

ENDURO

STANDING REGULATIONS

The contents of this document are Copyright and must not be reproduced without written consent from the Auto-Cycle Union Ltd. The various regulations contained herein become effective as at 1st January 2021. This publication supersedes previous editions.

ACU and The Auto-Cycle Union are trading names of The Auto-Cycle Union Limited. Registered under Company No. 00134679; Registered Office: ACU House, Wood Street, Rugby, Warwickshire CV21 2YX

The ACU aims to ensure that all people irrespective of their age, gender, disability, race, ethnic origin, creed, colour, social status or sexual orientation, have a genuine and equal opportunity to participate in motorcycle sport at levels in all roles. The ACU fully supports youth activity in all disciplines and through the ACU Academy, some of our young riders go on to become British, European and World Champions in their chosen sport.

All enquiries should be addressed to:

The Auto-Cycle Union Ltd.,

ACU House,

Wood Street,

Rugby,

CV21 2YX.

DEFINITIONS	5
GENERAL ENDURO STANDING REGULATIONS	6
TIME CARD ENDURO STANDING REGULATIONS	7
APPENDIX A DIAGRAM OF MACHINE	18
APPENDIX B PENALTIES	19
ALL TERRAIN (RALLY) REGULATIONS (ATR)	20
SHORT COURSE TIME CARD ENDURO STANDING REGULATIONS	28
HARE AND HOUNDS/CROSS COUNTRY STANDING REGULATIONS	30
ENDURO OFFICIALS	34

DEFINITIONS

Time Card Enduro Events where riders start separately (or in groups up to 4), the main part of the event is to ride the course, which is predominately off road, within time allowances which are achievable and timed to the nearest Minute. The event includes Special Tests where riders start individually and are timed to fractions of a second. The lap length is a minimum of 10 miles with Special tests up to 15% of the length of the lap.

Short Course Time Card Enduro Events similar to the above with a reduced length of lap greater than 2 miles and less than 10 miles and where the Special Tests may consist of the whole or part of the lap however the total length of special tests must not cover more than 20% of the total length of the Course.

Extreme Enduro an off-road event over extremely difficult terrain where riders start individually or in groups of 2 or more where the result is decided on the rider who completes the most laps in the set time or the greatest number of laps in the shortest time.

Off Road Sprint Enduro an off-road event where riders start individually and consist of a series of Special Tests where the time is taken to 1/000 second. The event being decided on the sum of the time penalties achieved over the set number of Special tests.

All Terrain (Rally) Events an event staged over varied terrain, predominantly Forest Roads and Tracks, and is intended to prove the skill and endurance of riders and the reliability of their machines. The event is aimed at production Trail motorcycles of all capacities and the route shall be planned accordingly and will consist of several liaison stages or legs. The inclusion of Timed sections or Special stages is optional however the riders must start such tests individually.

The route may be marked with route markers, or may require the competitor to use navigational skill or may require a combination of both.

Hare & Hounds/Cross Country Event an off-road event where riders start in groups where the result is decided on the rider who completes the greatest number of laps in the shortest time.

Note There are restrictions regarding the start number/procedure for this type of event on Forestry land.

GENERAL ENDURO STANDING REGULATIONS

AUTHORISATION AND LAND USE

The contents of "Procedures and safety arrangements for events using Forestry Agreement land" must be adhered to for any appropriate events.

1. Events depend on goodwill from landowners, local authorities, nearby residents and other users of the countryside. For the continuance of orderly motorcycle sport, a Code for Time and Regularity Events, formulated by LARA, has been adopted by the ACU. The Code is reproduced below and will supplement the Standing Regulations. It is to be noted that where necessary disciplinary action will be taken if the Code is not fulfilled.
2. Any Competitive event that is routed along, or across, footpaths or bridleways must be endorsed in advance by the Highways Authority for the area.
3. The Organiser is responsible for obtaining authority from the landowners over whose land the event passes.
4. Where the event requires use of public highway, organisers must ensure that the Motor Vehicles (Competitions and Trials) Regulations 1969 are strictly adhered to. Events requiring authorisation must obtain this through the Motor Sport Association, Authorisation Dept. Events organised within the restraints of section 5b. of the 1969 act must inform the local police authority and act according to their instruction.
5. The Organiser is responsible for ensuring the event meets all requirements of the Road Traffic Act.
6. The Organiser should appoint an officer responsible for event liaison. The Liaison Officer should, if appointed submit his name and address to the local Highway Authority, the Parish Council, the Police and landowners over whose land the event passes. The Liaison Officer will thoroughly investigate any complaints and try to resolve any problems arising from the event.
7. Wherever possible the Liaison Officer should maintain good relations with other path users in the area, such as horse-riders, walkers, cyclists, recreational motoring groups and orienteers. The Liaison Officer shall notify these groups in advance of an event where they are known to him.
8. The Liaison Officer shall be responsible for the provision and removal of signing for public safety in accordance with the guidance given on the relevant Safety Precaution pages of this Handbook. He should ensure that all marshals are adequately briefed about the public's rights and the purpose of the signs.
9. All officials, marshals, support crews and competitors must follow the Country Code.
10. Ensure that all aspects of the ACU Environmental Code are adhered to.
11. Supplementary Regulations should include a map reference or post code relating to the venue in order to assist the Emergency services.
12. Owners are responsible for ensuring their dog is kept under control and for clearing up any fouling that may occur.

The appropriate Standing Regulations will apply to all events together with the ACU National Sporting Code and Supplementary Regulations issued.

TIME CARD ENDURO STANDING REGULATIONS

ESR.1 ELIGIBILITY

All riders and passengers must hold a current ACU or SACU competition licence, and be aged 16 years or over. Any rider or passenger from another FMN MUST produce a licence issued by their FMN together with start permission and proof of personal accident Insurance.

Where the Enduro includes the use of public highways, then this will be stated in the Supplementary Regulations. If public highways are used, then it is sole responsibility of the rider to ensure that his machine is roadworthy and that he and his machine comply with all legal requirements.

Youth Timecard Enduros

A new class introduced for 2022 which includes the following specifications:-

- Age Limit - 14 to 16 years . Riders must hold the Youth Timecard Enduro Licence
- Machine Limit - 125cc (Do we need to insist on a front limit fitted?)
- Course - Must be entirely on private ground. Distance and Time schedule must be similar to "Clubman" schedule
- Youths must carry their own Timecards or Transponders
- Each Youth rider must start with their "Outrider" and should remain in close contact with the Outrider with the exception of the special test when the Outrider follows the Youth into the test.

If either the Youth or Outrider is unable to continue the event, both must retire and report to the finish that they have done so.

Outrider - Must have an ACU Enduro Licence, be over 23 years of age, be familiar to the Youth competitor and have experience of Enduro events in their own right, the object of having the Outrider is to ensure the safety of the Youth whilst competing

ESR.2 ENTRIES

A Motorcycle Sport Event Entry Form must be completed in every detail, and signed by each entrant, rider or passenger. Each completed entry form, together with the entry fee (which includes insurance premiums), shall be forwarded to the Secretary of the Meeting. Details of the name, address and telephone fax number of the Secretary of the Meeting (or a deputy), all entry fees, closing date for entries, conditions for return of fees, and any other special requirements, may be obtained from the event Supplementary Regulations.

All riders and passengers must register arrival at an event by signing-on at the event control office, or other designated area, not less than 30 minutes prior to commencement of said competition.

Riders and Passengers under 18 years of age (Minors): In order to conform with the Children Act legislation, for every rider or passenger who is under 18 years of age an additional Parental Agreement Form must be signed by either the parent or legal guardian or a responsible adult (who need not be the rider's parent) dependent on age. The Parental Agreement is incorporated in the Annual Competition Licence and Trials Registration form and once completed will serve as the riders Annual Parental Agreement. All minors will be bound by the directions of parent(s), guardian(s) or an appointed adult responsible for them at any event. The following should be noted for Minors aged 16 or 17:

The Parental Agreement must be signed by a parent or legal guardian. There is no requirement for the minor to be accompanied to events by an adult.

Child Protection. The point of contact for Child Protection issues will be the Secretary of the Meeting unless otherwise stated in the Supplementary Regulations.

ESR.3 ACCEPTANCE OR REFUSAL OF ENTRY

Within 3 days of the official closing date, the Organiser must notify riders of the definite position regarding their entry and whether such entry has been accepted, or is being held in abeyance, or has been refused. The closing date of entries, the conditions for return of Entry Fees and any other special requirements will be contained in the Supplementary Regulations. All Supplementary Regulations must carry the telephone number of a responsible official.

Limitations of Entries. If entries are to be limited, the maximum number and method of limitation (i.e. in order of receipt, by ballot etc.) shall be stated in the Supplementary Regulations. Events using Public Highways are limited to 180 competitors, except for exempt events. See MSA (Competitions and Trials) Regulations.

Change of rider. All entries will be deemed to be in respect of the rider so named and no change of rider will be permitted except in the case of "Team Only" competitions where the Team Entry is submitted by a Team Manager. For "Team Only" competitions any change of an individual entry will be subject to the conditions of the Supplementary Regulations.

ESR.4 INSTRUCTIONS TO RIDERS

Any instructions subsequently issued must be approved by the Permit Issuing Authority if issued prior to the event, or approved by the Stewards of the meeting if issued at the event. They shall have the same force as the Standing Regulations and the Supplementary Regulations, provided they are issued by one of the following methods:

- Issued in writing and distributed to each rider;
- Issued via a clearly situated notice board;
- Via a rider briefing meeting, providing all riders have been informed of the venue and time of such a meeting.

ESR.5 CLASSES

Time Schedules and/or Routes may vary between classes – details will appear in the Supplementary Regulations or as indicated in methods detailed above.

Solo. There are **seven** recommended classes:

- (1) Championship
- (2) Expert
- (3) Clubman
- (4) Women
- (5) Sportsman, for beginners on a no awards basis.
- (6) Veterans
- (7) **Electric (for machine specification contact ACU T&E Secretary)**

Quads and/or Sidecars. A class for quads and/or sidecars may be included where the organiser has assessed that the course is suitable for that class of machine.

Supplementary Regulations must give details of any other classes.

CAPACITY GROUPS

E1 2 stroke – Up to 125cc

E1 4 stroke – Up to 250cc

E2 – Over 125cc to 250cc two-stroke & Over 250cc to 450cc four-stroke

E3 – Over 250cc two-stroke & Over 450cc four-stroke

Any or all the above capacity groups may be included as quoted in Supplementary Regulations. Organisers have the option of including additional classes or splitting classes but this must be quoted in Supplementary Regulations.

Woman, Veteran and Electric Capacity Groups. Unlimited capacity

Sidecar. There are three recommended classes:

- 1) Championship
- 2) Expert
- 3) Clubman.

Organisers have the right to combine classes subject to sufficient entries.

Sidecar Capacity Groups. Unlimited capacity.

Teams Events. Details of provision for nominated teams will be given in the Supplementary Regulations.

It is recommended that team results are worked out on the number of special tests ridden by clubman, plus rider's time lost on the course, in the normal way.

ESR.6 CHANGE OF MACHINE AND/OR PASSENGER

- Prior to the Start

Any change of machine within the same capacity group and/or passenger must be notified to the Secretary of the Meeting a minimum of 24hrs before the start of the Competition. Any restrictions regarding change in the capacity group of a machine must be detailed in the Supplementary Regulations.

- During the event (including multiple day events)

The same machine and passenger (where appropriate) must be used for the duration of the event.

ESR.7 MOTORCYCLES

Machine Specification: Solo class category 1 group A1. Sidecar class category 1 group B1 and B2.

FOR DIMENSIONS SEE APPENDIX A AT THE END OF THE ENDURO STANDING REGULATIONS IN THIS HANDBOOK.

The front light shall take the form of a combined headlight and number plate as fitted on an Enduro machine.

Brake and Clutch levers. All handlebar levers (clutch, brake etc.) must be in principle ball ended. These ends must be permanently fixed and form an integral part of the lever.

Brakes: Independent brakes must be fitted to both front and rear wheels of the motorcycle.

Disc Brake Covers It is recommended that the front brake disc has a cover over at least the leading edge of the disc. The responsibility is on the rider to ensure that his motorcycle complies with all legal requirements including horn, speedometer. All motorcycles must be fitted with working lights.

Organisers may mark the following parts with paint which are inscribed with their number: (i) Main frame (ii) Both

hubs. (iii) Silencers (If the competitor replaces the silencer during the event he must request for it to be remarked at the next time check). At the end of the event machines should be examined for marks.

ESR.8 TYRES

Front and rear – Unless otherwise stated in the Supplementary Regulations tyres must be ‘Enduro’ type to current FIM specification with DOT or E mark imprinted (see diagram at the end of Enduro Section).

Please note: Some Motocross Tyres do not comply with Road Traffic Act Regulations and are not permitted for events using the Public Highway. Only tyres which appear on the tyre manufacturers range catalogue or tyre specification list as suitable for use on the Public Highway for the motorcycle entered, may be used. They may be of Trial, Trail or Enduro pattern with a depth of tread not more than 13mm at the time of manufacture.

Tyre Change: Inner tubes/mousses may be replaced at any time during the event or in a multi-day event where a work area is provided but not whilst the bike is in parc ferme. Tyres may only be changed at the day’s final time check between the white and yellow flag

ESR.9 FUEL

Commercially available unleaded fuel must be used. Power boosters or octane boosters are forbidden.

ESR.10 CONTROL OF EXHAUST SOUND LEVEL

It is the sole responsibility of the rider to present a machine complying with all Road Traffic Act(s) requirements including exhaust sound level.

The 2-metre max test will be used. The maximum sound limit accepted will be 112 dBA before the Start (+2 dB/A during or after the event). (For precise method of testing, see Sound Control Regulations in this Handbook).

There may be one or more sound level tests taken during the event at any point on the route, as close as practical following a time check or refuelling area.

A rider who has changed his silencer must get it remarked at the next time check.

Any rider who fails the sound level test will face immediate disqualification and hand in his time card. At any time during the event, the Clerk of the Course or their appointed official is empowered to disqualify any machine they consider to be excessively noisy.

ESR.11 RIDER’S NUMBERS

Riders must provide their own numbers which must be a minimum height of 100mm.

Championship Class – Red plates with white numbers on the front and sides.

Expert Class – Green plates with white numbers on the front and sides.

Clubman Class – Yellow plates with black numbers on the front and sides.

Women’s Class – Pink or Purple plates with black numbers on the front and sides. **Sportsman Class** – Black plate with white numbers on the front and sides.

Veterans Class – Blue plate with white numbers on the front and sides.

If an organiser intends to provide numbers and/or plates this must be detailed in the Supplementary Regulations/Final instructions. If these are supplied by the organiser they must be used by the riders and any associated logos/advertisement not obliterated.

ESR.12 EXAMINATION OF MACHINES

Machines will be examined before the start to ensure compliance with the Standing Regulations and ACU Technical Specifications.

Organisers may mark the following parts with paint which are inscribed with their number:

1. Main frame.
2. Both hubs.
3. Silencers

If the competitor replaces the silencer during the event he must request for it to be remarked at the next time check. At the end of the event machines should be examined for marks.

ESR.13 ENGINE MEASUREMENT

Where it becomes necessary for the ACU or the Clerk of the Course to verify any fact relating to an engine size, it shall be carried out at the cost of the rider. Where an engine is measured, as the result of a protest, the protest must be submitted with the appropriate fee plus £250.00 which can only be returned if the protest is upheld. If the protest is unsuccessful then the deposit will be awarded to the person against whom the protest has been made and the protest fee will be sent to the ACU

Benevolent Fund. The Clerk of the Course shall judge as guilty anyone who refuses to present an engine for measurement. The rider will be excluded from the results of the event and will be fined. If engines are presented for measurement, but this cannot be carried out at the event, the engines must be sealed for later measurement. If seals are damaged or removed the rider will be excluded from the results and fined.

ESR.14 HELMETS/CAMERAS

Motorcycle helmets bearing a valid ACU gold or silver stamp and correctly fitted, must be worn by all competitors, both riders and Sidecar passengers, at all times, whilst riding a motorcycle or quad. Officials must wear a correctly fitted helmet, at all times, whilst riding a motorcycle and it is recommended that they wear a helmet whilst riding a quad.

Unless the helmet is manufactured with the camera as an intrinsic part, helmet cameras (including the helmet camera brackets) and cameras attached to the body are prohibited. Cameras attached to the machine are permitted.

ESR.15 CLOTHING

Suitable strong clothing must cover legs, arms and body. Knee length boots and gloves in leather or other approved material must be worn. Helmets and clothing must be presented to machine examiners at the same time as the machine. It is not advised that bulky hard objects such as tools etc. are carried in pockets or on the person.

ESR.16 JEWELLERY

Competitors are advised not to wear hand, face or body jewellery, which could prove hazardous in the event of an accident. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an accident, e.g. chewing gum. This includes false dentures.

ESR.17 TRANSPONDERS

Where Transponders or other electronic timing devices are required to be carried by the competitor to record times, the onus on ensuring the device is correctly fitted and maintained throughout the competition rests with the rider. If competitors are required to supply their own transponders, details of this requirement must be stated in the Supplementary Regulations.

If an Organiser intends to hire or loan transponders or timing devices to individual competitors, details of any deposit scheme required must be clearly stated in the Supplementary Regulations.

ESR.18 SAFETY PRECAUTIONS

There shall be a Safety Officer appointed who will be responsible for arranging and co-ordinating both Medical and Fire Protection services. For events held on Forestry land the Safety Officer shall hold a current ACU Safety Officer's licence.

Marshals or First Aid officers should only travel in the same direction as competitors or use alternative routes, unless under the most severe circumstances, while carrying out their duties.

Warning Notices

The Clerk of the Course will be responsible for the siting of approved WARNING NOTICES (see Safety Precautions Section of Handbook for further details) at entry to event site, paddock and appropriate places around the course such as Tests and spectator points.

Spectator Safety

Due to the nature of motorcycle events in Forests and all terrain-type courses (i.e. generally long distance endurance events with low average speeds, primarily using rough tracks), not many spectators are attracted.

However, as such events are often run on areas considered to be public places, this presents a risk in that members of the public, whether invited or uninvited, may attend or unintentionally come across the event.

Therefore, the planning of the route must demonstrate that due consideration has been given to spectator and third party safety, considering such factors as:

- a) Points of access to the course, authorised and unauthorised
- b) Popular viewing areas.
- c) Other areas as identified in the Risk Assessment

The risk assessment process for the event should assess the suitability of area for spectators, considering the need to avoid spectators standing on the outside of a corner or within landing distance of a jump, where there is little protection provided. Any identified possible high risk areas should be designated as prohibited no-go areas. These must be marked in accordance with the ACU signage and where necessary, additional taping used to define these

areas. It is recommended that red or red and white hazard tape be used.

ESR.19 MEDICAL SERVICES

The Clerk of the Course is responsible for siting the Medical services provided at the event. Considerations should be given to the access to all areas of the course and to the entrance(s) exit(s) of the event. It is advised that Medical services are liaised with and consulted in advance.

The Clerk of the Course must ensure sufficient medical services for the type of event remain in place until the event has finished.

For National and International Events a Medical Officer or Paramedic must be in attendance. For all events a Medical Officer (MO) or a Paramedic (PM) or voluntary or private ambulance providers must be in attendance during the event.

In addition, qualified First Aid personnel must be in attendance with full First Aid equipment including a stretcher. A minimum of one ambulance and one other suitably identified vehicle which must also be equipped with and able to carry a stretcher must be available and one of these vehicles must always remain available at the event. NB An ambulance, by law, must be registered with the DVLA and be CQC-registered in order to transport a casualty to hospital. An ambulance must have an appropriately qualified driver to transport a casualty under blue lights. It is recommended that each special test should have at least one ambulance present and the start and finish area should have one ambulance or medical point. If for any reason the level of medical cover is diminished below acceptable levels (for example it has to leave the event or is not likely to be able to treat a casualty), the Clerk of the Course should suspend the competition at the earliest practical opportunity. This may be anywhere on the course.

Competitors should be marshalled in the safest practical way back to the start/finish area.

The decision to restart or cancel the event rests upon the Clerk of the Course, dependent upon on the revised level of medical cover.

The Clerk of the Course must also refer to the "Medical Services & Definition" section of this Handbook.

Concussion/Suspected Concussion

If a competitor is involved in an incident which results in him being diagnosed by the Medical Officer/Paramedic as suffering from concussion or suspected concussion, the rider is not permitted to participate any further in that event.

Organisers are to notify ACU Head Office as soon as possible of any concussion or suspected concussion injuries and then will subsequently:

- a) Place the rider on the ACU Stop List
- b) Inform Organisers of forthcoming events that the Rider has suffered a concussion or suspected concussion injury and is therefore placed on the ACU Stop List
- c) Inform the Rider that he needs to see a Doctor and obtain a letter/doctor's certificate which confirms he is fit to resume competitive racing/participate in a practice/test session.

The recovery time for anyone diagnosed with concussion/suspected concussion is as follows:

- a) Over 20 years: Excluded immediately and suspended for a period of nine days.
- b) 16–19 years: Excluded immediately and suspended for a period of twelve days.
- c) 15 and under: Excluded immediately and suspended for a period of twenty three days.

The rider is not permitted to ride during the obligatory suspended periods outlined above and then only once he is in possession of a doctor's certificate/letter after the suspended period has expired.

If a competitor has been injured on a Saturday and is suffering from concussion/suspected concussion, and the Organiser is aware that the rider was intending to ride or is scheduled to ride somewhere else the next day, the Organiser will inform the Organiser of the event being held the next day so they are aware of the rider's injuries and as such he is prevented from participating in that event.

ESR.20 TEAR OFFS

The use of "Tear Off" lenses on goggles is prohibited. The use of "Roll Off" goggle systems where the transparent plastic film is retained within the device and not discarded is allowed.

ESR.21 FIRE PROTECTION

At each refuelling point and other areas of fire risk, a 'Fire Point' must be sited. The 'Fire Point' will be identified by a red sign upon which the words 'Fire Point' shall be printed in black letters or white letters. The sign shall be in an area that must always be kept unobstructed. Sufficient dry powder fire extinguishers shall be placed directly at the foot of the sign. A "No Smoking" sign should always be used at refuelling points.

ESR.22 PETROL TAPS

Riders must check that their petrol taps are turned off before leaving their motorcycles in the Parc Ferme.

ESR.23 RESTRICTED SPEED (BLUE TAPE) AREAS

These areas MUST be established on the approach to the Time Control Clock and refuelling points and will be identified by BLUE TAPE defining the route. Within BLUE TAPE area riders MUST NOT exceed walking pace, under penalty of disqualification. The Clerk of the Course may also establish BLUE TAPE areas at other parts of the route if required. The BLUE TAPE area must be clearly identified by Blue Tape (available from the ACU), in addition, a board, at least 400mm x 300mm (A3) with the words "Walking Pace" on a white background will indicate the start of a BLUE TAPE Area. A similar board with a Black Cross or word "End" will indicate the end of a BLUE TAPE Area.

ESR.24 CLOSED CONTROL (PARC FERME)

After administration and examination the machine may be placed into a parc ferme. Where possible it should be properly fenced, otherwise its limits should be properly marked and controlled by officials to ensure that only authorised persons may enter. Access to the parc ferme is only allowed to the Stewards of the Meeting, Clerk of Course and officials controlling the area. Riders and passengers may only enter when parking or collecting their machines and must not interfere with other machines. If any work or adjustments are made to a machine whilst in the Parc Ferme the rider is liable to penalty up to and including disqualification. Machines must either have a fitted or temporary stand and must not be covered in any way whilst in the Parc Ferme. In multi-day events, where organisers do not intend to place machines in the Parc Ferme overnight but return them to riders, this must be clearly stated in the Supplementary Regulations.

ESR.25 START COMPOUND

A Start Compound is optional for organisers of events without a Parc Ferme. Only riders may enter the start compound and regulations governing Parc Fermes apply. In multiday events, organisers should check all machines entering the compound are the same machines presented to machine examining. If organisers intend to use a Start Compound, then it must be clearly stated in the Supplementary Regulations.

ESR.26 START

Riders will be informed prior to the event of both their starting time and riding numbers. The Start order and method of start will be stated in the Supplementary Regulations with maximum number of drivers starting per minute being: – Solo – 4. Sidecar – 2.

NB Where an MSA permit is issued, the maximum number of starters must be 2 per minute.

1. Starting Procedure for Events with A Parc Ferme.

ESR 25 applies for entry.

Each rider will be allowed to enter the Parc Ferme 5 minutes before his starting time and push their machine to the exit.

2. Starting Procedure Without Parc Ferme but with Start Compound.

Competitors are required to place their machines in the start compound 15 minutes prior to their start time each day. Failure to do so will incur a 20 second penalty.

3. Starting Procedure without Parc Ferme or Start Compound.

Procedure must be clearly stated in the Supplementary Regulations.

Starting Regulations (all procedures). Machines must not be started in areas considered as Parc Ferme. A starting signal will be given at the exact time the rider is due to start. Within one minute after the signal is given the Competitor must have started their engine, by kick-start or other fitted starting device only and ride to the 20m line under engine power. Failure to do so will incur a penalty, he may then start the machine by other means.

If a rider is not on the start line at this due time he will not be penalised so long as he completes the correct procedure and crosses the 20m line within one minute of his due start time.

Riders arriving more than one minute late at the start line will be penalised by 60 seconds per minute late. They will be given the next minute as the new start time and must complete the correct start procedure.

ESR.27 RESTART

In a multiple day event, a rider who fails to be classified as a finisher or who fails to come to the start line on any day,

may restart the following day under the following conditions:

- 1) Within one hour of the scheduled finish time of the last rider for that day the rider must inform the Secretary of the Meeting of the intention to restart the following day.
- 2) Thirty minutes before the start time of the first rider the next day, the rider must present the machine at the start for re-examination. It must be the same machine on which the rider started the event, in respect of frame and hubs.
- 3) The machine must then be placed in the Parc Ferme or provided the rider satisfies the Organisers on the above conditions he will be allowed to start the day and be eligible for Championship points, if applicable.

ESR.28 COURSE

The course shall consist of mainly rough track and cross country going and must be clearly marked with route markers or direction arrows. Please note the general course may be open to other users and must not be treated as a one-way route. Forest roads and tracks are NOT closed to other users and traffic may be travelling in the opposite direction.

Route marking must be positioned and angled to clearly indicate the intended direction of route. In determining the distance between the markers, organisers should give due consideration to likely conditions i.e. weather, dust etc. The Clerk of the Course must ensure that due consideration is given to the age and abilities of the riders when planning and marking the course and that suitable marking is displayed to guide and restrict any spectators/members of the Public who may attend.

Where a gate of arrows is constructed, riders must pass between them.

Where the Clerk of the Course requires riders to pass through a specific area, perhaps for reasons of security or to prevent environmental/land damage, this area should be marked with tape on either side OR can be marked with arrows on each side of this area. The arrows must point inward towards the direction the rider must take.

Where such areas are specifically marked, the riders must pass through the tapes or arrows and any rider not doing so is liable to a penalty up to and including disqualification.

Where such areas are specifically marked, a clearly identified Marshal should be present.

If possible, these Marshal(s) should ensure that the markers or tape remain in place and that riders take the intended direction.

Recommended Marking Of Junctions.

One arrow approximately 50 metres in advance of the junction giving due consideration to likely conditions, fog, dust, etc.

Two arrows at the junction.

One arrow after the junction to indicate correct route.

Wrong Direction Markers. Where appropriate, wrong direction signs of black cross on suitable background or 'no entry' sign should be displayed.

Diversionary Routes. All points where separate routes are to be followed by different classes must be clearly indicated as follows:

In advance of diversion, a warning sign.

At the point of the diversion, a further sign indicating the routes to be taken in each class.

After the diversion, a further sign that indicates which route is being followed.

The size and positioning of the signs must be such that the information is clearly communicated.

Caution Boards. To warn drivers of severe hazard points on the route crossed arrows or an exclamation sign should be used.

Removal of Course Markers – Multiple Day Events. It is recommended that where the routes for subsequent days follows the same route as the previous day, at all points where the route diverts, the previous day's arrows should be removed, and if possible wrong direction arrows displayed.

Warning Signs for the Public. Examples of warning signs for the public are to be found elsewhere in this Handbook. Please refer to Safety Precautions section at rear of this Handbook.

Mileage. Organisers should ensure that the lap length exceeds 10 miles per lap. Recommended overall scheduled time per rider should be within daylight hours. Mileage quoted by the organizer must be taken as correct and the average speed set between any time check must not exceed 30mph. (SRs for 'short course' enduros shown separately.) On Forestry Commission land the overall average speed must not exceed 25mph.

Impassable Route. If the Clerk of the Course decides that any part of the route becomes impassable during the event, he may delete that section and adjust the time accordingly.

Course Cutting. Any rider reported to the Clerk of the Course for course cutting or not following the intended route is liable to penalty up to and including disqualification.

ESR.29 TIME AND ROUTE CHECKS

The timing of events, either wholly or in part, may be carried out either by a licensed Timekeeper or by any other competent person appointed by the Clerk of the Course. These officials, if not registered Timekeepers, shall be classified as Enduro Time Marshals. Apart from the correction of errors which may emerge on investigation, the times, speeds and classification of an event shall be taken as fact and no appeals shall be accepted as to their accuracy. If an event is to be timed using electronic means, this shall be clearly stated in the supplementary regulations, together with the details of any transponder hire/purchase scheme available.

Time cards, route cards and/ or transponders for the first day's run MUST be issued at the preliminary examination. For a multiday event, time cards MUST be issued after the preceding day has been completed. Riders will be responsible for getting their cards stamped/marked or transponders logged at all time and route checks. Failure to do so, or intent to deceive the organisers by altering or obliterating these official records, or using another rider's card/ transponder is liable to penalty up to and including disqualification.

Time schedules will show the time that a rider is allowed between time checks.

- Loss of time card/route card/ transponder will incur a penalty.

- A rider who misses a time/route check or arrives from the wrong direction is liable to penalty up to and including disqualification.

- The onus rests with the riders to present a time card to the Time Check Official in a flat and legible condition, or in the case of electronically timed events, to keep the equipment in good working order.

a) Indication of Time Checks Time checks will be indicated by white flags placed on both sides of the track approximately 200m before the check and the two yellow flags placed approximately 20m before the control table.

(b) Procedure At Time Checks

For a manually timed event, after the rider has passed the yellow flags with his motorcycle he must immediately present his time card. The arrival time at a time check is the time the rider passes the yellow flags. A rider is deemed to have entered the check when the front tyre of their machine has crossed an imaginary line between the two yellow flags.

• For an electronically timed event, when the rider has passed the yellow flags with his motorcycle, he must ensure his time is logged with the timing equipment. It is recommended that organisers ensure there is an audible or visual notification that this has taken place. The arrival time at a time check is the time the riders time is logged with the equipment.

- Riders stopping between the yellow flags and the time check will be given the time indicated on the clock when they passed the yellow flags.
- A rider may pass the final time check of the day early, without penalty.
- At each time check the official is obliged to mark each riders time card with the arrival time and keep a backup checklist showing all riders arrival times. A webcam video feed with timestamp can replace the need for a backup checklist.
- The area from the yellow flags to a point approximately two metres beyond the control table is considered "Parc Ferme" with regard to access, servicing and assistance.

(c) Calculation of Time Check Penalties. Each section between time checks constitutes a test in itself. Riders who exceed the time permitted between one time check and the next, will be penalised for each full minute late or early at the time check – 60 seconds per minute late/early arrival according to the time registered by the clock when they clock in. ARRIVAL TIME = STARTING TIME FOR NEXT SECTION.

(d) Claims for special time allowance. If a rider can prove to the organisers that they were delayed by abnormal circumstances beyond their control, such as a delay occasioned by stopping to render first aid in the case of a serious accident, an allowance may be given. The competitor must complete the entire route for this to be considered.

Alleged balking caused by another rider cannot be considered abnormal circumstances.

(e) Time Limit. Unless specified in the Championship or Supplementary Regulations a rider who arrives at a time check more than (X) minutes after their original starting time for a day's run, plus the time allowed for travel between each time check passed and any time allowance claimed for Noise Testing is automatically disqualified.

NB (X) = Solo Championship And Experts Class – 30 Mins. All Other Classes 60 Mins

(f) Route Checks. These may or may not be marked on the route card and will be indicated by blue flags approximately 20 metres prior to the checkpoint.

Competitors must stop in order to have their passage recorded as required on their time card/ transponder or a card attached to their machine.

Any rider whose passage is not marked may be disqualified. Route checks are designed to ensure competitors stick to the marked route and it is recommended that organizers include at least one route check per day.

ESR.30 SPECIAL TESTS

There shall be a minimum of two special tests per day for all riders apart from in exceptional circumstances of Force

Majeure. The same test may be used twice. These must be accurately timed and may be of Cross Country, Motocross, Hill Climb type, or as specified in the Supplementary Regulations. It is desirable that the special tests be electronically timed with a backup system if practicable.

Special Tests may be inspected on foot but NOT by any wheeled vehicle (including mountain bike) and breach of this rule renders the competitor liable to penalty up to and including disqualification. Any rider who fails to take the intended authorised route may be penalised by the Clerk of the Course if he feels an advantage has been gained. It is recommended that for Championship class riders, there should be at least 15 minutes of test riding each day. Ideally, tests should last approximately 5 minutes.

The start and finish of each test should be marked with a suitable sign and be in place prior to any competitor inspecting the test.

Competitors must start each test from a standing start, from a dedicated point, which shall be indicated either by an official or physical equipment.

A run off area of 20m must be marked following the finish of the test, competitors must not stop in this area. Breach of this rule renders the competitor liable to penalty up to and including disqualification.

ESR.31 PRACTISING

Practising on any part of the course is forbidden. Special Tests may be inspected on foot but NOT by any wheeled vehicle (including mountain bike) and breach of this rule renders the competitor liable to disqualification.

Where another event takes place at the same venue it will not be considered to constitute unofficial practice.

ESR.32 REFUELLING

Refuelling may only be carried out at points designated by the Clerk of the Course and any rider who refuels at any other point will be disqualified.

No time allowance will be made for refuelling and this must be done during the running time. The Clerk of the Course must set Refuelling Points to the following requirements.

Distance between refuelling points should not exceed 30 miles. (Under certain circumstances, this may be increased but MUST be approved by the T&E Committee in advance and then clearly stated in the Supplementary Regulations.)

No refuelling point shall be on the public highway (laybys may be acceptable but MUST be approved by the T&E Committee in advance)

Refuelling points are to be marked with GREEN FLAGS – full details of location should be available at the start.

The Clerk of the Course must provide adequate fire fighting equipment. There should be a suitably marked FIRE-POINT and NO SMOKING signs displayed.

Marshalls must be present throughout the event.

The following apply to Refuelling Points.

Only officials, competitors and authorized helpers to be allowed access. Each service crew must supply their own fire extinguisher.

Each machine being refuelled and/or serviced must be on an environment mat. The engine must be stopped when refuelling.

Smoking or the use of mobile phones in refuelling points is forbidden.

ESR.33 ENVIRONMENTAL MATS

Where any refuelling or servicing of a motorcycle is being undertaken, riders must provide and use an environmental mat to protect the ground. These mats are to be removed by the competitors after use. The minimum dimensions of the mat will be at least equal to the length of the motorcycle and the width of the handlebars.

ESR.34 OUTSIDE ASSISTANCE

Outside assistance is forbidden liable to penalty up to and including disqualification and occurs when:

A rider is accompanied on the course.

Any person other than the rider, or an official performing his duties, comes into contact with the machine other than at a designated service area.

At Designated Service Areas specified by the Clerk of the Course, support Crews may work on the riders' machines with the exception of changing tyres at the final check of the day. A tyre change must be carried out solely by the rider once a wheel is removed.

On all other parts of the course riders **only** may work on the machines with spares and tools as carried on the machine.

ESR.35 PENALTIES

See “
APPENDIX B PENALTIES” on page 20.

ESR.36 TIME PENALTIES

For every minute late at the start line – 60 seconds.
For each full minute late or early at time check – 60 seconds. For each second on a special test – 1 second.
For each part second on a special test where electronically timed – 1/100 sec late = 1/100 second.

ESR.37 RESULTS

For each event a set of Results must be produced which display the event date and Permit number. The method to be used for the publication of the results must be shown in the Supplementary Regulations or the Championship Regulations. Acceptable formats are by post, email or website but in addition for every event a set of provisional results must be sent (either by post or by email) to the Permit issuing authority. These must clearly show the date and time of publication.

If these provisional results are amended then a copy of the revised set, clearly marked “Amended (date)” must be sent by post or email to the Permit Issuing Authority and any rider affected by the amendment.

ESR.38 AWARDS

Full details of awards will be stated in the Supplementary Regulations.

ESR.39 PROTESTS

See Appendix B of this Handbook.

Where it has been previously stated in the Championship Regulations or Supplementary Regulations and the full results are displayed, signed by the Clerk of the Course (or appointed official) with the time of day, on a board within 30 minutes of the last rider finishing any protest must be submitted within 30 minutes of the time of signing.

Where results are sent by post, sent by email or published on a website any protest must be submitted within 5 days of publication.

The date of publication of results on a website or by email should be shown on the results, or confirmed by postmark if mailed and the Protest period will commence from this date.

Protest against the Capacity/power of a motorcycle must be accompanied by a deposit of £250 to cover associated costs.

The interpretation of these Standing Regulations and the Supplementary Regulations or Instructions to rider will rest entirely with the Stewards of the Meeting whose decision shall be final and binding except as provided in the National Sporting Code.

ESR.40 LEGAL ACTION

A rider who is convicted following a police prosecution for an offence committed by him whilst taking part in the competition is liable to penalty up to and including disqualification.

ESR.41 INSURANCE

The responsibility is on the rider to ensure that his motorcycle complies with all legal requirements. The Organisers will be required to cover Riders and Passengers against Third Party insurance for ‘off- the-road’ risks whilst taking part in the event and the premium for such insurance will be included in the entry fee. The ACU have arranged third party RTA Insurance as a blanket cover across the whole Membership to cover any competitor, marshal or Official signed on for an ACU permitted event which, for the duration of the permit, will allow them to use any motor vehicle in connection with the event in areas of the event where the Road Traffic Act is deemed to be applicable. The RTA cover will be provided in the same way as the ACU Public Liability and other insurance covers. That is to say when the Rider, Marshal or Official signs on at an event, the cover is automatically in place. The RTA cover comes at no extra cost to the Organiser as this cover is provided free of charge by the ACU.

ESR.42 DISCLAIMER

It is a condition of acceptance of entry that the Organiser shall not be responsible for any damage to a motorcycle or its accessories, whether by fire, accident or other causes, nor for the theft of a motorcycle or its accessories, during the event.

ESR.43 LIABILITY FOR DAMAGE

A rider is liable for any damage caused by himself, his passenger, or any helpers, during the event. The Clerk of the Course may act as agents for such persons to agree and pay for any damage and the riders shall on demand reimburse the Organisers any sum so paid.

ESR.44 ABANDONMENT

The Organisers with the approval of the Clerk of the Course reserve the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone or abandon the competition, if circumstances should arise, which, in their opinion, render such action necessary.

ESR.45 COMPLIANCE WITH REGULATIONS

Every Rider by entering or being entered or nominated thereby acknowledges that he is bound by the National Sporting Code of the ACU and these Standing Regulations, together with any Supplementary Regulations and Final Instructions to be hereafter issued, to all of which he undertakes to submit and moreover renounces any right to have recourse to any arbitrations or tribunal not provided for in the said Rules and Regulations.

ESR.46 OFFENSIVE BEHAVIOUR

Any rider, or party with an interest in a rider's performance, who is reported to the Clerk of the Course for arguing or being offensive to an Official, may result in that rider becoming liable to penalty up to and including disqualification and/or disciplinary action.

All such incidents must be reported to the T&E Committee who may take further disciplinary action.

ESR.47 INTERPRETATION

The interpretation of these Standing Regulations and the Supplementary Regulations or instructions to Riders will rest entirely with the Stewards of the Meeting whose decision shall be final and binding except as provided in the Sporting Code.

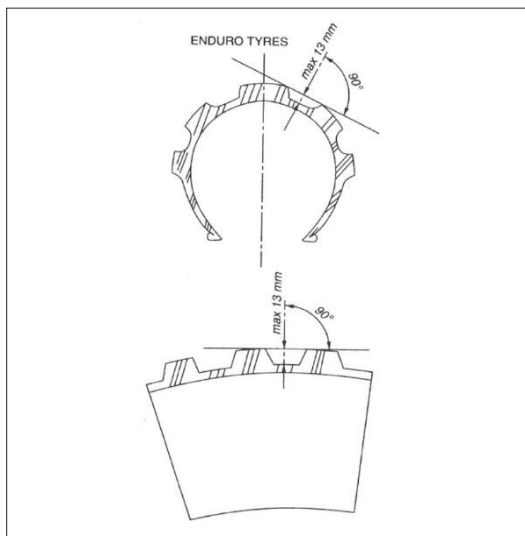
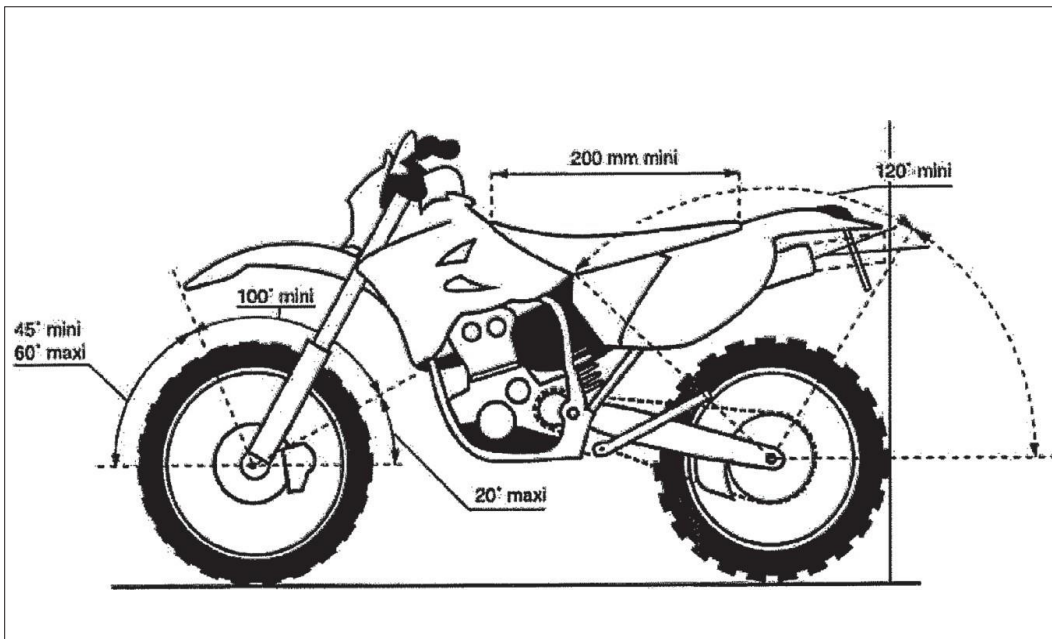
ESR.48 FIRE EXTINGUISHERS

All competitors except for those travelling to an event on the machine on which they are competing, must have a 2kg (minimum) dry powder fire extinguisher available for immediate use. 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 proportionately larger capacity. This fire extinguisher must be available at any refuelling point.

ESR.49 POWER WASHERS

Use of power washers is prohibited unless the organisers have suitable facilities.

1 APPENDIX A DIAGRAM OF MACHINE



2 APPENDIX B PENALTIES

UP TO AND INCLUDING DISQUALIFICATION

- Using non-specified tyres.
- Smoking in the Parc Ferme or any restricted service area.
- Engine capacity other than stated to organizers.
- Exceeding walking pace in Blue tape areas.
- Changing parts which are liable for marking or presenting a machine with missing marked parts except for the silencer which may be changed as per ESR 10.
- Altering the course.
- Altering a time card.
- Practising on the course prior to the event.
- Accepting outside assistance other than allowed in Standing Regulations.
- Exceeding noise level limit.
- Being accompanied anywhere on the course.
- Change of machine during event.
- Changing tyres except at the final time check of the day, or in a multi-day event where a work area is provided.
- Course cutting, not following marked route or driving in opposite direction of route.

PENALTY POINTS

Starting engine in parc ferme, working area or before starting signal is given	60 seconds
Loss of timecard/route card	60 seconds
Not starting engine and crossing 20m line within one minute of starting signal	20 seconds
Failure to have the rider's machine in the start compound (when used) 15 minutes prior to the start time	20 seconds
Entering parc ferme with engine running	60 seconds
Failure to attend machine examination when held on day prior to start	20 seconds

3 ALL TERRAIN (RALLY) REGULATIONS (ATR)

The National Sporting Code Of The Acu And The Enduro Timecard Standing Regulations As Varied By The Atr Shall Apply To All All Terrain Events Together With The Supplementary Regulations And Any Final Instructions Issued For Individual Events.

The following are articles, specifically for All Terrain events, override the Enduro Timecard Standing Regulations. All other Enduro Standing Regulations remain in force.

Description: A sporting event staged over varied terrain, predominantly Forest Roads and Tracks, and is intended to prove the skill and endurance of riders and the reliability of their machines.

The event is aimed at production Trail motorcycles of all capacities and the route shall be planned accordingly.

The route may be marked with route markers, or may require the competitor to use navigational skill or may require a combination of both.

ATR1 ELIGIBILITY

All riders and passengers must hold a current ACU or SACU licence, and be aged 16 years or over. Any rider or passenger from another FMN MUST produce a licence issued by their FMN together with start permission and proof of personal accident Insurance.

Where the Event includes the use of public highways, then this will be stated in the Supplementary Regulations. If public highways are used then it is sole responsibility of the rider to ensure that his machine is roadworthy and that he and his machine comply with all legal requirements.

ATR2 ENTRIES

A Motorcycle Sport Event Entry Form must be completed in every detail, and signed by relevant entrant, rider and passenger. Each completed entry form, together with the entry fee (which includes insurance premiums), shall be forwarded to the Secretary of the Meeting. Details of the name, address and telephone number of the Secretary of the Meeting (or a deputy), all entry fees, closing date for entries, conditions for return of fees, and any other special requirements, may be obtained from the event Supplementary Regulations.

All riders and passengers must register arrival at an event by signing-on at the event control office, or other designated area, not less than 30 minutes prior to commencement of said competitor's start time.

Riders and Passengers under 18 years of age (Minors): In order to conform with the Children's Act legislation, additionally, for every rider or passenger who is under 18 years of age a Parental Agreement must be signed. This is incorporated in the Annual Competition Licence Form and once completed will serve as the riders Annual Parental Agreement. If applying for a "One Event Licence" then this must include Parental Agreement. All minors will be bound by the directions of parent(s), guardian(s).

Child Protection. The point of contact for Child Protection issues will be the Secretary of the Meeting unless otherwise stated in the Supplementary Regulations.

ATR3 ACCEPTANCE OR REFUSAL OF ENTRY

Within 3 days of the official closing date, the Organiser must notify riders of the definite position with regard to their entry and whether such entry has been accepted, or is being held in abeyance, or has been refused. The closing date of entries, the conditions for return of Entry Fees and any other special requirements will be contained in the Supplementary Regulations. All Supplementary Regulations must carry the telephone number of a responsible official.

Limitations of Entries. If entries are to be limited, the maximum number and method of limitation (i.e. in order of receipt, by ballot etc.) shall be stated in the Supplementary Regulations. Events using Public Highways are limited to 180 competitors, with the exception of exempt events. See RAC Motor Vehicles (Competitions and Trials) Regulations.

Change of rider. All entries will be deemed to be in respect of the rider so named and no change of rider will be permitted except in the case of "Team Only" competitions where the Team Entry is submitted by a Team Manager. For "Team Only" competitions any change of an individual entry will be subject to the conditions of the Supplementary Regulations.

ATR4 INSTRUCTIONS TO RIDERS

Any written instructions subsequently issued shall have the same force as these Standing Regulations and the Supplementary Regulations.

ATR5 CLASSES

Classes will be as detailed in Supplementary Regulations for the event. Time Schedules and/or Routes may vary between classes – details will appear in the Supplementary Regulations.

ATR6 CHANGE OF MACHINE AND/OR PASSENGER

Any change of machine within the same capacity group and/or passenger must be notified to the Secretary of the Meeting a minimum of 24hrs before the start of the Competition. Any restrictions regarding change in the capacity group of a machine may be detailed in the Supplementary Regulations.

ATR7 MOTORCYCLES

The responsibility is on the rider to ensure that his motorcycle complies with all legal requirements including horn, speedometer. All motorcycles must be fitted with working lights.

MACHINE SPECIFICATION: SOLO CLASS CATEGORY 1 GROUP A1.

BRAKES: EACH WHEEL MUST BE FITTED WITH A BRAKE. MACHINES FITTED WITH LINKED BRAKES AS STANDARD EQUIPMENT ARE PERMISSIBLE.

ATR8 TYRES

Only tyres normally available from commercial or retail sources are authorised. They shall appear on the tyre manufacturers range catalogue or tyre specification list available to the general public. They must be manufactured to comply with the European Tyre and Rim Technical Organisation (ETRTO) requirements in respect of load and speed codes and have a minimum service description of 45M. Enduro tyres must have a E Mark and/or DOT (American Department of Transportation) approval and DOT number must be moulded on the tyre wall. Enduro tyres must be to current FIM specification. The use of MX tyres is not allowed.

ATR9 FUEL

Commercially available unleaded fuel must be used. Power boosters or octane boosters are forbidden.

ATR10 NOISE

It is the sole responsibility of the rider to present a machine complying with all Road Traffic Act(s) requirements including exhaust sound level. Only the 2 metre max test will be used. The maximum sound limit accepted will be 112 dBA before the Start (+2 dB/A during or after the event).

(For precise method of testing, see Sound Control Regulations in this Handbook).

There may be one or more sound level tests taken during the event at any point on the route, as close as practical following a time control or refuelling area. Any rider who is required to take this spot test may, if he requires, claim a delay time allowance of TWO minutes at the next time control. Any rider who fails the sound level test will face immediate disqualification. At any time during the event, the Clerk of the Course or their appointed official is empowered to disqualify any machine they consider to be excessively noisy.

ATR11 RIDER'S NUMBERS

Unless stated in the Supplementary Regulations riders must provide their own numbers which must be a minimum height of 100mm.

ATR12 EXAMINATION OF MACHINES

Machines will be examined before the start to ensure compliance with the Standing Regulations and ACU Technical Specifications.

ATR13 HELMETS

Motorcycle helmets bearing a valid ACU gold or silver stamp and correctly fitted, must be worn by all competitors, both riders and Sidecar passengers, whilst riding a motorcycle or quad. Officials must wear a correctly fitted helmet whilst riding a motorcycle and it is recommended that they wear a helmet whilst riding a quad.

Unless the helmet is manufactured with the camera as an intrinsic part, helmet cameras (including the helmet camera brackets) and cameras attached to the body are prohibited. Cameras attached to the machine are permitted.

ATR14 CLOTHING

Suitable strong clothing must cover legs, arms and body. Knee length boots and gloves in leather or other approved material must be worn. Helmets/Clothing must be presented to machine examiners at the same time as the machine. It is not advised that bulky hard objects such as tools etc. are carried in pockets or on the person.

TEAR OFFS The use of "Tear Off" lenses on goggles is prohibited. The use of "Roll Off" goggle systems where the transparent plastic film is retained within the device and not discarded is allowed.

ATR15 JEWELLERY

Competitors are advised not to wear hand, face or body jewellery, which could prove hazardous in the event of an accident. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an accident, e.g. chewing gum. This includes removing false dentures.

ATR16 TRANSPONDERS

Where Transponders or other electronic timing devices are required to be carried by the competitor to record times, the onus on ensuring the device is correctly fitted and maintained throughout the competition rests with the rider. If competitors are required to supply their own transponders – details of this requirement must be stated in the Supplementary Regulations.

If an Organiser intends to hire or loan transponders or timing devices to individual competitors, details of any deposit scheme required must be clearly stated in the Supplementary Regulations.

ATR17 SAFETY PRECAUTIONS

There shall be Safety Officer appointed who will be responsible for arranging and coordinating both Medical and Fire Protection services. The Incident Officer may undertake other duties at the events. Marshals or First Aid officers should only travel in the same direction as competitors or use alternative routes, unless under the most severe circumstances, while carrying out their duties.

ATR18 MEDICAL SERVICES

At all events qualified First Aid personnel must be in attendance with full First Aid equipment including a stretcher. A minimum of one ambulance and one other suitably identified vehicle which must also be equipped with and able to carry a stretcher must be available and one of these vehicles must always remain available at the event. NB. An ambulance, by law, must be registered with the DVLA and be CQC-registered in order to transport a casualty to hospital. An ambulance must have an appropriately qualified driver to transport a casualty under blue lights. Organisers must also refer to the "Medical Services & Definition" section of this Handbook.

ATR19 SITING OF MEDICAL SERVICES

The Clerk of the Course is responsible for siting the Medical services provided at the event. Considerations should be given to the access to all areas of the course and to the entrance(s) exit(s) of the event. It is advised that Medical services are consulted in advance. If for any reason the level of medical cover is diminished below acceptable levels (for example it has to leave the event or is not likely to be able to treat a casualty), the Clerk of the Course should suspend the competition at the earliest practical opportunity. This may be anywhere on the course.

Competitors should be marshalled in the safest practical way back to the start/finish area.

The decision to restart or cancel the event rests upon the Clerk of the Course, dependent upon on the revised level of medical cover.

ATR20 FIRE PROTECTION

At each refuelling point and other areas of fire risk, a 'Fire Point' must be sited. The 'Fire Point' will be identified by a red sign upon which the words 'Fire Point' shall be printed in black letters. The sign shall be in an area that must be kept unobstructed at all times. Sufficient dry powder fire extinguishers shall be placed directly at the foot of the sign.

ATR21 PETROL TAPS

Riders must check that their petrol taps are turned off before leaving their motorcycles in the Start Area or any other Control.

ATR22 WARNING NOTICES

The Incident Officer will be responsible for the siting of approved WARNING NOTICES (see Safety Precautions Section of Handbook for further details) at entry to event site, paddock and appropriate places around the course such as Tests and spectator points.

ATR23 RESTRICTED SPEED (BLUE TAPE) AREAS

These areas MUST be established on the approach to the Time Control Clock and refuelling points will be identified by BLUE TAPE defining the route. Within BLUE TAPE area riders MUST NOT exceed walking pace, under penalty of disqualification. The Incident Officer/Clerk of the Course may also establish BLUE TAPE areas at other parts of the route if required. The BLUE TAPE area must be clearly identified by Blue Tape (available from the ACU), in addition, a board, at least 400mm x 300mm (A3) with the words "Walking Pace" on a white background will indicate the start of a BLUE TAPE Area. A similar board with a Black Cross or word "End" will indicate the end of a BLUE TAPE Area.

ATR24 MACHINE PARK

After preliminary examination the machine may be placed into a Start Compound or Parc-Ferme as indicated in the Supplementary Regulations.

A Starting Compound is a taped area where the bikes must be left after preliminary examination until the rider is called to start.

A parc-ferme should be properly fenced; otherwise its limits should be properly marked and controlled by officials to ensure that only authorised persons may enter. Access to the parc ferme is only allowed to the Stewards of the Meeting, Clerk of Course and officials controlling the area. Riders and passengers may only enter when parking or collecting their machines and must not interfere with other machines. If any work or adjustments are made to a machine whilst in the Parc Ferme the rider will be disqualified.

ATR25 WORKING AREA/MACHINE MAINTENANCE

In the case of a Start Compound (ATR.24) then work may be carried out in this area. In the case of a Parc-Ferme (Atr.24) then details of the Working Area will be detailed in the Supplementary Regulations.

ATR26 START

Riders will be informed prior to the event of both their starting time and riding numbers.

Start Order. Method of starting order will be stated in the Supplementary Regulations with maximum number of drivers starting per minute being 4.

Any rider starting late will not be penalised however for future Time Controls it will be assumed that he started on his allocated Start Time.

ATR27 RESTART

In an event of more than one day, a rider who fails to be classified as a finisher or who fails to come to the start line on any day, may be allowed to start the following day subject to the approval of the Organiser. If approval is given his machine will be subject to full Machine Examination.

ATR28 COURSE

The route may be marked with route markers, or may require the competitor to use navigational skill or may require a combination of both.

The course shall consist of Tracks and Trails including forest roads. Public Highway may also be used and if so, this must be stated in the Supplementary Regulations.

The events will consist of a number of "Liaison Stages" or "legs".

These liaison stages will form the majority of the event, and may incorporate surfaced roads, cross country tracks or the public highway.

Where the Supplementary Regulations state that the event includes the use of Public Highways, then the rider must ensure that he and his machine comply with all legal requirements.

The Clerk of Course must ensure that the route is correctly and sufficiently identified.

Numbered or Lettered boards should be displayed at regular intervals along the route; e.g each mile, so that Competitors and Marshals are able to determine at which sector of the course they are at, if emergency assistance is required.

Where route marking is used must be positioned and angled so as to clearly indicate the intended direction of route. In determining the distance between the markers, organisers should give due consideration to likely conditions i.e. weather, dust etc.

The Organiser/Clerk of the Course must ensure that due consideration is given to the age and abilities of the riders when planning and marking the course and that suitable marking is displayed to guide and restrict any spectators/members of the Public who may attend.

Where a gate of arrows is constructed, riders must pass between them.

Where the organiser requires riders to pass through a specific area, perhaps for reasons of security or to prevent environmental/land damage, this area should be marked with tape on either side OR can be marked with arrows on each side of this area. The arrows must point inward towards the direction the rider must take.

Where such areas are specifically marked, the riders must pass through the tapes or arrows and any rider not doing so will be penalised.

Where such areas are specifically marked, a clearly identified Marshal shall always be present. The Marshal/Marshals shall ensure that the markers or tape remain in place and also that riders take the intended direction.

Recommended Marking of Junctions: One arrow approximately 50 metres in advance of the junction giving due consideration to likely conditions, fog, dust, etc.

Two arrows at the junction.

One arrow after the junction to indicate correct route.

Wrong Direction Markers. Where appropriate, wrong direction signs of black cross on suitable background or 'no entry' sign should be displayed.

Diversionsary Routes. All points where separate routes are to be followed by different classes must be clearly indicated as follows:

In advance of diversion, a warning sign.

At the point of the diversion, a further sign indicating the routes to be taken in each class.

After the diversion, a further sign that indicates which route is being followed.

The size and positioning of the signs must be such that the information is clearly communicated. **Caution Boards.** To warn drivers of severe hazard points on the route crossed arrows or an exclamation sign should be used.

Removal of Course Markers – 2 Day Events. It is recommended that where the route for day 2 follows the same route as day 1 at all points where the route diverts, day 1 arrows should be removed, and if possible wrong direction arrows displayed.

Warning Signs for the Public. Examples of warning signs for the public are to be found elsewhere in this Handbook. Please refer to Safety Precautions section at rear of this Handbook.

Impassable Route. If the Clerk of the Course decides that any part of the route becomes impassable during the event, he may delete that section and adjust the time accordingly.

Course Cutting. Any rider reported to the Clerk of the Course for course cutting or not following the intended route may be subject to disqualification.

ATR29 TIME CONTROL AND ROUTE CHECKS

For organisational reasons a Time limit may be applied and details shall be stated in the Supplementary regulations. Any Time limit must be calculated so that the average speed of the rider does not exceed 25mph.

A time control will be indicated by white flags placed on both sides of the track 200m before the check and the two yellow flags placed approximately 20m before the control table. These flags will be placed so that they are at all

times clearly visible to the riders. Official time should be visible to the rider from the yellow flags. Riders must pass between the yellow flags.

There may be one or more Route Checks where the rider may be required to stop to have their passage marked.

ATR30 TIMED SECTION

Timed Section/Special Stages: The inclusion of Timed Sections or Special Stages is optional. If these are included they will be used to decide finishing order and details must be included in the Supplementary Regulations of how they will be timed.

Where a Timed Section/Special Stage is included in an event it must not be timed on the first lap which will be a "sighting lap".

ATR31 PRACTISING

Practising on any part of the course is forbidden.

ATR32 REFUELLING

Refuelling may only be carried out at points designated by the organisers and any rider who refuels at any other point will be disqualified. No time allowance will be made for refuelling and this must be done during the running time or the ten minutes prior to the start.

The organizer must set Refuelling Points to the following requirements.

No refuelling point shall be on the public highway (remote lay bys are acceptable)

Refuelling points to be marked with GREEN FLAGS – full details of location to be available at the start. In two day events refuelling may be allowed in the official working area.

The Organisers must provide adequate fire fighting equipment. There should be a suitably marked FIRE-POINT and also NO SMOKING signs displayed.

Marshalls must be present throughout the event.

The Following Apply To Refuelling Points.

Only officials, competitors and authorized helpers to be allowed.

Each service crew must supply their own fire extinguisher.

Each machine being refuelled must be on an environment mat.

The engine must be stopped when refuelling.

Smoking or the use of mobile phones in refuelling points is forbidden.

ATR33 ENVIRONMENTAL MATS

Where refuelling or servicing of a motorcycle is being undertaken, riders must provide and use an environmental mat to protect the ground. These mats are to be removed by the competitors after use. The minimum dimensions of the mat will be at least equal to the length of the motorcycle and the width of the handlebars.

ATR34 PENALTIES

Any rider arriving at a Time Control after their scheduled time will be classed as retired.

DISQUALIFICATION

Using non specified tyres.

Engine capacity other than stated to organizers.

Exceeding walking pace in Blue tape areas.

Altering course.

Practising on the course prior to the event.

Accepting outside assistance other than allowed in Standing Regulations.

Exceeding noise level limit.

Being accompanied anywhere on the course.

Change of machine during the day.

Changing tyres except at the final time control of the day.

Course cutting, not following marked route or driving in opposite direction of route, will result in disqualification or in exceptional circumstances the Clerk of the Course may impose a points penalty.

TIMED SECTION

Timed to 1 second	1 sec = 1pt.
Electronically	1/100 sec = 1/100 pt.

ATR35 AWARDS

Full details of awards will be stated in the Supplementary Regulations.

ATR36 LEGAL ACTION

A rider who is convicted following a police prosecution for an offence committed by him whilst taking part in the competition may be liable to disqualification.

ATR37 WARNING TO THE PUBLIC

The Organisers must display Warning Notices at the start of the event, the Timed Section and at any other point of the course where the public is likely to congregate.

ATR38 INSURANCE

The Organisers will be required to cover Riders and Passengers against Personal Accident risks and third Party insurance for 'off-the-road' risks whilst taking part in the event and the premium for such insurance will be included in the entry fee. (Note: Those events organised under an ACU Basic Permit will NOT include Personal Accident cover for competitors, in this regard competitors must seek their own Personal Accident cover). The ACU have arranged third party RTA Insurance as a blanket cover across the whole Membership to cover any competitor, marshal or Official signed on for an ACU

permitted event which will allow them to use any motor vehicle in connection with the event in areas of the event where the Road Traffic Act is deemed to be applicable. The RTA cover will be provided in the same way as the ACU Public Liability and other insurance covers. That is to say when the Rider, Marshal or Official signs on at an event, the cover is automatically in place. The RTA cover comes at no extra cost to the Organiser as this cover is provided free of charge by the ACU.

ATR39 DISCLAIMER

It is a condition of acceptance of entry that the Organiser shall not be responsible for any damage to a motorcycle or its accessories, whether by fire, accident or other causes, nor for the theft of a motorcycle or its accessories, during the event.

ATR40 LIABILITY FOR DAMAGE

A rider is liable for any damage caused by himself, his passenger, or any helpers, during the event. The Organisers may act as agents for such persons to agree and pay for any damage and the riders shall on demand reimburse the Organisers any sum so paid.

ATR41 ABANDONMENT

The Organisers reserve the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone or abandon the competition, if circumstances should arise, which, in their opinion, render such action necessary.

ATR42 COMPLIANCE WITH REGULATIONS

Every Entrant and Rider by entering or being entered or nominated thereby acknowledges that he is bound by the National Sporting Code of the ACU and these Standing Regulations, together with any Supplementary Regulations and Final Instructions to be hereafter issued, to all of which he undertakes to submit and moreover renounces any right to have recourse to any arbitrations or tribunal not provided for in the said Rules and Regulations.

ATR43 INTERPRETATION

The interpretation of these Standing Regulations and the Supplementary Regulations or instructions to Riders will

rest entirely with the Stewards of the Meeting whose decision shall be final and binding except as provided in the Sporting Code.

ATR44 FIRE EXTINGUISHERS

All competitors with the exception of those travelling to an event on the machine on which they are competing, must have a 2kg (minimum) dry powder fire extinguisher available for immediate use. 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 competitors extinguisher(s) should also be visible, or, the fitted extinguisher(s) must be of a proportionately larger capacity. This fire extinguisher must be available at any refuelling point.

ATR45 POWER WASHERS

Use of power washers is prohibited unless the organisers have suitable facilities which comply with the ACU Environmental Code.

4 SHORT COURSE TIME CARD ENDURO STANDING REGULATIONS

The National Sporting Code Of The Acu And The Timecard Enduro Standing Regulations As Varied By The Short Course Enduro Standing Regulations Listed Below Shall Apply To All Short Course Enduro Events Together With The Supplementary Regulations And Any Final Instructions Issued For Individual Events.

The following are articles specifically for Short Course time Card Enduro items which override the Standing Enduro regulations. All other Enduro Standing Regulations remain in force Definition Multi lap short course event.

1. ELIGIBILITY

All the riders and passengers must hold a current ACU or SACU licence and be a minimum age of 16 years. Any rider or passenger from another FMN MUST produce a licence issued by their FMN together with start permission and proof of personal accident Insurance.

A Youth rider may compete as an Adult in these events but must be a minimum of 15 years of age and is restricted to a maximum machine capacity of 250cc.

NB A rider who chooses to compete as an Adult cannot also compete as a Youth at any time in the same event.

2. ENTRIES

The ratio of competitors to course will be 45 riders per mile of course e.g.180 riders must have 4 mile lap distance etc. Sidecar: Half these figures. This recommended number may be changed by the authority granting the permit. *When a youth class is incorporated within an adult event or as a separate event the ratio of competitors to course shall remain as defined in the Adult event.*

3. START

The maximum number of starters per minute may be 4 Solos This recommended number may be changed by the authority granting the permit.

4. COURSE

Should be Enduro style of a minimum length of 2 miles. Overall time allowance should be 3 hours minimum, 5 hours maximum. Details must appear in Supplementary Regulations.

5. TIME AND ROUTE CHECKS

Time checks will be at Start/Finish area which may also be a route/lap scoring check. There should be adequate route checks on the course

6. SPECIAL TESTS

May consist of a whole lap or as detailed in the Supplementary Regulations. However the total length of Special tests must not consist of more than 20% of the total length of the course.

7. MOTORCYCLES

(As per ESR 7) but with possible exception of lights, horns, speedometers if the course does not require machine to be legal for the Highway but requirements must appear in the Supplementary Regulations.

Youth riders may be included in Short Course Enduros either as part of a separate event or a separate class run in conjunction with the main event, provided that the following points are closely observed:

8. AGE OF RIDERS

Youth riders must be a minimum age of 15 years to participate in a Short Course Enduro and are restricted to machines of a maximum capacity of 250cc.

9. YOUTH STARTING ORDER

Where a Youth class is included as part of an Adult event, Youth riders must be started as a separate group behind the Adults.

10. PHYSICAL ELIGIBILITY/PROFICIENCY ASSESSMENT

All riders should be able to sit astride their machines and with one foot firmly on the ground must be able to control the gear lever or the foot brake with the other foot. They should also be able to lift the bike up from a horizontal position on the ground to an upright position.

11. RIDERS (MINORS)

In order to conform with the Children's Act legislation, additionally, for every rider or passenger who is under 18 years of age a Parental Agreement Form must be signed by parent/s or guardians. All minors will be bound by the directions of parent/s or guardian/s.

5 HARE AND HOUNDS/CROSS COUNTRY STANDING REGULATIONS

The National Sporting Code Of The Acu And The Timecard Enduro Standing Regulations As Varied By The Hare & Hounds/Cross Country Standing Regulations Listed Below Shall Apply To All Hare & Hounds/Cross Country Events Together With The Supplementary Regulations And Any Final Instructions Issued For Individual Events. The following are articles specifically for Hare & Hounds/Cross Country items which override the Standing Enduro regulations. All other Enduro Standing Regulations remain in force

DEFINITION

Hare and Hounds/Cross Country events are controlled Group Start events which are a test of endurance and reliability. Competitors will be required to complete a number of laps within a time set by the organisers. The duration of events will be stated in the Supplementary Regulations.

1. ELIGIBILITY

Adult Eligibility: All the riders and passengers must hold a current ACU or SACU licence and be a minimum age of 16 years. Any rider or passenger from another FMN MUST produce a licence issued by their FMN together with start permission and proof of personal accident Insurance.

A Youth rider may compete as an Adult in these events but must be a minimum of 15 years of age and is restricted to a maximum machine capacity of 250cc.

NB A rider who chooses to compete as an Adult cannot also compete as a Youth at any time in the same event.

Youth Eligibility: All the riders must hold a current ACU or SACU licence and be a minimum age of 12 years and a maximum of 16 years. However, a rider over 15yrs of age may if they so wish compete as an Adult on a machine of a maximum capacity of 250cc.

NB. A rider who chooses to compete as an Adult cannot also compete as a Youth at any time in the same event.

NB JUNIOR SUPPORT EVENTS

An additional separate Junior Support event may be run in conjunction with any Hare & Hounds/X Country events catering for 8–12 yr olds on a maximum of 85cc machine. Each rider must be visible over the entire course to the Clerk of the Course or clearly identified static marshals and travelling marshals (provided they are present in addition to static marshals). Machine Examiners should ensure that all machines in these Support events are fitted with an ignition cut-out which disables the machine when the driver dismounts.

2. CLASSES

The Supplementary Regulations may specify that capacity classes allowed in Enduro Regulations ESR 1.6 or classes determined by rider grading must start in the same group.

3. YOUTH CLASSES

The Youth class must be run as a separate session from any Adult classes at the same event and must not be combined with any Adult classes at the same event.

Youth capacity/Age/ability classes may be allowed but must be stated in the Supplementary regulations.

4. MOTORCYCLES

Subject to the Supplementary Regulations any solo machine which complies with the Motocross, Trials, Enduro Specifications as per the current ACU Handbook, may be allowed.

5. CAPACITY FOR YOUTH MACHINES

Riders aged 14 to 16 – Machines must be a minimum of 80cc and a maximum of 150cc (regardless of two or four stroke engine) and electric bikes up to 16kw measured at the rear wheel.

Riders aged 12–14 – Machines must be a minimum of 70cc and a maximum of 85cc (regardless of two or four stroke engine) and electric bikes up to 12kw measured at the rear wheel. Wheel size maximum 16 inch rear and 19 inch front.

6. PHYSICAL ELIGIBILITY/PROFICIENCY ASSESSMENT

All riders should be able to sit astride their machines and with one foot firmly on the ground must be able to control

the gear lever or the foot brake with the other foot. They should also be able to lift the bike up from a horizontal position on the ground to an upright position.

7. NUMBERS

Bibs may be supplied by the organisers. If not, Riders must provide their own numbers which must be a minimum height of 100mm.

8. COURSE

Where practical, in Hare & Hounds Cross Country events, it is recommended that a guided sighting lap be offered, details of which should be included in the Supplementary Regulations. The course shall consist of mainly rough track and cross country going and must be clearly marked with route markers/direction arrows or tape and stakes. Route marking must be positioned and angled so as to clearly indicate the intended direction of route. Courses with artificial chicanes and bends should use stakes and tape to clearly identify the course and ensure the route is followed. In determining the distance between the markers, organisers should give due consideration to likely conditions i.e. weather, dust etc.

The course must be 'off-road' and the minimum time allowed for Adult events shall be 2 hours. The organisers may split the event into 2 or more legs if desired but the minimum time for each leg must be 90 minutes. The ratio of competitors to course will be – 45 riders per mile of course, e.g. 180 riders must have 4 mile lap distance etc.

9. COURSE FOR YOUTH EVENTS

Where practical, in Hare & Hounds Cross Country events, it is recommended that a guided sighting lap be offered, details of which should be included in the Supplementary Regulations. The course must be 'off-road' and the minimum time allowed shall be 1 hour and maximum of 2 hours.

The number of laps and the time allowed must be stated in the Supplementary Regulations. The ratio of competitors to course will be – 30 riders per mile of course, e.g. 120 riders must have 4 mile lap distance etc.

The course must be a maximum of 5 miles and organisers should ensure that there should be no part of the course where a rider may fall and remain unseen by following riders or marshals. Consideration should be given to the positioning of marshals and officials to ensure this. Additional clearly identified travelling marshals can also be used to help achieve this. The course shall consist of mainly rough track and cross country going and must be clearly marked with route markers/direction arrows or tape and stakes.

Route marking must be positioned and angled so as to clearly indicate the intended direction of route. Courses with artificial chicanes and bends should use stacks and tape to clearly identify the course and ensure the route is followed. In determining the distance between the markers, organisers should give due consideration to likely conditions i.e. weather, dust etc.

The Organiser/Clerk of the Course must ensure that due consideration is given to the age and abilities of the riders when planning and marking the course and that suitable marking is displayed to guide and restrict any spectators/members of the Public who may attend.

Where a gate of arrows is constructed, riders must pass between them.

Where the organiser requires riders to pass through a specific area, perhaps for reasons of security or to prevent environmental/land damage, this area should be marked with tape on either side OR can be marked with arrows on each side of this area. The arrows must point inward towards the direction the rider must take.

Where such areas are specifically marked, the riders must pass through the tapes or arrows and any rider not doing so will be penalised.

Where such areas are specifically marked, a clearly identified Marshal shall always be present.

The Marshal/Marshals shall ensure that the markers or tape remain in place and also that riders take the intended direction.

SPECIAL REGULATIONS FOR 2 RIDER TEAMS IN HARE & HOUNDS/CROSS COUNTRY. COURSE AND TIME SESSION:

A team of riders must consist of a minimum of 2 riders. Each rider will be required to complete a time session. Only one rider is permitted on the course in one session with each rider completing an alternate session. The minimum time allowance per time session should be laid down in the Supplementary Regulations with the emphasis on endurance.

Any restrictions on the number of machines used by Team riders are to be stated in the Supplementary Regulations. All machines used are to be subject to Machine Examination.

10. START

The start must be set out so that riders will start in groups which will be decided by the organisers e.g. capacity classes, ability classes etc. These groups will be defined in the Supplementary Regulations.

The number of riders in each group – which must not exceed 40 – and the start interval between groups – which must be no less than 30 SECONDS – will be decided by the organiser with due regard to course layout and with the approval of the permit issuing authority (PIA). The organisers must ensure that the entire entry must be able to start and leave the start area before earlier riders start subsequent laps. UNLESS an adequate filter system can be incorporated to allow riders to join the course without impeding existing competitors.

NB Where events are held on Forestry land, the number of starters in each group must not exceed 4 and the starting Interval between groups – which must be no less than 10 SECONDS – will be decided by the organiser with due regard to the course layout and with the approval of the PIA. This restriction may make it necessary for organisers to incorporate an adequate filter system to allow riders to join the course without impeding the progress of existing competitors.

In all circumstances there must be a dead engine start. This may limit the size of entry. Any rider who fails to start their machine at the allotted start time for their group will be credited for that original start time regardless of the actual time that they start.

11. LAP SCORING AREA

An area must be designated which allows riders to pass through single file gates where their number will be recorded on the completion of every lap. Where there is more than one class the organizer may set alternative durations to suit the varying abilities. The organisers may stipulate that riders have to stop, and in all instances, the lap scoring area will be regarded as a “BLUE TAPE” area and marked as such.

12. FINISH

After the specified time/number of laps, the riders will be diverted through the lap scoring area and then from the course.

13. FINISHING ORDER

The winner overall and of any respective classes will be the riders who have achieved the closest number of laps to the duration set on the allotted time. Each riders start time will be taken as their respective groups start time, or individual start time as decided by the Organiser, and their individual finish time will have been recorded.

14. TIES

Will be decided by:

The number of laps completed

The time taken to complete this number of laps

15. CHECKS

The start/finish will be the only time check. There should be adequate marshals/route checks on the course to prevent course cutting.

16. MARSHALS

Organisers should place marshals at strategic points around the course to monitor safety and ensure control of event.

In Youth events, Organisers should place marshals at strategic points around the course and have sufficient marshals that no part of the course is unsighted to them and any difficult sections must have a marshal present.

17. PUBLIC SPECTATOR AREAS

The Supplementary Regulations must announce the provision of clearly identified specific areas which must be used by all non-competitors other than riders or officials. Warning notices must be placed at appropriate points around the course to prevent public access.

18. REFUELLING

A suitable and restricted area must be marked out adjacent to the course as a pit area. Access to this area must be restricted to marshals, riders and authorised helpers. The area should be manned by marshals and access only allowed to officials, competitors and authorised helpers. The Organiser must establish a fire point, clearly indicated and with the appropriate fire extinguishers present. Each rider shall ensure that his refuelling crew, have a fire extinguisher at the refuelling point as described in ESR 32. 'No Smoking' signs should be displayed. The engine must be stopped during refuelling. No smoking allowed. Refuelling may only be carried out in the designated area.

6 ENDURO OFFICIALS

QUALIFICATIONS AND CONDITIONS

Officials are divided into two categories:

Those that are Licensed and those that are Registered.

No Fees are payable in respect of any Licences or Registration or for the appropriate form of identification issued.

LICENCES: Senior Officials are required to hold an ACU Licence of the appropriate Grade for the performance of their duties.

	See Note Below	Licence Required	Attendance at Seminar/Training Session
Clerk of the Course	1	YES	Renew licences every third year
Chief Steward	2	YES	Renew licences every third year
Club Stewards		No	May attend Regional or ACU HQ Seminars

Clubs and Centres shall only nominate candidates whose aptitude and integrity for the position they can fully justify. Official ACU approval and the issue of a Licence is only after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels organise Seminars that are compulsory for certain Officials. A Licence is valid for 3 years.

NOTE 1 CLERK OF THE COURSE GRADES

Regional must attend a seminar held by a T&E Committee member or persons first approved by that Committee.

National must attend a National seminar organised by the Trials & Enduro Committee and must also comply with specific criteria.

NOTE 2 STEWARD GRADES

Regional will be appointed by the Centre as the Permit issuing authority as required.

National will be appointed by the Trials & Enduro Committee as the Permit issuing authority and must also comply with specific criteria.

LICENCE FEES All licences will be issued, free of charge, for a period of three years.