

SOLO ELIGIBILITY SPECIFICATIONS

ACU PRODUCTION CLASSES

1. These specifications are in addition to and not in place of the Technical Regulations. Solo motorcycles must comply with the following requirements. Machines must be complete, fully equipped motorcycles of a Model/Marque to UK specifications, as originally assembled at the factory of a recognised manufacturer, for road use in a minimum quantity of 100.

The only permitted alterations are detailed below.

2. Handlebars – any shape of handlebar is permitted provided that it is fitted in the original mounting position only.
3. Footrests and foot controls – proprietary rearsets are acceptable.
4. Gearing – the sprockets may be changed. The final drive chain specification must remain standard in respect of width and pitch.
5. Friction linings, disc pads and brake hoses – may be changed.
6. Compression springs and damping – may be changed, but the original mountings must be used.
7. Exhaust systems – no modification is permitted.
8. Rebores – to allow for wear, rebores will be permitted, but only to the maximum of the manufacturer's recommended rebores sizes.
9. Air filter elements – may be removed. Air box assemblies must not be modified.
10. The addition of the following is permitted – security bolts and screws, steering dampers, fork braces, engine protection bars.
11. Carburettors – no modification other than a change of jet size is permitted.
12. Compression ratio – cylinder head joint faces may be machined – the external appearance of the engine must remain unaltered. Where originally specified, a solid head gasket must be retained.
13. Side stand mounting lugs – may be removed.
14. Throttle controls – For all types of motorcycles, throttle controls must be self-closing when not held by the hand.

The following alterations **must** be made:

15. Licence holders, club badges (except transfers), centre and prop stand, luggage carriers, mirrors and rear registration plate (but NOT taillight) must be removed. Indicators may be retained at the discretion of the rider but, if retained, the glasses must be taped.
16. Where breather pipes are fitted, they must discharge via existing outlets into a catch tank. Where an oil breather pipe is fitted the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the start of the race. The minimum size of a catch tank shall be 250cc for gearbox breather pipes and 500cc for engine breather pipes.
17. Head lamp and rear light glasses must be adequately taped to prevent splintering.
18. All electrical equipment fitted must be in working order except the stop lamp which **MUST** be disconnected.
19. No addition or alteration by machining, welding, brazing, silver soldering or bonding may be carried out externally to any part of the machine.
20. Tyres Treaded or Slick Tyres are permitted as per ACU regulations (**slicks can only be run on up to 125 and 250gp and Supersport 600 (Which can also include 675 Triumph Tripple and 636 Kawasaki 4 cylinder)**)

All bikes must run a front brake lever guard.

FORMULA SPECIFICATIONS

These specifications are in addition to and not in place of the Technical Regulations. Solo motorcycles must comply with the following requirements.

1. Classes

- 125 – Production based machines up to 125cc two stroke (includes the 72cc and 80cc Jawa and Metrakit type machines)
 - 250 – Production based machines 250cc four stroke.
 - 400 – Production based machines 250cc two stroke, 400cc four stroke.
 - 600 – Production based machines 600cc four stroke four cylinder and 675cc four stroke three cylinder.
2. Rebores up to the manufacturer's maximum recommended rebores size are permitted.
 3. Any moulded treaded tyre is permitted.
 4. Standard carburettors or fuel injection as homologated to be used.

All bikes must run a front brake lever guard.