

DESCRIPTION- An Enduro is a long distance timed trial of endurance and reliability, not including observed sections.

1 GENERAL

1.1 Authorisation and Land Code

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.

- 1.1.1** Any Competitive event that is routed along, or across, footpaths or bridleways must be endorsed in advance by the Highways Authority for the area.
- 1.1.2** The Organiser is responsible for obtaining authority from the landowners over whose land the event passes.
- 1.1.3** 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.
- 1.1.4** The Organiser is responsible for ensuring the event meets all requirements of the Road Traffic Act 1988 and the Statutory Instruments made thereunder.
- 1.1.5** 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.
- 1.1.6** 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.
- 1.1.7** 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.
- 1.1.8** All officials, marshals, support crews and competitors must follow the Country Code.
- 1.1.9** Ensure that all aspects of the ACU Environmental Code are adhered to.
- 1.1.10** Supplementary regulations should include a map reference/post code relating to the venue in order to assist the Emergency services.

These Enduro Standing Regulations will apply to all Enduros together with the ACU Sporting Code and Supplementary Regulations issued.

1.2 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.

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

1.3 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).

1.4 Acceptance or Refusal of Entry

Within seven days of the receipt of the completed entry form, the Organisers 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. Riders whose entries are held in abeyance, or offered reserve positions, may enter another event on the same day provided that within seven days of such notification they inform the Organisers concerned, in writing, of the withdrawal of their original entry, and in such circumstances the provisions of the ACU Sporting Code shall not apply. 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.) will 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.

1.5 Instructions to Riders

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

1.6 Classes

Time Schedules and/or Routes may vary between classes - details will appear in the Supplementary Regulations.

Solo. There will be five recommended classes: -

(1) Championship; (2) Expert; (3) Clubman; (4) Ladies; (5) Sportsman, for beginners and non-competitive riders on finishers award only basis. When a Ladies Class is included it is recommended that the schedule should be as for Clubman Class. Supplementary Regulations must give details of any other persons eligible.

Capacity Groups: There will be 3 capacity groups

ALL CLASSES

E1 100cc - 125cc two stroke and 175cc - 250cc four stroke

E2 175cc - 250cc two stroke and 290cc - 450cc four stroke

E3 290cc - 500cc two stroke and 475cc and over four stroke

Any or all of the above groups may be included as quoted in Supplementary Regulations.

N.B. Organisers have the option of including additional classes or splitting classes.

Sidecar. There will be two recommended classes; (4) Championship; (5) Clubman.

Sidecar Capacity Groups. All unlimited.

Quads. A class for quads may be included in an event which already has a sidecar class, provided it is entirely without road work.

Closed Classes. Details of any closed classes will be quoted in the Supplementary Regulations.

Teams. 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.

1.7 Change of Machine and/or Passenger

Any change of machine of a similar capacity group and/or passenger must be notified to the Secretary of the Meeting up to one hour before the start of the Competition. Any restrictions regarding change in the capacity group of a machine may be detailed in the Supplementary Regulations.

2 TECHNICAL

2.1 Motorcycles

N.B. For current Enduro Machine Specifications please contact the ACU Trials & Enduro Department.

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. Sidecar class category 1 group B1 and B2. Dimensions at the end of the Enduro Standing Regulations in this Handbook.

Brakes: Both front and rear wheels of the motorcycle will be braked.

2.2 Tyres

Front and rear - must be 'Enduro' type to current FIM specification. (see diagram at the end of Enduro Section) In special circumstances an Organiser may specify another type in the Supplementary Regulations. 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 available from commercial or retail sources are authorised. They shall appear on the tyre manufacturers range catalogue or tyre specification lists 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. The tyres must have an E Mark and / or DOT (American Department of Transportation) approval and DOT number must be moulded on the tyre wall.

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.

2.3 Fuel

Unleaded petrol, see ACU/FIM Fuel Regulations for physical properties, fuel test costs and penalties for non-compliance. Pre 75 machines may use normal 'roadside pump' leaded petrol (BS4040 Max. Lead 0.15 g/litre). 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.

2.4 Control of Exhaust Sound Level

It is the sole responsibility of the rider to present a machine complying with all Road Traffic Act(s) requirements including exhaust sound level. The sound level of an enduro machine controlled according to the ACU method and measured at 2 metres distance will not exceed 85 dBA. (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 a point on the route, as close as practical following a time check or refuelling area. Any rider required to take this spot test will be given a delay time allowance of ten minutes, but will not be allowed to make any adjustments. Riders who pass the sound level test must wait until the 10 minute delay time allowance has expired before proceeding. All subsequent check times for the day will be plus 10 minutes. Any rider who fails the sound level test will face immediate exclusion and must return to the finish as directed and hand in his time card. At any time during the event, the Clerk of the Course or his appointed official is empowered to exclude any machine he considers to be excessively noisy. The piston stroke of the engine in millimetres must be permanently and prominently displayed on the crank case for use in sound level control calculations.

2.5 Riders 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.**

2.6 Examination of Machines

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

2.7 Helmets

Helmets bearing the ACU gold or silver stamp and in sound condition and properly fitted must be worn by all riders and passengers while practising and throughout the event. Please refer to the section in this Handbook titled "Helmets" for other important information and conditions concerning European Community Exemption.

2.8 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.

2.9 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.

3 PROCEDURES

3.1 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.

3.2 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.

3.3 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.

3.4 Petrol Taps

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

3.5 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.

3.6 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 exclusion. 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 x 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.

3.7 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 excluded. 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.

3.8 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 excluded. 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.

3.9 Start

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

Method of starting order will be stated in the Supplementary Regulations with maximum number of drivers starting per minute being: - Solo - 4. Sidecar - 2.

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 only - 20 minutes) prior to his starting time the rider will be admitted to the working area where he may attend to his machine.

Starting Procedure without Working Area

Each rider will be allowed to enter the Parc Ferme 5 minutes before his starting time and push his machine to the exit. At 10 minutes (for sidecars only 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.

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 crossed 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. There will be no L.A.A. at start control.

3.10 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:

- 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.
- 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.
- Provided he satisfies the Organisers on the above conditions he will be allowed to start the day and be eligible for Championship points, if applicable.

3.11 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.

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

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: -

- In advance of diversion, a warning sign.
- At the point of the diversion, a further sign indicating the routes to be taken in each class.
- After the diversion, a further sign that indicates which route is being followed.

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

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

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

Warning Signs for the Public. Examples of warning signs for the public are to be found else where 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 organiser 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 any of the following may be subject to exclusion: -

- a) Missing or entering a time/route check or special test from the wrong direction.
- b) Course cutting.
- c) Not following the marked or the intended route.

3.12 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. Only riders will be responsible for getting their cards - stamped/marked at all time and route checks. Failure to do so, or intends to deceive the organisers by altering or obliterating these cards, or using another rider's card will lead to exclusion.

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 excluded.

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 a white flag placed 200 metres and a yellow flag 20 metres before reaching the control. 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 AT YELLOW FLAG.

(d) **Procedure at Time Checks.** After the rider has passed the yellow flag with his motorcycle he must immediately present his time card.

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. The arrival time at a time check is the time the rider passes 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.

(e) **Late Arrival Allowance.** A rider is permitted to arrive at any time check, other than the 'start' time check, up to one full minute after his due time without penalty. This allowance is designed to cover normal delays and is called the 'Late Arrival Allowance' (LAA). Riders who are at any time check more than one minute late will be penalised 60 pts per minute in excess of the LAA according to the time indicated on the official clock.

(f) **Calculation of Time Check Penalties.** Each section between time checks constitutes a test in itself. Riders who exceed the time permitted, including any LAA if applicable, 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. STAMPING/MARKING TIME - STARTING TIME FOR NEXT SECTION.

(g) **Time Limit.** A rider who arrives at a time check more than 60 minutes after his original starting time for a day's run, plus the time allowed for travel between each time check passed and any time taken for Noise Testing is automatically excluded. The LAA of one minute cannot be applied in such cases.

(h) **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.

3.13 Special Tests

Each rider shall ride a minimum of two special tests per day (the same test may be used) apart from exceptional circumstances or force majeure. 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.

3.14 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 exclusion.

3.15 Refuelling

An area should be set off the course for refuelling, access to which will only be allowed to officials, competitors and authorized helpers. The area should be manned by marshals.

(a) Where refuelling is permitted both service crews and organisers must provide adequate fire fighting equipment. There should be a suitably marked FIRE-POINT and also NO SMOKING signs should be displayed. THE ENGINE MUST BE STOPPED WHEN REFUELLING

(b) Refuelling may only be carried out at points designated by the organisers which will be marked with GREEN FLAGS - full details must be available at the start. In two day events refuelling may be allowed in the official working area.

(c) 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.

(d) Distance between refuelling points should not exceed 25 miles.

(e) Any rider who refuels at any other point will be excluded.

SMOKING OR THE USE OF MOBILE PHONES IN REFUELLING POINTS IS FORBIDDEN

3.16 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 wheelbase of the motorcycle and of the width of the handlebars.

3.17 Outside Assistance

Outside assistance is forbidden under penalty of exclusion and occurs when

(a) Any person other than the rider, or an official performing his duties, comes into contact with the machine

(b) When a rider is accompanied on the course. Exceptions to this rule are: -

At designated points, such as time controls or other places specified by the organiser, (except the work area) 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.

3.18 Penalties

Disqualification

- Using non specified tyres
- 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
- 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 or in exceptional circumstances the Clerk of the Course may impose a points 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
Entering parc ferme with engine running	60
Failure to attend scrutineering when held on day prior to start. (See Reg 2.7)	20

Timed Penalties.

For every minute late at the start line	60
For each full minute late or early at time check outside of late arrival allowance	60

Special Tests.

Timed to 1 second.....1 sec - 1pt	Automatically.....1/100 sec - 1/100 pt.
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3.19 Awards

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

3.20 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 exclusion.

3.21 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.

3.22 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 of 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.

3.23 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.

3.24 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.

3.25 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.

3.26 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.

3.27 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.

3.28 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.

3.29 Power Washers

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

4 ADDITIONAL STANDING REGULATIONS FOR SHORT COURSE ENDURO EVENTS

4.1 **Definition** Multi lap short course event held under Enduro Standing Regulations and these variations.

4.1.2 **Entries** (As per 1.3). The ratio of competitors to course will be 30 riders per kilometre of course e.g.180 riders must have 6kms lap distance etc. **Sidocar:** Half these figures. This recommended number may be changed by the authority granting the permit.

4.1.3 **Start** (As per Regulation 3.8). Except that maximum number of starters per minute may be 5 Solos. This recommended number may be changed by the authority granting the permit.

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

4.1.5 **Time and route checks** (As per Regulation 3.11). Time checks will be at Start/Finish area which may also be a route check. There should be adequate route checks on the course.

4.1.6 **Special tests** (As per Regulation 3.12). May consist of a whole lap or as detailed in the Supplementary Regulations.

4.1.7 **Motorcycles** Regulation 2.1 may be omitted if the course allows but requirements must appear in the Supplementary Regulations. Machines must be examined for safety and noise level (Max 85dBA) before being allowed to take part.

4.1.8 **Refuelling** An area should be set off the course for refuelling. The organisers must provide fire fighting equipment.

5 NATIONAL ENDURO GRADING

Any rider who is deemed to be competing in an inappropriate class may be re-graded at the discretion of the Trials and Enduro Department.

6 BRITISH AND ACU SOLO ENDURO CHAMPIONSHIP REGULATIONS

Championship points will be awarded to competitors of any Nationality. The title "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 "British Open Enduro Champion". This principle will apply throughout the classes.

6.1.1 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.

6.1.2 There will be five classes: -

(1) Championship; (2) Expert; (3) Clubman; (4) Womens; (5) Veterans (over 40 years on the 1st January of the current year). The Veteran and Womens class will run on the Clubman schedule.

Time Schedules and/or Routes may vary between classes – details will appear in the Supplementary Regulations.

6.1.3 Capacity Groups: There will be 4 capacity groups

ALL CLASSES

E1 Two stroke 100cc – 125cc two stroke

E1 Four stroke 175cc – 250cc four stroke

E2 175cc – 250cc two stroke and 290cc – 450cc four stroke

E3 290cc – 50cc two stroke and 475cc and over four stroke

6.1.4 Riders will be responsible for fitting the correct colour number plates. Provision of numbers will be as per the Supplementary Regulations of the event.

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.

6.1.5 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.

6.1.6 All Support Crews must be equipped with serviceable fire extinguishers at service points.

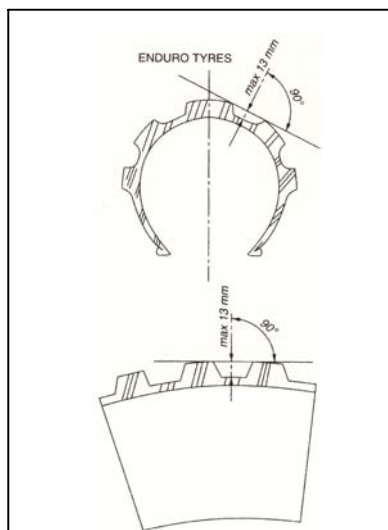
6.1.7 The title of "British/British Open –Solo Enduro Champion" will be awarded to the best overall performance in the Championship Class irrespective of capacity group. Winners of Capacity Groups in the Championship Class will be awarded the title "British / British Open E1/E2/E3 Enduro Champion". In the Expert and Clubman Class, winners of the series will be known as "ACU/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".

- 6.1.8** 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.
- 6.1.9 Tyres.** Only Enduro or Trials type tyres are allowed.
- 6.1.10 One Make Team.** From the scratch results from each day of the Championship, Expert and Clubman classes, the points from the riders (top 15) who score points on the same make of machine will have these counted toward a manufacturers award at the end of the series in each class. All rounds to count.
- 6.1.11 Championship Points.** 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 | |
- N.B. A rider may only score points in the last round of the Championship in the class which they had elected to ride in the penultimate round. Any intended change of class must be notified to the ACU Trials and Enduro Department who will inform the Results Co-ordinator.
- 6.1.12** A rider must be classified on at least 50% of scoring days available in the series, to be eligible for a series placing. 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
- 6.1.13 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.
- 6.1.14 Final Examination.** At the end of the event all Championship and expert machines should be examined for marks.

6 BRITISH/ACU CLUBMANS 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.

- 7.1.1** 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.
- 7.1.2 Series Sponsor.** Only the Series Sponsor's logo should appear on the number plate.
- 7.1.3** 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.
- 7.1.4** There will be three classes - Championship, Clubman and Newcomer. The Title of "British / British Open Sidecar Enduro Champion" will be awarded to the best overall performance in the Championship Class irrespective of capacity. In the Clubman Class, the winner will be known as the "ACU / ACU Open Sidecar Enduro Clubman Champion".
The passenger who crews for him in the most number of rounds will be regarded as his regular passenger.
The best overall performance by a newcomer will receive the Newcomers Award.
- 7.1.5** To be eligible for Clubman Championship points riders must not have won the ACU Clubmans Championship in the last three calendar years. Exception may be made at the discretion of the Trials and Enduro Committee. Riders not eligible for points (as detailed above) may compete on a no points basis.
A newcomer is classified as a rider who has never competed in the British/ACU Clubmans Enduro Championship prior to the current year.
- 7.1.6** 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 | |
- In the case of ties in the results of each day the riders concerned will each receive the points for this position.
At the conclusion of the series the points for each riders best results from 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 to his credit will be the winner.
- 7.1.7** The methods of deciding ties shall be as stated in the British Solo Enduro Championship Regulations.
- 7.1.8 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) All hubs
- 7.1.9** Motocross Tyres are not permitted in events using the Public Highway.



HARE AND HOUNDS / CROSS COUNTRY

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 (not less than 2 hours). The duration of events will be stated in the Supplementary Regulations.

1 GENERAL

1.1 Eligibility

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

1.2 Classes

The Supplementary Regulations may specify that capacity classes allowed in ESR 5 or classes determined by rider grading must start in the same group.

1.3 Entries

A Motorcycle Sport Events Entry Form must be completed in every detail, and signed by each entrant, rider or passenger. (N.B. a requirement of signing and entry application form is that each signatory understands the National Sporting Code of the ACU, Standing Regulations, such Supplementary Regulations as have been issued for the event and such Final Instructions subsequently issued, and agrees to be bound by them). Each completed entry form, together with the entry fee (which includes insurance premiums and Entry Subscription (NSC 7.05), 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 requirement, may be obtained from the event Supplementary Regulations. All riders, passengers and appointed persons responsible for minors, must register arrival at an event prior to commencement of said competitor's practice or first competition, whichever ever occurs first.

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.) will be stated in the Supplementary Regulations.

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 Form must be signed by parent/s or guardians. All minors will be bound by the directions of parent/s or 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.

1.4 Acceptance or Refusal of Entry

The Organiser must notify all riders of the position regarding their entry prior to the event.

2 TECHNICAL

2.1 Motorcycles

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

2.2 Tyres

Tyre type is optional or as stated in the Supplementary Regulations.

2.3 Clothing

As per current Enduro Standing Regulations.

2.4 Helmets

Helmets bearing the ACU gold or silver stamp, in sound condition and properly fitted must be worn by all competitors. Please refer to the section in this Handbook titled 'Helmets' for other important information and conditions concerning European Community Exemption.

2.5 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.

2.6 Numbers

Bibs may be supplied by the organisers. If not, number plates to the size and colour stated in the Supplementary Regulations.

2.7 Machine Examination

All riders must sign on at least 30 minutes before the start time and present their machine and clothing for inspection.

2.8 Noise Control

Machines must be within the noise levels currently in force for that category of machine (see respective Standing Regulations).

3 PROCEDURE

3.1 Course

Must be 'off-road' and the minimum time allowed 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 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 km of course, e.g. 180 riders must have 6 km lap distance etc.

Special Regulations for 2 rider teams in Hare & Hounds / Cross Country. Course and Time Session: - A team of riders must consist of a maximum 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.

3.2 Outside Assistance

This will only be allowed in the pit area, except when provided on the course by the organisers.

3.3 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 and due regard to course layout and the approval of the permit issuing authority. 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. 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.

3.4 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 organiser 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.

3.5 Finish

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

3.6 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.

3.7 Ties

Will be decided on the laps completed and the individual times of each rider.

3.8 Checks

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

3.9 Marshals

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

3.10 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.

3.11 Restricted Speed (BLUE TAPE) Areas

These areas MUST be established on the approach to the Time Control/Lap Scoring area and any refuelling and works areas. Within 'BLUE TAPE' areas the rider must not exceed walking pace, under penalty of exclusion. The Incident Officer/Clerk of the Course may also establish 'BLUE TAPE' areas at other parts of the course if required.

3.12 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 Regulation 25. '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.

3.13 Fire Extinguishers

All competitors with the exemption 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.

3.14 Medical Services

At all events qualified First Aid personnel must be in attendance with full first aid equipment including a stretcher. There must be a minimum of TWO ambulances or ONE ambulance and ONE other suitably identified vehicle, which must be equipped with and able to carry a stretcher. One vehicle must always be available at the event. The attendance of a Doctor or Paramedic is strongly recommended.

3.15 Public Warning

Notices must be displayed in accordance with the Safety Precautions section of the current ACU Handbook.

3.16 Disqualification Penalties

- . Smoking in the refuelling area.
- . Refuelling with engine running.
- . Refuelling other than in refuelling area
- . Course cutting.
- . Failing Sound Control Test.
- . Outside assistance except in the refuelling area.
- . Missing a route check.
- . Changing machine during event.
- . Excessive speed in BLUE TAPE areas.
- . Riding in opposite direction to the course.

Prejudicial Action. Any person having an interest in a rider's performance, who takes any action prejudicial to the sport may result in the disqualification of that rider. Rider's parents or associates failing to obey instructions given by officials of a meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting by not adhering to the Regulations, Supplementary Regulations or the Protest or Appeal procedure, may render the rider liable for the disqualification and/or being reported to the permit issuing authority for further action.

3.17 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 rights to have recourse to any arbitrations or tribunal not provided for in the said Rules and Regulations.

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.