



ENDURO REGULATIONS

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ENDURO REGULATIONS

Must be read in conjunction with the AMA [General Events Code](#), [Competition Events Code](#) and any Supplementary Regulations issued by Organisers.

NOTES TO RIDERS

- a) The rules of competition are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules directed or related to safety are promulgated to make all persons concerned with safety, but the AMA neither warrants safety if the rules are followed nor compliance with any enforcement of the rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of facilities and conditions, and must assume the risk of competition.
- b) Riders and Eligibility: Special Note: The AMA does not test the skill of individual participants in AMA sanctioned events, nor does the Association assess riders competence. Participants are solely responsible for their safety.
- c) Membership Card: The Membership Card permits the member to participate in competition but does not imply that its bearer has been trained, tested or certified to have achieved any level of competence in the operation of his/ her motorcycle.
- d) General Equipment Standards: Equipment used in sanctioned competition must meet the standards as specifically provided for in this rule book. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components and materials, and/or fabricate the same so that the motorcycle components will perform in competition with safety.
- e) Responsibility: Participants are solely responsible for the condition of their machines and personal riding equipment. Officials do have the authority to prevent the use of any machines or equipment which they do not think is satisfactory.
- f) Competition Clothing: It is the sole responsibility of the rider to select a helmet and apparel which will provide appropriate protection. The AMA does not endorse or certify any manufacturers or products. The rider must rely on his/her own judgement in the selection of any helmet and apparel for durability and safety. Certain Australian Standards for helmets are laid down in the rules and must be complied with.
- g) Meetings: Special Note: Riders are solely responsible for their safety at AMA sanctioned meetings and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of track Officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate in the event.



1.0 ENDUROS

Definition of Enduro: A long distance timed trial or endurance and reliability. Not including observed sections. Distance is usually in excess of 15 kilometres per lap.

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

2.0 SHORT COURSE / HARE AND HOUNDS TYPE OF ENDURO

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

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

3.0 NUMBER OF RIDERS PER EVENT

Terrain must be taken into consideration. Entries should be in the ratio of the length of the course – 30 riders per kilometre. 150 riders should have a lap of at least 5 km. Maximum number of riders 300 = 15 km lap. Special concession could be included for a longer lap, after consultation with the AMA Regional Events Officer.

4.0 MOTO DURO'S

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

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



5.0 AGE LIMITS

5.1 YOUTH CLASS (7 to 14 YEARS)

For Short Course/Hare and Hound and Motoduro type of events "special age limit" (Youth) classes may be introduced. Sessions for Youth riders will be restricted to 2 hours maximum, preferably on a shorter / reduced circuit. It is the responsibility of the organiser to determine the courses suitability for Youth riders. Minimum age will be 7 years old, Youth riders aged 7 years to 14 years will ride together and will be restricted to the following machines. Maximum c.c. allowed in any special class races will be 85cc – 2 stroke or 250cc – 4 stroke.

5.2 ADULTS CLASS AGE RESTRICTIONS - YOUTH IN ADULT EVENTS

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

13 – 15 year olds are restricted to – (Up to 200cc 2 stroke or 250cc 4 stroke)

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

5.3 RIDERS AND PILLIONS UNDER 18 YEARS OF AGE (MINORS):

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

5.4 CHILD PROTECTION.

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

6.0 AMA MEMBERSHIP

Fees for AMA Membership will include the cost of a Personal Accident Insurance Premium. Details can be found in the AMA General Events Code. On the day of the Enduro, the member must produce their membership card and suitable photographic identification to prove their identity.

7.0 ELIGIBILITY TO PARTICIPATE IN EVENTS

7.1 ELIGIBILITY

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

8 ONE EVENT REGISTRATIONS

Any person wishing to participate can at present do so without being a full member of the AMA, but one event membership and event registration forms will need to be completed.

The AMA strongly recommends all participants to become a financial member of the AMA as it means you'll be supporting your local enduro organiser with insurance and safety equipment, for peace of mind protection when organising events.

9 N/A

10 CLASSES

Will depend on promoters discretion, but must be clearly stated on supplementary event regulations. Most Enduro events separate the different types of machines into different classes and depending on ability riders may be graded Expert, Clubman or Sportsman. Any riders under the age of 16 (if allowed) will NOT be allowed to participate with any other classes.

11 ENTRIES

Within seven days of the receipt of the completed entry form, the Organisers should notify riders of the position with regard to their entry and whether the entry has been accepted, or has been refused. The closing date of entries, the conditions for return of Entry Fees and any other special requirements will be contained in the Local Event Regulations. All Local Event Regulations must carry the telephone number of a responsible official.

11.1 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 Local Event Regulations.

11.2 INSTRUCTIONS TO RIDERS

Any written instructions subsequently issued shall have the same force as these Enduro Event Rules and the Local Event Regulations.

11.3 ENTRIES THROUGH THE AMA

All entries for the Enduro type events, must be registered through the AMA enduro website.

12 HELMETS

Helmets must conform to the Australian or equivalent standards. Helmets must NOT have racing stickers on, and riders must not paint or deface helmets with stickers or adhesive labels or tape. No additional holes to be drilled other than those provided in the manufacture of the helmet i.e. for face masks etc. Helmets with detachable fins are allowed. Helmets must be worn at all times whilst the machine is being ridden, including in 'run off' areas.

13 SHIRTS

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

14 GLOVES

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

15 BREACHED, BARBOR TROUSERS AND LEATHERS

Purpose made must be used.

16 BOOTS FOR RIDERS, BOTH SOLO AND SIDECAR

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

16.1 COMPETITION APPAREL:

It is the sole responsibility of the riders to select a helmet and apparel which will provide appropriate protection. The AMA does not endorse or certify any manufacturers or products. The rider must rely

on his own judgement in the selection of any helmet and apparel for durability and safety. Certain Australian Standards for helmets are laid down in the Rules and must be complied with.

17 IDENTIFICATION DISCS

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

18 PRE EVENT INSPECTION (PRI)

Each machine and rider must pass (PRI before going onto the track, machines must be fitted with a silencer. Twist grips have to have self-closing throttles, that shall return and be secure. Clutch and front brake levers must be of ball end lever type. Cut outs to be operative. Each machine to be marked with a clear identity mark, after it has been checked and the riders have "signed on", Riders Helmets, clothing and boots to be looked at as riders go to the start line. This is not a mechanical safety check. The mechanical safety of the machine is the riders own responsibility.

19 EQUIPMENT OF MACHINES

Machines must be equipped with two efficient brakes, one to each wheel of the motorcycle. One brake must be foot operated and must lend itself to immediate application with the rider's foot on the footrest or footboard. Machines must be equipped with a multi-speed gearbox, the clutch and front brake lever must be of the ball end type. Primary chains must be fully enclosed. 4 Stroke machines - closing throttle cable MUST be in place where originally fitted to the machine. Chain guards MUST be in place where fitted as standard. Throttles must be shut off, so that the machine stops to tick over when the throttle is released. All machines must be fitted with an effective kill button.

20 NUMBERS

Machines must be equipped with three (3) plates, one facing forward and one each side to the rear of the swinging arm pivot bolt and to be clearly visible when the rider is on the machine (sitting or standing). Recommended to be a minimum height of 150 mm and 2.2 mm in width.

21 COLOURS OF RACING NUMBERS

As directed by Local Regulations.



22 TYRES - RECOMMENDATIONS

Recommended – the use of enduro (or trials tyres at some venues) except events based around established motocross circuits. The reduction in land damage can be dramatic and definitely worthwhile. Tyres optional unless stated in the Local Regulations for the event.

23 FUEL

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

24 PETROL CONTAINERS - LEGAL REQUIREMENT

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

- a) The manufacturer's name.
- b) The month and year of manufacture.
- c) The nominal capacity of the container in litres and half-litres rounded down to the nearest half litre.
- d) The words and figures "complies with"
- e) The words "PETROL" and "HIGHLY FLAMMABLE".
- f) The appropriate hazard warning sign.
- g) An appropriate phrase(s), in English, indicating the precautions to be taken.
- h) Allowed to carry a maximum of 30 ltrs in the three 10 ltrs containers.
- i) The use of petrol at an event s allowed from the authorised container into the machines petrol tank.

25 GAS

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

26 NOISE

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



27 NOISE LEVELS

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

28 SILENCERS

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

29 NOISE METER GUIDELINES

29.1 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)

- a) The test should take place when a machine is under power, e.g. exiting a corner onto a straight.
- b) The noise meter should be at a 90 degree angle to the racing line.
- c) The noise meter should be at a distance of 7.5m from the racing line.
- d) 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.

29.2 SOUND CONTROL – STATIC TEST

- a) 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.
- b) 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.
- c) 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 :
 - a) Up to 85cc 8,000 RPM
 - b) Over 85 cc up to 125cc 7,000 RPM



- c) Over 125 up to 250cc 5,000 RPM
- d) Over 250 cc up to 500cc 4,500 RPM
- e) Over 500 cc 4,000 RPM
- d) The sound level for engines with more than one silencer will be measured on each end.
- e) Sound limits in force - Max. 96 dB/A measured at a fixed RPM (see 3).
- f) The surrounding sound should not exceed 90 dB/A within a 5 metres radius from the power source during tests.
- g) 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.
- h) The "slow response" setting must always be used.
- i) 'A' weighted setting on sound level meter.
- j) 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.
- k) Tests should not take place in rain or extreme damp conditions. Machines considered excessively noisy must be individually tested if conditions allow.
- l) In other than moderate wind, machines should face forward in the wind direction. (Mechanical sound will blow forward, away from microphone).
- m) Always round down meter reading, that is: 100.9 dB/A = 100 dB/A.
- n) Type 1 meter : deduct 1 dB/A Type 2 meter : deduct 2 dB/A
- o) Ambient temperature (All tolerances are accumulative).
 - a) Below 10° Celsius : deduct 1 dB/A
 - b) Below 00° Celsius : deduct 2 dB/A.



ON THE DAY PROCEDURE

30 SIGNING ON

It is the responsibility of each rider to sign on the participants "Signing On" sheet before he/she goes out to participate. The purpose of signing on is to indicate that your machine has been examined and that you are accepting the conditions as listed below and which are included on the top of the signing on forms.

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

Contact the official who is handling entries.

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

PARTICIPANT/RIDERS ARE SOLELY RESPONSIBLE FOR THEIR OWN SAFETY.

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

31 START

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

32 CHECKS

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

33 RE-FUELLING

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



34 PARTICIPANTS IN PUBLIC ENCLOSURE (INCLUDING Paddock)

No participant will ride their machines in the paddock or on that part of the field reserved for the general public. A BREACH OF THIS RULE, WHICH IS TO BE STRICTLY ENFORCED, WILL ENTAIL IMMEDIATE SUSPENSION FROM THE MEETING. The penalty will be a two meeting ban, during which time the rider must marshal twice. Riders who push their machine with engine running will be penalised and must marshal at one event before riding again.

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

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

35 FIRE EXTINGUISHERS

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

36 RIDERS CONDUCT

RIDERS ARE RESPONSIBLE FOR THOSE WHO ATTEND EVENTS WITH THEM.

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

If dealing with someone under the age of 18 years the parent/guardian must be in attendance, if the organiser has an appointed Child Protection Officer, they should also be invited to attend. Any penalty imposed on under 16 year old riders, must be an alternative to marshalling duties. (I.e. picking up litter etc.)

36.1 Penalties

36.1.1 Warnings

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

36.1.2 Time/points penalties

Time/points penalty affecting the rider's results.



36.1.3 Withdrawal of Championship points

Affecting the riders championship position.

36.1.4 Disqualification

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

36.1.5 Suspension of AMA Membership

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

36.1.6 Exclusion

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

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



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

Note: Any decision to ban a rider on the day of the event to be taken by the Event Referee.

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

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

36.2 HEARINGS

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

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

36.3 APPEALS TO AMA COMMITTEE

Any person who is disciplined by a promoter hearing and feels the hearing was not fair or that the penalty was too harsh, may appeal to the AMA Committee in writing including a deposit of \$50.

Hearings to this committee are not automatic, they will only be granted if the reasons for the appeal are considered valid. Any decisions by either the Appeals Committee will be final and binding. At all disciplinary hearings, any persons having a connection, either financial or as a relation, to any person having a hearing should declare that interest.

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

36.4 SUSPENSION OF LICENCE

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

An offender must carry out the duties themselves and should arrange with the organiser beforehand. If the rider is under the age of 16 years alternative duties may be found. Any rider suspended shall return his/her Membership to the AMA Office. Any delay in handing it back will be added to the term of suspension. When a rider is suspended it applies to all types of AMA events. Any rider given a suspended sentence of his/her AMA membership will have the sentence automatically cancelled after a year for each month imposed, i.e. a rider given a three month suspended sentence of his/her registration will then have it lifted after 3 years.\

GUIDE TO ORGANISERS

37 RISK MANAGEMENT

37.1 Risk Assessment

From the completed risk assessment, you should have developed actions to reduce the impact or even eliminate the identified risk.

You should check that all measures outlined on the risk assessment are in place. Any differences to the original risk assessment must also be recorded as part of a dynamic risk assessment.

Further detail and guidance around completing [Part 1](#) and [Part 2](#) of the Risk Assessment Form can be found within the [Risk Assessment Guidance](#).

37.2 Incident Reporting

The [Guide to Reporting an Incident](#) is helpful to outline the process involved in reporting an incident depending on the severity of the incident on the [Incident Report Form](#).

38 EMERGENCY MANAGEMENT

Emergency management is paramount for reducing vulnerability of participants, personnel and visitors to hazards and coping with disasters. For racing events at venues, an [Emergency Management Plan](#) is to be implemented.

39 LAYOUT

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

39.1 Man Made Obstacles

Man made obstacles can be included but an alternative route should be provided.



40 PITS

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

Vehicles must be parked at least 2 metres apart and every vehicle should be able to leave the meeting at any time and should not be “blocked in”. The parking of vehicles must allow for fire or any other emergency vehicles to gain access to all parts of the paddock. All vehicles parking in the paddock must carry a fire extinguisher, which is in working order. Riding of machines in the paddock is strictly prohibited.

40.1 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.

40.2 Overnight Camping

Where events include provision for overnight camping, the AMA Camping Code must be followed.

41 RIDERS MEETINGS

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

42 TRACK CONSTRUCTION

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

43 TAKING DOWN

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

44 LITTER

Stress the importance of riders clearing and taking away litter.

45 TOILETS

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

46 FIRST AID

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

47 FIRE POINTS

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

48 Warning Notices

48.1 Warning Notice (A) (750mm x 450mm)



This warning notice must be displayed at each entrance to the course. Declaration. The programme of the meeting, all tickets including car passes, spectator, riders and officials passes shall include the following wording. If the wording is printed on the reverse of a ticket or pass, the words 'For shall conditions of admission see over' appear on the front of the ticket or badge. For programmes, 'see inside'.

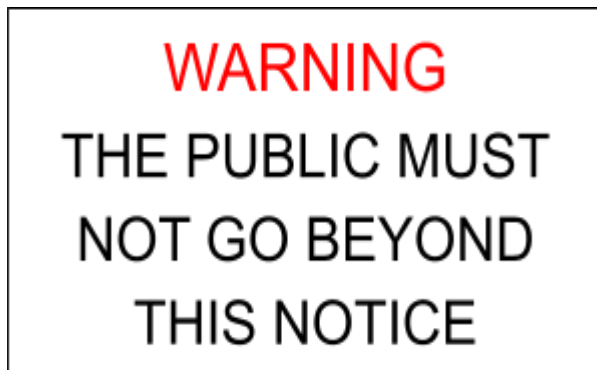


48.2 Prohibited Area Notice (750mm x 400mm)



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

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



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

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



49 TIMED EVENT CODE

All AMA organisers must follow the adopted Timed Event Code for venue events as detailed below. Written permission must be sought and obtained before using land.

50 CAR PARK LIABILITY

50.1 CAR PARK LIABILITY FOR MOTOR VEHICLES AT AMA EVENTS

Members are reminded that they or their guests (or any other person) can incur a legal liability for death or injury to persons or damage to property arising from a motor vehicle notwithstanding that the area may be private property. All persons must therefore have as minimum full Third Party motor cover and must take the same attitude to driving off road as they would if driving on the public highway.

51 EVENTS USING AND OR CROSSING ROADS AND OR ROAD RELATED AREAS

Trials and enduro events sometimes need to be routed along, or across, roads and or road related areas, requires that the event must have the permission of the owner and occupier of the land crossed by the right of way, and also authorisation from the road authority (normally the Local council for the area). The road authority will normally require written consent from the owner and occupier, and it can impose reasonable conditions upon the event, such as signage and

marshalling to protect the public. Organisers are advised to seek permission and authorisation for events well in advance in case negotiations with the road authority are necessary.

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

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

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

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