

Changes made to TSR's for 2009

Information regarding authorisation and land use

Supplementary regulations should include either a map reference or a post code relating to the venue in order to assist the Emergency services

TSR 1

Class D	Cadets born between	01.01.2000 and 31.12.03
Class C	Juniors born between	01.01.97 and 31.12.99
Class B	Inters born between	01.01.94 and 31.12.96
Class A	Seniors born between	01.01.92 and 31.12.93

ENGINE CAPACITY CLASSES: The maximum engine capacity permitted for machines used in the age groups set out in this Regulation are as follows:

CLASS A	125cc
CLASS B	125cc
CLASS C	80cc class
CLASS D**	50cc mono/80cc T/shock Electric up to 1000 watts

** D Class Wheel sizes

a) Small wheel - Max 50cc Mono or 80cc Twinshock (fitted as original equipment)/Electric up to **1000.watts**

Wheel size - Max 16" Front 14" Rear

b) Medium wheel - Max 50cc Mono or 80cc Twinshock (fitted as original equipment)/Electric up to **1000watts**

Wheel size - Max 19" Front 17" Rear

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

TSR4 Acceptance or Refusal of Entry

The organiser **should** notify all riders of the position regarding their entry prior to the event.

TSR 8 Motorcycles

Motorcycles must comply with Appendix D of the National Sporting Code. Prior to the start of each Trial all machines will be examined to ensure that they comply with ACU specifications. When the event uses the public highway it is the sole responsibility of the rider to present a machine complying with all Road Traffic Act(s) requirements. Organisers, with the approval of the permit issuing authority, may at their discretion, allow riders to share the same machine in a Closed to Club Trial held on private land.

SOLO: Motorcycles propelled by the action of one wheel in contact with the ground and making only one track on the ground. Machines must have independent brakes on both front and rear wheels.

Brake and Clutch levers . All handlebar levers (clutch, brake etc.) must be in principle ball ended (diameter of this ball to be at least 16mm).This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part to be 14mm) These ends must be permanently fixed and form an integral part of the lever

Mudguards must be fit for purpose and corresponding to the original equipment.

Footrests must be of the folding type.

Throttle must be self closing when not held by the hand. The machine may be set with a “tickover”.

Wheels If of cast, or fabricated construction (other than conventional spoked wheels) then protection must be provided to the rear wheel by the fitting of ‘solid discs’ to cover open areas.

Tyres. Only tyres which conform to the following specification may be used. All tyres will be measured mounted on the rim inflated to a pressure of 14 lbs/sq.in, and must have a nominal aspect ratio of 100/100. Overall width (O) measured at wheel spindle height must not exceed 115mm. (Refer to diagram). Tread depth (A) must not exceed 13mm. All tread blocks in the same circumference must be of the same depth. The space between the tread blocks (B) must not exceed 9.5mm across the tyre or 13mm in a circumferential direction (C). The space between the shoulder blocks (D) must not exceed 22mm. The space across the tread (E) must not extend completely across the tyre measured at right angles to the tyre wall unless broken by a block. All main tread blocks must in principle be parallel with or at right angles to the tyre axis. (Tyre must have the same appearance if reversed and conform in principle with these diagrams). The tyre surface must not be fitted with any subsequently mounted elements such as anti-skid devices, chains, etc. **Note:** Only tyres available from commercial sources and complying with these dimensions are permitted in competitions.

Tyres for Long distance Trials Only tyres normally available from commercial or retail sources for use on the public highway 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 European Tyre and Rim Technical Organisation (ETRTO) requirements in respect of load and speed codes and have a minimum service description of 45M. The use of MX and Enduro –type tread patterns are not permitted The space between adjacent tread blocks must in principal not exceed 15mm (distance between tread block corners at diagonal groove intersections may exceed this dimension).

Cutout Buttons. All machines used by Youth competitors must be fitted with an operational cut out button.

Chainguards must be fitted to all motorcycles as per manufacturer’s specification.

Engine Stroke Engine stroke in millimetres must be permanently and prominently displayed on the crankcase for use in sound control calculations.

TRIALS SIDECAR SPECIFICATION

All motorcycles in Categories B(1), B(2) and B(3) shall comply with the following requirements:-

- a) The entire body, including the floor, shall be either sheet metal or other substantial material, and the Sidecar must be rigidly fixed to the motorcycle
- b) Minimum dimensions shall be:
 - A. Measurement from the nose to dashboard – 450mm (18”)
 - B. Overall length nose to tail – 1350mm (54”)
 - C. The height of the body at the apex of the dashboard position – 375mm (15”)
 - D. The overall distance between the outside of the Sidecar mudguard or bodywork and the inside of the passenger’s seat measured at right angles to the machine track – 300mm (12”)
 - E. Width of body at forward end – 150mm (6”)
Depth of body at forward end – 150mm (6”) **OR** if the forward end is hemispherical and radius shall be not less than 75mm (3”)
 - F. Track – minimum 876mm (34 ½ “)

The distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel.

G. Overall width of cockpit at seating position – 300mm (12")

A seat measuring not less than 180mm (7.5") x 125mm (5") must be fitted. The height of the seat shall be not less than 300mm(12") from the floor of the sidecar.

- c) The fitting of grab rails, handles, straps etc shall be according to the driver's requirements.
- d) Protection for the passenger must be provided from the rear wheel, the primary and final drive of the motorcycle, and from the sidecar wheel, by means of either a mudguard or the coachwork of the sidecar.
- e) The use of sidecar wheel drive is prohibited.

See diagram at the end of this Appendix

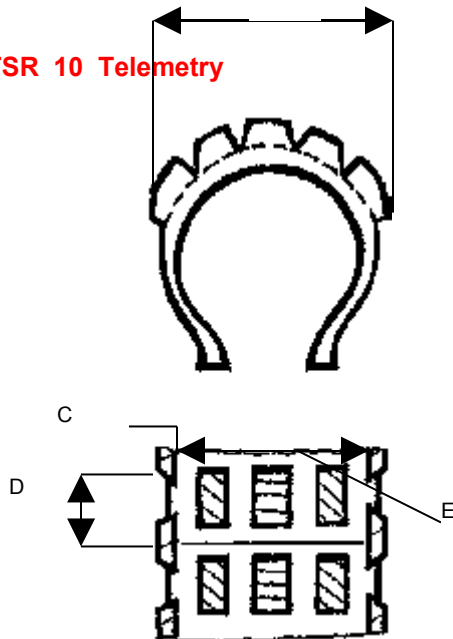
TSR 9 Fuel

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

Refuelling should not take place when the engine is still running.

Mobile Phones must not be used in refuelling areas.

TSR 10 Telemetry



The use of Telemetry between the motorcycle and any other equipment by radio means is not allowed. In events where Assistants are allowed the use of Bluetooth communication between the Rider and the Registered Assistant is allowed

The location of the final Time Control should be at the last section, or as close as practical, so that riders do not travel on the public highway between the last Section and the Control. Riders will be penalised one mark per minute or part of that minute up to a

maximum of twenty for late starting, or arriving late at any subsequent Time Control, and thereafter **disqualified**

TSR 16 Time "-----Riders will be penalised one mark per minute **or part of that minute** up to a maximum of twenty for late starting, or arriving late at any subsequent Time Control , and thereafter **disqualified**

TSR 22 Method of Marking

A machine will be deemed to be in an Observed Section or Sub-Section when the front wheel spindle has passed the 'Section Begins' Card and until the front wheel spindle has passed the 'Section Ends' Card. Marks will be lost as follows: -

A. STOP PERMITTED

0 Clean

1 Footing once

2 Footing twice

3 Footing more than twice

5.Failure

5 When requested by a rider rather than attempt the section

10 Not attempting a section when called upon to do so by an Official

10 For missing a section or failing to have punch card marked.

Graded Hills. Where a Section is to be termed a 'Graded Hill' a notice to that effect must be displayed at the Section Begins, and the following shall apply: - Numbered boards must be placed at defined places along the Section, in order that a rider's performance may be determined. Marks will be lost in a decreasing manner from 5 to 0 depending on the distance a rider can traverse the Section without failure. The front wheel spindle is the part of the machine to be used in assessing the distance traversed.

0 - Clean

1 - Reaching or passing the "1 Board" without Failure.

2 - Reaching or passing the "2 Board" without Failure.

3 - Reaching or passing the "3 Board" without Failure.

5 - Failure to reach the "3 Board".

5 - When requested by a rider rather than attempt the section

10 - Not attempting a Section when called upon to do so by an Official

10 - For missing a section or failing to have punch card marked.

DEFINITIONS.

Clean: A rider traversing a Section as defined above without penalty as described under FOOTING or FAILURE shall be unpenalised and given a "CLEAN".

Footing: Footing will be considered to have occurred if any part of the rider's body touches the ground or the rider benefits from any part of his body leaning on an obstacle (tree, wall etc.), without stopping the progress of the machine.

Footing outside the lateral limits of a Section does not constitute a failure but should simply be classed as footing

Failure: A failure is considered to have occurred if:

a) The machine moves backwards.

b) The rider does not have both hands on the handlebar WHEN HE FOOTS WHILST STATIONARY.

c) The engine stops WHILST ANY PART OF THE MACHINE, WITH THE EXCEPTION OF THE TYRES, TOUCHES THE GROUND OR THE RIDER IS FOOTING.

- d) The rider dismounts from the machine. Dismount will be deemed to have occurred when both of the rider's feet are on the ground at the same side of, or behind the machine.
- e) A rider is requested to leave the section by the observer for "unnecessary delay".
- f) A machine does not stay within the intended limits of the section and within each marker.
- g) If any wheel of the machine crosses any boundary tape or marker whether the wheel be on the ground or airborne before the front wheel spindle passes the "Section ends" sign.
- h) The rider is held responsible for displacing a flag, marker or support etc.
- i) Travelling in a forward direction against the direction of the Section.
- j) The machine or rider receives outside assistance.
- k) A rider or person having an interest in a rider's performance, who in any way alters the severity of a section without the authority of an official.

For all trials other than those for which Championship Regulations apply the organiser may, with the agreement of the Permit Issuing Authority, apply a time limit to each section. The time allowed must be the same for each and every Section and the penalty for a rider not completing the Section within that time would be failure. If a time limit is to be applied to the Sections then this must be clearly stated in the Supplementary Regulations.

CHANGES TO ESR's FOR 2009

1.6 Classes

-----etc-----etc-----

Capacity Groups: There will be 4 capacity groups

ALL CLASSES

E1 Two Stroke 100cc-125cc

E1 Four Stroke 175cc-250cc

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

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

2.1 Motorcycles

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

2.3 Fuel

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

3.0 Transponders

Where Transponders or other electronic timing devices are required to be carried by the competitor to record times, the onus on ensuring the device is correctly fitted and maintained throughout the competition rests with the rider.

If competitors are required to supply their own transponders - details of this requirement must be stated in the Supplementary regulations.

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

3.9 Start

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

MSA permit- Where An MSA permit is issued, the maximum number of starters must be 2 per minute

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

Starting Procedure with Working Area

Etc etc etc-----.

Starting Procedure without Working Area

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

All references to "Exclusion "changed to "Disqualification "

All references to the LAA removed

ADDITIONAL STANDING REGULATIONS FOR ADULT SHORT COURSE ENDURO EVENTS

.4.1.3 Start (As per Regulation 3.9). Except that maximum number of starters per minute may be 5 Solos. This recommended number may be changed by the authority

5. ADDITIONAL STANDING REGULATIONS FOR YOUTH SHORT COURSE ENDURO EVENTS

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

- 5.1 **Age of riders** Youth riders must be a minimum age of 15 years of age to participate in a Youth short course enduro and may continue to ride as a youth until the end of the calendar year that he reaches 16 years of age .
- 5.2 **Machine capacity** The maximum capacity for machines must be 125cc
- 5.3 **Bibs** Where a Youth class is included within the Adult event, the Youth riders must be suitably identified with a coloured bib. This bib must be a different colour to any bibs used by Officials/ Marshals, or to any which have been issued to Adult riders
- 5.4 **Youth Starting order** Where Youths are included as part of an Adult event, Youth riders must be started as a separate group behind the Adults.
- 5.5 **Overall time allowance** The overall time allowance at an event for youth riders must not be more than 2hrs 30 mins

5.6 Physical eligibility / proficiency assessment

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

- 5.7 **Riders (Minors):** In order to conform with the Children's Act legislation, additionally, for every rider or passenger who is under 18 years of age a Parental Agreement Form must be signed by parent/s or guardians. All minors will be bound by the Directions of parent/s or guardian/s.
- 5.8 **Child Protection.** The point of contact for Child Protection issues will be the Secretary of the Meeting unless otherwise stated in the Supplementary Regulations.
- 5.9 **MARSHALS** Organisers should place marshals at strategic points around the course and have sufficient marshals that no part of the course is unsighted to them and any difficult sections must have a marshal present and ensure control of the event

BRITISH / ACU QUAD ENDURO CHAMPIONSHIP REGULATIONS

Championship points will be awarded to competitors of any Nationality. The title "British/ACU Quad Enduro Champion" will be awarded to the competitor with the most points who holds a British Citizenship. If the rider with the most points is not a British

Citizen he shall be awarded the title “British/ACU Open Quad Enduro Champion”. This principle will apply throughout the classes.

7.1.1 This Quad Enduro Championship will run over selected rounds of the British Sidecar Enduro Championship and will be made up of 1 and 2 Day National Events chosen at the discretion of the Trials and Enduro Committee. The list of events may be found in the current ACU Fixture List.

7.1.2 Series Sponsor. Only the Series Sponsor's logo should appear on the number plate.

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

7.1.4 Calculation of Championship Points, in one or two day events, will be as follows: -

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

At the conclusion of the series the points for each rider's best results from all days held will be added together and the rider with the highest number of points to his credit will be the winner.

7.1.5 The methods of deciding ties shall be as stated in the British Solo Enduro Championship Regulations.

YOUTH HARE AND HOUNDS / CROSS COUNTRY STANDING REGULATIONS

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

SECTION 1 GENERAL

1.1 ELIGIBILITY

All the riders must hold a current ACU or SACU licence and be a minimum age of **14 years and a maximum of 16 years**. Any rider or passenger from another FMN **MUST** produce a licence issued by their FMN together with start permission and proof of personal accident Insurance.

1.2 CLASSES

The Youth class must be run as separate from any Adult classes at the same event. Youth capacity/Age/ability classes may be allowed but must be stated in the supplementary regulations.

1.3 ENTRIES

A Motorcycle Sport Events Entry Form must be completed in every detail, and signed by each entrant, rider. (N.B. a requirement of signing and entry application form is that each signatory understands the National Sporting Code of the ACU, Standing Regulations, such Supplementary

Regulations as have been issued for the event and such Final Instructions subsequently issued, and agrees to be bound by them). Each completed entry form, together with the entry fee (which includes insurance premiums and Entry Subscription (NSC 7.05), shall be forwarded to the Secretary of the Meeting. Details of the name, address and telephone/fax number of the Secretary of the Meeting (or a Deputy), all entry fees closing date for entries, conditions for return of fees, and any other special requirement, may be obtained from the event Supplementary Regulations. All riders, passengers and appointed persons responsible for minors, must register arrival at an event prior to commencement of said competitor's practice or first competition, whichever occurs first.

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

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

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

1.4 ACCEPTANCE OR REFUSAL OF ENTRY

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

SECTION 2 TECHNICAL

2.1 MOTORCYCLES

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

CAPACITY

Machines must be a minimum of 80cc and a maximum of 125cc (regardless of two or four stroke engine)

PHYSICAL ELIGIBILITY / PROFICIENCY ASSESSMENT

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

2.2 TYRES

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

2.3 CLOTHING

As per current Enduro Standing Regulations.

2.4 HELMETS

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

2.5 JEWELLERY

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

2.6 NUMBERS

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

2.7 MACHINE EXAMINATION

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

2.8 NOISE CONTROL

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

SECTION 3 PROCEDURE

3.1 COURSE

Must be 'off-road' and the minimum time allowed shall be 1 hour and maximum of 2 hours.

The number of laps and the time allowed must be stated in the Supplementary Regulations. The ratio of competitors to course will be - 20 riders per km of course, e.g. 120 riders must have 6 km lap distance etc.

The course must be a maximum of 8km and have sufficient marshals that no part of the course is unsighted to them and any difficult sections must have a marshal present.

3.2 OUTSIDE ASSISTANCE

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

3.3 START

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

The number of riders in each group - which must not exceed 40 - and the start interval between groups - which must be no less than 30 SECONDS - will be decided by the organiser and due regard to course layout and the approval of the permit issuing authority. The organisers must ensure that the entire entry must be able to start and leave the start area before earlier riders start subsequent laps. UNLESS an adequate filter system can be incorporated to allow riders to join the course without impeding existing competitors. In all circumstances there must be a dead engine start. This may limit the size of entry. Any rider who fails to start their machine at the allotted start time for their group will be credited for that original start time regardless of the actual time that they start.

Only the competitor is allowed on the start area.

3.4 LAP SCORING AREA

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

the lap scoring area will be regarded as a “BLUE TAPE” area (**Blue tape area signifies walking pace only**) and marked as such.

3.5 FINISH

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

3.6 FINISHING ORDER

The winner overall and of any respective classes will be the riders who have achieved the closest

number of laps to the duration set on the allotted time. Each riders start time will be taken as their

respective groups start time, or individual start time as decided by the Organiser, and their individual finish time will have been recorded.

3.7 TIES

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

3.8 CHECKS

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

3.9 MARSHALS

Organisers should place marshals at strategic points around the course and have sufficient marshals that no part of the course is unsighted to them and any difficult sections must have a marshal present and ensure control of the event

3.10 PUBLIC SPECTATOR AREAS

The Supplementary Regulations must announce the provision of clearly identified specific areas

which must be used by all non competitors other than riders or officials. Warning notices must be

placed at appropriate points around the course to prevent public access.

3.11 RESTRICTED SPEED (BLUE TAPE) AREAS

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

3.12 REFUELLING

A suitable and restricted area must be marked out adjacent to the course as a pit area. Access to this area must be restricted to marshals, riders and authorised helpers. The area should be manned by marshals and access only allowed to officials, competitors and authorised helpers. The Organiser **must** establish a fire point, clearly indicated and with the appropriate fire extinguishers present. Each rider shall ensure that his refuelling crew, have a fire extinguisher at the refuelling point as described in Regulation 25. ‘No Smoking’ signs should be displayed. **The engine must be stopped during refuelling. No smoking allowed. Refuelling may only be carried out in the designated area.**

3.13 FIRE EXTINGUISHERS

All competitors with the exemption of those travelling to an event on the machine on which they are competing, must have a 2kg (minimum) dry powder fire extinguisher available for immediate use. If a ‘closed vehicle’ is being used the extinguisher must be fitted adjacent to, or on the inside of the working door. In the case of a shared vehicle the other competitors extinguisher(s) should also be visible, or, the fitted extinguisher(s) must be of a proportionately larger capacity.

3.14 MEDICAL SERVICES

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

3.15 PUBLIC WARNING

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

3.16 DISQUALIFICATION PENALTIES

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

Prejudicial Action. Any person having an interest in a rider's performance, who takes any action,

prejudicial to the sport may result in the disqualification of that rider. Rider's parents or associates

failing to obey instructions given by officials of a meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting by not adhering to the Regulations,

Supplementary Regulations or the Protest or Appeal procedure, may render the rider liable for the

disqualification and/or being reported to the permit issuing authority for further action.

3.17 COMPLIANCE WITH REGULATIONS

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