

# **Enduro**

Standing Regulations

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## **Championship Regulations**

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## 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 parts 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 a number of 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.

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

## ENDURO STANDING REGULATIONS

### GENERAL

#### AUTHORISATION AND LAND CODE

- 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 RAC 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/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 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.

### 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 competitor's practice or first competition, whichever occurs first.

**Riders and Passengers under 18 years of age (Minors):** In order to conform with the Children Act legislation, additionally, for every rider or passenger who is under 18 years of age a Parental Agreement 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 other appointed adult responsible for them at any event. The following guidelines apply:

**Minors Under 14** The Parental Agreement must be signed by a parent or legal guardian who must also be present when the rider competes

**Minors Aged 14 or 15** The Parental Agreement must be signed by a parent or legal guardian who must also be present when the rider competes unless they have specified another responsible adult who may sign for and accompany the rider at events.

**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 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.

### 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 these 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 riders 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.

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

(1) Championship; (2) Expert; (3) Clubman; (4) Ladies; (5) Sportsman, for beginners on a no awards basis.

Quads. A class for quads 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 of the above capacity groups may be included as quoted in Supplementary Regulations. N.B. Organisers have the option of including additional classes or splitting classes.

**Sidecar.** There are three recommended classes: Championship; Expert (Intermediate) & 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**

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.

### **ESR.7 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.

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

**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.**

**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

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. (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 but not whilst the bike is in the parc ferme. Tyres may only be changed at the day's final time check between the white and yellow flag, or in the morning in the work area.

### **ESR.9 FUEL**

Commercially available unleaded fuel must be used. Power boosters or octane boosters are forbidden. The engine must not be running while refuelling is taking place. Mobile phones must not be used in refuelling areas.

**ESR.10 CONTROL OF 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).

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

(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. Any rider who is required to take this random test may, if he requires, claim a delay time allowance of TWO minutes at the next check point. If this two minutes is claimed then all following check times for the day will be plus 2 minutes. 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.

**Sportsman Class** – Black plate with white numbers on the front and sides.

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

**ESR.12 EXAMINATION OF MACHINES**

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

**ESR.13 ENGINE MEASUREMENT**

Where it becomes necessary for the ACU or an organiser 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**

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.

**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/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 removing 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 an Incident 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.

**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 consulted in advance.

At every event 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. 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.

Organisers must also refer to the “Medical Services & Definition” section of this Handbook.

**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. 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.

**ESR.22 PETROL TAPS**

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



**ESR.23 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.

**ESR.24 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 signs. In addition, a board, at least 600mm × 300mm with diagonal blue stripes on a white background will indicate the start of the BLUE TAPE Area. A similar board with a Black Cross will indicate the end of the BLUE TAPE Area.

**ESR.25 CLOSED CONTROL (PARC FERME)**

After preliminary 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 will be disqualified. Machines must either have a fitted or temporary stand and must not be covered in any way whilst in the Parc Ferme. In events of more than one day's duration, 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.26 WORKING AREA/MACHINE MAINTENANCE**

For multi day events either a Working area should be established, or as an alternative, competitors should be allowed time before the final time check of the first day.

**With Working Area**

This should also, where possible, be properly fenced or marked and should be either immediately adjacent to the Parc Ferme, or connected to it by a short enclosed route, from which there is only one exit into the starting area. A roped enclosure may be provided within the perimeter of the work area, into which a riders assistant maybe allowed with a mousse board/fuel etc. The assistant cannot enter the work area but is allowed to pass equipment under the rope to the rider. All adjustments, refuelling etc. are to be carried out in the working area, access to which will only be allowed to competitors. Stewards of the Meeting, the Clerk of the Course and Officials-in-Charge of the area and accredited Members of the Press. No assistance may be given in the working area and the penalty for breaking this rule is exclusion. If any work or adjustments are made to a machine in the Parc Ferme the rider will be disqualified. Organisers must ensure that both Parc Ferme and working areas are of sufficient size to accommodate entry without congestion and provide proper fire-fighting equipment. Smoking is strictly prohibited in both these areas.

**Without Working Area**

A pre-finish check may be used to allow riders a set time for maintenance. Alternatively running times for all classes should allow riders approximately 15 minutes to work on their machine before the final check.

**ESR.27 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

#### **Starting Procedure with Working Area**

Each rider will be allowed to enter the Parc Ferme 15 minutes before his starting time and push his machine to the exit. At 10 minutes (for sidecars – 20 minutes) prior to his starting time the rider will be admitted to the working area where he may attend to his machine.

In One Day Events this procedure may be omitted, but if so, it must be so stated in the Supplementary Regulations.

#### **Starting Procedure without Working Area**

Competitors are required to place their machines in a start compound 15 minutes prior to their start time each day. Failure to do so will incur a 20 point penalty. Only the competitors and officials will have access to the compound.

**Start.** 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 pts per minute late. They will be given the next minute as the new start time and must complete the correct start procedure.

### **ESR.28 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 restart the following day under the following conditions:

- a) 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.
- b) **At events with a Parc Ferme (Working Area)** 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. The machine must then be placed in the Parc Ferme.  
**At events without a Parc Ferme** Thirty minutes before the start time of the first rider the next day, the rider must present the machine for examination. It must be the same machine on which the rider started the event, in respect of frame and hubs and machines must be placed in the Start Compound 15 minutes prior to the rider's Start time
- c) 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.29 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 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.

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

- a) In advance of diversion, a warning sign.
- b) At the point of the diversion, a further sign indicating the routes to be taken in each class.
- c) 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.

**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 30 mph. (SR's 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 may be subject to disqualification

### ESR.30 TIME AND ROUTE CHECKS

- (a) The timing of events, either wholly or in part, may be carried out either by a licenced Timekeeper or by any other competent person appointed by the organiser. 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 appeal shall be accepted as to their accuracy.
- (b) Time cards and route cards for the first day's run MUST be issued at the preliminary examination. For a 2 day event, time cards MUST be issued after day one has been completed. Riders will be responsible for getting their cards – stamped/marked at all time and route checks. Failure to do so, or intents to deceive the organisers by altering or obliterating these cards, or using another rider's card will lead to disqualification.  
Time schedules will show the time that a rider is allowed between time checks.  
Loss of time card/route card will incur a penalty.  
A rider who misses a time/route check or arrives from the wrong direction will be disqualified.

The onus rests with the riders to present a time card to the Time Check Official in a flat and legible condition.

(c) **Indication of Time Checks**

The time checks 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

(d) **Procedure at Time Checks.** After the rider has passed the yellow flag 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 flag.

Riders stopping between the yellow flag and the time check will be given the time indicated on the clock when they passed the yellow flag.

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

The area from the yellow flags to a point approximately two metres beyond the control table is considered to be a “Parc Ferme” concerning access servicing and assistance

(e) **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 60 points per minute late arrival according to the time registered by the clock when they clock in **ARRIVAL TIME = STARTING TIME FOR NEXT SECTION.**

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.

(f) **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**

(g) **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 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.31 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 to 1/100 sec by light beam. 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

**ESR.32 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.33 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.

- Distance between refuelling points should not exceed 25 miles.
- 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 refueled must be on an environment mat.
- The engine must be stopped when refueling.
- Smoking or the use of mobile phones in refuelling points is forbidden

**ESR.34 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.

**ESR.35 OUTSIDE ASSISTANCE**

Outside assistance is forbidden under penalty of 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.

Designated service areas (specified by the Organiser) helpers may remove and replace caps and refill petrol and oil tanks, gearbox, radiator, adjust tyre pressures, provide parts and tools and assist with the bleeding of air from hydraulic systems.

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

**ESR.36 PENALTIES**

REFER TO APPENDIX B AT THE END OF THE TIME CARD ENDURO STANDING REGULATIONS IN THIS HANDBOOK

**ESR.37 SPECIAL TESTS**

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

**ESR.38 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.

For every event a set of provisional results must be sent, either by post or by email, to the Permit issuing authority. 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.39 AWARDS**

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

**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 may be liable to disqualification.

**ESR.41 WARNING TO THE PUBLIC**

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

**ESR.42 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. Where the organiser wishes to offer (through the ACU Insurance Broker) Third Party Insurance cover necessary to meet the Road Traffic Act requirements on Public Highways, this must be stated in the Supplementary Regulations.

**ESR.43 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.44 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.

**ESR.45 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.46 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.47 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 disciplinary action including possible disqualification .

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

#### **ESR. 48 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.

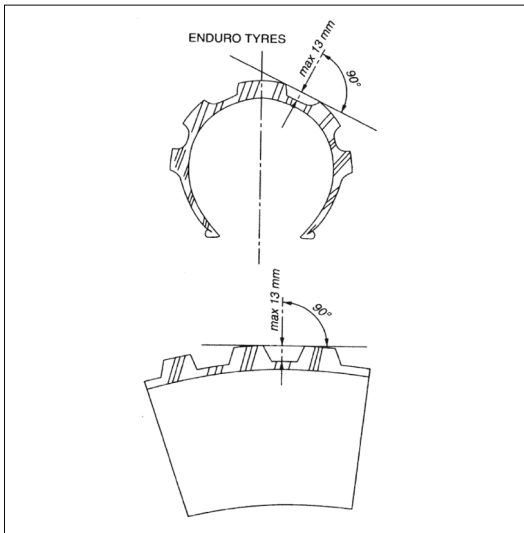
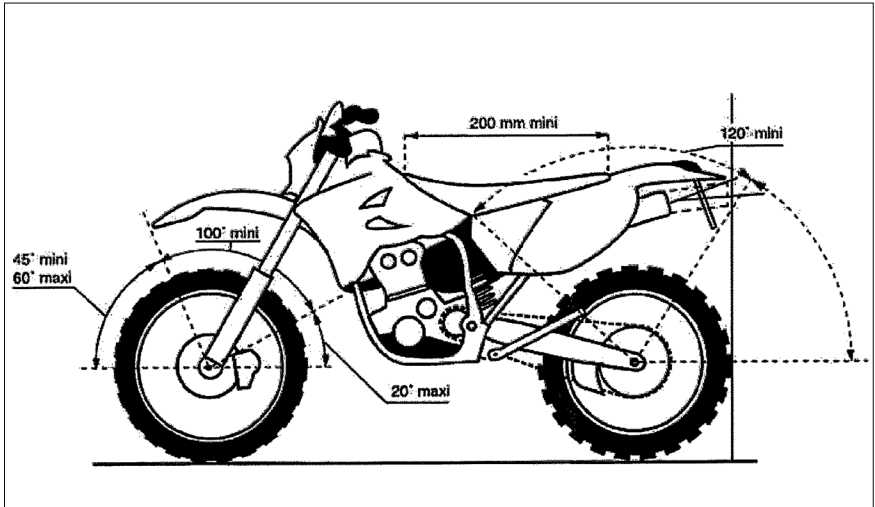
#### **ESR. 49 FIRE EXTINGUISHERS**

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.

#### **ESR.50 POWER WASHERS**

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

# APPENDIX A DIAGRAM OF MACHINE





## APPENDIX B PENALTIES

### 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 with the exception of the silencer which may be changed as per ESR 2.4
- Altering 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

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

### PENALTY POINTS

Starting engine in parc ferme, working area or before starting signal is given	60
Loss of timecard/route card	60
Not starting engine and crossing 20m line within one minute of starting signal	20
Failure to have the rider's machine in the start compound (when used) 15 minutes prior to the start time	20
Entering parc ferme with engine running	60
Failure to attend machine examination when held on day prior to start (see Reg 2.6)	20

### TIMED PENALTIES

For every minute late at the start line	60
For each full minute late or early at time check	60

## 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.

### **ATR.1 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.

### **ATR.2 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

### **ATR.3 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.

#### **ATR.4 INSTRUCTIONS TO RIDERS**

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

#### **ATR.5 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.

#### **ATR.6 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.

#### **ATR.7 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.

#### **ATR.8 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.

#### **ATR.9 FUEL**

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

#### **ATR.10 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.

**ATR.11 RIDER'S NUMBERS**

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

**ATR.12 EXAMINATION OF MACHINES**

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

**ATR.13 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.

**ATR.14 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.

**ATR.15 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.

**ATR.16 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.

**ATR.17 SAFETY PRECAUTIONS**

There shall be an Incident 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.

**ATR.18 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. Organisers must also refer to the "Medical Services & Definition" section of this Handbook.

**ATR.19 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.

#### **ATR.20 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.

#### **ATR.21 PETROL TAPS**

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

#### **ATR.22 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.

#### **ATR.23 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 signs. In addition, a board, at least 600mm × 300mm with diagonal blue stripes on a white background will indicate the start of the BLUE TAPE Area. A similar board with a Black Cross will indicate the end of the BLUE TAPE Area.

#### **ATR.24 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.

#### **ATR.25 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.

**ATR.26 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.

**ATR.27 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.

**ATR.28 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.

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

a) In advance of diversion, a warning sign.

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

c) 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.

### **ATR.29 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.

### **ATR.30 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".

### **ATR.31 PRACTISING**

Practising on any part of the course is forbidden.

### **ATR.32 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)
- Refueling points to be marked with GREEN FLAGS – full details of location to be available at the start. In two day events refueling 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 refueled must be on an environment mat.

- The engine must be stopped when refueling.
- Smoking or the use of mobile phones in refuelling points is forbidden

### **ATR.33 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.

### **ATR.34 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.

### **ATR.35 AWARDS**

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

### **ATR.36 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.

### **ATR.37 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.

### **ATR.38 INSURANCE**

Each rider will be required to declare that there will be in force in relation to the use of the vehicle which he intends to drive during the event such a policy of insurance or such a security in respect or Third Party risks as complies with the requirements of the current Road Traffic Acts, and which is operative whilst taking part in the event. 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. Where the organiser wishes to offer (through the ACU Insurance Broker) Third Party Insurance cover necessary to meet the Road Traffic Act requirements on Public Highways, this must be stated in the Supplementary Regulations.



**ATR.39 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.

**ATR.40 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.

**ATR. 41 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.

**ATR.42 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.

**ATR. 43 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.

**ATR. 44 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.

**ATR.45 POWER WASHERS**

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

**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.

**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. 1.6 Time and route checks (As per ESR.29). Time checks will be at Start/Finish area which may also be a route check. There should be adequate route checks on the course.

**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*

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

**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.

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

**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.

**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:-

**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.

**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.

**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.

**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.

## 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 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.

### 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. 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.

### **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.

### **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.

### **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.

### **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 10bhp measured at the rear wheel.

**Riders aged 12–14** – Machines must be a minimum of 80cc and a maximum of 85cc (regardless of two or four stroke engine) and electric bikes up to 10bhp measured at the rear wheel.

### **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.

### **NUMBERS**

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

### **COURSE**

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.

#### **COURSE FOR YOUTH EVENTS**

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.

#### **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.

### **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.

### **FINISH**

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

### **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.

### **TIES**

Will be decided by

- a) The number of laps completed
- b) The time taken to complete this number of laps

### **CHECKS**

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

### **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

### **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.

### **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.

# Championship Regulations

## 1 ACU EDMONDSON RACING BRITISH TIME CARD ENDURO CHAMPIONSHIP REGULATIONS

**Championship points will be awarded to competitors of any Nationality. The title "ACU Edmondson Racing British Enduro Champion" will be awarded to the competitor with the most points who holds British Citizenship. If the rider with the most points is not a British Citizen he shall be awarded the title "ACU Edmondson Racing British Open Enduro Champion". This principle will apply throughout the classes.**

- 1.1 The allocation of all Championship Rounds is at the discretion of the Trials and Enduro Committee of the ACU. In granting a Permit to organise a Round, the Committee does not abrogate its overall responsibility for the Championship Series and may, in its absolute discretion, withhold points for all or part of a Round introducing a replacement Round at a later date, if seen fit.
- 1.2 There will be 6 classes:
  - (1) Championship; (2) Expert; (3) Clubman; (4) Womens; (5) Over 40 (over 40 years on the 1st January of the current year); (6) Over 50 (over 50 on the 1st January of the current year). A non-competitive support class (Sportsman) may be added at the discretion of the Organiser. An award will be given to the best U23 rider at the end of the series in Championship and Expert classes only.
  - The Womens Over 40 and Over 50 classes will run on the Clubman schedule and will be open capacity
  - Start order will be as follows:  
1 Championship. 2 Expert. 3 Clubman. 4 Women. 5 Veteran Over 40. 6 Veteran Over 50.
  - However, riders placed 1–10 in the previous year's overall Championship will be allocated the corresponding number to their finishing position.
  - Time Schedules and/or Routes may vary between classes – details will appear in the Supplementary Regulations.
  - Start Compound When a parc ferme is not used competitors are required to place their machines in a start compound 15 minutes prior to their start time each day. Failure to do so will incur a 20 point penalty. Only the competitors and officials will have access to the compound.
  - 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**
- 1.3 Capacity Groups: There will be 4 capacity groups in the Championship, Expert and Clubman classes
  - E1 – Two stroke up to 125cc
  - E1 – Four stroke up to 250cc
  - E2 – 125cc–250cc two stroke & 250cc–450cc four stroke

- I E3 – Over 250cc two stroke and over 450cc four stroke
- 1.4 Riders will be responsible for fitting the correct colour number plates. Provision of numbers will be as per the Supplementary Regulations of the event. However riders placed 1–10 in the previous year’s overall Championship will be allocated the corresponding number to their finishing position.  
For all British Championship events the rider must allow a space of 40mm at the top of front and side number plates for the sticker of the Series Sponsor. Only the Series Sponsor’s logo should appear on the number plate.
- 1.5 Solo Championship Rounds will be National Events with a minimum lap length of 20 miles. They may be of 1 day or 2 day duration and the list of qualifying events will appear in the current Fixture List.
- 1.6 All Support Crews must be equipped with serviceable fire extinguishers at service points.
- 1.7 The title of “British/British Open –Solo Enduro Champion” will be awarded to the best overall performance in the Championship Class irrespective of capacity group. Winners of Capacity Groups in the Championship Class will be awarded the title “British/British Open E1/E2/E3 Enduro Champion”. In the Expert and Clubman Class, winners of the series will be known as “ACU/Open Enduro Champion” in the respective capacity groups and class. In addition, the best overall performance over the series in these classes will be known as “ACU Overall/ACU Open Overall (Expert)/(Clubman) Enduro Champion”.
- 1.8 At the conclusion of the series the points scored by each rider in all days held less 2 (which do not have to be from the same event) will be added together and the rider with the highest number of points who is a British Citizen will be awarded the title of “British Solo Enduro Champion”. The rider with the highest number of points gained on this basis who is not a British citizen will be awarded the title of “British Open Enduro Champion”.  
Ties will be decided by a) Most days wins b) Most day second places c) Most day third places etc. down to fifteenth.  
If a tie still exists, best position in the final round either finishes will decide the tie.  
Ties will be decided by a) Most days wins b) Most day second places c) Most day third places etc. down to fifteenth. If a tie still exists, best position in the final round either finishes will decide the tie.

1.9 **Tyres.** Only Enduro or Trials type tyres are allowed.

1.10 **Championship Points.**

NB A rider cannot upgrade or downgrade class after the first day of a 2 day event  
Calculation of points scored each day for overall and all classes of the Series will be as follows:

1st – 20 points	5th – 11 points	9th – 7 points	13th – 3 points
2nd – 17 points	6th – 10 points	10th – 6 points	14th – 2 points
3rd – 15 points	7th – 9 points	11th – 5 points	15th – 1 point
4th – 13 points	8th – 8 points	12th – 4 points	

In the case of ties in the results of each day the riders concerned will each receive the points for this position. i.e. Rider A 800 points. Rider B 800 points. Rider C 820 points.

Rider A – 20 Championship Points Rider B – 20 Championship Points

Rider C – 15 Championship Points

- 1.11 **Marking of Machines.** The Championship and Experts class will have the following parts marked with paint and inscribed with their number: (i) Main frame (ii) Both hubs. (iii) Silencers (If the competitor replaces the silencer during the event he must request to get it remarked at the next time check).
- 1.12 **Final Examination.** At the end of the event all Championship and Expert machines must be examined for marks.

## 2 BRITISH/ACU SIDECAR ENDURO CHAMPIONSHIP REGULATIONS

Championship points will be awarded to competitors of any Nationality. The title "British/ACU Sidecar Enduro Champion" will be awarded to the competitor with the most points who holds a British Citizenship. If the rider with the most points is not a British Citizen he shall be awarded the title "British/ACU Open Sidecar Enduro Champion". This principle will apply throughout the classes.

The National Sporting code of the ACU and the Timecard Enduro Standing regulations as varied by the British/ACU Sidecar Enduro Standing regulations listed below shall apply to all British/ACU Sidecar Enduro events together with the Supplementary Regulations and any Final Instructions issued for individual events.

The following are items which override the Timecard Standing Enduro regulations specifically for British/ACU Sidecar Enduros. All other Enduro Standing Regulations remain in force.

- 2.1 The allocation of all Championship Rounds is at the discretion of the Trials and Enduro Committee of the ACU. In granting a Permit to organise a Round, the Committee does not abrogate its overall responsibility for the Championship Series and may, in its absolute discretion, withhold points for all or part of a Round introducing a replacement Round at a later date, if seen fit.
- 2.2 Series Sponsor. Only the Series Sponsor's logo should appear on the number plate.
- 2.3 This Sidecar Enduro Championship will be made up of 1 and 2 Day National Events chosen at the discretion of the Trials and Enduro Committee. The list of events may be found in the current ACU Fixture List.
- 2.4 There will be three classes – Championship, Expert and Clubman.  
The passenger who crews for him in the most number of rounds will be regarded as his regular passenger.
- 2.5 To be eligible for Expert Championship points, riders must not have finished in the top five of the Championship Class in the last three years. Clubman riders may upgrade to this class at their own discretion. To be eligible for Clubman Championship points riders must not have won the ACU Clubmans Championship in the last three calendar years. Riders not eligible for points (as detailed above) may compete on a no points basis.
- 2.6 Calculation of Championship Points, in one or two day events, will be as follows:
 

1st – 20 points	5th – 11 points	9th – 7 points	13th – 3 points
2nd – 17 points	6th – 10 points	10th – 6 points	14th – 2 points
3rd – 15 points	7th – 9 points	11th – 5 points	15th – 1 point
4th – 13 points	8th – 8 points	12th – 4 points	

At the conclusion of the series the points for each riders best results from all days held less 1 will be added together and the rider with the highest number of points to his credit will be the winner.
- 2.7 Ties will be decided by a) Most days wins b) Most day second places c) Most day third places etc. down to fifteenth.  
If a tie still exists, best position in the final round either finishes will decide the tie.

## 3 BRITISH ACU SPRINT ENDURO CHAMPIONSHIP REGULATIONS

These Championship Regulations shall apply in addition to the ACU National Sporting Code, and the Supplementary Regulations for each event.

Championship points will be awarded to competitors of any Nationality. The title "British ACU Sprint Enduro Champion" will be awarded to the competitor with the most points who holds British Citizenship. If the rider with the most points is not a British Citizen he shall be awarded the title "British ACU Open Sprint Enduro Champion". This principle will apply throughout the classes.

The allocation of all Championship Rounds is at the discretion of the Trials and Enduro



**Committee of the ACU. In granting a Permit to organise a Round, the Committee does not abrogate its overall responsibility for the Championship Series and may, in its absolute discretion, withhold points for all or part of a Round introducing a replacement Round at a later date, if seen fit.**

### 3.1 DESCRIPTION

Sprint Enduro events are a test of speed, endurance and reliability, based on enduro special tests – accurately and clearly marked off – road courses. From controlled individual starts competitors are required to complete a series of timed laps.

### 3.2 ELIGIBILITY

All riders and passengers must hold a current ACU or SACU licence, and be aged 15 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.

### 3.3 CHILD PROTECTION

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

### 3.4 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 competitor's practice or first competition, whichever occurs first.

**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 and Trials Registration Form and once completed will serve as the riders Annual Parental Agreement. No further forms or proof of Parental Agreement are necessary. All minors will be bound by the directions of parent(s), guardian(s).

### 3.5 CLASSES

- a) Elite
- b) U23 (U23 on Jan 1st of year of competition )
- c) U19 (U19 on Jan 1st of year of competition)
- d) 125cc Youth Cup (U19 on Jan 1st of year of competition)
- e) Expert
- f) Expert Vet
- g) ClubmanVet
- h) Clubman
- i) Women

## TECHNICAL

### 3.6 MOTORCYCLES

Enduro or MX machines may be used

### 3.7 TYRES

Enduro or MX tyres may be used.

### 3.8 NUMBER PLATES

The colour of number plates is free

### 3.9 RIDER NUMBERS

The organiser will allocate each rider with a number. Competitors will be responsible for supplying and fitting the correct numbers. These must be fitted on front and both side number plates – min height of numbers must be 100mm.

\* Riders must ensure that there is a space of at least 40mm on top of each number plate to accommodate any sponsors logo the organiser may require \*

### 3.10 FUEL

Commercially available unleaded fuel must be used. Power boosters or octane boosters are forbidden. The engine must not be running while refuelling is taking place. Mobile phones must not be used in refuelling areas.

### 3.11 REFUELLING

Riders are permitted to refuel their machines only when inside the paddock area. The engine must be stopped when refuelling. Rider's bike must be placed on an environmental mat in the paddock area, under penalty of 120 points (two minutes). Smoking or the use of mobile phones when refuelling is forbidden.

### 3.12 CONTROL OF EXHAUST SOUND LEVELS

The sound level of any machine competing in a British Sprint Enduro Championship event must be in accordance with the relevant section(s) of the ACU Enduro Standing Regulations. At any time during an event the Clerk of the Course or his appointed official is empowered to exclude any machine he considers to be excessively noisy.

### 3.13 LIGHTS

Due to the closed course nature of British Sprint Enduro Championship events machines do not need to comply with road regulations, therefore lights (working or not) do not need to be fitted unless stated in the Supplementary Regulations.

### 3.14 MARKED PARTS

The changing of any part(s) during competition, with the exception of the frame, is permitted. 'Competition' refers to laps where competitors times are recorded, counting towards their result. A rider may complete the sighting lap on a bike different to that on which they compete on during timed laps. The bike on which a rider completes the first timed lap is the bike on which he must compete all remaining timed laps.

### 3.15 FIRE EXTINGUISHERS

The organisers must provide fire-fighting equipment.

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.

### 3.16 HELMETS

Motorcycle helmets bearing the 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 also wear a helmet whilst riding a motorcycle and it is further recommended that they wear a helmet whilst riding a quad.

### 3.17 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. Organisers must also refer to the "Medical Services & Definition" section of this Handbook.

### 3.18 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

## GENERAL

### 3.19 START ORDER

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

### 3.20 START

#### STARTING PROCEDURE

Riders will be informed 10 minutes (approx) prior to the start of each special test lap. It is then the rider's responsibility to ensure he/she arrives in the waiting zone in good time.

A Start Area Coordinator will then notify each rider when they must start each special test. Only one mechanic/assistant per rider is allowed in the waiting zone.

Riders will start in the following class order on each lap unless otherwise stated by the organisers:

**Women**

**Clubman**

**Clubman (Vet)**

**Expert (Vet)**

**Expert**

**125cc Youth Cup**

**U19**

**U23**

**Elite**

- Riders will start 30 seconds apart.
- Elite class riders will each start 30 seconds apart.
- The class start order for riders will be determined by the organisers.

Start order information will be displayed at the Rider registration/Signing on area.

### 3.21 LATE ARRIVAL AT START PENALTY

Riders must start each lap when requested to do so. Failure to do so (late starting) will result in a penalty. The penalty for late starting is 30 seconds. This penalty applies only to the lap during which a rider misses their start position. If a rider misses their start position he will be started when directed by the Start Area Coordinator.

**Definition of Late Start:** Start orders are determined by accumulative class results, run in reverse. Riders in all classes, with the exception of the Elite class, will receive a late start penalty if they miss their start position by five or more places. In the Elite class all riders must start in the order of the reversed accumulative results. In the case of the last starting Elite class rider, he/she must be inside the waiting area and ready to start before the penultimate Elite class rider has departed

### 3.22 FAILURE TO COMPLETE A LAP(S) PENALTIES

Any rider that fails to complete a lap of the special test will be awarded the time of the slowest overall rider in their class (Under 23, Expert, etc), plus two minutes.

Failure to start any given lap (i.e. due to mechanical problems) will result in a riders being awarded the time of the slowest rider in their class, plus three minutes. There will be no 'late arrival at start' penalty applied to a competitor who fails to start any lap.

### 3.23 ELITE CLASS 'MARATHON LAPS'

Elite class riders may be required to complete back to back laps, to be known as "Marathon Laps". Competitors will be informed if Marathon laps are to be included at the start of each round of the championship. These laps – if included, will take place at a time decided by the Clerk of the Course e.g. middle or end of a day.

On finishing a given lap, all Elite riders will pass directly into the waiting zone and will not be allowed to return to the paddock. No assistance is allowed and only the riders may work on their machines with tools/spares carried with them.

### 3.24 CLASSIFICATION

The cumulative total of a rider's times and any additional penalties will be used to determine the final positions in each class.

### 3.25 CHAMPIONSHIP POINTS

These will be awarded after each round (day) to the first 15 riders in each class in accordance with the current ACU Enduro Championship points allocation i.e. 1st place – 20 pts, 2nd place 17pts etc.

### 3.26 CHAMPIONSHIP TITLES

In the Expert, Under 23, and Under 19 classes winners will be known as British/British Expert/Under 23/Under 19 Sprint Enduro Champion, or if won by a non-British citizen the British Open Expert/Under 23/Under 19 Sprint Enduro Champion. The best overall performance over the series in the Expert, Under 23, and Under 19 classes will be known as the "British Overall/British Open Overall Expert/Under23/Under19/Sprint Enduro Champion. In the Clubman class winners of the series will be known as "British Open Clubman Sprint Enduro Champion" in the respective capacity groups and classes.

### 3.27 TIES

In the event of a tie in the results at an event, the rider who recorded the fastest time on the last recorded Special Test will be the winner. If the tie should continue, the recorded times of the second last test will be used and so on until the tie is broken.

In the event of ties in the final Championship classifications, the riders scores from the first round of the series will be taken, then the second and so on until the tie is broken

### 3.28 WORKING AREA

Riders are permitted to work on their bikes anywhere in the paddock area. No restrictions are placed on receiving assistance from others, i.e. mechanics, etc

### 3.29 OUTSIDE ASSISTANCE

Riders are not permitted to receive any outside assistance while in competition (competing in a special test). Riders must work on their machines only with tools and spare parts carried by themselves, apart from when in the paddock area. In the event that a rider is unable to complete any given lap he may receive assistance in retrieving his/her machine. This must be pushed back to the paddock area with the engine off.

### 3.30 PENALTIES

Disqualification

- Engine capacity other than stated to organisers
- 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 event
- Course cutting, not following marked route or driving in opposite direction of route, will result in exclusion or in exceptional circumstances the Clerk of the Course may impose a points penalty.

### 3.31 POINT PENALTIES

Late starting	30 seconds
Failure to complete a lap Time of slowest (overall) rider in class	plus 120 second
Failure to start a lap Time of slowest (overall) rider in class	plus 180

### 3.32 POWER WASHERS

Use of power washers is prohibited. Unless the organisers either have suitable facilities which comply with the ACU Environmental Code or permit the use of such equipment.

### 3.33 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.

## 4 ACU CLASSIC ENDURO CHAMPIONSHIP REGULATIONS

**This section describes only the additional rules referring to Classic Enduro; all other Timecard Enduro Standing Regulations (ESR) apply unless expressly varied by this section.**

- 4.1 The allocation of all Championship Rounds is at the discretion of the Trials and Enduro Committee of the ACU. In granting a Permit to organise a Round, the Committee does not abrogate its overall responsibility for the Championship Series and may, in its absolute discretion, withhold points for all or part of a Round introducing a replacement Round at a later date, if seen fit.
- 4.2 This Classic Enduro Championship will be made up of 1 and 2 Day Events chosen at the discretion of the Trials and Enduro Committee. The list of events may be found in the current ACU Fixture List.
- 4.3 There will be two ability classes – Championship (run on a clubman schedule) and Clubman (run on a sportsman schedule). The Titles will be awarded to the best overall performance in

each machine age group Class irrespective of capacity. These classes will be separate from all other classes in the event. Competitors must have black numbers on a yellow background.

- 4.4 To be eligible for Championship points riders must use a machine which falls within the definition of CE1, or CE2.

**CE1** – Machines originally manufactured with all of the following:

- Two rear shock absorbers,
- Drum brakes front and rear
- Air cooled engine.

**CE2** – Machines originally manufactured with TWO of the following:

- Two rear shock absorbers,
- Drum brakes front and rear
- Air cooled engine.

**CE3 – non Championship class** at the discretion of the Organiser.

For machines that do not comply with the requirements for CE1 or CE2 but fulfil the eligibility as defined in the Supplementary Regulations.

- 4.5 Machine eligibility examination shall be the responsibility of a nominated Classic Enduro elected representative (to be agreed per round). Presenting an ineligible machine may result in the rider being moved to a different class. Technical examination shall be the responsibility of the ACU/ club scrutineer – all ESR technical rules apply.
- 4.6 “Specials” may be considered eligible for a particular class so long as they are in keeping with the spirit of that class. Ineligible machines may still compete but will not be awarded Championship points.
- 4.7 There will be two Classic Enduro classes, each with its own series points and champion; CE1 Expert, CE1 Clubman,
- 4.8 Calculation of Championship Points, in one or two day events, will be as follows:
- |                 |                 |                 |                 |
|-----------------|-----------------|-----------------|-----------------|
| 1st – 20 points | 5th – 11 points | 9th – 7 points  | 13th – 3 points |
| 2nd – 17 points | 6th – 10 points | 10th – 6 points | 14th – 2 points |
| 3rd – 15 points | 7th – 9 points  | 11th – 5 points | 15th – 1 point  |
| 4th – 13 points | 8th – 8 points  | 12th – 4 points |                 |
- At the conclusion of the series the points for each rider’s best results from all days held less 2 (which do not have to be from the same event but will be the lowest points scores) will be added together and the rider with the highest number of points to his credit will be the winner.
- 4.9 Ties Ties will be decided by a) Most days wins b) Most day second places c) Most day third places etc. down to fifteenth.
- If a tie still exists, best position in the final round held will decide the tie.

## 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	3 YEARS Every Third Year maximum
Chief Steward	2	YES	3 YEARS Every Third Year maximum
Secretary of the Meeting	2	No	Will receive Training at meetings and if required at Regional or ACU HQ Seminars
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 organised by a Centre/Region.

**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.