



Enduro / Moto Duro & Hare & Hounds Rule Book

AMCA RULES INDEX

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MUST BE READ IN CONJUNCTION WITH SUPPLEMENTARY REGULATIONS ISSUED BY ORGANISING CLUBS.

1 ENDUROS

Definition of Enduro: A long distance timed trial or endurance and reliability. Not including observed sections. Mileage in excess of 10 miles per lap.

This is the name given to long distance timed endurance cross-country events catering for most types of off-road machines including Enduro, Motocross, Trail and Trial bikes. Some events may include a limited number of sidecars and/or Quads. If clubs run events that use the public highway the bikes must be road legal with current tax/insurance/mot/ with road legal tyres working lights/horn etc. to conform with the current legal requirements. The organising club to specify these on the regulation form for such events.

2 SHORT COURSE / HARE AND HOUNDS TYPE OF ENDURO

Competitors will be required to complete a number of laps within a time set by the organisers. The number of laps and the time allowed will be stated in the Supplementary Regulations. The event may be split into 2 halves – the course can be reversed for the second half.

Definition: Multi lap short course held under Enduro Regulations with variations.

3 NUMBER OF RIDERS PER EVENT

Terrain must be taken into consideration. Entries should be in the ratio of the length of the course – 30 riders per kilometre or 0.621 miles. 150 riders should have a lap of at least 5km (3 miles).

Maximum number of riders 300 = 10 mile lap.

Special concession could be included for a longer lap, after consultation with the AMCA Office.

4 MOTO DURO'S

Competitors will be required to complete a number of laps in a one hour period. Unlimited classes, (May be split into MX1 and MX2) Experts/Seniors/Clubmen. Dead engine start – 30 seconds between classes.

Finishing procedure, one hour after the start, all riders to be stopped at the lap van and proceed back to the paddock in an orderly manner very slowly. 10 minutes will be added for stragglers to finish. Overall winners and placing – each one hour leg will be counted separately and scores added together. Ties decided by the best results from the second leg. Course cutting will result in one lap deducted.

5 AGE LIMITS

YOUTH CLASS (9-15 YEARS)

For Short Course/Hare and Hound and Motoduro type of events "special age limit" (Youth)

classes may be introduced. Sessions for Youth riders will be restricted to 1.5 hours maximum, preferably on a shorter / reduced circuit. It is the responsibility of the organising Club to determine the courses suitability for Youth riders. Minimum age will be 9 years old, Youth riders aged 9 years to 15 years will ride together and will be restricted to the following machines. Maximum c.c. allowed in any special class races will be 85cc – 2 stroke or 150cc – 4 stroke.

ADULTS CLASS AGE RESTRICTIONS - YOUTH IN ADULT RACES

The Minimum age limit of riders competing is 13 years old. Any riders aged between 13 and 15 years old will be allowed to compete with adults providing the entry is received through the AMCA Office prior to the event and will be dependant on the riders ability. Riders in this age group will be assessed by the organiser before being allowed to compete.

13 – 15 year olds are restricted to – (Up to 145cc 2 stroke or 250cc 4 stroke)

15 year olds can only ride bigger capacity machines in exceptional circumstances, the rider must have AMCA written authority but only in the adult classes.

RIDERS AND PASSENGERS UNDER 18 YEARS OF AGE (MINORS):

In order to conform with the Children's Act legislation, additionally, for every rider or passenger who is under 18 years of age a Parental Agreement must be signed. This is incorporated in the Annual Competition and Trials Registration Form and once completed will serve as the riders Annual Parental Agreement. No further forms or proof of Parental Agreement are necessary. All minors will be bound by the directions of parent(s), guardian(s).

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

6 COMPETITION LICENCE APPLICANTS

Fees for Enduros will include the cost of a Personal Accident Insurance Premium. Details can be found in the AMCA Standing Regulation and Sporting Code

All applicants for registration will send one passport pictures; must be included in the registration, which the holder should take to all AMCA events and the other for AMCA records. Members who return the previous registration when renewing their registrations need not send any photos providing the registration contains an up-to-date photo of the applicant and the AMCA has a similar photo in the records. All licences are renewable on January 1st.

The AMCA Motocross “A” Type Licence covers competition in all disciplines (Motocross, Enduro & Trials)

6A REGISTRATION SCHEME

In order to compete in AMCA Authorised events riders must apply for an AMCA Registration, the scheme will cost £15.00 and will expire on 31st January 2010. The registration scheme fee will also include issues of the AMCA members magazine (6 issues per annum) posted directly to home addresses.

AMCA Registration Scheme for Enduro / Hare & Hounds and Moto Duro events has been created to get accurate numbers of riders who compete in off road motorcycle sport. Whilst the AMCA have the records of any riders who compete in AMCA events who are licence holders in any in any discipline of the sport, non licence holders are obviously a great number of riders who compete that are not registered with the AMCA. Please co-operate by completing this form and returning to the AMCA Office. Information can then be generated from these figures to inform Government departments of actual numbers of off road riders competing in this country. Information, that as yet, no organisation is able to provide. The database created from these records will be treated as private and confidential - the AMCA does not release its membership data base.

Note! Registration is not the same as an AMCA licence, a licence includes an insurance element. AMCA Licence applications forms can be obtained from Club Secretaries, the AMCA licence cost is £15 plus £30 public liability insurance, which will enable the rider to compete at a lower entry fee. Riders who apply for a Registration fee can at any time during the year apply for an AMCA Enduro licence by completing a licence form paying the £30 Public Liability Insurance fee, and enclosing the registration card with the application. Riders with AMCA licences will be charged a lower entry fee.

7 ELIGIBILITY TO COMPETE IN EVENTS

ELIGIBILITY

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

8 ONE DAY REGISTRATIONS

Any person wishing to compete can at present do so without being a member of any club or affiliation, but registration forms will need to be completed. (See 6.a. Registration Scheme above).

9 RIDERS WHO COMPETE IN BOTH MODERN AMCA MOTOCROSS AND ENDURO EVENTS.

Riders who wish to ride in AMCA Motocross should apply for an AMCA Licence with the Association and will be issued with a racing number, which will cover Enduros, but a rider must be a member of an AMCA Motocross club. A rider who applies for an 'A' type Licence for modern Motocross will be covered for Enduros as he has paid an Annual Premium.

10 CLASSES

Will depend on organising clubs discretion, but must be clearly stated on regulations. Most Enduro events separate the different types of machine into different classes and depending on

ability riders may be graded Expert, Clubman or Sportsman.

Any riders under the age of 16 (if allowed) will NOT be allowed to compete with any other classes.

11 ENTRIES

Within seven days of the receipt of the completed entry form, the Organisers should notify riders of the position with regard to their entry and whether the entry has been accepted, or has been refused.

The closing date of entries, the conditions for return of Entry Fees and any other special requirements will be contained in the Supplementary Regulations. All Supplementary Regulations must carry the telephone number of a responsible official.

LIMITATIONS OF ENTRIES

If entries are to be limited, the maximum number and method of limitation (i.e. in order of receipt, by ballot etc.) will be stated in the Supplementary Regulations.

INSTRUCTIONS TO RIDERS

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

ENTRIES THROUGH THE AMCA

Entries for the Enduro type events, if required, can be dealt with by the AMCA Office, the 3rd Party Liability Insurance premium, and Personal Accident Insurance deducted and the balance returned to the organising club. Clubs taking this option would, after the event send the Late Entry insurance fees to the AMCA office after each event together with the signing-on sheets.

12 HELMETS

Helmets must conform to the British Standard Institution BS6658-A, BS6658-B. or UN ECE Regulation 22 ECE22-05. Snell Memorial Foundation Snell M95 or M2000 (individual approval only). These are the only standards that are acceptable. Non fibre glass helmets must NOT have racing stickers on, and riders must not paint or deface non fibre glass helmets with stickers or adhesive labels or tape. No additional holes to be drilled other than those provided in the manufacture of the helmet i.e. for face masks etc.

Helmets with detachable fins are allowed. BS6658 type A.

Helmets must be worn at all times whilst the machine is being ridden, including in 'run off' areas.

13 SHIRTS

The use of open necked button up the front shirts is prohibited and the purpose made jerseys are recommended.

14 GLOVES

All solo and sidecar riders are recommended to wear gloves. This does not apply to sidecar passengers.

15 BREACHED, BARBOR TROUSERS AND LEATHERS

Purpose made must be used.

16 BOOTS FOR RIDERS, BOTH SOLO AND SIDECAR

Must be knee length, i.e. minimum of 14 inches (35.56cm) from heel to the top of the boot. The use of rubber boots is strictly forbidden.

COMPETITION APPAREL:

It is the sole responsibility of the riders to select a helmet and apparel which will provide appropriate protection. The AMCA does not endorse or certify any manufacturers or products. The rider must rely on his own judgement in the selection of any helmet and apparel for durability and safety. Certain British Standards for helmets are laid down in the Rules and must be complied with.

17 IDENTIFICATION DISCS

All Riders and passengers are recommended to wear identification discs around the neck or waist during the event. The disc should have the riders Name, Date of Birth and the wearer's blood group.

18 PRE RACE INSPECTION (PRI)

Each machine and rider must pass (PRI) before going onto the track, machines must be fitted with a silencer.

Twist grips have to have self-closing throttles, that shall return and be secure. Clutch and front brake levers must be of ball end lever type. Cut outs to be operative.

Each machine to be marked with a clear identity mark, after it has been checked and the riders have "signed on", Riders Helmets, clothing and boots to be looked at as riders go to the start line.

This is not a mechanical safety check. The mechanical safety of the machine is the riders own responsibility.

19 EQUIPMENT OF MACHINES

Competition machines must be equipped with two efficient brakes, one to each wheel of the motorcycle. One brake must be foot operated and must lend itself to immediate application with the rider's foot on the footrest or footboard.

Machines must be equipped with a multi-speed gearbox, the clutch and front brake lever must be of the ball end type. Primary chains must be fully enclosed.

4 Stroke machines - closing throttle cable MUST be in place where originally fitted to the

machine. Chain guards MUST be in place where fitted as standard. (MX 26/04/08)
Throttles must be shut off, so that the machine stops to tick over when the throttle is released.
All machines must be fitted with an effective kill button.

20 NUMBERS

Machines must be equipped with three (3) plates, one facing forward and one each side to the rear of the swinging arm pivot bolt and to be clearly visible when the rider is on the machine (sitting or standing).

Recommended to be a minimum height of 6 inches (150mm) and one inch (2.2mm) in width.

21 COLOURS OF RACING NUMBERS

As directed by Supplementary Regulations.

22 TYRES - RECOMMENDATIONS

Recommended – the use of enduro (or trials tyres at some venues) except events based around established motocross circuits. The reduction in land damage is dramatic and definitely worthwhile – many venues have been saved by imposing this rule.

Tyres optional unless stated in the Supplementary Regulations for the event.

23 FUEL

There will be no restriction on the type of fuel used, but the organisers may restrict the use of 'dope' at their discretion.

24 PETROL CONTAINERS - LEGAL REQUIREMENT

Must be metal or plastic containers with screw -on top and must have the following:

- (a) The manufacturer's name.
- (b) The month and year of manufacture.
- (c) The nominal capacity of the container in litres and half-litres rounded down to the nearest half litre.
- (d) The words and figures "complies with S.I.1982.630"
- (e) The words "PETROL" and "HIGHLY FLAMMABLE".
- (f) The appropriate hazard warning sign.
- (g) An appropriate phrase(s), in English, indicating the precautions to be taken.
- (h) Allowed to carry a maximum of 6 gallons (27.27 ltrs) in the three 2 gallon (9.09 ltrs) containers.
- (i) The use of petrol at an event s allowed from the authorised container into the machines petrol tank.

25 GAS

Any vehicle, which carries a pressurised gas bottle, must display a warning sticker (Legal Requirement). Do not store petrol near Gas Fridge vents.

26 NOISE

All machines must be within the noise level for AMCA Enduros of 96 BA. Organising clubs if appropriate may impose a lower noise limit, which must be stated in the Supplementary Regulations for each event. Noise tests may be taken before, during or after an event and the Clerk of the Course or any other appointed official may exclude any machine considered to be excessively noisy during an event with or without a static test.

27 NOISE LEVELS

Noise levels to be 96 decibels, measured with a noise meter 18 inches from the end of the exhaust at an angle of 45 degrees. Where this is not possible (sidecars) the meter will be placed 45 degrees above the machine. Should any machine be found to be exceeding the noise limit, the rider shall be excluded from the meeting. In the event of a rider being excluded, he will not be allowed to ride at a meeting where a noise meter operator is present until he has passed a static test, where the machine will not exceed 100 decibels. An independent person may be called for, by the noise meter operator, to operate the machine throttle, if he feels the rider is not opening the throttle sufficiently.

28 SILENCERS

Machines must be fitted with a silencer. A silencer is a separate device fitted to an exhaust system specifically designed to reduce the noise level emitted from the exhaust. An expansion box is not a silencer. Any rider whose exhaust falls off or becomes faulty during an event may continue at the discretion of the Clerk of the Course.

29 NOISE METER GUIDELINES

TRACKSIDE TESTING

The following method should only be used as a guideline to “identify” which machines are “noisy”, Individual testing should be carried out as this rulebook states (see below)

- (1) The test should take place when a machine is under power, e.g. exiting a corner onto a straight.
- (2) The noise meter should be at a 90 degree angle to the racing line.
- (3) The noise meter should be at a distance of 7.5m from the racing line.
- (4) If a machine exceeds 102dB then this may indicate that the rider’s machine may be over the noise limit. A static test should be carried out to see if this is the case.

SOUND CONTROL – STATIC TEST

(1) With the microphone placed at 50 cm from the exhaust pipe at an angle of 45° measured from the centre-line of the exhaust end and at the height of exhaust pipe, but at least 20 cm above the ground. If this is not possible, the measurement can be taken at 45° upwards.

(2) The rider shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified Revolutions Per Minute (RPM). Measurements must be taken when the specified RPM is reached.

(3) The piston speed for Motocross (13m/s) is an equivalent approximate figure, for reference only. For convenience, made possible by the similarity of engine stroke on current Motocross machines, within capacity classes, the test will be conducted at a fixed RPM :

Up to 85cc	8,000 RPM
Over 85 cc up to 125cc	7,000 RPM
Over 125 up to 250cc	5,000 RPM
Over 250 cc up to 500cc	4,500 RPM
Over 500 cc	4,000 RPM

(4) The sound level for engines with more than one silencer will be measured on each end.

(5) Sound limits in force - Max. 96 dB/A measured at a fixed RPM (see 3).

(6) The surrounding sound should not exceed 90 dB/A within a 5 metres radius from the power source during tests.

(7) Apparatus for sound control must be to international standard IEC 651, Type 1 or Type 2. The sound level meter must be regularly calibrated for control and adjustment of the meter during periods of use.

(8) The "slow response" setting must always be used.

(9) 'A' weighted setting on sound level meter.

(10) Due to the influence of temperature on sound tests, all figures are correct at 20°C. For tests taken at temperatures below 10° C there will be a + 1 dB/A tolerance. For tests below 0°C, a + 2 d/BA tolerance.

(11) Tests should not take place in rain or extreme damp conditions. Machines considered excessively noisy must be individually tested if conditions allow.

(12) In other than moderate wind, machines should face forward in the wind direction. (Mechanical sound will blow forward, away from microphone).

(13) Always round down meter reading, that is: 100.9 dB/A = 100 dB/A.

(14) Type 1 meter : deduct 1 dB/A Type 2 meter : deduct 2 dB/A

(15) Ambient temperature :

Below 10° Celsius : deduct 1 dB/A

Below 00° Celsius : deduct 2 dB/A.

All tolerances are accumulative.

ON THE DAY PROCEDURE

30 SIGNING ON

It is the responsibility of each rider to sign on the officials "Signing On" sheet before he/she goes out to compete.

The purpose of signing on is to indicate that your machine has been examined and that you are accepting the conditions as listed below and which are included on the top of the signing on forms.

If you, the rider, or your parents and guardian (in the case of riders under 18) have any doubts about the competence of the track, officials (including the First Aid) or are concerned about the safety of the course, or your own ability to negotiate the course, or are concerned about the conditions of your machine or doubt the competence of fellow competitors you should not participate and you should request the return of your entry fee before the event begins. Contact the official who is handling entries.

IF YOU DO NOT WISH TO RIDE - DO NOT SIGN THE SIGNING ON SHEET

PARTICIPANT/RIDERS ARE SOLELY RESPONSIBLE FOR THEIR OWN SAFETY.

PRACTICE IS NOT ALLOWED AND ANY INFRINGEMENT MAY LEAD TO DISQUALIFICATION.

31 START

Will be controlled with each class and/or grade starting at intervals and a dead engine. Start may be used at the organiser's discretion.

32 CHECKS

A fixed check at which all competitors may have to stop each lap will mark the finish line. Additional checks may be used around the course to prevent course cutting.

33 RE-FUELLING

Engines must be stopped during re-fuelling and no smoking allowed in the pit area. No vehicles will be allowed to enter the pit area except competitors. Re-fuelling can only take place in the official pit area during the event. Only pit crew allowed in the Re-fuelling area.

34 COMPETITORS IN PUBLIC ENCLOSURE (INCLUDING PADDOCK)

No competitor will ride their machines in the paddock or on that part of the field reserved for the general public. A BREACH OF THIS RULE, WHICH IS TO BE STRICTLY ENFORCED, WILL ENTAIL

IMMEDIATE SUSPENSION FROM THE MEETING. The penalty will be a two meeting ban, during which time the rider must marshal twice. Riders who push their machine with engine running will be penalised and must marshal at one event before riding again.

No riding will be allowed off the track unless in specially roped off runs from the track. Engines will be stopped when pushing machines and there should be a roped off alley for riders to the highest point of the paddock. Riding in this alley should be at walking pace only.

THE RIDING OF MOTORCYCLES BY CHILDREN IS NOT ALLOWED. EITHER IN THE PADDOCK OR THE PUBLIC ENCLOSURE AREAS.

35 FIRE EXTINGUISHERS

Each rider's vehicle parked in the paddock area must be fitted with fire extinguishers, which should be carried in that vehicle. The minimum sizes if fire extinguisher is to be 2.5BCF or Dry Powder type (2.25kg). Recommended extinguishers are fitted with a dial gauge.

36 RIDERS CONDUCT

RIDERS ARE RESPONSIBLE FOR THOSE WHO ATTEND EVENTS WITH THEM.

If any person conducts themselves in a manner which is not acceptable to the AMCA, or any of its affiliated Clubs, and it is not possible to discipline the persons involved, then the rider will be held responsible and may be disciplined.

If dealing with someone under the age of 18 years the parent/guardian must be in attendance, if the organising club/group has an appointed Child Protection Officer, they should also be invited to attend.

Any penalty imposed on under 16 year old riders, must be alternative to marshalling duties. (I.e. picking up litter etc.)

Penalties:

Warnings

Should not be held in a public place, ensure 3 of 4 officials are present,

Time/points penalties

Time/points penalty affecting the rider's results.

Withdrawal of Championship points

Affecting the riders championship position.

Disqualification

The maximum period a rider can be banned for at an event is for 2 events. During this period the rider or the Officials involved may request a "hearing" (see below) which should be

conducted by an Appeals Committee.

Suspension of AMCA Licence

For specified periods of time. i.e. 2 weeks ban for 3 months.

Exclusion

Withdrawal of AMCA Licence

Riders should be aware that instant suspension from an event can be made for the following offences, cases can be referred to groups, motocross or appeals committees to impose higher penalties:

1. Any act which is of a violent, threatening or abusive nature to any official, rider, passenger or any other person.
Note! Any hearing called as the result of any act of violence will be referred to a hearing committee which will be held at the AMCA Office.
2. Any rider involved in behaviour that is likely to bring the sport, the name of the Association and its Clubs into disrepute. i.e. bad language, dropping of litter, standing in prohibited areas
3. The carrying of extra passengers on machines in run off areas.
4. Competing or attempting to compete in any AMCA authorized event without the proper paperwork being completed.
5. The use of Power Washers in areas not allowed by the organising Club.
6. Riders and passengers not wearing helmets when machines are ridden.
7. It is an offence for riders to un-necessarily take their hands or feet off their machines whilst riding.
8. Gaining admission without paying for non-ticket carrying spectators.
9. Parking of vehicles in areas not allowed and this includes camping overnight without prior permission.
10. The digging of holes for camping purposes and the use of equipment for leveling up of vehicles i.e. stakes for putting under wheels is not allowed.
11. Riding of machines in the paddock or on any part of the circuit reserved for the general public. Or Riding a machine at times and in places not allowed by the organising Club.
A 2 week marshalling ban will be imposed.
Riding in an area reserved for the general public and causing injury will be referred to a 'hearing'.
12. All race personnel, officials, riders, mechanics, photographers or anyone associated with riders must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Besides affecting the safety of the event, any such use is inconsistent with the concept of good sportsmanship and is detrimental to the sport.
Riding in the paddock. A 2 week marshalling ban will be imposed.

- Riding in the paddock resulting in injury to any other person will be referred to a 'hearing'.
13. Pushing machines with the engine running – Riders will be penalized for one week. See Rule 60.
 14. Failure to stop when flagged by a marshal or official. A competitor failing to stop when flagged by a marshal or officials renders himself/herself to suspension for the remainder of the meeting. This will also apply to practice. See SR-6
 15. Riders who have registered for the season with the AMCA and who then ride elsewhere when the AMCA has a ride for them will have a penalty of a 2 week marshalling ban if they have not obtained prior written permission from the AMCA Office.
 16. Course cutting will result in one lap being deducted.

Note: Any decision to ban a rider on the day of the event to be taken by one of the following; Clerk of the Course, Stewards and Event Secretary

NOTE! Any person found to be guilty of an act of violence –

- a. minimum period of suspension of AMCA licence recommended 6 months. Maximum period of suspension will depend upon the severity of the offence
- b. any person who is not a licence holder and not connected to a licence holder would be excluded from attending AMCA events indefinitely
- c. an AMCA licence holder will be considered responsible to any person who attends events with them,
and will be disciplined as well as action taken against the offender

HEARINGS

Clubs are able to arrange disciplinary hearings and any person required to attend must be given written notice of the hearing and informed that any witnesses they may wish to attend will be able to do so. A written statement will be acceptable. Anyone not attending may be dealt with in their absence providing every opportunity has been made for the person(s) to attend.

At a hearing, only one member per Club will hear the evidence and witnesses to the incident will only be allowed into the hearing one at a time.

APPEALS TO APPEALS COMMITTEE

Any person or club who is disciplined by a club hearing and feels the hearing was not fair or that the penalty was too harsh, may appeal to the AMCA Appeals Committee in writing including a deposit of £50.

Hearings to this committee are not automatic, they will only be granted if the reasons for the appeal are considered valid.

Any decisions by either the Appeals Committee will be final and binding.

At all disciplinary hearings, any persons having a connection, either financial or as a relation, to any person having a hearing should declare that interest.

Appeals against 'automatic' bans may be heard by an AMCA appointed committee rather than a club committee. Appeals are not automatic and will only be granted if the reasons are valid.

SUSPENSION OF MEMBERSHIP

Disciplinary Action - For any rider who is stopped from riding for a limited period, he/she must marshal (or observe at Trials) at AMCA events and he/she must ensure that an Official of the organising Club witnesses this and that the Stewards include confirmation on their reports.

An offender must carry out the duties themselves and should arrange with the organising Club(s) beforehand. Marshalling at a riders own Club event will not count.

If the rider is under the age of 16 years alternative duties may be found.

Any rider suspended shall return his/her Licence to the AMCA Office. Any delay in handing it back will be added to the term of suspension. When a rider is suspended it applies to all types of AMCA events. Any rider given a suspended sentence of his/her AMCA membership will have the sentence automatically cancelled after a year for each month imposed, i.e. a rider given a three month suspended sentence of his/her registration will then have it lifted after 3 years.

Any rider banned or suspended from riding in AMCA events will not be able to compete with other organisations such as the ACU, BSMA and YMSA who have all agreed to honour any penalty imposed by any of the other organisations.

GUIDE TO ORGANISERS

37 LAYOUT

The re-fuelling area should be roped off and also any other areas where spectators are likely to stand. The course should be marked with flags and similar markers. Bends, which allow for course cutting should be taped. Markers placed in pairs may be used to indicate special parts of the course which competitors are required to pass through. A recommendation that markers should be positioned after turns to indicate to riders they are on the correct route. Crossed arrow to be used to indicate danger/hazard or caution. All markers to be flexible and frangible.

38. PITS

The pit area should be close to the Start and Finish area and be big enough to allow all the riders to be able to park their machines.

Vehicles must be parked at least 2 metres apart and every vehicle should be able to leave the meeting at any time and should not be "blocked in". The parking of vehicles must allow for fire or any other emergency vehicles to gain access to all parts of the paddock.

All vehicles parking in the paddock must carry a fire extinguisher, which is in working order.

Riding of machines in the paddock is strictly prohibited.

Parking of Vehicles

Vehicles should not be parked within 9 metres of any spectator rope, within 7.5 metres of chestnut fencing and 4.5 metres of metal barriers. There should be a space of at least 2 metres around each vehicle and all vehicles should be able to leave the site at anytime especially in the case of an emergency.

Emergency vehicles should be able to gain access to any part of the paddock.

39 RIDERS MEETINGS

Before the start of each event a meeting of the competitors is recommended to point out the rules and nature of the course. At every event there are likely to be riders who have never competed in an Enduro type of event before.

40 TRACK CONSTRUCTION

Riders should be encouraged to help with laying out the course and to provide marshals. Ask for help on the entry forms.

41 TAKING DOWN

Encourage everyone to help with collecting in all the markers after the event.

42 LITTER

Stress the importance of riders clearing and taking away litter.

43 TOILETS

Try and ensure that toilets are situated in a position, which will allow easy access for the riders and spectators without the need to cross the circuit.

44 FIRST AID

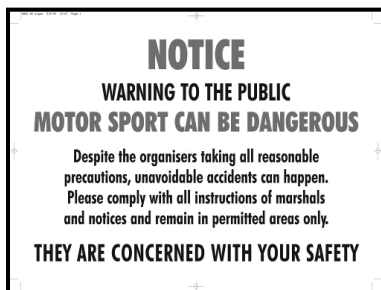
Medical Services for AMCA authirosed events.

At all AMCA authorised events, including official practice, qualified First Aid personnel must be in attendance with full first aid equipment. Organisers must ensure sufficient medical services for the type of event remain in place until the event has completely finished. The minimum requirement for the start of an event is one ambulance, organisers are reminded that in the case of one ambulance being available, should the ambulance have to leave the event at any time all racing and practice must stop until its return or replacement ambulance is in place.

45 FIRE POINTS

Organisers must provide a signed Fire Point in the re-fuelling area and suitable extinguishers must be available. Recommend at least 3 Dry Powder Fire Extinguishers with current inspection evidence attached.

46 WARNING NOTICES (A) (750MM X 450MM)



This warning notice must be displayed at each entrance to the course.

Declaration. The programme of the meeting, all tickets including car passes, spectator, riders and officials passes shall include the following wording. If the wording is printed on the reverse of a ticket or pass, the words 'For shall conditions of admission see over' appear on the front of the ticket or badge. For programmes, 'see inside'.

PROHIBITED AREA NOTICES (750MM X 400MM)



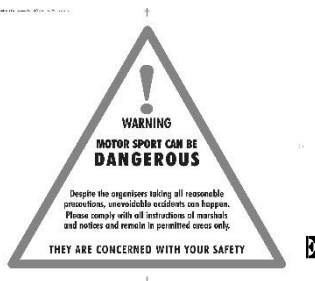
In areas where the public are not permitted a 'Prohibited Area' notice, as below, must be displayed. Notices should also be displayed in the prohibited area between the 'double roping' and facing the public.

WARNING NOTICE (B) (500MM X 400MM)



For parts of the course, which are used by the public and are away from the circuit, such as near private property, the following sign may be used.

WARNING NOTICE (C) (750MM X 450MM)



Following the agreement between the ACU, ACU Youth Division, AMCA, BSMA and YMSA in September 1981, Clubs belonging to those organisations must follow the adopted Sporting Code for Motocross Tracks detailed below. Written permission must be sought and obtained before using land, which has previously been used by another Club.

The Club who was the first user of the venue may need to be contacted, as well as the previous user in the case of more than one Club having used the venue.

When there is any doubt between Clubs over a certain piece of land, the Clubs concerned should contact the Chairman or Secretary of their own organisation in order that the correct contact can be made and the problem quickly resolved.

Where a particular piece of land has not been used for some time, written permission should still be obtained. Although after a three year period it could probably be taken that the original user was no longer interested and possibly not obtainable.

CAR PARK LIABILITY

CAR PARK LIABILITY FOR MOTOR VEHICLES AT AMCA EVENTS

Members are reminded that they or their guests (or any other person) can incur a legal liability for death or injury to persons or damage to property arising from a motor vehicle notwithstanding that the area may be private property.

All persons must therefore have as minimum full Third Party motor cover and must take the same attitude to driving off road as they would if driving on the public highway.

POLICE REFORM ACT 2002

The Police Reform Act of 2002 now in operation will give the police authority to stop motorcycles (or cars), using reasonable force if necessary, if they feel that they are being driven in a manner that is likely to cause 'alarm, distress, or annoyance to members of the public. The Police can then impound the machine and charge £105 for its release plus a £12 per day impound charge. If not paid within 21 days then the machine can then be auctioned off to pay the charges. Anyone practicing illegally could find the bike impounded (without having to face judicial process that proves the case against the rider or even the validity of the charge).

These are sweeping powers for a small piece of legislation that has gone largely unannounced. Already some police forces have taken action along these lines.

So riders beware if you do practice illegally and clubs who have problems with illegal practice at their tracks - why not print some notices pointing out the new legislation and hand them to the offenders. Hopefully the word will eventually get around, too many tracks have been lost due to illegal practice.

DRAFT AMCA RULE ON EVENTS USING AND/OR CROSSING PUBLIC RIGHTS OF WAY.

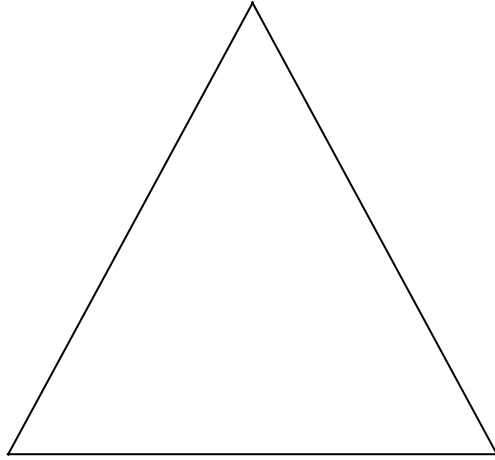
Trials and enduro events sometimes need to be routed along, or across, public rights of way (footpaths, bridleways and restricted byways). Section 33 of the Road Traffic Act 1988 requires that the event must have the permission of the owner and occupier of the land crossed by the right of way, and also authorisation from the Highway Authority (normally the county or unitary authority for the area). The Highway Authority will normally require written consent from the owner and occupier, and it can impose reasonable conditions upon the event, such as signage and marshalling to protect the public. Organisers are advised to seek permission and authorisation for events well in advance in case negotiations with the Highway Authority are necessary.

Event organisers must adhere to these conditions, and in particular must ensure that sections of public rights of way used, or crossed, are adequately marshalled and/or signed with approved signs. The marshals must be well briefed as to the location and extent of the public rights of way and ensure that the event is not seen unduly to inconvenience members of the public. One official must be appointed to oversee the marshalling of such sections of course. Entrants must be briefed as to the location of public path sections and their duty of care to the public. In particular, entrants should be advised to stop and switch off engines if there are horses on or near the course.

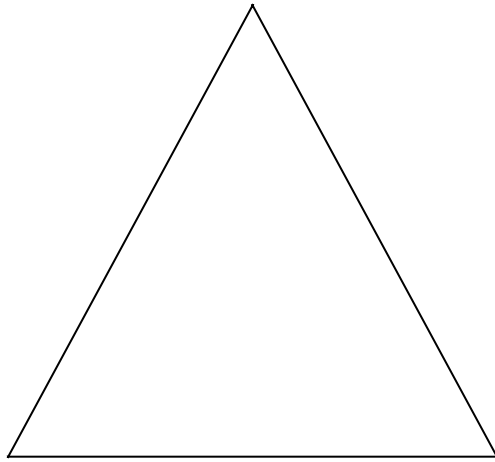
Where possible, an alternative route for the public should be provided and signed, but use of this is not compulsory for the public.

The usual 'MOTORSPORT IS DANGEROUS' warning notices should be displayed in the area of the event where it crosses or uses public rights of way, but not on the rights of way themselves unless required by the Highway Authority. The 'CAUTION: MOTORSPORT EVENT AHEAD' sign shall be positioned on the right of way to warn the public approaching. The 'CAUTION: PUBLIC RIGHT OF WAY AHEAD' sign shall be positioned to warn entrants approaching the public path.

The necessary permission from Highway Authorities must be obtained in respect of all footpaths and bridleways, and Restricted Byways that are used or crossed and any conditions they lay down must be adhered to. In particular such locations must be adequately marshaled by officials who are well briefed and properly identified. One official must be appointed for each such section to ensure that the event is seen not to inconvenience unduly other users, such as horse-riders, walkers, cyclists and other members of the public. He must have a good working knowledge of the Rights of Use applying to the Section. Alternative routes for other Rights of Way users must be signposted. Warning Notices [B 18.1.1, 18.3, 18.4] as appropriate and the Safety Code should also be on display in all such areas.



**CAUTION
MOTORSPORT
EVENT
AHEAD**



CAUTION!
PUBLIC RIGHT
OF WAY
AHEAD