

## RIDERS BRIEFING & FINAL INSTRUCTIONS 2009.

This year we have continued the decision to publish the riders briefing, rather than try to verbally address over 500 riders on the very busy day before the actual event.

The first thing you need to do is to sign on when you will be given your check card, know your start time and work out your check times, printed time cards are available from the ISDE Welsh team manager, you must know what time you are due to arrive at each of the 12 or so time checks.

Arrange to have your personal food, drink and fuel where you want it and be able to recognise your refuelling vehicle. Get your bike scrutinised and parked in the Parc Ferme. You will be given a number related wrist band, don't lose it, you need to show it to the paddock marshal to be able to get your bike back out of the Parc Ferme, remember no wrist band no bike.

The first day is route marked with orange arrows positioned and angled to indicate the intended route. When you are required to turn, 50 metres before the turn an arrow will indicate the direction of the turn and at the actual turn itself, there will be a further two arrows, having made the turn there will be a confirmation arrow. Any potential danger will be marked with cross arrows, and when the route itself is arrow gated or taped you must keep between the arrows or pass between the tapes. Failure to do so may result in exclusion. (This is particularly important when crossing Llanwrthwl Rhos, which is the first bit of off road going after the first special test on day one).

There are two different special tests each day. Follow the instructions of the timing staff and make sure your riding number is clean and legible (it is no good doing a fantastically fast time but the officials were unable to record your correct riding number). Remember the Enduro going is not a race, know the procedure at time checks, recognise the colour of the flags and where they are positioned, know what time you are due at each of the checks, you will be penalised for clocking in early as well as late, remember you will be given the time you entered the check i.e. passed the yellow flag. The time you will be given is the time on the official clock when you passed the yellow flag.

Please remember, you cannot make up time that you have lost (if you are ten minutes late at the first check you must remain ten minutes late throughout the day and any additional late time must be added to the ten minutes, if you lose an hour or more you will have holed out. Be advised by the time check officials what to do if that happens, but in any case when you return to the Parc Ferme you must return your time card so that we know that you have returned and are safe.

The only check that you are allowed to clock in early is the final one of the day when you actually hand in your time card. Make sure your riding number is CLEAN when you enter a time check and that you hand your CLEAN check card to the official, don't expect him to get it out of your pocket, they have over 500 riders to deal with each day.

Another good point to remember is as much of the route is on the public highway your bike number plate needs to be clean. When you arrive back at the start area, know not only where the working area is but how much time you are allowed for bike maintenance before you hand your time card in and put your bike in the Park Ferme.

Get your time card for the following day, work out your time check arrival times, get your fuel crew organised and get a good nights sleep.

Friday is much the same as Thursday, but the route is reversed, is slightly shorter and has green route marking.

On a very final note please remember if you are unfortunate enough to break down on the going stay with your bike ask a following rider to inform the next time check of your problem and wait for a travelling marshal to help and retrieve both you and your bike. If you stray off the course it will be almost impossible to find you, if you are on the course we will find you, it may take a little time but we don't finish until all the days riders have been accounted for.

## **MID-WALES CENTRE A.C.U. E.T.JAMES SPONSORED WELSH 2 DAY ENDURO.**

### **FINAL INSTRUCTIONS. 2009**

Name.....Class.....number.....START TIME.....

1. Signing on and machine examining will be between 1000 hrs and 1800 hrs on the Wednesday before the event.
2. You will be issued with your time card and on it will be written your NAME, RIDING NUMBER and your START TIME. (from which you can work out your arrival times at each of the various time check controls)
3. As much of the route is on the public highway your machine must be fully road legal and have FIM approved enduro tyres fitted both front and rear or road legal trail type tyres fitted.
4. We have been advised that the Police will be active in the area so it is particularly important that not only is your bike road legal but you must obey all R.T.Rs, especially speed limits.
5. Helmets, gloves, boots and suitable clothing must be clean and in good order, (helmets must have the correct helmet approved stamp), and you must be able to show a dry power fire extinguisher. (minimum 2kg)
6. Your riding number must be the correct colour and on the correctly coloured

background for your class

7. Machines will be kept in a locked and guarded Parc Ferme on the Wed and Thursday nights. You will be issued with a number related wrist band, look after it, you will not be able to get your bike out of the Park Ferme if you are unable to show it, Remember No wrist band, No bike.
8. Solo riders will be allowed into the Parc Ferme 15 minutes before their start time to collect their bike and at 10 minutes they will be allowed into the work area , (sidecars 20 minutes)
9. On the route riders must pass through gates made of double arrows or between marker tapes, this is particularly important when crossing Llanwrthwl Rhos, which is the first bit of off road going after the first special test on day one.
10. Blue tape is used on several parts of the course as well as in the re-fuelling area. (this means you must not travel faster than walking pace)
11. Please ride quietly when in built up areas, when going past houses, people or animals, the noise limit test is to be to FIM/ACU spec and maybe conducted at any time during the day. We will be strict in relation to silencers and noise at the start and during the day.
12. The route for this event is NOT CLOSED to other traffic including the forestry sections and riders must give way to other road users.
13. All time checks are clearly marked with a white flag 200 metres and a yellow flag at 20 metres from the time check and the official time check clock can be clearly seen from the yellow flag. Time check officials will write the time that you passed the yellow flag with your bike, (so don't enter the time check either early or late). Make sure you hand your check card to the official don't expect him to get it out of your pocket and at all times keep it clean and in good condition.
14. At the special tests follow the instructions given by the officials; clean your competition number both front and side. When on the test if you go through the tape defining the test and fail to re-enter at the same point you will be disqualified for course cutting.
15. As much of the route is on the public highway your vehicle registration plate needs to be clean and legible, all riders need to obey traffic signs and road marking and of course relevant speed limits.
16. The use of personal pressure washers is not allowed, and riders must provide and use their own environmental mat at all service areas.
17. Camping is allowed on the common at Lake-side, but please read the notices in relation to space between the outfits, storage of fuel, the use of BBQs and the provision of

your own personal fire extinguishers.

18. Noise Meter will be in operation at this event.

19. All accidents must be reported to the event secretary A.S.A.P. at the signing on caravan

20. No one minute allowance as per A.C.U. Rules

Camping around the Lakeside is limited a site at Hall Farm Golf Link Rd is available.

**RIDERS NUMBERS AND BACKGROUND MUST BE AS A.C.U. HANDBOOK**

**INCORRECT NUMBER: COLOURS - NO RIDE.**

**Sportsman: Black Plate, White Numbers. 0/40 and Clubman: Yellow Plate, Black Numbers. Experts: Green Plates, White Numbers. Championship: Red Plates, White Numbers.**

The Welsh 2 Day committee wishes to thank you all and hope that you have an enjoyable and successful event.

# WARNING

## ENDURO RIDERS PLEASE NOTE!

An increase in Hare & Hounds type events and the consequent reduction in traditional time card events has led to many riders not being as conversant with Enduro rules as in the past. It may well seem to some that the rules are perhaps complicated but it is this long established framework of rules that have served to make British and International Enduros what they are.

The following should be noted:

**RESTRICTED SPEED (Blue Tape) AREAS:** As stated in the ACU handbook (p.127), a rider **MUST NOT** exceed walking pace in these areas.

At recent events, including the British Championship round in Scotland, some riders idea of "walking pace" left a lot to be desired -in fact, if they can walk at this pace, they should be looking for a place in the next Olympics! These areas are established for safety and also where perhaps consideration is needed to be shown to local residents etc. It was extremely foolish to see some riders ignoring this rule in Scotland, especially when it was apparent after Lap one that that they had lots of time to wait at the 'check' just around the corner.

If in the judgement of the Clerk of the Course or his Officials a rider exceeds "walking pace" in a blue tape area - **the penalty is EXCLUSION** - certainly not a satisfactory outcome for any rider - especially when it would result in loss of championship points.

There will be stricter enforcement of this rule - **you have been warned!**

**CONDITION OF TIME CARDS:** The rider is supplied with a time card by the Organiser.

These are usually manufactured from self-carbonated paper enclosed in a sealed plastic envelope.

At the end of the event the organiser has to examine these to calculate your score.

The problem constantly occurring, is that if riders roll them up very small or apply undue pressure to them with rubber bands etc, the self carbonating paper, even on the bottom layer, becomes one big blur.

The rule states: "**The onus rests with the rider to present his time card to the official in a flat and legible condition**". This should certainly not mean the official having to delve into your pockets/ clothing to find it or receive it in a crumpled heap.

Some rider is inevitable going to find that he has been debited time marks because the organiser could not read the card correctly when working out results, and again we can only warn you.

T&E Committee