to the event and sends a doctors/hospital certificate to the organiser. There may bea charge incurred on any refunds at the discretion of the organisers.

2.0 Technical Control

2.1 TECHNICAL CONTROL

Riders are allowed to use machines (max 1) as presented to Technical Control under their respective name and starting number. More than 1 bike can be put through technical Control

2.2 SOUND

2stroke engines at: 112dB/A (+2dB/A before the race; + 3 dB/A after the race)
4stroke engines at: 115dB/A (+2dB/A before the race; + 3 dB/A after the race)
Test procedure: 2 metre max method
Afurther review of sound levels will be made at the end of the 2026 season.
Machines will be selected at random for sound testing when presented at Preliminary Technical Control Sound Control after a race – Any rider whose machine is above the limit documented above – whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified – may be penalised by having a 5 place penalty added to his/there final position in the race in question. Riders may be chosen by the use of ride by sound tests or at random by the Clerk of the Course.
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 affect a repair. However, if he fails to do this, the machine will automatically be sound tested at the end of the session or race.

2.3 ENGINE MEASURING

Any rider refusing to have an engine measured or failing the test will result in the loss of all British Cup points.

2.4 TRANSPONDERS

All British Cup riders should own their own transponder for which it is their responsibility to ensure that it is fully charged and fitted securely.
See manufacturer’s instructions for charging Transponders.

The timekeepers can issue a transponder to riders who do not have a transponder at the event for a hire fee of £20.00, fitting brackets will cost £5. The rider will be required to leave a deposit of £20 which will be returned when the transponder is handed back on the day of the event.

The timekeepers will invoice riders who lose a hired transponder the replacement cost and anyone not returning the transponder at the end of the meeting will lose their £20 deposit.

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.

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

2.5 RIDING NUMBERS

For 2027 - The number 1 plate will not be issued

Every rider participating in an individual round of the British Cup will be allocated a permanent start number for the season by the organising club and this must be used at all events.

2.6 SHIRT NUMBERS

All riders are advised to wear numbered riding shirts or bibs, supplied by themselves, showing the number on the rear which can be produced at Technical Control. The numbers on the shirts must be the same as on the machine. 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.

2.7 NUMBER PLATES

All machines number plates must comply with current ACU regulations plus a space of 40mm across the complete width of the front number plate must be left clear for any series sponsors logos.

	Background	Number
PW50 Shaft Driven	Black	white

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

Red Plate White Number for the current leader in the cup class. (optional) after round 1.

2.8 CHOICE OF MACHINE

A maximum of one machine is permitted down to the holding area. As defined under Technical 2.1 ruling,

3.0 Running of the Meeting FLAG SIGNALS

3.1

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.
Yellow Waved:	Ride slowly Great Danger, prepare to stop, no overtaking. A significant reduction in speed must be seen, therefore, jumps should not be attempted.
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 or Red Diagonal Cross Raised & Motionless:	Medical attention required at that post.
White with Red Diagonal Cross Waved:	Medical Crew & Officials in attendance on live racetrack. Proceed with extreme caution, riders must significantly reduce speed and roll each jump individually with no overtaking until past the area of concern

All flag signals must be strictly adhered to. Failure to observe these signals may lead to a penalty or disqualification.

3.2 PRACTICE / QUALIFICATION

Practice will be held on the morning of the meeting and should be a minimum 2 laps free practice and 10 Minutes qualifying practice. If a wet meeting is declared Qualifying may be cancelled & replaced with 2 laps of free practice.

There must be a minimum 45-minute period between Practice and the first scheduled Race.

An opportunity for practice starts of up to 5 minutes will be provided to the riders, this will take place after Free Practice.
Start practice is optional
Mass starts are forbidden

3.3 RACES

Four races counting towards the cup will be held at each meeting. These races must be separated by at least 30 minutes. When the first rider is called to the start line the waiting zone gate will be closed and reserve riders may then be included. If there are 20 or less Cup riders at each event the races may be combined with E2 class races only, results must be scored separately

3.4 RACE DURATION

9minutes + 1 lap

3.5 STARTING POSITIONS

For all rounds riders will come to the line based on the results of timed qualification or in the absence of timed qualification by current cup positions at the start of the meeting.
Ifthis occurs at the first round of the cup, then they will come to the line by ballot.

3.6 WAITING ZONE

Once the Waiting Zone Official has closed the waiting zone any late riders who have missed "Waiting Zone Closure will be allowed to take part if there are any remaining spaces. Those late riders will go to the line after all other riders have taken their places.

Late riders arriving at the closed waiting zone will go to the line in order of their arrival at the closed gate. i.e. last (latest) arrival last gate. Should multiple late riders arrive at the same time then they will be placed in order of their qualification time. No rider will be admitted once the first rider departs for the Sighting Lap.

3.7 START

The start will be live engine.

The maximum number of starters allowed is 40.

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. If a rider cannot start his motorcycle after coming under starters orders and the gate being loaded, he may lose his choice of position on the start, but he may start the race from the Waiting Zone once the gate has dropped.
Any rider who fails to be ready to start or who causes a start to be unnecessarily delayed in the opinion of 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.

Riders, One Accompanying Person and Officials shall be permitted in the area of the starting gate.
Before the final start procedure begins (green flag raised by the starter) all entourage must leave the start area immediately and return to the work area or spectator areas. Any entourage person failing to follow this instruction could cause the Clerk of the Course to issue a penalty to the rider(s) concerned.
Riders may only "groom" behind the start gate and no tools or outside assistance is allowed.

3.8 FALSE STARTS

All falsestarts 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.

3.9 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 Cup race is stopped before 4.5 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 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 have completed 50% of the overall race distance (rounded down) will be classified.

3.10 WORKING AREA

Atrackside working area must be available. Only in this area may mechanics make repairs or adjustments tothe machines during races/qualification.

The working area must be clearly defined and marked. The entrance must be properly controlled for both people and machines.

The signal area must be behind chestnut fencing.

3.11 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.

3.12 POINTS

Points will be awarded for each race in the following order for positions 1 to 40 in the British Cup Class.

45,42,40, 38, 36, 35, 34, 33, and so on down by 1 point to 40th place.

3.13 TIES

Ifatie occurs on points scored on the day, it will be resolved on the highest place in the last race.

Ifatie occurs at the end of the series it will be resolved in favour of the rider /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 ofsecond places and so on, down to last place.

3.14 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 re-join 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.

Any maintenance outside of the work area may only be carried out by the rider / driver / passenger, without the use of tools. Any machine taken back to the paddock during the race will not be allowed to re-join that race.

3.15 STATEMENT OF FACT

Any offence or breach of the rules contained within the Sporting Code, the relevant discipline regulations, or appendices, or any supplementary regulations; howsoever caused if witnessed by a senior event Official shall be deemed for purposes of disciplinary procedure as a “Statement of Fact”.
Senior event Officials will include: - but not be limited to; Race Director, Clerk of the Course and his Assistants, and Chief Marshall.
Any such Statement of Fact shall not be subject to protest or appeal.

Statements of Fact shall also include the decisions of Timekeeper, Starter and Finish Line Judges, Sound Inspectors as already defined within the Code.

3.16 WINNERS PRESENTATION

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

4.0 General

4.1 RESULTS / FINAL STANDING

All rounds of the British Cup will count towards the overall results.

4.2 CLASSIFICATION

At the end of the series the rider with the highest number of points will be:
British PW50 Shaft Driven Cup Champion 2027

4.3 COURSE RESTRICTIONS

Any restrictions imposed by the organisers to cover local agreements or other stipulated restrictions shouldbe clearly stated in the Final Instructions and competitors must adhere to these requirements.
The useof Drones by ACU approved Press and Media is permitted at the ACU PW Shaft Drive Cup rounds.

4.4

FORMAT

The ACU Motocross Committee reserves the right to change the format of the PW50 shaft drivencupin 2027.