



ENDURO
STANDING REGULATIONS
2025

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

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DEFINITIONS

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

Short Course Timecard Enduros: Events similar to the above with a reduced length of lap greater than 2 miles and less than 10 miles and where the Special Test 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 event.

All Terrain (Rally) Events: An event staged over varied terrain, predominantly forest roads and tracks, and is intended to prove the skill and endurance of riders and the reliability of their machines. The event is aimed at production Trail motorcycles of all capacities and the route shall be planned accordingly and will consist of several liaison stages or legs. The inclusion of timed sections or special stages is optional. However, 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 Events: An off-road event where riders start in groups where the result is decided on the rider who completes the greatest number of laps in the shortest time. **Note:** There are restrictions regarding the start number/procedure for this type of event on Forestry land.

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 1/1000 second. The event being decided on the sum of the time penalties achieved over the set number of Special Tests.

Extreme and Super 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. For these regulations, this includes Super Enduro Special Tests and Super Enduro Stadium (arena) events.

INTRODUCTION

1. Scope of Enduro Standing Regulations

The Enduro Standing Regulations apply to all enduro events. They are supported by sub-regulations applying to the different disciplines covering 1) Timecard (Long Course), 2) Timecard (Short Course), 3) All Terrain Rally, 4) Hare and Hounds, 5) Sprint Enduros and 6) Extreme and Super Enduro Events.

2. Authorisation and Land Use

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

1. Events depend on the 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 Land Access and Recreation Association (LARA), has been adopted by the ACU. The Code is reproduced below and will supplement the Standing Regulations. It is to be noted that where necessary, disciplinary action will be taken if the Code is not fulfilled.
2. Any competitive event that is routed along, or across, footpaths or bridleways must be endorsed in advance by the Highways Authority for the area.
3. The Organiser is responsible for obtaining authority from the landowners over whose land the event passes.
4. Where the event requires use of public highway, organisers must ensure that the Motor Vehicles (Competitions and Trials) Regulations 1969 are strictly adhered to. Events requiring authorisation must obtain this through the Motor Sport UK 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 their 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 these are known.
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. All marshals must be 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 and ensure that all aspects of the ACU Environmental Code are adhered to.
10. Supplementary Regulations should include a location map reference or post code relating to the venue in order to assist the Emergency services.
11. Owners are responsible for ensuring their dog is kept under control and for clearing up any fouling that may occur.
12. The appropriate Standing Regulations will apply to all events together with the ACU National Sporting Code and Supplementary Regulations issued.

ENDURO STANDING REGULATIONS

ESR.1 Eligibility

All riders and passengers must hold a current ACU or SACU competition licence. 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 an Enduro includes the use of the public highway, then this must be stated in the Supplementary Regulations. If the public highway is used, then it is the sole responsibility of the rider to ensure that their machine is roadworthy and their machine complies with all legal requirements and the rider holds a valid UK driving licence and relevant insurance.

British Championship Enduros (all types) – An ACU Full Annual Licence Required

To score points in any British Championship Enduro (Time Card, Sprint or Extreme), riders must possess a full annual ACU licence for the respective discipline. Exceptions may be made for foreign nationals if applying to the ACU Enduro Commission.

Adults: 16 years old and over.

Youth Riders Eligibility to Compete in Adult Classes:

Youth riders may compete in adult Timecard, Hare and Hounds, Sprint and Extreme Events subject to conditions stated in the Enduro Sub Regulations. The core principles are:

- a) 14 years of age – restricted to a maximum machine capacity of 125cc.
- b) 15 years of age - restricted to a maximum machine capacity of 250cc.
- c) A Youth rider aged 14/15 who chooses to compete as an adult cannot also compete as a youth at any time in the same event.

The sub enduro regulations such as the Hare and Hounds Regulations provide further details on Youth and Juniors competing in separate support events. This covers age groups and additional safety measures.

The Parental Agreement is incorporated in the Annual Competition Licence application and once completed will serve as the riders Annual Parental Agreement. All minors will be bound by the directions of parent(s), guardian(s) or an appointed adult responsible for them at any event. The following should be noted for Minors aged 16 or 17:

- The Parental Agreement must be signed by a parent or legal guardian. There is no requirement for the minor to be accompanied to events by an adult.
- Safeguarding. The point of contact for safeguarding issues will be the Secretary of the Meeting unless otherwise stated in the Supplementary Regulations

ESR.2 Entries

Affiliated Clubs/Approved Organisers/Promoters must ensure that an entrant's application to compete in an event is completed in every detail and submitted with the entry fee which includes insurance premiums. The approved methods of entry to an event shall be by one of the following:

- a) The ACU Sport80 event entry system.
- b) An alternative on-line entry system managed by the Club, Organiser or Promoter.
- c) An event entry application form.

If an alternative entry system to the ACU Sport80 system is used, the Secretary of the Meeting must ensure that checks are undertaken to verify the entrant meets the requirements in terms of minimum age, an approved and valid licence, including requirements for medical fitness.

The closing dates for entries and conditions for return of fees, and any other special requirements, must be specified in the event Supplementary Regulations.

Riders and passengers' attendance at an event must be registered not less than 30 minutes prior to commencement of the said competition.

ESR.3 Acceptance or Refusal of Entry

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

Limitations of Entries. If entries are to be limited, the maximum number and method of limitation (e.g. in order of receipt, by ballot etc.) shall be stated in the Supplementary Regulations. Events using Public Highways are limited to 180 competitors, except for exempt events such as the Welsh 2 Day Enduro.

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

After the permit has been issued, any changes to the Supplementary Regulations must be approved by the Permit Issuing Authority.

Final Instructions have the same force as the Standing Regulations and the Supplementary Regulations. They must be documented in writing and made available to each entrant by one or a combination of the following methods:

- Published and distributed to each rider in for example, within an event programme.
- Communicated using Sport80 Email facility.
- Posted on an event notice board at the event sign on.
- Communicated using social media/event webpages.

ESR.5 Classes

Classes, time schedules and/or routes will appear in the Supplementary Regulations or the Final Instructions for the event.

Solos: Organisers must determine in their Championship Regulations and Event Supplementary Regulations the classes to be applied from the following recommend list. Championship Regulations may specify different ages and specific requirements for a rider to have a valid driving licence.

Riders must ensure they enter a class which they are qualified to ride. Failure to do so will potentially result in the entry being declined if there is not a space in the correct class.

Class	Conditions
1. Championship	Red plates with white numbers on the front and sides
2. Expert	Green plates with white numbers on the front and sides
3. Clubman	Yellow plates with black numbers on the front and sides
4. Veterans	Blue plates with white numbers on the front and sides
5. Women’s’ Class	Pink or Purple plates with black numbers on the front and sides
6. Sportsman Class	Black plate with white numbers on the front and sides. Aimed at beginners on a no awards basis.
7. Youth Class	White plate with black numbers on the front and sides. <i>As per ESRs and Enduro Sub Regs in terms of age and machine capacities.</i>

Quads and/or Sidecars. A class for quads and/or sidecars may be included where the organiser has assessed that the course is suitable for that class of machine. Supplementary Regulations must give details of any other classes.

Capacity Groups

- E125 – Up to 125cc 2 Stroke and 4 Stroke.
- E1 – Up to 250cc 2 stroke and 4 stroke.
- E2 – From 255cc to 450cc 4 stroke.
- E3 – Over 255cc 2 stroke and over 455cc 4 stroke.

Any or all the above capacity groups may be included as quoted in Supplementary Regulations/ Electronic Entry system. Organisers have the option of including additional classes, splitting classes or combining classes but this must be stated in Supplementary Regulations/ Entry System.

Electric Machines. Are allowed to be used in any of the above classes but cannot be considered for any of the capacity groups (E1, E2 etc) but can have a class or group of their own if desired by the organiser.

Sidecar. There are three recommended classes:

- 1) Championship.

- 2) Expert.
- 3) Clubman.

Sidecar Capacity Groups. Unlimited capacity.

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

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 and any time lost on checks. Competitors can only enter one team per category.

ESR.6 Change of Machine and/or Passenger

Prior to the Start

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

During the event (including multiple day events)

The same machine and passenger (where appropriate) must be used for the duration of the event unless specified in the Enduro Sub Event Regulations or the Event Supplementary Regulations.

ESR.7 Motorcycles

Machine Specification: Solo class category I Group A1. Sidecar class Category I Group B1 and B2 as defined by the National Sporting Code.

For dimensions see Appendix A in these Regulations.

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

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

Disc Brake Covers: It is recommended that the front brake disc has a cover over at least the leading edge of the disc.

Front Light: Where regulations require lights, the front light shall take the form of a combined headlight and rider number plate as fitted on an Enduro machine.

Legal Requirements: For any enduro events that use the public road, the responsibility is on the rider to ensure that their motorcycle complies with all legal requirements including horn, speedometer, rear registration plate and fitted with working lights.

Marking of parts: For championship events, organisers may mark the following parts: (i) Main frame; (ii) Both hubs; & (iii) Silencers. If the competitor replaces the silencer during the event the rider must request for it to be remarked at the next time check. At the end of the event machines should be examined for marks.

Electric Motorcycles

- The Supplementary Regulations for an event must state whether Electric Motorcycles are permitted.
- The charging of batteries at events is not permitted unless a separate designated area is provided.
- Motorcycles must be fitted with an emergency 'kill' switch to enable the power supply to become detached.
- Electrical machines must be in a separate area of the pits/refuelling area and if applicable to the event, the Parc Ferme.
- If awnings are used, it is recommended that there be at least a two-metre gap on all sides.
- Marshals must be briefed on how to deal with an electric machine if the rider has fallen and is trapped under the machine including the action to take in the event of a fire.
- Marshals appointed to manage incidents with electric motorcycles must be issued with rubber gloves / rubber boots and other appropriate PPE.
- Marshals not to handle any batteries or debris which has been become detached from the motorcycle following an accident.
- On site event first aid must be briefed on the risks.
- In the event of a fire, the area must be isolated. The area must be cordoned off with restricted access. The emergency services must be called and if necessary, the event must be stopped.

Guidance: *If an electric machine catches fire or starts to produce plumes of white smoke, the rider should stop the machine and move away immediately. The white smoke produced by these fires is highly toxic and must never be mistaken for steam. Make sure you, and anyone else, moves a safe distance away from the vehicle. Do not attempt to retrieve items or tackle the fire yourself and call the Fire Brigade. Experts' views are currently divided on how best to put fires out on an electric motorcycle, but it is nearly impossible to put out any fire, so the preferred course of action is to let it burn out and isolate the area, reducing the potential of anyone inhaling toxic fumes. In all instances, dialling 999 and get assistance of the Fire Brigade is required.*

ESR.8 Enduro Events Using the Public Highway

Where an Enduro includes the use of public highways for example Timecard Enduros or All Terrain Rallies, then this must be stated in the Supplementary Regulations. It is the sole responsibility of the rider to ensure that their machine is roadworthy and complies with all legal requirements, and the rider holds a valid UK driving licence. Events that use the Public Highways are limited to 180 competitors, except for events that are exempt e.g. Welsh Two Day Enduro. Motorsport UK authority is required.

ESR.9 Tyres

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

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: As defined in the Enduro Sub Event Regulations.

ESR.10 Fuel

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

ESR.11 Control of Exhaust Sound Level

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

Timecard Enduros

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 they require, claim a delay time allowance of 2 minutes at the next check point. If this 2 minute is claimed, then all following check times for the day will be plus 2 minutes.

Any rider who fails the sound level test will face immediate disqualification and must hand in their timecard. At any time during the event, the Clerk of the Course or an appointed official, is empowered to disqualify any machine they consider to be excessively noisy. A rider is permitted to change the silencer on their machine during an event at a time control. If this has been pre marked by the organiser, this must be remarked at the next time check where an official is on hand.

ESR.12 Riders' Numbers

Unless provided by the organiser, riders must provide their own numbers which must be a minimum height of 100mm. A rider is responsible for ensuring that the numbers remain clean and readable throughout the event for time control and special test timing.

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

ESR.13 Examination of Machines

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

ESR.14 Engine Measurement

Where it becomes necessary for the ACU or the Clerk of the Course to verify any fact relating to an engine size, it shall be carried out at the cost of the rider. Where an engine is measured, as the result of a protest, the protest must be submitted with the appropriate fee plus an additional **£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 disqualified from 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 disqualified from the results and fined.

ESR.15 Rider Responsibility - Helmets, Cameras, Clothing, Jewellery and Transponders

Crash Helmets: Competitors must wear motorcycle crash helmets at all times whilst riding a motorcycle, sidecar or a quad. The helmet must bear a valid ACU gold or silver stamp and be correctly fitted. Officials must wear a correctly fitted helmet at all times whilst riding a motorcycle. It is recommended that Officials wear a helmet whilst riding a quad.

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

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

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

Transponders – Riders' Responsibility:

- a) Where transponders or other electronic timing devices are required to be carried by the competitor to record times, the onus rests with the rider to ensure the device is fitted correctly as instructed by the timing provider and maintained throughout the competition.
- a) If an organiser intends to hire or loan transponders or timing devices to individual competitors, details of any deposit scheme required will be stated in the Supplementary Regulations or Final Instructions including the costs associated with the loss of any transponder equipment.
- b) If competitors supply their own transponders, details of this requirement will be stated in the Supplementary Regulations or Final Instructions. In such cases the rider must hand the transponder to the event timing team to ensure they can correctly calibrate it to the timing system.

ESR.16 Practising

- Practising on any part of the course is forbidden.
- Where another event takes place at the same venue, it will not be considered to constitute unofficial practice.

ESR.17 Start and Requirements for Start Compounds and Closed Controls (Parc Ferme)

- Riders must be informed prior to the event of both their starting time and riding numbers.
- The start order and method of start must comply to the Enduro Sub Regulations including the restrictions on the number of starters.
- The Enduro Event Sub Regulations must state any requirements for start compounds and Parc Fermes.

ESR.18 Course

Enduro courses shall consist of mainly rough track and cross country going. The Clerk of the Course must ensure that due consideration is given to the age and abilities of the riders when planning and marking the course and that suitable marking is displayed to guide and restrict any spectators/members of the public who may attend.

The course:

- Must be clearly marked with route markers, direction arrows, marker posts and where applicable, tape.
- Route marking must be positioned and angled to clearly indicate the intended direction of route. In determining the distance between markers, organisers should give due consideration to likely conditions e.g. weather, dust etc.

- Where the Clerk of the Course requires riders to pass through a specific area, perhaps for reasons of security or to prevent environmental/land damage, this area should be marked with tape on either side or with arrows on each side. This may require the positioning of a marshal to monitor compliance and to ensure tape and arrows remain in place.
- Where such areas are specifically marked, the riders must pass through the tapes or gates of arrows.
- Any rider not following the intended route including not passing through gates of arrows is liable to a penalty up to and including disqualification.

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.

Caution Boards. To warn drivers of severe hazard points on the route crossed arrows or an exclamation sign should be used. E.g. hidden drop/ditch or low branch.

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

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

The size and positioning of the signs must be such that the information is clearly communicated. Consideration needs to be given for such diversions to be marshalled.

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

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

Safety Warning: The general course may be open to other users and must not be treated as a one-way route. Public Forest roads and tracks are **NOT** closed to other users and traffic may be travelling in the opposite direction.

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

Minimising the Likelihood of Head on Collisions with Competitors

Marshals or First Aid response vehicles must only travel in the same direction as competitors or use alternative routes, unless under the most severe circumstances, while carrying out their duties. In the event of an emergency response, and no alternative route is available, ambulances must be escorted by a marshal riding ahead to warn oncoming riders where this is safe to do.

Motocross Tracks and Natural Jumps on Enduro Courses

If as part of an enduro course or special test, the route uses a motocross track where the landing of a jump is not fully visible to a rider, a static marshal with a warning flag should be positioned to protect a fallen rider. This also applies on enduro courses with natural jumps where the landing point is blind to following riders.

ESR.19 Timing, Route and Lap Scoring Checks

The Enduro Sub Regulations and Event Supplementary Regulations must state the method of calculating and monitoring results through time checks, lap scoring checks or route checks.

The timing of events, either wholly or in part, may be carried out either by a licensed Timekeeper or by any other competent person appointed by the Clerk of the Course. These officials, if not registered Timekeepers, shall be classified as Enduro Time Marshals. Apart from the correction of errors which may emerge on investigation, the times, speeds and classification of an event shall be taken as a matter of fact and no protests or appeals shall be accepted as to their accuracy.

Transponder Timing

- If an event is to be timed using transponders, this must be clearly stated in the supplementary regulations/ final instructions, together with the details of any transponder hire/purchase scheme available and the responsibility and costs associated with lost equipment.
- The arrival time at a time or lap check for transponder timed events is the time the rider's time is logged with the equipment.
- It is recommended that organisers ensure there is an audible or visual notification that this has taken place such as a rider number displayed or a visible time.

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 or having to move out of the way to let a rider pass cannot be considered abnormal circumstances.

Route Checks: Route checks are designed to ensure competitors stick to the marked route. This can be achieved electronically or manually but should include a backup system. Route checks are to be indicated by blue flags approximately 20 metres prior to the checkpoint. If manual, competitors may be required to be stopped to have their passage recorded. Any rider whose passage is not marked may be disqualified.

ESR.20 Special Tests or Timed Sections

The Enduro Sub Regulations must state whether special tests or timed sections are included. These should be electronically timed with a backup system, if practicable.

ESR.21 Restricted Speed (Blue Tape) Areas (Walking Pace)

The Enduro Event Sub Regulations and the Supplementary Regulations / Final Instructions must state areas where restricted speed (walking pace) is required. These may include time controls, refuelling areas and service areas, including lap scoring or a special test finish where non-transponder timing is used. These are designated '**Blue Tape Areas**'. They should also be marked with a board, at least 400mm × 300mm (A3) with the words "Walking Pace" on a white background will indicate the start of a Blue Tape area. A similar board with a Black Cross or word "End" will indicate the end of a Blue Tape area.

ESR.22 Outside Assistance

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

- A rider is accompanied on the course.
- Any person other than the rider, or an official performing their duties, comes into contact with the machine other than at a designated service area.

Only the rider may push their machine whilst in the competition unless assisted by a marshal or an official to clear the track.

At designated service areas specified by the Enduro Sub Regulations and the Event Supplementary Regulations, support crews may work on the rider's machines with the exception of changing tyres at the final check of the day on timecard event. In such circumstances, a tyre change must be carried out solely by the rider once a wheel is removed.

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

ESR.23 Refuelling

Refuelling may only be carried out at points designated in the Enduro Sub Regulations and the Event Supplementary Regulations. Rider refuelling at any other point will be disqualified.

No time allowance will be made for refuelling. This must be done during the running time of the event. The following applies to the management of refuelling points.

- Refuelling points must be marked with signs or green flags – full details of location should be available at the start.
- There should be a suitably marked **FIRE-POINT** with a fire extinguisher with **No Smoking** signs displayed.
- The engine must be stopped when refuelling.
- Each machine being refuelled and/or serviced must be on an environmental mat.
- Smoking or the use of mobile phones in refuelling points is forbidden.
- Each service crew must supply their own fire extinguisher.
- Only officials, competitors and authorised helpers to be allowed access.
- Refuelling points should operate a one-way system. No bicycles, e-bikes, e-scooters to be ridden in the area.
- Children and pets should be kept under strict supervision.
- The area must be subject to regular monitoring by Marshals.

On events that use the public highway, refuelling is not permitted on the highway (laybys may be acceptable but **must** be approved by the Enduro Commission in advance).

ESR.24 Fire Protection

Competitors: Competitors must supply a suitable fire extinguisher (2kg (minimum) dry powder) for use at all refuelling and service areas they use. At enduro events with a Parc Ferme, riders must check that their petrol taps are turned off before leaving their motorcycles in the Parc Ferme.

Fire point: Fire points must be sited at all designated refuelling areas and other areas depending on the event type such as special tests, parc ferme etc. The 'Fire Point' will be identified by a red sign with the words 'Fire Point' printed in white letters or red sign with a white fire extinguisher on it. The sign shall be in an area that must always be kept unobstructed. Sufficient fire extinguishers for fuels fires shall be placed directly at the foot of the sign.

ESR.25 Environmental Management

Tear off lenses: 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.

Power washers:

Use of power washers is prohibited unless the organiser has suitable facilities.

Environmental mats: Where any refuelling or servicing of a motorcycle is being undertaken, riders must provide and use an environmental mat to protect the ground. These mats are to be removed by the competitors after use. The minimum dimensions of the mat will be at least equal to the length of the motorcycle and the width of the handlebars. An Environmental Mat should also be used for storage of fuels, oils and generators if placed on the ground.

ESR.26 Safety Precautions

26.1 Safety Officer

For major events particularly those using public Government Owned Forestry Land, a Safety Officer should be appointed to support the Clerk of Course in arranging, co-ordinating and ensuring safety arrangements are in place and to assist with incident investigation.

26.2 Marshals' / Officials' Vests and High Visibility Clothing

Marshals and officials must wear high visibility vests or suitable similar clothing when controlling riders on a live course.

26.3 Warning Notices

Motor Racing Dangerous Signs

Warning notice (A) (29 x20 inches) or Warning Notice (B) Triangle - Warning notices as illustrated below must be displayed on each side of every principal entrance to the venue, such as the entrance to the pits, parking and special tests. These notices must be prominently displayed where they can easily read by the public - mounted on stakes with the top of the notice at least 4 feet from the ground. These must be displayed before entry is gained into a venue irrespective of whether an admission charge is paid or not.

Other warning signs

Forest events / other events using extensive use of land with multiple entrances must have event warning signs displayed to the public. If the event requires a Countryside and Right of Way Act 2000 Closure, this must be displayed.

Prohibition notices

Prohibited area notice (29 x20 inches) or in the form of a triangle must be displayed in areas where the public are not permitted. These must face the public.

<p style="text-align: center;">NOTICE WARNING TO THE PUBLIC MOTOR SPORT CAN BE DANGEROUS Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only. THEY ARE CONCERNED WITH YOUR SAFETY</p>				
<p>WARNING You are approaching an ACU Authorised Motorcycle Enduro. You are present in the vicinity of the course by your own choice and should exercise the utmost caution.</p>	<p>WARNING The rights of way and other parts of this forest will be in use during this weekend for an Authorised ACU Motorcycle Competition</p>	<p>WARNING ACU COMPETITORS</p> <p style="text-align: center;">Slow</p>	<p>CAUTION</p> <p>Road Ahead</p>	

For full details regarding warning notices and prohibited notices, please refer to the safety precautions section of the ACU Resources Library.

Declaration admission tickets

At enduro events where spectators are charged to enter, tickets or passes must be issued. All tickets and passes must bear the following wording showing below in full and if the wording appears on the reverse side, then the words 'For Conditions of Admission See Over' must be clearly printed on the face thereof. The declaration wording is 'Warning Motor Sport Can be Dangerous. Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only. They are concerned with your safety'.

Declaration on the official programme

At enduro events where spectators are charged admission, the front cover of the official programme should have the above declaration printed on it. Where this is not possible, it must be printed in full in the programme and the words – 'For Conditions of Admission - See Inside' printed on the outside cover.

26.4 Management of Non-Competitors and Spectator Safety

Due to the nature of enduro events (i.e. events with low average speeds, primarily using rough tracks and based on endurance), normally not many spectators are attracted, with the public being limited to the rider's support crew. However, some larger events can attract significant numbers of spectators. The event planning must therefore ensure due consideration is given to managing the risks associated with non-competitors, spectators and other 3rd parties, whether invited or not, attending the event. If necessary, limits must be placed on actual numbers of spectators attending to ensure foreseeable risks are managed, or the level of marshalling increased to the safely manage the expected numbers.

Organisers must as part of their event planning:

- Determine whether principal viewing areas should be identified, signed and marshalled.
- Whether additional protection needs to be provided to protect spectators. This may include:
 - Provision of a neutral zone – 'a gap' through the provision of double taping in key areas.
 - The provision of metal spectator control barriers or chestnut fencing,
 - The provision of Prohibited Area notice signs or 'Keep your Distance' signs in areas such as the outside of corners and the landing areas of jumps where protection may be limited.
- Reducing the speed of machines where spectators are likely to gather in principal viewing areas. This can be achieved through course design or physical chicanes. If spectator fencing is used, a neutral zone to be provided between the side of the track and the fencing to allow for a margin of error.

- If spectators are likely to gather at a jump, protect the landing area to allow margin of rider error.
- Consider having designated crossing points in the track or special test where there is either a gap or the height of the tape is kept close to the ground to prevent a tripping hazard.
- If practicable, ensure the layout of a special test allows those watching access around the outside without having to cross the track, plus providing emergency access.
- Any walkways for spectators and support crews should be segregated from any live track.

Spectator and Support Crew Safety Information

Advance information published about the event on social media / event programmes should include information to support crews and spectators on how to act safely and responsibly. See example below:

Spectator and Support Crew Safety Information

The safety of spectators and support crews attending enduros is our top priority. We therefore ask you to read the following which applies to any ACU Enduro event you may attend.

Please listen to the instructions of officials and marshals, they are there for your safety and we want to run the safest event possible.

For your own safety and the safety of others:

- Respect marshals and follow their instructions.
- Don't walk on the route / live track.
- Where provided, use designated spectator areas.
- Do not stand too close to the track, particularly on the outside of corners and the landing areas of jumps.
- If a marshal asks you to move to a safer position, please comply with their instructions.
- Remain alert at all times, remember some motorcycles particularly electric, may not make much noise when approaching.
- Always allow a margin for error. Expect the unexpected.
- If you have to cross a live track, pick a crossing point / safe spot with good visibility and only cross when it is safe to do so.
- Only officials, competitors and authorised helpers (pit crews) are allowed in service and refuelling areas. No bicycles, e-bikes and e-scooters to be ridden in these areas.
- Dogs must be kept on leads at all times.
- Remember that alcohol and drugs can impair your responses and threaten your safety.

Spectators and Support Crews who are asked to move but refused to do so, are putting their own safety and the safety of others at risk. Where this happens, the Marshal has the authority to notify the Clerk of the Course, who will take appropriate actions to control the risk. This may involve asking you to leave the event.

WARNING - MOTOR SPORT CAN BE DANGEROUS

Despite the organisers taking all reasonable precautions,
unavoidable accidents can happen.
Please comply with all instructions of marshals and notices and
remain in permitted areas only.

They are concerned with your safety

ESR.27 Medical Services

The Clerk of the Course is responsible for:

- Ensuring through a process of risk assessment that sufficient medical services are provided at an event taking account of the number of competitors and the expected number of injuries.
- Positioning the medical services including access to all areas of the course and to the entrance(s) exit(s) of the event and to Special Tests.
- Ensuring medical services are consulted in advance to ensure they have an informed understanding of emergency response procedures and any restrictions that may apply.

First Aid Requirements all Events

In addition to the “Medical Services & Definition” section of this Handbook. The following applies:

- **For National and International events** - A Medical Officer (MO) or Paramedic must be in attendance. At all other events a Medical Officer or a Paramedic (PM) or voluntary or private ambulance provider must be in attendance during the event.
- 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.
- In addition, qualified First Aid personnel must be in attendance with full First Aid equipment including a stretcher.
- It is recommended that each Special Test should have at least one ambulance present, and the Start and Finish area should have one ambulance or medical point.
- Auxiliary vehicles, such as 4x4 with a stretcher, cannot replace an Ambulance but such vehicles might, at certain event sites, be used in addition to and as the final form of transportation to the Ambulance for the event.
- The Clerk of the Course must ensure sufficient medical services for the type of event remain in place until the event has finished.

Note:

- An ambulance by law, must be registered with the DVLA and be CQC-registered in order to transport a casualty to hospital.
- An ambulance must have an appropriately qualified driver to transport a casualty under blue lights.
- Whilst the NHS has a duty to respond to emergencies, planned event medical cover at sporting events should be sufficient to reduce the likelihood of NHS ambulances being called out.

If for any reason the level of medical cover is diminished below acceptable levels (for example, all ambulances have to leave the site, the Clerk of the Course must suspend the competition at the earliest practical opportunity. This may be anywhere on the course. Competitors must 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.

Concussion/Suspected Concussion

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

Organisers must notify the ACU Head Office as soon as possible of any concussion or suspected concussion injuries. ACU HQ will then:

- a) Place the rider on the ACU Stop List.
- b) Inform organisers of forthcoming events that the rider has suffered a concussion or suspected concussion injury and is therefore placed on the ACU Stop List
- c) Inform the rider that he/she needs to see a doctor and obtain a letter/doctor's certificate which confirms they are fit to resume competitive racing/participate in a practice/test session following the minimum periods of suspension defined below.

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

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

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

If a competitor has been injured and is suffering from concussion or suspected concussion, and the Organiser is aware that the rider was intending to ride or is scheduled to ride at another event the following day(s); the organiser of the next event must be advised, so they are aware of the rider's injuries and as such they are prevented from participating.

ESR.28 Toilets

Sufficient toilets must be provided at the Start area, Special Tests and service points and where practically possible at all time checks. At time checks and service points these should be easily visible and accessible to the riders.

ESR.29 Penalties

See “APPENDIX B PENALTIES”

ESR.30 Results

For each event a set of results must be produced which display the event date and Permit number. The method to be used for the publication of the results must be shown in the Supplementary Regulations or the Championship Regulations. Acceptable formats are by post, email, Sport80, website, social media but in addition for every event a set of provisional results must be sent (either by post or by email) to the Permit issuing authority. These must clearly show the date and time of publication.

If these provisional results are amended then a copy of the revised set, clearly marked "Amended (date)" must be loaded to Sport 80 Event Files or sent by post or email to the permit issuing authority.

ESR.31 Awards

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

ESR.32 Protests

See Appendix B of the National Sporting Code of the ACU Handbook for details of protests and fees.

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

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

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

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

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

ESR.33 Legal Action

A rider who is convicted following a police prosecution for an offence committed whilst taking part in the competition is liable to penalty up to and including disqualification. Further action may be taken in accordance with the NSC.

ESR.34 Insurance & RTA Cover – Events Involving the Public Highway

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

Additional cover provided by this scheme is only effective whilst the motorcycle is actively competing in the event and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded from starting, excluded or retire from the event.

ESR.35 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.36 Liability for Damage

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

ESR.37 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.38 Compliance with Regulations

Every rider by entering or being entered or nominated, thereby acknowledges that he/she 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/she 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.

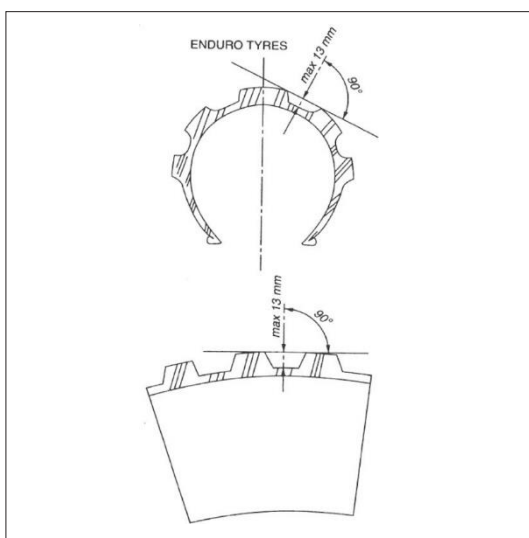
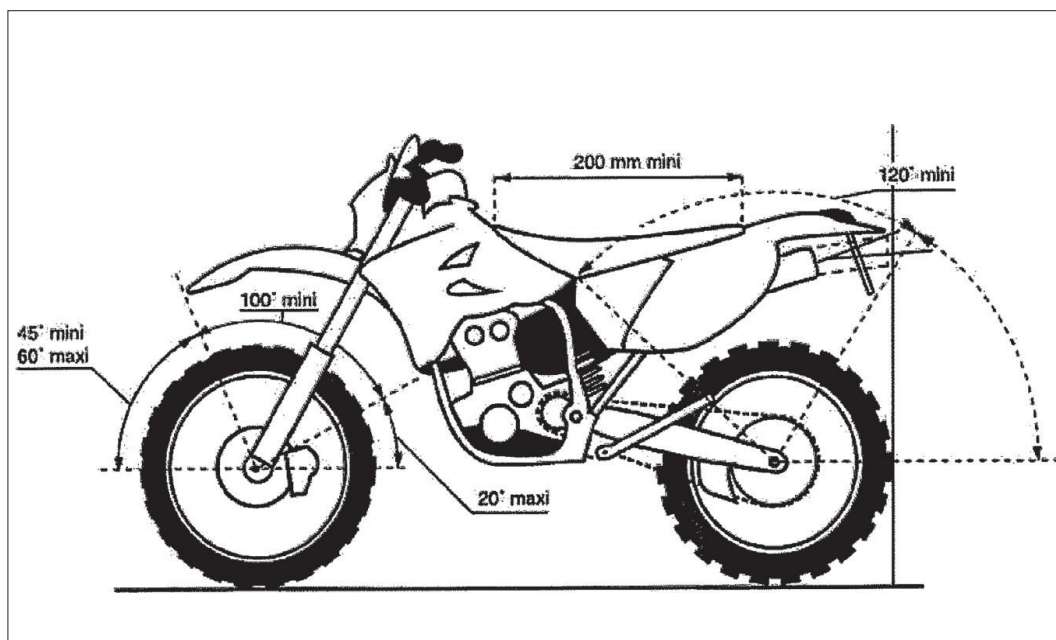
ESR.39 Offensive Behaviour

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

Any mis-use of social media which is of a violent, threatening or abusive nature, or offensive language against any official, rider/passenger or any other person involved with an event; instigated / carried out by any rider/ passenger, official or a non-ACU licenced person (e.g. member of a team, parent/guardian, or a member of a riders entourage) should be reported to the Clerk of the Course or steward of the meeting for transmission to the Enduro Commission .

All such incidents must be reported to the Enduro Commission who may take further disciplinary action.

Appendix A Diagram of Machine



Appendix B Penalties

Generic Penalties for All Events - Up to and Including Disqualification

- Practicing on the course prior to the event.
- Altering the course.
- Deliberately course cutting or not following the intended marked route by passing through gates of arrows.
- Riding the opposite direction of the route.
- Where required, riders not stopping at a time check, lap check or returning riding against the direction of the course.
- Exceeding walking pace in blue tape 'Walking Speed' areas.
- Smoking in service / refuelling areas, including a parc ferme, where provided.
- Non-use of Environmental Mat for the rider concerned.
- Refuelling in an unauthorised area.
- Machine exceeding the noise level limit.
- Change of machine during event unless the Enduro Sub Event Regulations permit this.
- Using non-specified tyres.
- Engine capacity other than stated to organisers.
- At events where this is not permitted, changing parts which are liable for marking or presenting a machine with missing marked parts except for the silencer which may be changed.
- Being accompanied anywhere on the course.
- Accepting outside assistance other than allowed in the Standing Regulations.

Timecard Events - Up to and Including Disqualification

- Changing tyres except at the final time check of the day, or in a multi-day event where a work area is provided.
- Inspecting a Special Test on any wheeled vehicle (including mountain bike, electric bikes, e-scooters).
- Altering a timecard.
- Not starting the Special Test when instructed to do so (when at timing line) 1st offence a warning, 2nd offence 20 seconds time penalty, 3rd offence 1 minute time penalty, 4th offence disqualification.

Penalty Points for Timecard Events

• Starting the engine in Parc Ferme, working area or before starting signal is given	60 seconds
• Loss of timecard/route card	60 seconds
• Not starting engine and crossing 20m line within one minute of the starting signal	10 seconds
• Failure to have the rider's machine in the start compound (when used) 15 minutes prior to the start time	20 seconds
• Starting or entering Parc Ferme with the engine running	60 seconds
• Failure to attend machine examination when held on day prior to start	20 seconds
• For every minute late at the start line	60 seconds
• For each full minute late or early at time check	60 seconds
• Overshooting a time check more than 2 metres past the officials	60 seconds
• Going through the tapes special test and not returning to the place from where the exit was made when it is safe to do so	Up to 5 mins added to rider's time

2. TIMECARD ENDURO STANDING REGULATIONS (LONG COURSE)

The National Sporting Code of the ACU and the Enduro Standing Regulations as varied by the Timecard Enduro Standing Regulations listed below shall apply to all Timecard Enduro Events together with the Supplementary Regulations and any Final Instructions issued for the event. All other Enduro Standing Regulations remain in force.

Definition of a Timecard Enduro (Long Course)

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

TCR 1 Eligibility

All riders and passengers must hold a current ACU or SACU licence.

Adults: 16 years old and over.

Youth Timecard Enduro Class

This is an optional class to run within an adult event that has no Highway or Public Byway involved. The age limit is 14 to 18 years. Riders must hold the Youth Timecard Enduro Licence. The key requirements are:

- Age Limit - 14 to 18 years.
- 14 years of age – restricted to a maximum machine capacity of 125cc.
- 15 years of age - restricted to a maximum machine capacity of 250cc.
- All youth riders must hold a current ACU or a SACU Youth time card licence.
- Course - Must be entirely on private ground. The event must not involve a highway, crossing or travelling along a Public Byway or using government owned Forestry Agreement Land.
- Number plates - White plate with black numbers on the front and sides.
- Distance and time schedule must not be faster than 'Clubman' schedule.
- The special test should be adjacent to the refuelling and start area.
- Time schedule should be slack throughout the event allowing time for riders to rest prior to the special test and sufficient time for rest within the service area.
- Youths must carry their own timecards/transponders.

TCR 2 Motorcycles

For events using the public highway, machines must be road legal. Timecard events not using the public highway, lights should be fitted unless otherwise specified in the Event Supplementary Regulations.

Tyres: Inner tubes/mousses may be replaced at any time during the event or in a multi-day event where a work area is provided but not whilst the bike is in Parc Ferme. Tyres may only be changed at the day's final time check between the white and yellow flag or the designated service area. Support crews may work on the rider's machines with the exception of changing tyres. The tyre change must be carried out by the rider once a wheel is removed.

TCR 3 Start Areas, Start Compounds and Closed Control (Parc Ferme)

The Event Supplementary Regulations must state whether a Parc Ferme or Start Compound is to be provided for single or multi-day events.

Start Areas

For events with no start compound or Parc Ferme, the start line area should be clearly marked to allow riders to queue and present their bike to the start line at their booked time.

Start Compound (no Parc Ferme)

Only riders may enter the start compound and regulations governing a Parc Ferme apply.

Parc Ferme

After administration and examination, the machine must be placed into a Parc Ferme. Where possible, this should be properly fenced, otherwise its limits should be properly marked and controlled by officials and security to ensure that only authorised persons may enter - Stewards, Clerk of Course and Officials. Riders and passengers may only enter when parking or collecting their machines and must not interfere with other machines. If any work or adjustments are made to a machine whilst in the Parc Ferme the rider is liable to penalty up to and including

disqualification. Machines must either have a fitted or temporary stand and must not be covered in any way whilst in the Parc Ferme.

TCR 4 Start and Restart

Number of permitted starters

The maximum number of starters per minute must be limited to 4 Solos and 2 sidecar outfits. This number may be changed by ACU Enduro Commission granting the permit. For events that use the public highway a Motorsport UK permit is required. Starters must be limited 180 riders and two riders a minute unless special exemption is obtained.

Starting Regulations (all procedures): 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 and ride to and cross the 20m line under engine power. Failure to do so will incur a penalty of 10 seconds. The rider may then start the machine by other means.

If a rider is not on the start line at their due time, the rider will not be penalised so long as they complete the correct procedure and crosses the 20m line within one minute of the rider's due start time.

Riders arriving more than one minute late at the start line will be penalised by 60 seconds per minute late. The time the rider arrives at the start line is to be the new start time. Riders more than 15 minutes late will be classified as retired and not allowed to start.

Starting Procedure for events with no Parc Ferme or Start Compound

Each rider must, prior to their start time, must push their machine on to the start line and only start after the signal.

Starting Procedure for events with a Parc Ferme and Working Area

Each rider will be allowed to enter the Parc Ferme 15 minutes before their start time and given 5 minutes to collect their machine and push it to the entrance of the work area. Access to the work area will be allowed 10 minutes before their start time. A rider starting an engine in the Parc Ferme or working area before starting signal is given is a penalty of 60 seconds.

Starting Procedure for events with a Parc Ferme only – no work area just a waiting area

Each rider will be allowed to enter the Parc Ferme 5 minutes before their start time and collect their machine and push it to the start / waiting area. Riders are not allowed to work on their machine in the waiting area.

Starting Procedure for events with No Parc Ferme but with a start compound.

Each rider will be allowed to enter the Start Compound 5 minutes before their start time and collect their machine and push it to the start area.

Restart

In a multiple day event, a rider who fails to be classified as a finisher or who fails to come to the start line on any day, may restart the following day under the following conditions:

- 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 or provided the rider satisfies the organisers on the above conditions they will be allowed to start the day and be eligible for championship points, if applicable.

On multiday events, riders who do not start Day 1 are still permitted to start Day 2. However, whilst eligible for points on day 2, any overall event points or event will be void.

TCR 5 Course and Mileage

Mileage: Organisers should ensure, where it is practical, 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 30mph. On Government owned Forestry land, the overall average speed must not exceed 25mph.

The overall time allowance should be 3 hours minimum, 9 hours maximum for single day event unless authorised by the permit issuing authority.

TCR 6 Time and Route Checks

Time schedules: These must show the time that a rider is allowed between time checks and should be set by experienced Officials who are mindful of the current conditions. Where riders are expected to complete a Special Test, refuel, or complete part of the course on the public highway, organisers are expected to set schedule times accordingly.

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

Indication of Time Checks: Time checks will be indicated by a white flag approximately 50 to 200m before the check depending on the approach speed and visibility of the check point. Two yellow flags must be placed before the control point or the required distance from the transponder timing to avoid false indications. These should be placed between 5m and 20m from the control point to ensure accurate timing and to control the approach speed of riders.

The area from the yellow flags to a point approximately two metres beyond the control table is considered is a designated no service and assistance area.

Procedure At Time Checks

- **Manual timing:**
 - a) The arrival time at a time check is the time the rider passes the yellow flags. This is measured as when the **front tyre** of the rider's machine has crossed an imaginary line between the two yellow flags.
 - b) The rider must immediately present their time card.
 - c) The onus rests with the riders to present a time card to the Time Check Official in a flat and legible condition.
- **Electronic timing:**
 - a) The arrival time at a time check for transponder timed events is the time the riders time is logged with the equipment.
 - b) It is recommended that organisers ensure there is an audible or visual notification that this has taken place such as a rider number displayed or a visible time.

Backup

At each time check the official is obliged to mark each rider's time card with the arrival time and keep a backup checklist showing all riders arrival times. A webcam video feed with timestamp can replace the need for a backup checklist.

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

Time Limit: Unless specified in the Championship or Supplementary Regulations. The maximum late arrival allowance at a time check is 30 minutes for Championship and Expert riders and 60 minutes for all other classes plus any time allowance for noise testing. Once this time is exceeded the rider is disqualified.

Route Checks. These may or may not be marked on the route card and will be indicated by blue flags approximately 20 metres prior to the checkpoint. Competitors must stop in order to have their passage recorded as required on their time card/transponder or a card attached to their machine. Any rider whose passage is not marked may be disqualified. Route checks are designed to ensure competitors stick to the marked route and it is recommended that organisers include at least one route check per day.

Penalties

- Riders overshooting the time check will receive a 60 second penalty in addition to any time penalties incurred (going beyond 2 meters passed the officials).
- Riders not stopping at a time check or returning riding against the direction of the course will be disqualified.
- A rider who misses a time/route check or arrives from the wrong direction is liable to penalty up to and including disqualification.
- A rider may pass the final time check of the day early, without penalty.
- Loss of time or route card will incur a penalty of 60 seconds. Loss of a transponder to be defined in the Supplementary Regulations / Final Instructions.

TCR 7 Special Tests

There shall be a minimum of two Special Tests per day for all riders apart from in exceptional circumstances of ForceMajeure. The same test may be used twice. These must be accurately timed and may be of Cross Country,

Motocross, Hill Climb type, or as specified in the Supplementary Regulations. It is desirable that the Special Tests be electronically timed with a backup system, if practicable. For ACU Championship Events, the Enduro Commission may specify the name of the timing company supplier.

Special Tests may be inspected on foot but NOT by any wheeled vehicle (including mountain bike, electric bikes, e-scooters) and breach of this rule renders the competitor liable to penalty up to and including disqualification. Any rider who fails to take the intended authorised route may be penalised by the Clerk of the Course if an advantage has been gained.

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.

It is recommended that for Championship class riders in Championship type events, there should be at least 15 minutes of test riding each day. Ideally, tests should last approximately 5 minutes.

Significant, diversionary routes on special tests are not permitted unless clearly signed and marshalled at all times. The marshal must replace tape and ensure each class of rider correctly follow their designated route.

On events that involve multiple days and the course is reversed, riders must have the opportunity to inspect the layout of the test on foot unless a sighting lap is provided. If significant changes are made to the layout, riders must be offered the chance to view the changes on foot.

Where it is practicable to do so, the speed of machines on special tests should be reduced through physical chicanes.

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

TCR 8 Restricted Speed (Blue Tape) Areas

All time controls, a service areas and non-transponder special test timing finish areas are deemed blue tape walking speed areas.

TCR 9 Refuelling

- The distance between refuelling points should not exceed 30 miles. (Under certain circumstances, this may be increased but **must** be approved by the Enduro Commission in advance and then clearly stated in the Supplementary Regulations.)
- No refuelling point shall be on the public highway (laybys may be acceptable but **must** be approved by ACU Enduro Commission in advance)

TCR 10 Time Penalties and Disqualification

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

See Appendix B of Enduro Standing Regulations for the full list of penalties.

3. SHORT COURSE TIMECARD ENDURO STANDING REGULATIONS

The National Sporting Code of the ACU and the Enduro Standing Regulations as varied by the Short Course Enduro Standing Regulations listed below shall apply to all Short Course Enduro Timecard Events together with the Supplementary Regulations and any Final Instructions issued for an event. All other Enduro Standing Regulations remain in force.

DEFINITION MULTI LAP SHORT COURSE EVENT

Timecard Enduro with a reduced length of lap greater than 2 miles and less than 10 miles. 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 (event).

SCR 1 Eligibility

All the riders and passengers must hold a current ACU or SACU licence. 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.

Adults: 16 years old and over.

A youth rider may compete as an adult at a Short Course Timecard Enduro subject to:

- a) 14 years of age – restricted to a maximum machine capacity of 125cc.
- b) 15 years of age - restricted to a maximum machine capacity of 250cc.
- c) All youth riders must hold a current ACU or a SACU Youth time card licence.
- d) Course - Must be entirely on private ground. The event must not involve a highway, crossing or travelling along a Public Byway or using government owned Forestry Agreement Land.
- e) Number plates - White plate with black numbers on the front and sides.
- f) Distance and time schedule must not be faster than "Clubman" schedule.
- g) Time schedule should be slack throughout the event allowing time for riders to rest prior to the special test and sufficient time for rest within the service area.
- h) Youths must carry their own timecards/transponders.
- i) A rider who chooses to compete as an adult cannot also compete as a youth at any time in the same event.

SCR 2 Entries

The ratio of competitors to course will be 45 riders per mile of course e.g.180 riders must have 4-mile lap distance etc. Sidecar: Half these figures. This recommended number may be changed by the authority granting the permit.

When a youth class is incorporated within an adult event or as a separate event, the ratio of competitors to course shall remain as defined in the adult event.

SCR 3 Start

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

SCR 4 Course

Enduro style over rough terrain of a minimum length of 2 miles. The overall time allowance should be 3 hours minimum, 5 hours maximum. Details must appear in Supplementary Regulations.

SCR 5 Time and Route Checks

Time checks will be at start/finish area which may also be a route/lap scoring check. There should be adequate route checks on the course. Time Checks to be laid out as per timecard regulations.

SCR 6 Special Tests

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

SCR 7 Motorcycles

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

Youth riders aged 14 and 15 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.

4. ALL-TERRAIN (RALLY) STANDING REGULATIONS (ATR)

The National Sporting Code of the ACU and the Enduro Standing Regulations as varied by the All-Terrain Rally Regulations listed below shall apply to all ATR Events together with the Supplementary Regulations and any Final Instructions issued for an event. All other Enduro Standing Regulations remain in force.

Description: A sporting event staged over varied terrain, predominantly Forest Roads and Tracks, and is intended to prove the skill and endurance of riders and the reliability of their machines. The event is aimed at production Trail motorcycles of all capacities and the route shall be planned accordingly. The route may be marked with route markers or may require the competitor to use navigational skill or may require a combination of both.

ATR1 Eligibility

All riders and passengers must hold a current ACU or SACU licence and be aged 16 years or over. Where the event includes the use of public highways, this must be managed in accordance with the requirements as outlined in the ESRs. Details must be stated in the Supplementary Regulations.

ATR2 Motorcycles

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

ATR3 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.

ATR4 Start

Start Order: Method of starting order will be stated in the Supplementary Regulations with maximum number of riders starting per minute being 4. Two riders for events involving road work.

Any rider starting late will not be penalised. However, for future time controls it will be assumed that the rider started on their allocated start time.

ATR5 Course

- 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 and the ESRs apply.
- 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 event 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.
- Numbered or Lettered boards are to 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, the principles of route marking as per the ESRs must be applied

ATR6 Time Controls 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.

Time controls and route checks must be set up as per the ESRs and Time Card Enduro Regulations.

ATR7 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".

ATR8 Refuelling

Refuelling may only be carried out at points designated by the organisers. Controls must be enforced as per the ESRs

ATR9 Penalties

Any rider arriving at a Time Control after their scheduled time will be classed as retired. All other penalties as per the ESRs.

5. HARE AND HOUNDS/CROSS COUNTRY STANDING REGULATIONS

The National Sporting Code of the ACU and the Enduro Standing Regulations as varied by the Hare and Hounds/Cross Country Standing Regulations listed below shall apply to all Hare and Hounds / Cross Country Events together with the Supplementary Regulations and any Final Instructions issued for an event. All other Enduro Standing Regulations remain in force.

Description: 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/Final Instructions.

H&H 1 Eligibility

Adult Eligibility: All the riders and passengers must hold a current ACU or SACU licence. 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.

Adults: 16 years old and over.

Youth Riders Eligibility to Compete in Adult Classes:

A youth rider may compete as an adult at a Hare and Hounds / Cross Country event subject to:

- d) 14 years of age – restricted to a maximum machine capacity of 125cc.
- e) 15 years of age - restricted to a maximum machine capacity of 250cc.
- f) White numbers on a black background
- g) A Youth rider aged 14/15 rider who chooses to compete as an adult cannot also compete as a youth at any time in the same event.

Eligibility Youth and Junior Riders - Aged 3 to 16 Competing in a Separate Support Event

See Section 11 for further details and conditions.

H&H 2 Classes

The Supplementary Regulations must state for the grading of riders based on their ability and where relevant, machine capacity.

H&H 3 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.

H&H 4 Numbers

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

H&H 5 Course

- 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.
- 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 course shall consist of mainly rough track and cross country going marked out as per the ESRs Course requirements.
- The number of laps and the time allowed must be stated in the Supplementary Regulations/Final Instructions.
- Where practical, in Hare & Hounds Cross Country events, it is recommended that a guided sighting lap be offered, details of which should be included in the Supplementary Regulations/Final Instructions.
- The start/finish shall normally be the only time check. There should be adequate marshals/route checks on the course to manage spectators and prevent course cutting.

H&H 6 Start Procedure

6.1 Start Controls

- The number of riders in each group must not exceed 40.
- The start interval between groups to be decided by the organiser with due regard to course layout and with the approval of the permit issuing authority (PIA). However, this must not be less than 30 seconds.

- 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.

6.2 Additional controls for events starting on Government owned Forestry Land

- The number of starters in each group must not exceed 4.
- The starting interval between groups will be decided by the organiser with due regard to the course layout and with the approval of the PIA. However, this must be not less than 10 seconds.
- Organisers must incorporate an adequate filter system to allow riders to join the course without impeding the progress of existing competitors.
- Dead engine start.

H&H 7Lap 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” Walking Speed area and marked as such.

H&H 8 Finish and Results

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 highest number of laps against the set time e.g. 2 hours.

Ties

Will be decided by:

- The number of laps completed; and
- The time taken to complete this number of laps.

If a session has to be stopped before the programmed end time. The results to be declared on the last completed lap.

H&H 9 Marshals

Organisers should place marshals at strategic points around the course to monitor safety and ensure control of event. All difficult sections must be marshalled. The number of marshals should be proportionate to the level of risk – see Youth and Junior section for further details and risk controls.

H&H10 Fire Point/Refuelling

10.1 Refuelling

A suitable and restricted area must be marked out adjacent to the course as a pit area as per the requirements in the Enduro Standing Regulations. The engine must be stopped during refuelling and refuelling may only be carried out in the designated area with the machine on an environmental mat.

H&H 11 Youth and Junior Classes Competing in a Separate Support Event

11.1 Youth and Junior Riders Competing in a Separate Support Event

Youth and Junior riders are permitted to compete in a separate support event to an adult class event or as a stand-alone event limited to Youth and Junior riders. All Youth and Junior riders must hold a current ACU or a SACU licence. One day licences are permitted.

The Supplementary Regulations must specify the different categories of riders. The categorisation of junior and youth riders must take account of age, height and physical ability of the rider, plus the requirements outlined in these regulations. Where there are doubts about the physical ability of a rider to compete in a class or when

entering a higher class, a 'Physical Eligibility/ Proficiency Assessment' must be carried out. A check must be made to ensure the rider can:

- Sit on Bike, one foot flat on the floor.
- Know how to Start / Stop the bike themselves (not required to kick start the bike themselves).
- Know to use the 'Kill Switch'.
- Be able to pick the bike up.
- Know the meaning of Yellow, Red and chequered Flag.
- Must be able to start from a stationery position unaided.
- Must be able to come to a stop safely.

11.2 Grading of riders

The following provides a framework for the grading of riders. Any changes to be specified in the Supplementary Regulations and subject to approval by the permit issuing authority.

Electric Balance Bikes Classes /Groups

Junior Groups - Electric Balance Bikes (EBB)		
A light electric-powered motor bike that has been specifically designed for kids with different wheel sizes taking account of age, height and physical strength		
Age Guide	Group	Wheel size
3-5 years	EBB 12	12 inches
3-8 years	EBB 16	16 inches
6 -10 years	EBB 18	18 inches

	Age	Machines
Groups 1 - Novice & Junior Enduro Riders	4-8 years	Fun Bike 50cc, Beginners 50cc, Beginners Fun bike up to 110 cc or Electric Trials Bike
Group 2 Junior Enduro Riders	6-14 years	50cc, 65cc Beginner 65cc, Beginner 85cc (BW & SW can be split), Fun Bike Open up to 125cc
Group 3 Youth Enduro Riders	10-16 years	85cc Small Wheel, 85cc Big Wheel, 125cc/150cc Beginner 125cc /150cc & Fun Bike.

Machine examiners must ensure that all machines in Junior support events are fitted with an ignition cut-out which disables the machine when the driver dismounts.

11.3 Additional Course Controls for Youth and Junior Events

Core principles:

- a) The design and length of the course must take account of the age group and lack of rider experience.
- b) Tracks should be marked with plastic or small wood stakes and breakable tape.
- c) If a track has Chestnut paling, a neutral zone of a minimum distance of 1 metre must be provided to protect riders against the Chestnut paling. This must be marked with plastic pegs, plastic pegs and tape or small wooden stakes.
- d) Any rope catch fencing must be at least 3 metres back from the marked track. This fence must have two ropes, the top rope set at approximately 600mm to 750mm high from the ground, and the second must be set at 50% of the height of the top rope.
- e) The ratio of competitors to the length of course for Junior and Youth riders must not exceed 30 riders per mile of course.

Electric Balance Bikes (EBB) 3 year to 10 years

1. EBB classes must not run with any other type of Junior or Youth motorcycle classes.
2. Separate classes to be provided taking account of age groups and ability.
3. The length of the course must not exceed 500 metres.
4. A maximum of 20 riders are allowed to start in any session and the length of session must not be more than 12 minutes.

Group 1 Novice and Juniors Riders – 4 to 8 years of age

- The course should not exceed 1 mile for Group 1 Novice and Juniors.
- The duration of the event to be based on the ability of the riders competing but should not exceed 45 minutes.

Group 2 Juniors (6 to 14 years of age) and Group 3 Youth (10 to 16) Courses –

- The course for Group 2 Juniors riders should not exceed a distance of 2 miles.
- The course for Group 3 Youth riders should not exceed as distance of 4 miles.
- The minimum time allowed shall be 1 hour and a maximum of 2 hours.

Marshalling of Youth/Junior and EBB events

Marshals must be provided at strategic points around the course to ensure riders can be easily monitored, and marshals can easily gain access to fallen riders. Any difficult sections must have a marshal present. Travelling / incident response marshals must be provided to gain quick access to any fallen rider or a rider that requires assistance. The younger the age category of rider, the higher level of marshalling is required. Parents, relations and friends of youth and junior riders must be advised to keep off a live track unless formally signed on as an event marshal or official. Electronic aids such as transponder monitoring /tracking should be used where these are available to monitor riders.

Protective clothing

EBB Class Bikes

Long trousers, race pants or jeans, long sleeved tops, closed boots, preferably ankle boots or sturdy boots as a minimum. Full face helmets preferably. However, Cycle helmets, properly fastened are acceptable. Riders must wear gloves. Long hair needs to be tied up and inside the rider's helmet.

Other Youth Riders

Protective clothing as per ESR.15. Suitable strong clothing must cover legs, arms and body. Knee length boots and gloves in leather or other approved material must be worn. Helmets and clothing must be presented to machine examiners.

H&H 12 Special Regulations for 2 Rider Teams in Hare & Hounds

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.

H&H 13 Short Course Timecard Events with supporting youth and junior riders

Short Course Timecard Enduros events for adults that additionally cater for Youth or Junior Riders competing before or after the main adult event, must ensure that this is specified in the Supplementary Regulations. The Adult event must be run under the Short Course Regulations and the Youth section run in accordance with Hare and Hounds Regulations and associated risk controls.

6. SPRINT ENDURO - STANDING REGULATIONS

The National Sporting Code of the ACU and the Enduro Standing Regulations as varied by the Sprint Enduro Standing Regulations listed below shall apply to all Sprint Events together with the Supplementary Regulations and any Final Instructions issued for an event. All other Enduro Standing Regulations remain in force.

SER 1. Description

Sprint Enduro events are a test of speed, endurance and reliability, based on the rider riding a number of special tests which are marked off-road courses. From controlled individual starts, competitors are required to complete a series of timed sessions. An event can consist of one or more special tests linked by a liaison section. A rider may be issued with a timecard.

SER 2. Eligibility and Age of Riders

As per the Hare and Hounds Regulations for adults and youth.

SER 3. Classes and Machines

- Based on the principles outlined in the H&H Regulations, the Supplementary Regulations must state for the grading of riders based on their ability and where relevant, machine capacities.
- Enduro or MX machines may be used. As there is no road work involved lights are NOT required.
- The changing of any part(s) during competition is permitted.
- In the event of a machine failure a rider may change bikes between tests (not during a test) as long as it is of the same capacity.

SER 4. Refuelling

A refuelling area to be provided unless riders are servicing their machines at their support vehicle in between special tests.

SER 5. General Including Penalties

- A sighting lap is recommended.
- Riders should compete each special test in class order.
- Prior to the start of the special test, a waiting zone should be provided. Riders and permitted one mechanic/helper in the waiting area.
- Start Marshals will call riders to the waiting area, where riders will move forward to the start position and wait until the start authority is given.
- Riders in all classes, may receive a late start penalty if they miss their start position by five or more places unless they have mechanical issues and have reported this to the Start Marshals.
- If a rider misses their start position, they will be started when directed by the Start Marshal.
- The penalty for late starting is 30 seconds. This penalty applies only to the lap during which a rider misses their start position.
- Failure to start any given special test or failure to complete a special test (e.g. due to mechanical problems), the rider will be awarded the time of the slowest overall rider in their class plus 10 minutes. If the rider fails to start more than one special test, the rider will be classified as a 'non-finisher'; but may still compete on a no awards basis if approved by the organiser.
- There will be no 'late arrival at start' penalty applied to a competitor who fails to start any lap.
- **Classification:** The cumulative total of a rider's times and any additional penalties will be used to determine the final positions in each class

Guidance

- For the sighting lap and Special Test 1, all riders will line up in class order and be called to the start of the test by the marshals.
- Riders will be called to a waiting zone approximately 10 minutes prior to the start of each special test lap. It is then the rider's responsibility to ensure they arrive in the waiting zone in good time.
- From Special Test two onward riders will start in time order, fastest to slowest.

7. EXTREME AND SUPER ENDURO - STANDING REGULATIONS

The National Sporting Code of the ACU and the Enduro Standing Regulations as varied by the Extreme Standing Regulations listed below shall apply to all Extreme Events together with the Supplementary Regulations and any Final Instructions issued for an event. All other Enduro Standing Regulations remain in force.

These regulations also define arrangements for Super Enduro Tests used as part of some Timecard Enduros or a standalone indoor event in a stadium.

EESR 1. Description

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. For these regulations, this includes Super Enduro Special Tests and Super Enduro Stadium (arena) events.

EER 2. Eligibility and Age of Riders

Adults 16 and above.

Youth Riders Eligibility to Compete in Adult Classes:

A youth rider may compete as an adult at an Extreme event subject to:

- a) 14 years of age – restricted to a maximum machine capacity of 125cc.
- b) 15 years of age - restricted to a maximum machine capacity of 250cc.
- c) A Youth rider aged 14/15 rider who chooses to compete as an adult cannot also compete as a youth at any time in the same event.

Youth competing in a separate event to adults:

Youth riders competing in a separate event to adults are restricted to between 12 and 16 years of age – minimum of 80cc and maximum of 150cc. The event supplementary regulations to specify sub-classes.

Ideally youth riders should have experience of hare and hounds, sprint enduros or trials before riding their first extreme event or super enduro test.

Super Enduro Test: Timecard Enduros using the public highway which include a Super Enduro Test, classes as per ESRs and Timecard Regulations.

EER 3. Classes and Machines

- Based on the principles outlined in the ESRs. The Supplementary Regulations must state for the grading of riders based on their ability and where relevant, machine capacities.
- Enduro or MX machines may be used. As there is no road work involved lights are NOT required.
- The changing of any part(s) during competition is permitted.

EER 4. Course

4.1 Extreme Enduros

The ratio of competitors to course will be no more than 45 riders per mile of course or part thereof, e.g. 180 riders must have 4-mile lap distance. For very short extreme courses the ratio of riders 10 riders per ¼ mile of course. 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.

4.2 Super Enduros/Tests

The course is predominately man made with obstacles such as logs, rocks, tyres and jumps.

For super tests as part of a Timecard Enduro, the track can be laid out in a figure of 8 shape designed for 2 riders riding side by side. Each rider to then compete 2 laps.

EER 5. Start Procedure

5.1 Start Controls

- The maximum number of riders in each group must not exceed 40.
- However, this must not be less than 30 seconds when starting groups more than 40 riders.
- 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.
- Extreme event, normally a dead engine start.
- Super Enduro Special Tests and Stadium Arena Tests riders may have their engine running.
- Super Enduro Special Tests are limited to 2 riders starting together.

EER 6. Refuelling

A refuelling /servicing area to be provided with controls as per the ESRs.

EER 7 Finish and Results

7.1 Extreme and Super Enduro Stadium

The winner overall and of any respective classes will normally be achieved by the riders who have achieved the highest number of laps against the set time.

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

Ties

Will be decided by:

- The number of laps completed; and
- The time taken to complete this number of laps.

If a session has to be stopped before the programmed end time. The results to be declared on the last completed lap.

7.2 Super Enduro Test results

As per special test timing to 100th of a second.

EER 8 Penalties

Penalties as per the ESRs. Outside assistance by marshals and officials is allowed in designated help zones.

EER 9 Safety Precautions

In addition to the safety requirements outlined in the Enduro Standing Regulations, for the control of spectators, the planning of Extreme and Super Enduro formats should include extra safety protection through for example, taping and metal barriers to make a neutral zone where it is foreseeable that riders and machines could fall and potentially land in spectator areas.

For super tests format on a very closed circuits, an arena or area completely fenced off is recommended as per Enduro GP events. The needs also take consideration of emergency access.

8. ENDURO OFFICIALS

QUALIFICATIONS AND CONDITIONS

Officials are divided into two categories:

- Those that are Licensed and those that are Registered.
- No Fees are payable in respect of any Licences or Registration or for the appropriate form of identification issued.

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

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

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

NOTE 1 CLERK OF THE COURSE GRADES

Regional must attend a seminar held by an ACU Enduro Commission member or persons first approved by that Commission.

National must attend a national seminar organised by the ACU Enduro Commission and must also comply with specific criteria.

NOTE 2 STEWARD GRADES

Regional may be appointed by the Centre that the event takes place within.

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

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

Seminars and training for licencing including assessments, may be held online subject to approval by the ACU Enduro Commission.