

SCOTTISH AUTOCYCLE UNION

ENDURO

STANDING REGULATIONS

2024



SACU STANDING REGULATIONS FOR ENDURO EVENTS 2024

- 1 All riders must have read the SACU and ACU Standing Regulations and the ACU National Sporting Code.
- 2 MOTOR CYCLES. For events using public roads the machine must comply at all times with all legal requirements including a minimum of third party insurance for the duration of the entire event.
- 3 CONTROL OF EXHAUST NOISE. The sound level of a machine must be controlled according to procedures and limits described in the Standing Regulations of the ACU handbook. Machines failing the initial test may be re-presented. Failure of the second test will prohibit the machine from entering the event.
- 4 TYRES. Any restrictions on the types of tyres to be used will be detailed in the Supplementary Regulations. Inner tubes may be changed anywhere on the course except the Parc Ferme, but tyres may be changed only in an official work area prior to the start of the day – or at the final check of a day between the white and yellow flags. Wheels may not be changed.
- 5 MUDGUARDS. Mudguards must comply with current dimensions described in the Standing Regulations of the ACU handbook.
- 6 PRELIMINARY EXAMINATION. Machines and clothing may be examined before the start to ensure compliance with the Standing Regulations and ACU Technical specifications and organisers may mark or seal certain parts of the machine. Details to be given in the Supplementary Regulations. Drivers may not change any marked or sealed part. The frame may not be changed during the event. Other parts may be marked at machine examination and may not be changed during the event. Drivers only may work on their machines during the event. Repairs to machines carried out on the course must be effected only with tools carried on the machine or by the rider. Helmets bearing the appropriate ACU, Gold or Silver stamp must be worn throughout the event. Any protest against the Machine Examiners decision must be made immediately through the Clerk of the Course. A further examination may be carried out at the end of the event to ensure any marked or sealed parts are intact.

At designated service areas specified by the Clerk of the Course, support crews may work on the riders' machines with the exception of changing tyres at the final check of the day. 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.

Motorcycle helmets bearing a valid ACU gold or silver stamp and correctly fitted, must be worn by all competitors and must be presented at event signing on. 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.

- 7 CLOSED CONTROL. When motorcycles have been examined the organisers may require them to be placed in a closed control. This control shall be clearly defined and access to the control is limited to Stewards, Clerk of the Course and Officials in charge of the area. Drivers may enter only to deposit or collect their machines. A driver may not touch any machine in the Closed Control. They may not start their machine nor may they work on or refuel their machine.
- 8 NUMBER PLATES. It is essential that all rider numbers are clearly legible. Three plates must be fixed to or painted on the machine, one on the front and one on each side. They must be 280mm wide and 230mm high. Expert Class riders must have a green front plate (or may use a red plate with white digits if they compete in the BEC Championship class) with white digits, all Clubman classes a yellow front plate with black digits and Sportsman a black front plate with white numbers. Side plates must the same colour as front plates — digit size 140mm high x 25mm width of 'brush stroke'. Over 40 and Over 50 riders blue plates with white numbers. Ladies class can carry a mauve plate and side panels competing in any class. Additional classes may run with different colour plates at the discretion of the organizer.

RIDER RESERVED NUMBERS. Riders may reserve a number for use during the season. These numbers are assigned from 1st December each year for existing number holders. After 1st January any rider may request a reserve number. A rider may request a lower number during the season if their performance merits it. Contact the Enduro Chairman for a review.

Riders numbers will be assigned by the organisers to ensure that rider numbers are unique.

- 9 START. At the beginning of the event each driver, at their exact starting time must start their machine with its starting device and cross the 20m line under power within the prescribed time shown in the Supplementary Regulations. Failure to do so will incur penalty. They may then start the machine by other means. A machine may not be worked on after scrutineering or started prior to the start signal. In the case of events of more than one day's duration, this procedure shall apply on each day. The order of starting will be at the discretion of the organiser. Not more than 4 machines will start at once.
- 10 COURSE: The course must be clearly marked by direction and other markers and drivers may also be provided with a route card. The course will consist mainly of rough tracks and cross-country sections.
It is recommended that junctions are marked thus:
1 arrow - 50 metres prior to the junction
2 arrows - at the junction
1 arrow - 50 metres after the junction to confirm the correct route.
Wrong way marking sign to be erected if there may be doubt about the route (eg old track continues)

RESTRICTED SPEED (BLUE TAPE) AREAS These areas MUST be established on the approach to the Time Control Clock and refuelling points and will be identified by BLUE TAPE defining the route. Within BLUE TAPE area riders MUST NOT exceed walking pace, under penalty of disqualification. The Clerk of the Course may also establish BLUE TAPE areas at other parts of the route if required. The BLUE TAPE area must be clearly identified by Blue Tape (available from the ACU), in addition, a board, at least 400mm x 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.

Marshals or First Aid officers should only travel in the same direction as competitors or use alternative routes, unless under the most severe circumstances, while carrying out their duties. Travelling Marshalls should wear an orange Hi Vis vest and have M plates on their bikes.

- 11 CHECKS. Time checks along the route will be clearly indicated by flags and full details will be given in the Supplementary Regulations, as will time allowances. Route checks may also be included which may not be shown on any route card, but will also be clearly indicated by flags.
- 12 REFUELLING. Refueling points shall be set up by the organisers and drivers may replenish their machines only at one of these refueling depots. No other refueling facilities may be used and drivers may not carry fuel other than that carried in the fuel tank.
- 13 PRACTISING. Practicing on any part of the course is prohibited. No competitor may ride the full course one week or less before the event. – unless ridden through participating in an official SACU approved event, for example a H&H may use the loop from a timecard event on the same land on a previous weekend or even the previous day.
- 14 SPECIAL TESTS. Special test may also be included in the event, which may consist of a timed cross-country section, hill climb, motocross-type test or acceleration test. Full details will be given in the Supplementary Regulations.
- 15 PENALTIES. Penalties will be incurred for late or early arrival at time checks, performance in special tests and breaches of procedure as detailed in the Supplementary Regulation. A driver falling more than 60 minutes (30 minutes for Expert class) late during the day will be excluded.
- 16 AWARDS. To qualify as a finisher and be eligible for an award, a driver's machine must have travelled the whole distance under its own power or the exertion of its driver and/or passenger, unless the organiser has organised other assistance or deviation. The driver must:
- a) Comply with these Regulations, the Supplementary Regulations and Final

- b) Instructions issued, and
Be recorded as having passed through every check, control, test or other observation point as detailed except as provided for in these or any Supplementary Regulations or Final instructions.

- 17 LEGAL ACTION: A driver who is convicted of an offence committed by him while taking part in the meeting may be liable to exclusion.
- 18 WARNING TO THE PUBLIC. The organiser must display warning notices at the start of the event and at any other point on the course where the public is likely to congregate.
- 19 INSURANCE: Each driver will be required to declare that there will be in force in relation to the use of the vehicles which he intends to drive during the event a policy of insurance in respect of third party risks as complies with the Road Traffic Act which is operative whilst taking part in the event. The organiser will be required to cover drivers and passengers against personal accident risks and for third party insurance for "Off Road" risks whilst taking part in the event, and the premium for such insurance will be stated in the Supplementary Regulations.
- 20 MEDICAL SERVICES. An ambulance or other suitably identified vehicle, which must be able to carry a stretcher, must be available, with the attendance of first aid personnel. One vehicle must always be available at the event - for this reason a backup vehicle to meet an ambulance at the main road should be allocated/identified to the event staff. Paramedics are recommended. For National or International events a Medical Officer or paramedic must be in attendance. It is recommended that an ambulance is present at the Special Test.
- 21 CONCUSSION
- If a competitor is involved in an incident which results in him being diagnosed by the Medical Officer/Paramedic as suffering from concussion, the rider is not permitted to participate any further in that Event. The rider must then obtain a letter from their doctor stating they are fit to resume competitive riding.
- 22 The use of POWERWASHERS is prohibited except where an environmentally approved area is provided.
- 23 The use of goggle tear offs is prohibited. Roll offs may be used – but the rider must not leave the roll off if it is damaged.
- 24 Spectator Safety
- It is the duty of the Clerk of Course (or Chief Marshall where one exists) to ensure all travelling marshals, observers and other officials are briefed before the event on spectator safety, including
- the need to speak to any spectator standing in a potentially dangerous area and insist that they move.
 - the need to report any spectator refusing to move to the Clerk of Course so that the Clerk can assess whether to stop the event.

YOUTH CLASS IN ENDURO

Riders from the age of 15 may enter in the adult class appropriate to suit their ability - if in doubt the sportsman class should be the default. under 16 riders are restricted to a maximum machine capacity of 125cc 2 stroke or 250cc 4 stroke. NB a rider who chooses to compete as an Adult cannot also compete as a Youth at any time in the same event.

Riders under the age of 16 will be required to wear an issued vest to make other riders and officials aware of their status.

In exception younger riders (from 14 years old on 125cc 2 stroke or 250cc four stroke) may apply (Via the SACU office) to enter adult events and must pass an assessment, both off and on the bike with a senior SACU coach or coaching assessor - as nominated by the enduro Committee. See annex 1 below.

An adult "Escort" may enter (out of their own class, with no restriction to future events) to accompany a youth rider throughout the event and will be given the same start time to facilitate this.

ENDURO CHAMPIONSHIP FORMAT

ELIGIBILITY Championship points can be awarded to SACU, ACU, and MCUI Off-road Licence holders.

CLASSES Eight classes will operate viz. Expert, Expert B, Over 40's, Clubman, Over 50's, Clubman 'B', Sportsman and Sportsman Vets. Results from events will show an overall winner and will also show results for each class. Each class will be awarded points down to 15th place.

A rider who has not ridden in a Championship round prior to the last round (regardless of days) cannot score Championship points. They may however be included in the results.

The Expert B class is designed for riders moving up from the Clubman class. This class will have the same number of laps as the expert class but will have an extra time allowance.

The Clubman 'B' Championship will be run with the same number of laps as Clubman but with extra time allowance. At the end of the season the Clubman 'B' Champion will be promoted to Clubman Class.

The Over 40s Championship will only be for those who are 40 and over before the start of the first Championship Event. The over 40 schedule will be run on the same timing as Clubman however no points shall be awarded towards both Championships.

The Over 50s Championship will only be for those who are 50 and over before the start of the first Championship Event. The over 50 schedule will be run on the same timing as Clubman "B" however no points shall be awarded towards both Championships.

The Sportsman Vets class will only be for those who are 50 and over before the start of the first Championship Event. This class will run to the same schedule as the Sportsman Class.

Organisers may in addition to the above add other non-Championship classes to their event eg: "Trail bike" and "VINDURO" but it must be made clear that only those classes mentioned above will attract Championship points, **there may be awards for non-championship classes on the day.**

Best Expert Newcomer - Highest points scored after deducted rounds (where applicable) for a rider who has not competed as an Expert (including Championship Class in the British) in the SACU/ACU Scottish or British Enduro Championship previously. A moto crosser who has competed at the top level would qualify provided he has not ridden in an Enduro as an Expert (or Championship class in the British) previously.

Best Under 23 rider in Expert class. The highest placed under 23 (at the date of the first Championship Enduro) rider not winning the Expert class who places highest in the Expert class. A rider may not win both the Expert class and the Under 23 award.

In addition to the list of Experts any rider may choose to ride in the Expert Class, but once having done so may not thereafter claim Clubman points, unless accepted again as Clubman by the SACU Enduro Committee as per clause in Grading. Any Expert rider who has not ridden competitively for 5 years can enter the Clubman class and receive Championship points.

POINTS In each class at each Championship round, the first 15 finishers shall be awarded points at the rate of 20, 17, 15, 13, 11 and 10 down to 1. Gold standard awarded to all riders within 15 % of winner, Silver to riders within 65% of winner and Bronze to all other finishers.

In the case of ties in the results of each day the riders concerned will each receive the points for this position. i.e. Rider A (1st)20 points. Rider B (1st) 20 points. Rider C (3rd) 15 points.

SERIES The Championship to be a minimum of 3 rounds. For all classes the total completed rounds (in excess of 3) minus one round to count. The lowest points score to be dropped. Where there are 10 or more completed rounds 2 rounds will be dropped. Riders only drop a round if they scored points in all rounds. In the event that a rider needs to drop a round and has 2 lowest days points the same, the earliest event points will be dropped.

In the event of a tie at the end of the season the winner will be decided by the most class wins, followed by most seconds etc. Dropped rounds will not be used in the count back of class wins, seconds etc. If after the count back a tie still exists, then the best overall performance on the latest day of competition **that both riders finished** shall be the tie decider, **if a tie still exists then the riders shall share the award.**

GRADING At 31st December.

Downgrading from **any** Class will be considered by the Enduro Committee on written application to the SACU Office. At any time, however **a rider** may choose to downgrade but thereafter, until formally accepted by the Enduro Committee, will not receive any Championship points or class awards, nor can he/she set the standard for medals.

The top two riders in the Expert B class will be upgraded to the Expert Class. If a rider does not wish to be upgraded they may continue to ride in the Expert B class but will not receive points or set standards for medals for the following **three** seasons.

The top three riders in the Clubman class will be upgraded to the Expert B class. If a rider does not wish to be upgraded they may continue to ride in Clubman class but will not receive points or set standards for medals for the following **three** seasons.

The top three riders in the Clubman B class will be upgraded to Clubman Class. If a rider does not wish to be upgraded they may continue to ride in Clubman 'B' class but will not receive points or set standards for medals for the following **three** seasons.

The top three riders in the Sportsman class will be upgraded to the Clubman 'B' Class. If a rider does not wish to be upgraded they may continue to ride in Sportsman class but will not receive points or set standards for medals for the following **three** seasons.

Event officials (Limited to Steward, COC, Event Secretary, Timekeeper, Chief Scrutineer, Paramedic) may now score points towards the relevant series, for officiating at a championship event, providing that they compete in at least 50% of the remaining events. Points will be allocated based on the average from their other results for the year, but not including dropped or missed rounds. To score points officials should inform the office "No later than 4 weeks before the event" to prevent last minute points grabs Etc. and should have an SACU recognised qualification, official training or other relevant qualification i.e qualified medic etc.

Scottish Enduro Champions 2023

Expert Class

1st Andrew Bisset 2nd Sam Boyd 3rd Ben Thomson

Expert B Class

1st Calum Hill 2nd Alastair Millar 3rd = Steven Craig and Ryan Paxton

Over 40 Class

1st James Harvey 2nd Darren Cousins 3rd Ian Bisset

Clubman Class

1st Robbie Davidson 2nd Cai Hewitt 3rd David MacGillivray

Clubman B Class

1st Gavin Donald 2nd Alister Barr 3rd Thomas Malcolm

Clubman Over 50 Class

1st Robbie Allan 2nd Neil Dawson 3rd Andrew Flockhart

Sportsman Class

1st Derri Forde 2nd Tom Massey 3rd Neil H Alexander

Sportsman Over 50 Class

1st Phil Hewitt 2nd Bill Bruce 3rd Steven Clarke

Appendix 1 - Youth Application to enter adult class.

Parent or Guardian Name/ Relationship /Position

Rider Name / DOB / Age / Height / Machine

Current riding level or class , experience and results

Preferred class

Reason for request -

Parent or Gaurdian Name / Sign / date

Appendix 2 - Youth Assessment Form, to be completed by SACU official and stored in the SACU office before start permission can be granted:

Can the applicant reasonably do the following -

Demonstrate the ability to assess risk - y/n state example used -

Describe the working parts of a motorcycle - include scrutineering points, kill switch/ignition, bearings, linkage, and danger/pinch points, front sprocket, exhaust etc.

Describe the function and importance of motorcycle safety equipment -

Describe early and later signs of dehydration, in self and others

They must have a basic understanding of first aid (not a qualification).

Describe the role of a first aider attending an rta

Describe the $\frac{3}{4}$ prone position

Describe the symptoms of choking/heart attack/shock/concussion

Appendix 3 - Practical test to be completed in the presence of SACU representative:

Manhandle the bike with the engine off, including picking up a fallen bike and lifting each wheel at least 1" off the ground

Ride the bike over a series of technical obstacles as deemed appropriate by the assessor for example:

Ride (or otherwise proceed) along a long plank (2 railway sleepers)

Proceed through a 1' deep rutted section, this can be a landrover track or drainage ditch.

Ride up and down hills, including stopping on hills min 25% or $\frac{1}{4}$ grade.

Ride 20m on off camber min 25% or $\frac{1}{4}$ grade

Cross a ditch at 90 degrees, (on or off the bike)

Cross a 19" diameter log or an equivalent rock step etc. (on or off the bike)