



Standing Regulations & Sporting Code

AMCA RULES

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SR-1 OFFICIALS OF THE MEETING

Clubs organising a Motocross / Scramble must ensure the following officials are in place to run the meeting:-

- | | |
|------------------------------|-------------------|
| a) Clerk of the Course | (see item SR-2) |
| b) First Aid | (see item SR-1.1) |
| c) Secretary of the Meeting | (see item SR-3) |
| d) Chief Marshal | (see item SR-5) |
| e) Course Marshal | (see item SR-8) |
| f) Pre Race Inspection (PRI) | (see Rule 55) |
| g) Starters and Finishers | |
| h) Stewards | (see item SR-4) |

A list of the above must be sent 3 weeks before the Meeting to the AMCA Office. All officials of a meeting to be 18 years of age or over. Marshals: All assistant officials whose function is to be carried out at the immediate trackside must be at least 16 years old.

SR-1.1 FIRST AID

Medical Services for speed events.

At all speed 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.

Medics should be instructed;

1. Where they are to be positioned during the event (this should be a safe place).
2. Explain how they will be co-ordinated and controlled.
3. Confirm that they understand the nature of the sport and the dangers of the moving bikes.
4. Confirm that they understand the marshal flag system.
5. Ensure that they have appropriate Hi Viz clothing.
6. Instruct them to sign on

The first aid and medical companies supplying the staff have also got a duty of care for their staff and should hold appropriate Employment Liability insurance and complete suitable and sufficient risk assessments for their work at off road events.

To ensure clubs are dealing with reputable companies, at the beginning of the season clubs should obtain copies of these documents together with copies of their medical malpractice insurance. This information should be reviewed and retained throughout the season.

SR-1.2 SIGNING ON FOR ALL OFFICIALS

All officials, including marshals, including any relief marshal who may arrive later, first aid personnel, and any AMCA officials must sign the Insurance form at Race Control before commencing their duties.

Catering

Ensure that Caterers have adequate insurance cover and the vehicles meet the requirements of the latest Health and Hygiene Regulations. Caterers must not sell their products in any glass containers.

STEWARDS AND CLERK OF THE COURSE TRAINING

To be a qualified Steward/Clerk of the Course an Official must pass the Officials Seminar Course that is held at the beginning of each year by the Office.

The Official must shadow officiate at 2 events before their probationary period is over.

- The Qualification lasts for 3 years providing the Steward/Clerk Officiates at 2 events per year (1 Feb – 31 Jan)

Badges - Only the badge holder will gain entrance to a meeting.

OFFICIALS

SR-2 CLERK OF THE COURSE

(Must not be a competitor on the day of the event)

He/she is responsible to the stewards of the meeting for the operational control and management and conduct of the event in accordance with this Code and the official programme and any other supplementary regulations issued for the event. The Clerk of the Course is also responsible for the direction and control of the officials.

Duties of the Clerk of the Course

- a) To ensure that the circuit track is in good order and all legal requirements have been met and that all conditions as may be laid down by the permit issuing authority or authorising body are complied with.
- b) To ensure that all the officials are present and ready to carry out their allotted duty, including any briefing as to their duties and responsibilities.
- c) To ensure that the medical, first aid and any other ancillary services as may be required by the permit issuing authority or authorising body are on duty. First Aid Support are available for practice and race periods.
- d) To be responsible for ensuring that machines are correctly numbered.
- e) To be responsible for the verification of the identity of all riders and passengers and that they have been correctly entered and that none of them is disqualified, suspended, excluded or otherwise ineligible from taking part in the competition.

Powers of the Clerk of the Course

His/her duties including the following:-

- f) To control and supervise, with operational control on the day of the event.
- g) To supervise the layout of the track and all the necessary safety precautions.
- h) Report to the Stewards of the Meeting any competitor or other persons guilty of misbehaviour.
- i) Order any rider to be flagged off the course at any time during practice or racing whom he considers to be a potential source of danger, or whom he considers is in breach of the racing discipline.
- j) Prevent from starting any rider or passenger who is considered not qualified to start.
- k) Order the removal from the circuit, course or venue, any person refusing to obey the orders of an official, or otherwise discipline such a person.
- l) To take disciplinary action along with the Stewards and Co-ordinator or his deputy (any 3 from 4) for any breaches of the rules.
- m) Postpone or stop a race for reasons of safety.

SR-3 SECRETARY OF THE MEETING

The Secretary of the Meeting is the official responsible for the administrative organisation of the meeting whose duties shall include responsibility for:

- a) The application(s) to the appropriate authorities for a permit and/or authorisation.
- b) The drafting of any such Supplementary Regulations that may be required.
- c) Forwarding the necessary information to the AMCA office for them to prepare entry forms or sheets.
- d) The recruitment of officials including lap scorers and an announcer.
- e) The engagement of all necessary services (i.e. Toilets, First Aid, Doctor and/or Paramedic if possible, and caterers) and informing Police and local Hospitals.
- f) Collecting the adverts and any other material to be included in the programme.

g) The preparation and distribution of results, checking the accuracy of any documents, which are to be returned to the Permit Issuing Authority and/or the AMCA Office.

Documents to be returned to the AMCA are;

Signing on Sheets (Officials & Riders)

Work Part Signing on Sheets

Stewards Report Form & Event Certificate

Late Entry, FroCH, Transferred and Double Entry Sheets

Authorisation Notice

h) All correspondence necessary for the efficient running of the administration of the meeting.

SR-4 STEWARDS OF THE MEETING

1. Stewards cannot Officiate at their own events.

2. Two of the nominated Stewards can be riding but they must not be in the same race.

a) The Stewards of the meeting represent the AMCA to ensure the event is run as outlined in the AMCA Rulebook Standing Regulations and Sporting Code.

Note:- The Stewards priority must be the safety of the Spectators and Riders as well as the efficient running of the meeting, bearing in mind the good name of the AMCA and its constituent clubs.

In the event of a Steward arriving at a meeting, or one leaving the meeting, the meeting will be allowed to continue providing a REPLACEMENT Steward has been nominated to fill the position.

Stewards Badges/Bibs

Whilst on duty as the Official AMCA Steward, the AMCA Stewards badge/bib must be worn and the Stewards Badge carried by the Steward.

Note:- Stewards should only wear their badges/bibs when on official duty.

Before allowing an event to commence, Stewards must complete the Event Certificate part of the Stewards Report Form. Practice should not commence until the form has been completed, signed and witnessed by the Clerk of the Course.

The event certificate and Stewards report must be sent to the Office after the event has finished.

SR - 4.1 ACCIDENTS

It is vital that any accidents to spectators or serious injuries to riders or officials must be reported to the AMCA Office immediately, together with the names of any witnesses. In the case of a fatal accident, the Police must be informed immediately.

In the case of any serious or fatal accidents list any witnesses names and addresses, take photographs and measurements. Ensure that part of the track is left erected for further possible inspections.

SR-5 CHIEF MARSHAL (MUST BE A NON RIDER)

The Chief Marshal is responsible for ensuring:

- a) All track marshals have a copy of the instructions to marshals and that marshals understand it. (see SR-40 of this code)
- b) To appoint and position the track marshals, including track crossing, finish and the exit of the track.
- c) That each track marshal is correctly positioned and protected and able to observe the portion of the circuit between his point and the next marshalling point in the direction in which the riders are travelling. Riders who may stop should be urged to remove their machines from the track as quickly as possible.
- d) Marshals are to have 4 flags - Red, Yellow, Blue & White and White with Diagonal Red Cross

SR-6 SIGNALS

Flags to be a minimum size of 79cm x 58cm (31" x 23"). A system of flags or signals to control racing will be as follows:-

START - All events to have approved metal starting gate. Clubs should also have an elastic type gate in case of non-delivery of metal gate.

YELLOW FLAG WITH BLACK DIAGONAL STRIPES

Commencing last lap.

CHEQUERED FLAG (FINISH)

White with Black squares.

RED FLAG

To be used only for stopping races. All riders should then stop and cut engines.

YELLOW FLAG

Slow down. Caution. Do not overtake. Take extreme care, there may be someone injured on the circuit.

BLUE & WHITE FLAG

For Track Maintenance. When a section of track needs repair, the nearest marshal raises the blue and white flag aloft during the race to attract the attention of the track maintenance crew, or the commentator, to the section of the track which requires attention, i.e. ropes and stakes need replacing. Riders need not stop when this flag is shown.

BLACK FLAG

A rider signalled with a Black flag should stop at once. When a rider is black flagged a marker board showing his/her racing number will be shown at the same time.

BLUE FLAG

For directing riders off the course after the finish of a race and practice. Must be positioned at least 36.5 metres past the finish line.

TRACK CLEAR - At the end of a race, when a travelling marshal is not used, it is recommended that Yellow and Blue/White (track maintenance) flags are held overhead in a crossed position.

WHITE WITH A DIAGONAL RED CROSS - For attracting the First Aid to distant parts of the track.

A competitor failing to stop when flagged by a Marshal or Official renders himself liable to suspension from the remainder of the meeting. This is to include practice.

COMMENCING
LAST LAP



FINISH

ALL RIDERS
STOP



TRACK
CLEAR

STOP
AT ONCE



TO ATTRACT
FIRST AID

SLOW DOWN
CAUTION



TRACK
MAINTENANCE
REQUIRED

SR-7 RACING STOPPED BY A RED FLAG

When racing has been stopped by a red flag after completion of several laps and it has been judged that 66% (2/3) or more of it's time was completed, the positions recorded

by lap scorers at the last complete lap shall determine the final positions. (This includes AMCA Championship events.) Where 66% (2/3) of the race has NOT been completed, the race shall be re-run if convenient to the organising Club. If a race is stopped by an official/marshal with a red flag and the rider(s) is (are) clearly “proven responsible” he/she (they) should not take part in the re-run and shall not be included in the results of the race if a re-run is not required. Riders are allowed to change machines for the re-run. If a race is stopped after 66% (2/3) the stewards of the meeting will decide the results seeming to be justified to them. (In most cases this will be the order in which the riders last crossed the line).

Races stopped after the leader(s) has taken the chequered flag will be classified as having finished the race. The order of finishers who have not taken the chequered flag will be based on the order of last crossing the finish line, prior to the red flag, only competitors who are racing at the showing of the red flag will be classified as finishers

SR-8 COURSE MARSHAL

To be responsible for the erection of the track during the event and to liaise with the Clerk of the Course.

Duties to include roping, staking and general precautions on the course, including the storage of equipment during the event i.e. rope coilers not left at the side of the track.

SR-9 AGE LIMITS FOR OFFICIALS AND ASSISTANTS

All Officials shall be 18 years of age or over.

Marshals: All assistant Officials whose duties are to be carried out at the immediate track-side must be at least 16 years of age.

Parental agreement and responsible Persons: All assistant Officials who are under 18 years of age must have obtained parental agreement to carry out the duty and the signing-on signature must be countersigned by someone who is responsible for the Official at the event.

General: When using the services of minors (persons under 18 years of age) for any officials duties at any event special attention must be given to any risks which may be associated with the duty, and to the previous experience of the official.

TRACK DESIGN AND LAYOUT

SR-10 STARTS

- a) The minimum width of the start to be 37 metres.
- b) The minimum width at 70 metres to be 27.5 metres.

NOTE! Any variation to the minimum widths of either a) or b) above will be risk assessed and the number of riders allowed on the start line will be proportionately reduced to suit. Any variations MUST be noted on the Stewards Report Form.

- c) A bar must be behind the start and must be of sufficient height to prevent riders making a run at the starting gate, it must be far enough back so riders cannot use it for grip. If Sidecars are present at an event, then the bar should allow for two rows of machines on the start
- d) A hairpin bend is permissible for the first bend providing the correct track width is used around the bend.
- e) The start straight will not have any jumps constructed within 180 metres along this area.
- f) An uphill start is preferable

SR-11 NUMBER OF RIDERS ON THE START LINE

- a) Each solo rider should have a minimum width of 1 metre at the start gate.
- b) Each Sidecar rider should have a minimum width of 2 metres at the start gate.
- c) The minimum width of the start (37 metres) will allow for a maximum of 36 Solo or 18 sidecars riders on the start gate (first row) with 18 on the second row.

SR-12 STARTING PROCEDURE

- a) For the first race riders will draw numbers at the paddock entrance and will park by the corresponding number in the parc ferme.
 - b) When the paddock marshal gives the signal, riders will have two minutes to start their machine.
 - c) The rider that has drawn number 1, will go to the starting gate first followed by number 2 and so on.
 - d) A "15 Second" board will be displayed for a full 15 seconds
 - e) A "5 Second" board will be displayed, the gate may be released at any time during the 5 seconds.
 - f) For the second race riders who finished in the top ten should park next to the corresponding number that they finished the first race in, the other riders must draw numbers. This is except in Championship meetings when riders use timed qualification.
 - g) Riders or their attendants must not use any tools to alter the starting area.
- Transponders (When used) – Timed Practice.

The following method will determine the start positions when transponders are used. The riders are informed of the schedule of timed practice by different methods, e.g. in the programme and at the riders meeting on the morning of the event.

Riders will have 10 minutes free training, after 10 minutes a board will be held out at finish indicating that the timed training session has now started.

Only laps started within the timed qualification session count. A rider can complete a lap if the qualification session ends, as long as they have started that lap within the timed qualification session.

The rider with the fastest time will get first pick of the gate for the days races, the rider with the second fastest time will get second pick and so on.

GARDENING ON THE START LINE

- (1) Riders are deemed to be under starter's orders when the first rider is called to the start line.
 - (2) No persons will be allowed in the start area once riders have come under starters orders, except riders, passengers and authorised officials.
 - (3) No persons will be permitted to alter the starting area on the trackside of the start gate.
 - (4) Only riders will be permitted to alter the starting area behind the start gate, they are not permitted to use any tools.
- (Penalty) The penalty for breaching the above will result in the rider having the last gate pick in that race

SR-13 PRACTICE

Junior riders must not ride with other classes. Practice for each class shall be a minimum of 10 minutes or 3 laps. A Maximum of 54 (Solos), 25 (Sidecars) allowed on track at any one time. (See SR-13.1) Championship riders must have a minimum of 18 minutes.

SR-13.1 SOLO RIDERS PRACTICE

54 riders will be allowed by default, a MAXIMUM of 60 riders will be allowed to practice at any one time subject to risk assessment before the start of practice by Clerk of Course in conjunction with the Stewards of the meeting, this must be noted on the Stewards Report Form.

SR-14 FALSE STARTS

In the case of a false start, riders should not return straight to the start line but go back to the parc ferme and occupy the number they were at before the false start, this also applies if the race is stopped early in the race for some reason.

SR-15 TYRES

Tyres maybe used on the circuit for marking the inside of a turn. If tyres are used for the marking of a turn, only car tyres may be used and they must be placed in a horizontal position, at a maximum height of approximately 500mm.

Note: For permanent circuits used by other organisations who use shorter stakes, should have a tyre or some other protection placed on top of the stake.

SR-16 JUMPS

All jumps should be constructed in such a way that they can be ridden in the reverse direction to the planned direction of the track. No two jumps should be closer than 36.5 metres measured from the leading edge of one jump to the leading edge of the 2nd

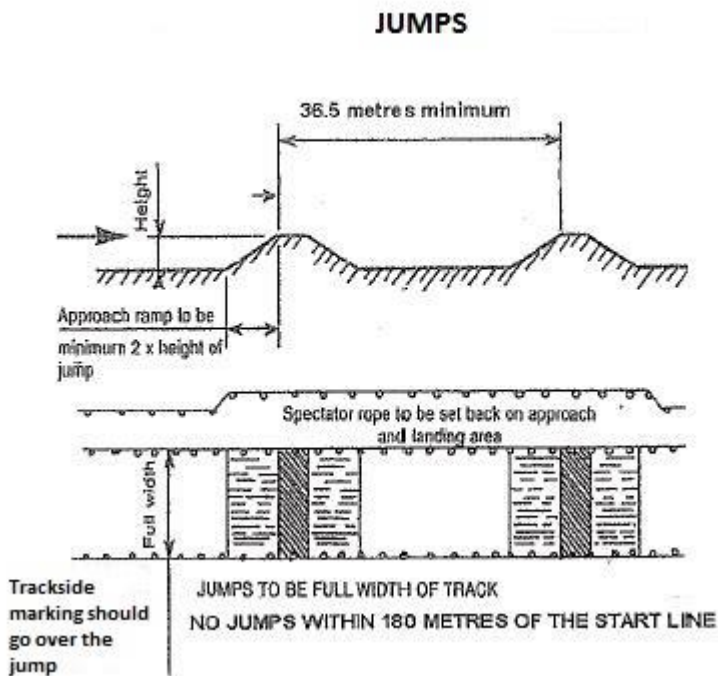
jump. The width of the course on a jump should be at least 1 metre wider on landing than the take off point.

Any jumps on the course, except in the middle of the circuit, which do not have spectator access, must have at least one line of approved fencing either side.

Any obstacle over 1m high will be considered a jump.

Any jump adjacent to spectators should have protection as outlined in SR-24 method A, B, C or D.

Note:- Obstacles which may encourage a novice or inexperienced rider to attempt to negotiate them in such a way which is beyond his capability should not be included.



SR16.1 Rolling Waves

A Rolling Wave section may be incorporated in a course, these are to have gentle inclines on both sides. The distance between the highest point of each wave should be approximately 8 to 10m. The height of each wave to be approximately 60cm

SR16.2 Whoops

Whoops are allowed. These should be constructed after an obstacle, ie: a tight bend, hairpin or tight chicane to make the approach to the first whoops low speed.

Definition of a Whoop: Whoops shall be defined as a number of consecutive semi circular depressions and crests formed with malleable soil, not more than approximately 1 metre deep and between approximately 3 and 6 metres between each crest of the whoop section. Whoops should be risk assessed before each event.



SR-17 FINISH

Careful consideration should be given to the position of the finishing line and the EXIT for riders after the finish.

There should be markers either side of the track to indicate the FINISH LINE.

Careful positioning of the Race Control unit is necessary and should not be near a bend, which if a rider fails to negotiate could mean running into the unit.

SR-18 TRACK WIDTH

A minimum width of approximately 8 metres (actual riding width) is recommended. The course width should not be less than 6 metres (actual riding width) for solos and sidecars.

A reduction to 5 metres (actual riding width) will be allowed for up to half the total distance providing the narrower parts are in the second half of the circuit.

SR-19 PADDOCK LAYOUT & ORGANISATION

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.

FIRE EXTINGUISHERS

Each riders vehicle parked in the paddock area must be fitted with a fire extinguisher which must not be carried loose but should be retained in positive quick release brackets, secured to the vehicle.

The minimum size of fire extinguisher to be used is 2 kg or Dry Powder Type (2 kg) and should be fitted with a Pressure gauge indicating the latest date of testing, which should be within the last 12 months.

SR-20 MARSHAL POSTS - SITING AND EQUIPMENT

There must be a sufficient number of official marshal posts around the course in order to give information by flag signals to the competitors during a race. The posts must be distinctly indicated and the location chosen so that signs given are clearly visible to the competitors. The number of the flag marshal post must be indicated at each post. Posts must be well situated to ensure an overall view of the track by the marshals and be able to see the next post from their normal position.

Marshals should be able to see the next Marshal around the circuit, both in front and behind.

Protection of the marshal from oncoming machines must be of a substantial material, i.e. 2 pallets in the form of a 'V', supported by wooden stakes, fencing, straw bales or tyres held in place by wooden stakes.

SR-21 TRACK CROSSING PLACES

If spectators are allowed on the inside or other side of the track, then a marshalled track crossing for spectators must be provided. These should be in places easily found by spectators and marked with signs stating "TRACK CROSSING".

SR-22 SIGNALLING AREAS

Must be provided and be behind barriers, chestnut fencing or Pallets and not situated inside bends. Where chestnut fencing is used the fence must be triple wired and supported at intervals of 2 metres with stakes 150cm high X 76 mm in diameter. A combination of chestnut fencing together with metal barriers (on the signaller's side) any rider receiving signals from prohibited areas around the track may be withdrawn or have his points deducted. At no time should anyone be on the track signalling to a ride

SR-23 WORK AREA (TIMED QUALIFICATION IS USED)

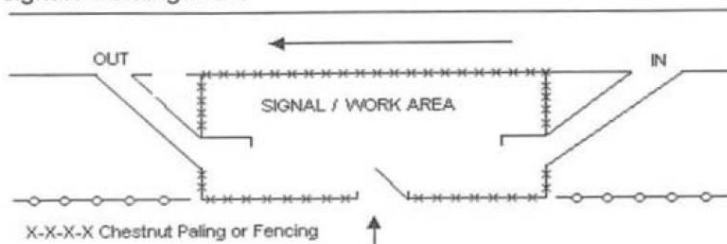
One mechanic per rider to be allowed entrance to the Working Area who must have identification (i.e. Wristband) Entrance: Must be of a maximum width of 3 metres and at a 90° angle to the track and is to be policed by a marshal. Protection of this area is to be as stated, as in rule SR-22. Exit: Must be separate to the entrance and marshalled. The

entrance and exit must not obstruct the racing line. The work area entrance is to be closed off after practice, this may then be used as a signalling area, as in Rule SR-22

SR-23.1 COMBINED SIGNAL/WORK AREA

Event organizers can if they wish combine both areas (Signal and work area as specified in SR-22 and SR-23) to a combined area as outlined in the diagram below.

Diagram of signal / working area:



SR-24 FENCING AND PROTECTION

All areas to which the public are to be permitted must be protected by one of the following methods or by a combination of these methods.

Straights

Method A

A fence (1) shall be erected outside the limits of the actual course. The fence shall consist of wooden posts, firmly driven into the ground and not less than 90cm (above the ground) of a minimum diameter of 6.3cm (or the equivalent), split stakes, minimum of half of 100mm (4") may also be used, approx. 5 metres apart. A rope approx. 61cm to 76cm high will be fixed between these stakes.

There will be erected, a "spectator" fence (2) consisting of wooden posts driven firmly into the ground and not less than 1.2 metres (above the ground) approx. 4.5 metres apart between which shall be fixed a rope at a height of not less than 91cm and not more than 121cm from the ground.

Between fences (1) and (2) will be a continuous strip of land of an approximate width of 6 metres, which shall be prohibited to the public. Prohibited Area notices shall be displayed at intervals, facing the public. These notices shall be rigidly mounted on hardboard or similar material.

Chain-link or pig netting wire fencing not lighter than 12 gauge may be used for the "spectator" fence (2) provided the 6 metres 'Prohibited Area' is maintained. The fencing must be of a height of not less than 121cm and mounted on posts of a minimum diameter of 6.3cm (or the equivalent) firmly driven into the ground.

The supporting posts must not be more than 3 metres apart and the fencing securely fixed to the posts on the side away from the spectator area. A “straining” wire must be threaded through the top of the fencing and securely fixed to the supporting posts.

Method B

A fence of metal galvanised crowd type barriers linked together.

The actual edge of the track must be marked on the trackside and in front of the Fencing shown in Methods ‘A’ and ‘B’. Can be marked with Plastic Pegs, which must be flexible or frangible (easy to break) (flexible plastic ‘electric fence’ posts allowed) and no sharp edges and should not be higher than 50cm above the ground and recommended that they should be connected by either rope or tape, which is clearly visible.

Method C

A fence of chestnut paling of a height of not less than 121cm and mounted on posts of minimum diameter of 6.3cm (or the equivalent) firmly driven into the ground, (not less than 1.2 metres above the ground). The supporting posts must not be more than 3 metres apart and the pointed ends of the paling are to be at ground level and the fencing securely fixed to the posts on the side away from the spectator area. Chestnut paling should be of the type providing the fixing of the paling by three strands of wire and the space between palings should not exceed 10.2cm.

NOTE - Other Methods of Protection

A combination of the above methods may be adopted subject to the approval of an AMCA Steward. Where the natural terrain provides adequate protection to the public or some other form of substantial fencing is erected, the above requirements may be modified subject to the approval of the Steward. Areas of the course, which are prohibited to the public shall be clearly defined by the display of “Prohibited Area” notices rigidly mounted on hardboard or similar material. These must be in sufficient quantity to ensure their being clearly visible to spectators. It is recommended that such areas are further defined by a boundary tape affixed to the stakes supporting the notices.

Method D (Events that include 65cc machines)

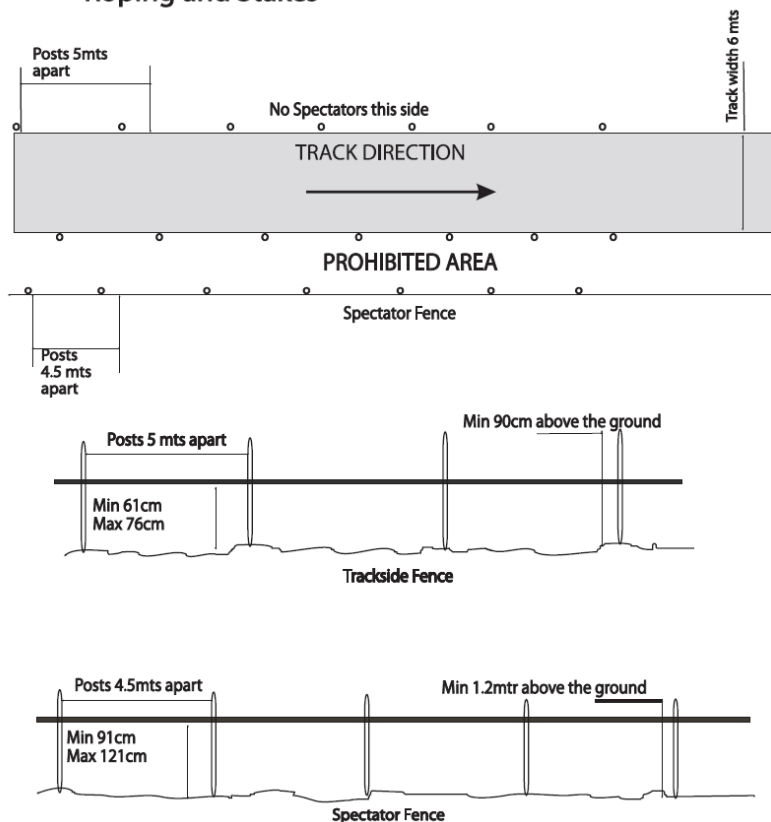
All tracks used for 65cc machines must not have a rope catch fence within approximately 3 metres of the marked track.

Where a rope catch fence is used it must be set approximately 3 metres back from the marked track, the fence must have two ropes, the top rope must be set at approximately 600 to 750mm high from the ground, and the second rope must be set at 50% of the height of the top rope.

Outside the catch fence there shall be a continuous strip of land of an approximate width of 6 metres which shall be prohibited to the public and where a spectator rope as per method A shall be erected.

Prohibited Area notices shall be displayed at intervals, facing the public. These notices shall be rigidly mounted on hardboard or similar material.

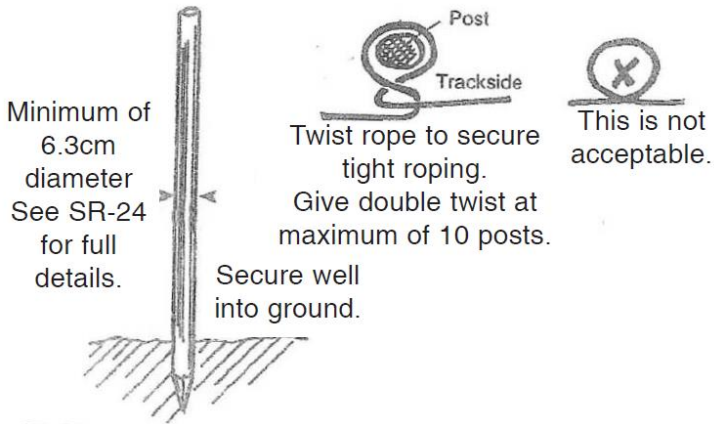
Roping and Stakes



SR-25 ROPES

Ropes shall be either hemp or sisal, the minimum diameter shall not be less than 15mm. For nylon, polythene or polypropylene rope, the minimum diameter shall not be less than 10mm.

Boat Rope is not to be used as trackside rope.



SR-26 CORNERS

In spectator areas, the outside of the bend should be fenced (as described in Rule SR-24). If impractical, then treble roping on 3 lines of stakes with 6.1 metres (solos) between each row and 7.1 metres at sidecar events. Areas that cannot meet this requirement must be made a prohibitive area and cordoned off and clearly marked. Allow for run off areas and increase the minimum widths especially round the first and second bends.

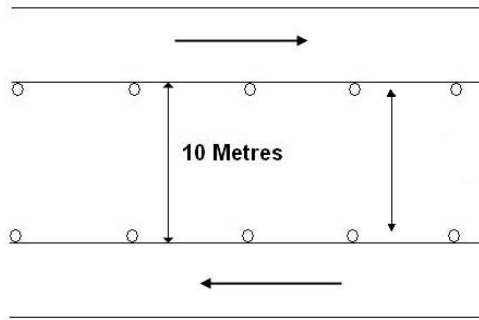
SR-27 TOTAL EXCLUSION ZONES/PROHIBITED AREAS

All areas to which the public are not permitted should be fenced off, roped off or marked with Plastic Pegs and clearly visible tape and are clearly defined with signs stating they are 'PROHIBITED AREAS'.

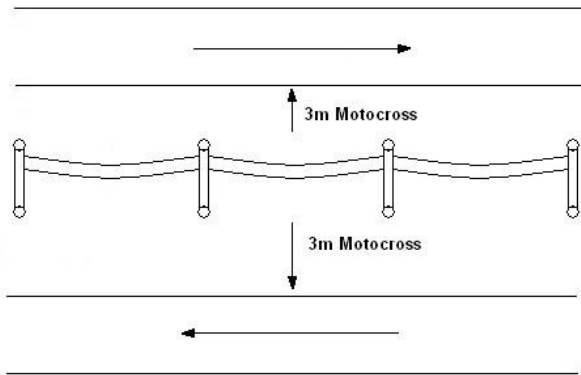
SR-28 OPPOSING TRACKS

Where there is opposing traffic i.e. on a loop or where tracks run along side each other, the track should be approximately 10 metres apart.

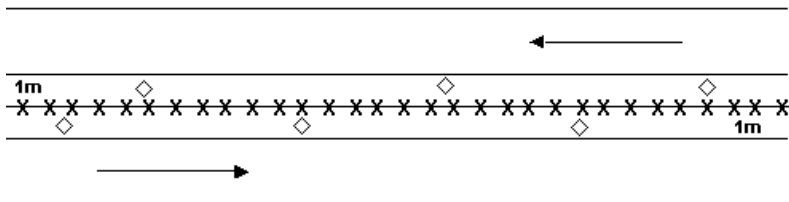
a) The risk must be assessed before allowing an unprotected area of track to exist. (d)



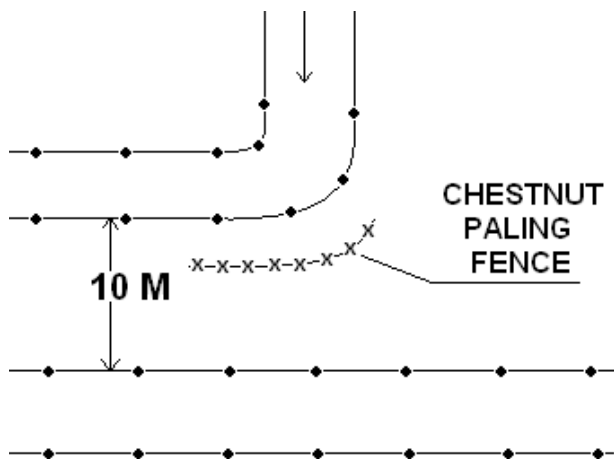
b) Alternative method for opposing traffic - tracks at 6 metres.



c) When using chestnut paling to protect opposing tracks the fencing posts must be positioned each side of the paling at a distance of 3.0m centres. A neutral zone of approximately 1.0 metre each side of the paling fence will have to be incorporated. By using paling fencing the distance between opposing tracks can be reduced to approximately 2 metres.



d) In certain areas it may be necessary to include a section of Paling fence even when there is a gap of 10m e.g when the outside of a bend is facing another section of track. Example, if the diagram below was a bermed corner, then the chestnut would need to be constructed on top of the bermed corner.



Crowd control barriers may also be used for distances 6 –10 metres whereby the crowd control barrier is securely placed mid distance.

SR-29 WARNING NOTICES

These should be displayed at or near the entrances to the circuit and on the approaches from the car park to the trackside. Prohibited area signs are required in all non-spectator areas.

SR-30 OVERHEAD BANNERS

Overhead banners across the track are NOT allowed.

SR-31 VERTICAL SPACE

The free vertical space between the track and any obstacle above the ground level should be 3 metres minimum.

SR-32 FIRE EXTINGUISHERS

Minimum of 3 Fire Extinguishers must be in position at each event, of an adequate size and type to cope with a fuel fire. One unit to be in, or near, the Race Control, another

near the start and signs should be erected stating `FIRE POINT` and should be displayed. Not less than 121cm from the ground.

The minimum size of fire extinguisher to be used is 6 kg Dry Powder and should be fitted with a pressure gauge indicating the latest date of testing.

SR-33 QUADS

Quads - Clubs who wish to include these machines at their events must adhere to the following rules:-

- a) AMCA Clubs should contact the AMCA Office if planning to include a class of Quads into their event, the track may be inspected to access suitability.
- b) Spectator areas to have 3 lines of rope with at least 20 feet between each line of rope. Clubs unable to meet this requirement to make the areas Prohibited as shown in the Standing Regulations.
- c) If there is chestnut fencing or metal barriers, then the 3 lines of rope are not required and Method B and C, SR-24 of the Standing Regulations & Sporting Code will be accepted in spectator areas.
- d) It is recommended that spectators are not allowed in the centre of the track and kept outside in proper fenced areas.
- e) Entry fees to be in line with AMCA fees including late entries and One Day Licences.

SR-34 PHOTOGRAPHERS AT AMCA EVENTS

Clubs organising AMCA authorised events should not allow any photographers, including camcorders, to take photos whilst standing in Prohibited Areas and/or behind one single rope. In other words they are only allowed in spectator areas unless the organising Club erects a suitable protection similar to those used for Marshals positions.

SR-35 PUBLIC ADDRESS

If cables have to cross circuits, the cable should, whenever possible, be underground and contained in protective piping.

SR-36 NOISE

Noise does not equal speed and power. Modern Motocross machines have sophisticated exhaust systems which are specifically designed to deliver maximum performance with the standard silencer fitted. Removing the silencer packing, or allowing it to deteriorate to the point where hardly any packing remains, may sound fierce to you but it's harmful to the engine and detracts from performance. Regardless of type, the silencer should be inspected after every meeting and repacked as necessary. If you forgot to plug the silencer outlet before washing down the bike, there's an excellent

chance that water has got inside, soaked the packing and, in so doing, has taken the edge off its performance. In which case, it's advisable to replace it. If the central baffle tube, the pipe with the holes in it, has not been cleaned for a long time, the chances are that excess carbon has formed; it should be scraped off.

Keeping performance is essential for all competitors. Equally important is keeping courses for racing. Pressure on land today has never been greater and it is easier to lose land than to gain it. The biggest source of land loss is noise. Aggravation caused by noise gives opponents to motorcycle sport a perfect opportunity to campaign for closure of the noise source, the local Motocross track. PLEASE do not provide ammunition that can be fired back at us by riding an illegally noisy bike!

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 a race may continue that race at the discretion of the Clerk of the Course or be black flagged.

NOISE LEVELS

The maximum sound level limit will be:

96 decibels. Lower levels may be set by some local authorities.

Machines tested on the day of an event between 96 - 98 decibels will be allowed to compete, but will be excluded from future events until a noise test has been passed at 96 decibels. Machines tested over 98 decibels WILL NOT be allowed to compete.

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.

SR-37

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 all conditions of admission see over' appear on the front of the ticket or badge. For programmes, 'see inside'. In areas where the public are not permitted a 'Prohibited Area' notice, must be displayed. Notices should also be displayed in the prohibited area between the 'double roping' and facing the public. 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.

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

Prohibited Area Notices (750mm x 400mm)

NOTICE

PROHIBITED AREA

The Public is not permitted in this area

Warning Notice (B) (500mm x 400mm)

WARNING

THE PUBLIC MUST NOT GO BEYOND THIS NOTICE

Warning Notice (C) (750mm x 450mm)



SR-38 CLUB SPORTING CODE

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.

SR-39 PRACTICE EVENTS

Conditions for running practice events are as follows:

Any practice sessions not run under the conditions listed below will not be covered by AMCA Insurance.

1. Fees Payable to the AMCA – Motocross Licence £3, One Day Licences - £13. Clubs may fix their own fees to include the AMCA's Insurance costs. Officials Insurance £50.00
2. Licences holders must produce there at signing on. Any rider who is allowed to sign on without a Motocross Licence will be charged the One Day Licence fee.
3. Signing on sheets must be sent to the AMCA Office within 7 days along with all relevant paperwork.
4. The event must meet all AMCA Rules, the same rules apply as a race meeting. Riders will be split into classes, Inter Juniors (must be run as a separate class), Juniors (must be run as a separate class), Seniors and Experts can

be run as a combined class.

5. Notification of the Practice Event must be made to the AMCA Office at least 7 days before the event and approval returned to the Club in writing before the day (for Insurance purposes). **AUTHORISATIONS WILL BE ISSUED AS CONFIRMATION OF THE PRACTICE.**
6. No racing allowed.
7. No trophies awarded.
8. A first aid party must be in attendance.
9. Track to be marshalled according to AMCA rules.
10. Any club who does not comply with this will not be covered by Insurance nor will the Riders. The event may be classed as a non-AMCA authorised event which could lead to disciplinary action being taken against the Club running the event and the riders participating.
11. Stewards will be appointed by the group to check the rules are being adhered to. Failure to comply with items 1 - 11 above may invalidate the insurance cover.

SR-39.1 RESTRICTED PRACTICE SESSIONS

Conditions for running restricted practice events are be as follows:

1. Only current AMCA Motocross licence holders may participate.
Fees payable to AMCA – £3
Officials Insurance £50.00 One Day Licences are NOT allowed.
Clubs may fix their own fees to include the above costs.
2. Licences must be produced at signing on. Any rider who is allowed to sign on without an AMCA licence will mean a penalty being imposed on the organising club.
3. Number of riders taking part in the event is restricted to 50, with no more than 20 on track at any one time. (New rule specifically for restricted practices).
4. Riders will be split into classes, Inter Juniors (must be run as a separate class), Juniors (must be run as a separate class), Seniors and Experts can be run as a combined class.
5. Signing on sheets must be sent to the AMCA office within 7 days.
6. The Event must meet all AMCA rules, the same rules apply as a race meeting except for the exceptions listed (Highlighted) in these bullet points.
7. Notification of the Practice Event must be made to the AMCA office at least 7 days before the event and approval returned to the club in writing before the day (for Insurance purposes). Authorisations will be issued as confirmation of the practice.
8. Strictly no racing allowed.
9. No trophies awarded.
10. A first aid party must be in attendance, this should be a minimum of one qualified first aider.
11. Marshalling to ensure that there are no blind spots, marshals should be placed at obstacles more likely to result in falling (e.g. jumps, table tops etc.)

Marshal to control entry to track.

12. Any club who does not comply with this will not be covered by Insurance nor will the Riders. The event may be classed as a non-AMCA authorised event which could lead to disciplinary action being taken against the Club running the event and the riders participating.

13. One Qualified Steward should be in attendance to ensure the safe and smooth running of the event.

SR-40 STANDING REGULATIONS FOR TRACK MARSHALS

Minimum age 16 years old, maximum age 85 years old.

1. Please make sure you sign the insurance form when you collect your flags.
2. Your allotted marshal point should be manned at all times and you should not leave it unless instructed to by the Chief Marshal. If you are handing over to another marshal, ask them if they have signed the insurance form.
3. Do not allow anyone to stand in the area between the spectator rope/fence or on the circuit, including riders.
4. Your responsibility is to observe the portion of the circuit between you and the next marshalling point in the direction in which the riders are travelling.
5. You will be given four flags, which are:

YELLOW FLAG

This should be held at all times ready for use (hold down at your side). If there is an obstruction, i.e. fallen or stationary rider, it should be waved to caution riders. When this is displayed riders should not overtake, any rider who disregards this should be reported to the Chief Marshal.

RED FLAG

This should only be displayed if you are instructed to by the announcer, Clerk of Course or Chief Marshal or if the track is blocked and if for any reason the first aid/medical personnel need to attend to an injured rider. If you feel that a rider(s) has caused the Red Flag to be displayed (i.e. caused the accident), you should inform the Clerk of the Course or the Chief Marshal who the rider(s) are, especially if you think it may have been done deliberately to stop the race.

WHITE FLAG WITH A RED CROSS ON IT

This flag warns the first aid that someone is in need of their attention.

BLUE AND WHITE FLAG

For track maintenance. When a section of track needs repair, the nearest marshal raises the blue and white flag aloft during the race to attract the attention of the track maintenance crew or the commentator to the section of the track which requires attention, i.e. ropes and stakes need replacing. Riders need not stop when this flag is shown.

6. When using any of the above flags it is important that they are waved vigorously

to ensure riders see them.

7. If you have any queries do not hesitate to ask the Chief Marshalor Clerk of Course.

8. If you are not happy with your protection then contact the Chief Marshal, Clerk of Course or Steward.

9. Do not let anyone cross the track during racing.

10. Sitting during racing is NOT allowed.

11. Maximum of 2 persons allowed at a marshals point at any one time.

AMATEUR MOTOR CYCLE ASSOCIATION INSURANCE ARRANGEMENTS PERSONAL ACCIDENT

Category A COMPETITORS

Insured Persons:

Any participant in a meeting or motorcycling activity that is subject to the authorisation of or a certificate of exemption issued on behalf of the Insured, held during the period of insurance, including official practice, on the day or days immediately preceding the activity, including setting up and dismantling the course

Operative Time: As defined above

Personal Accident

Item Benefits Payable Sum Insured Per Insured Person

1Death £10,000

Insured Persons aged 6 to 15 inclusive £7,500

2 Permanent Total Loss of Sight of One Eye £15,000

3 Permanent Total Loss of Sight of Both Eyes £15,000

4 Loss of One or More Limb(s) £15,000

5 Permanent Total Disablement £15,000

6 Hospitalisation for 28 days following an Accident within a 12 month period £2,000 each and every claim

Maximum Event Limit £1,000,000 any one Event

If the aggregate amount of all Benefits payable under this Policy exceeds the Maximum Event Limit the Benefit payable for each Insured Person shall be proportionately reduced until the total of all Benefits does not exceed the Maximum Event Limit.

Category B OFFICIALS

Insured Persons:

Any person appointed by the Insured to carry out official duties at a meeting or motorcycling activity, while such person is at such meeting or motorcycling event in an official capacity (including direct travel to and from normal place of work or domicile, whichever is left last) and which is subject to the authorisation of or a certificate of exemption issued by or on behalf of the Insured, held during the period of insurance, including official practice on the day or days immediately preceding the activity, including setting up and dismantling the course. The Insured Person shall also be covered whilst inspecting a course, including the marking out of a route or preparation of a course for the event prior to the promotion of such an event or the dismantling of a course or a route after the event.

Operative Time: As defined above

Personal Accident

Item Benefits Payable Sum Insured Per Insured Person

1 Death £65,000

Insured Persons aged 6 to 15 inclusive £7,500

2 Permanent Total Loss of Sight of One Eye £65,000

3 Permanent Total Loss of Sight of Both Eyes £65,000

4 Loss of One or More Limb(s) £65,000

5 Permanent Total Loss of Speech £65,000

6 Permanent Total Loss of Hearing

a) In one Ear £16,250

b) In both Ears £65,000

7 Permanent Total Disablement £65,000

8 A fracture of:

a) Hip or Pelvis (excluding coccyx) £2,500

b) Leg including heel & ankle (excluding kneecap) £2,500

c) Collarbone, arm (excluding wrist & elbow) £2,500

d) Skull (including jaw, nose & cheekbone) £2,500

e) Breastbone, rib, shoulder-blade, hand (excluding fingers), foot (excluding toes & heel) £2,500

Maximum Event Limit £1,000,000 any one Event

If the aggregate amount of all Benefits payable under this Policy exceeds the Maximum Event Limit the Benefit payable for each Insured Person shall be proportionately reduced until the total of all Benefits does not exceed the Maximum Event Limit.

Officials may also apply to the AMCA Benevolent Fund for financial assistance – please contact the AMCA office.

PUBLIC LIABILITY INSURANCE - CAMPING ACTIVITIES

The AMCA have arranged the Public Liability Insurance for the protection of their

Clubs, Officials and Licence Holders, for events, which are run under their authorisation. The policy extends to cover the legal liability of affiliated clubs in respect of camping activities which form part of an authorised event. The limit of indemnity is £30,000,000 for each and every claim and is subject to £100 third party property damage excess. Camping will be covered for the duration of the event, will also include cover for officials for the setting up and dismantling of the circuit Cover includes: Indemnity to the club members and participants in respect of their legal liability for death of or bodily injury to or damage to the property of third parties following accident(s) arising out of camping at events run under AMCA authorisation. Excluding liability in respect of the use of any vehicle in circumstances for which insurance is made compulsory under any legislation governing the general use of motor vehicles.

UK jurisdiction clause applies

Excluding damage to road, track and land surfaces.

Excluding any liability arising from deliberate acts

Excluding damage to property owned by the club

This policy is only in force for events, which have received authorisation from the AMCA.

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 motorvehicle 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.

FINDING VENUES

Any Club looking for a Motocross venue should not, under any circumstances, contact a land owner or any person responsible for the letting of the circuit if the ground is being used by another Club, an AMCA Club or a Non AMCA Club.

The Club using the circuit must be contacted first for permission to approach the owner. Any Club found not complying with the arrangement will be liable to severe disciplinary action.

If a circuit has been used within the last three years then the Club who have used the ground for any type of off road sport must be contacted and a written letter of authority obtained before any approach is made to any land owner or their agent.