



How TBEC events are run

1 Signing on will start at 08.30 and close at 10.00 sharp. All riders must sign on and produce their membership card when doing so. You will also be required to produce your ACU competition licence. Annual licences are available from the ACU (tel 01788 566400). You will be able to get a one-day licence for your **first** TBEC event only. Your bike must pass Machine Examination before you can sign on.

2 The first session of the day will start at 10.30 unless otherwise stated.

3 All classes will ride at the same time.

4 Each of the two sessions will normally be of 1.5 or 2 hours duration or the event may be run straight through for 3,4 or 5 hours; the format depends on conditions on the day. Details will be given in the Supplementary Regulations (Regs) for each event.

5 Entries All events will be confirmed by letter and will be limited to a maximum number of riders. To avoid disappointment, get your entry in early. Entrants Start Row and Start Time will be published at the Control Tent on the morning of the event. 10-15 riders will start on each minute.

6 'On the day' entries There will be no entries on the day. We are now taking Day Members but you must post your details in prior to the event.

7 Riding numbers These must be black numbers on yellow backgrounds and must be clearly visible from the front and both sides of the machine.

8 Machine Examination After signing on you must take your bike, helmet, gloves, boots, trousers and ID tag to the examiner. Your ID tag should give your name and date of birth and must be worn at all times during the event. Your bike and clothing will be checked for safety; the examiner will pay particular attention to the following: swingarm, steering head and wheel bearings, brakes, throttle, spokes, chain/sprockets and exhaust (Noisy bikes will not be tolerated and will be excluded from the event. MX silencers are not acceptable. A Sound Inspector, and the Clerk of the Course may undertake a sound check. All bikes must be marked with the piston stroke and the silencer correctly maintained. Maximum sound level is 94 dBA at 0.5m and mean piston speed of 11 m/sec. Excessively noisy machines will be excluded). Helmets will also be carefully checked - make sure yours is in good condition and meets current ACU regulations. Note particularly that from 1st January 2001 helmets with shells of moulded thermoplastic construction (ABS, poly-carbonate etc.) and carrying the 'old' style sticker with a single border are no longer acceptable for competition use. Boots must be of the motocross type

- wellingtons and Derri boots are not acceptable. If you have any doubts about the condition of your bike or riding kit, ask a club official for advice and give yourself plenty of time to sort out any possible problems - you don't want to travel all the way to an event only to be excluded because you're not properly prepared. And remember, the machine examiners are volunteers giving up their time to ensure your safety and that of you fellow riders. Once you have passed machine examination you

must take your bike straight to the start grid and park it there ready for the first session.

9 Start area - You must NOT start your bike until your start time.

At the start area there will be a row of numbered posts - park your bike on the appropriate row until the start. It's your responsibility to make sure you're ready to start on your minute at the beginning of each session. There will be a riders' briefing for all entrants at the start of each meeting and an additional briefing for any first time riders.

10 Start / Lap scoring The object of the 'Hare and Hounds' type enduro is to complete as many laps as possible in the given time for the session. Each lap you complete scores a certain number of points. If you finish the session late you will be penalised a certain number of points for each minute you are over. Typically, each lap scores between 12 and 18 points and each minute late carries a penalty of 3 points. Throughout 2003 we trialled an electronic lap scoring system which proved very successful; we now use this system at all events. The system consists of a number of lap scoring readers mounted on posts in the start/finish area. These readers pick up a signal from a wristlet programmed with each rider's individual number each time the rider passes lap scoring. For the system to work you must STOP at a reader and hold your wristlet to the reader; confirmation that the lap has been registered is given by green and blue lights on the reader and an audible 'beep'. Note that the readers are normally set up to be on your right as you approach them so wear your wristlet on your RIGHT wrist. The procedure for the start will normally be as follows: the lap scoring area will be set up a few metres from the start line; when your start minute comes up on the clock move forward and hold up your wristlet to a reader - this will be start your time. Note there is no need to fight your way to a reader at the start of the event - your time doesn't start till you trigger the reader for the first time. After each lap make sure the reader registers the lap (don't be tempted to try and get an extra lap - the software is sophisticated enough to pick this up and you will be penalised). Also remember the lap scoring area is always blue taped - this means WALKING PACE ONLY. Failure to observe this will result in exclusion. As we are still experimenting with the system we may make detail changes to the way events are started. If so, these will be announced at the RIDERS' BRIEFING so always make sure you attend the briefing. When you've finished the first session of the day, take your bike to the pit area to carry out any adjustments, repairs, etc. When you've finished preparing your bike for the afternoon session and refuelled if necessary (see below) take it back to the start grid. All repairs must be carried out in the pits area. You are not allowed to return to the car parking area with your bike until the end of the meeting; if you do so you will be excluded.

11 Refuelling This must only be done in the designated area. Note that no fuel will be available at any of our events. NO SMOKING IN REFUELLING AREA; any rider doing so will be excluded.

12 Afternoon session At some events the direction of the course may be reversed for the second session of the day.

13 Results formulation will be as per the Supplementary Regulations and will normally be available on the website within 48 hours. To qualify for a result you must help clear up the course, unless you have helped at setting up the day before (please see item **17 Course Clearing** info below)

14 Warning Flags

Yellow - motionless - Take care, danger
Yellow - waved - Great danger; be prepared to stop
Red - Immediate stop ALL riders
Black - That rider to come off

15 Complaints If you have a complaint against any rider's conduct you should advise the Club Steward at the event and the matter will be dealt with on the day.

16 Motocross machines and Motocross conversions are not permitted to compete at any of our events.

17 Course clearing All members are expected to help with course clearing and packing of equipment at the end of every event. Having done your bit, make sure you give your rider number to the appropriate official - you will then qualify for a result. If you don't help/or don't give your number after doing so, you will not get a result. As we have to set up each course the day before the event, your help on the Saturday would be much appreciated; it's a good way to get to know the course and you will receive a voucher, collect three for a free ride or send one voucher in with your entry to receive a £10 discount. We also give you the choice if you set up on the Saturday you can forfeit your setup voucher and have your name ticked off to get a result.

18 Riding of any machine in the car parking area is strictly forbidden; this is for your safety and for that of others at the meeting and doing so may result in exclusion.

REMEMBER: NO HELP, NO EVENTS