



COMPETITION RULES

2021

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DIRECTORS

The Directors are responsible for all matters regarding Administration Legislation and Finance for Offroad Motorsport UK and are solely responsible for overseeing all matters relating to affiliated clubs.

The Directors also act on behalf of all Offroad Motorsport clubs and its' members and as an arbitration and appeal committee board. All clubs have the right to call upon the Directors when it is felt that there is a requirement of a serious nature. Decisions reached by this committee are both final and binding. Personal attendance by a club or its member to an Executive Committee meeting is by invitation.

The Directors of Offroad Motorsport or the insurers may appoint an observer to attend an affiliated club event. The observer will ensure that the event is run in accordance with current rules and regulations. The observer will prepare a report for the Directors.

DEFINITIONS

An Affiliate Club is defined as any member club that has taken out annual affiliation with Offroad Motorsport UK.

The Club Committee is the management committee of that club.

The Disciplinary Committee will be made up of Directors of Offroad Motorsport UK.

A Clerk of the Course is defined as an official that has undertaken the laid down seminar of Offroad Motorsport UK for the provision of Clerks of the Course.

STANDARD RACING REGULATIONS

GROUPS, AGES AND CAPACITIES FOR Current Year – All ages are as at 1 January – Upgrades May Be Possible Depending on Circumstances.

- | | | |
|---|---|--|
| AUTOS | - | 6-8 YEARS
Maximum 50cc Auto
Maximum wheel size 14" front and 12" rear |
| JUNIORS | - | 6-10 YEARS
Maximum 65cc (Auto – 65cc)
Maximum wheel size 14" front and 12" rear |
| SMALL WHEEL 85 | - | 9-12 YEARS
Maximum 85cc – 2 stroke 150cc – 4 stroke – (No 105 barrels)
Maximum wheel size 17" front and 14" rear |
| BIG WHEEL 85 | - | 11-15 YEARS
Maximum 85cc - 2 stroke 150 - 4 stroke – (No 105 barrels)
Maximum wheel size 19" front and 16" rear |
| MX2 Youth (Seniors) | | 125cc Class – 13 YEARS to 17 YEARS – Maximum 125cc

Youth Open Class – 14 YEARS to 17 YEARS
Maximum 150ccc 2 stoke
Maximum 250cc 4 stroke
Maximum wheel size 21" front and 19" rear |
| Rookie – 16 year old who can ride in Senior or Adult Groups – subject to relevant rules. | | |
| MX2 | - | 16 year's up
250cc 2 stroke
250cc 4 stroke |
| MX1 Open - Clubman Open | - | 16 years up (Open capacity machine) |

Riders wishing to ride Open Class machines in the Adult classes must be of minimum age of 16 years.

Where an overlap occurs, riders must decide at the commencement of the season, which group they intend to compete in for that year and then remain in that group for the entire season. Any Offroad Motorsport rider who reaches the upper age limit in his/her class on or after January 1st must complete the season in that class. Riders who have to ride in another class at a schoolboy meeting at AMCA, BYMX or BSMA because of their age will not have their Offroad Motorsport status affected.

UPGRADES / CHANGING GROUPS

When an overlap in age groups occurs a rider having decided to ride in the lower group for his/her age will not be considered for an upgrade by the Club Committee in that particular season. It is therefore important that riders are conscious of this ruling.

i.e. a 13 Year Old may (circumstances permitting) Upgrade to a 125cc Machine Only on safety grounds.

Individual clubs may have their own points system regarding upgrades.

ENTRIES

Double Entry of an Event.

Adult Double Entry will be permitted but controls for Officials to monitor rider fatigue will be in place and riders who appear to be too tired to ride will be prevented from riding by the Officials of the meeting.

When entering, the riders Licence Number must be given and the licence must be produced, on request, at the meeting. Riders are requested to observe the Club's times of booking in at events.

ENTRIES SUPPLEMENTARY

Under the guidelines of the Association of Authorising Bodies and as motor event organisers, Offroad Motorsport and/or any of its affiliated member clubs and officers reserve the right to refuse entry to an authorised event without prior notice or reason.

CHAMPIONSHIP QUALIFICATION

Individual Offroad Motorsport Clubs will have their own rules regarding championship qualification and the number of meetings held.

FUN EVENT

Should a Mum/Dad Race be run, in conjunction with a meeting, the competitors MUST take a meeting licence which will be complimentary. To compete in such a race, the rider must be of adult age. All riders must pay the per capita insurance fee applicable at the time and sign the rider disclaimer form. The entry fee for such races is entirely at the discretion of the organising club.

Please take note

Any rider who takes part in illegal practice on any land, whose usage is governed by any Federation and, therefore puts at risk the continued authorised use of that land, will be penalised as appropriate.

ACCOMPANIMENT

A Parent/Guardian (over the age of 18) must accompany all youth entrants under 18 years old to the meeting and must stay for the duration of the meeting, unless the rider is injured and has to leave the track to go to hospital. If this happens, he/she must inform the Competition Secretary or Chief Marshall that they are leaving the meeting.

MARSHALLING AND TRACK DUTIES

All marshals must be able bodied, fit and capable of carrying out the allocated marshalling duties. All marshals must sign on before commencement of duties and have attended a marshal briefing.

Marshals who are allocated track points must not leave their points at any time without first informing the Chief Marshal who will make provision for someone to take over their duties. Any marshal who intends to change over during their period of duty, must inform the Chief Marshal and make sure that the replacement has signed on to comply with legislation and the rules of Offroad Motorsport.

ONLY THE SIGNED ON MARSHAL IS ALLOWED TO BE ON A MARSHALL POINT

All marshals must wear the Hi-Vis bibs provided, and take care when crossing the track as bikes may be on the track in between races.

No mobile phone to be used while racing is in progress.

OFFICIALS

All officials, medical staff and marshals must sign on each race day before racing commences, if any official is carrying out work on the track prior to race day they should also complete the officials signing on form.

FIRE EXTINGUISHERS

All vehicles/trailers carrying petrol in separate containers i.e. not the vehicles own fuel tank, must carry a fire extinguisher suitable for use on fuel fires. The extinguisher must be clearly marked and may be required to be produced at the scrutineering. Minimum requirement 1.5kg dry powder or equivalent.

Each club should have a minimum of three fire extinguishers one of which should be placed at the start and the others at appropriate places in the paddock. Fire points must be advertised in the programme or where appropriate.

ENVIRONMENTAL RULES

Environmental issues are the easiest way for the authorities to close a track. For this reason we must always use rubber mats under machines to stop oil and petrol falling onto the grass.

Machines must not give off excessive smoke and noise must be reduced as far as possible. Any machines with broken exhausts will be black flagged.

Dispose of waste properly, do not leave litter and tyres at the track and only empty toilet waste in appropriate containers or where instructed to do so.

Respect the countryside, do not cause damage. Anyone endangering the environment may be asked to leave the meeting.

Tear-Off's. Due to Livestock and other Environmental Rules, the use of Tear-Off's is not permitted at some tracks. Each Club should ensure they have checked this with the landowner before the event and taken the appropriate action with riders attending these events complying with the rule.

SCRUTINEERING

A Riders machine and helmet must be in good condition and appropriate for its intended use and may be checked randomly at the start line by Club Officials.

All Riders should be able to sit astride their machine with one foot on the footrest and one on the floor. No aids are permitted. Riders unable to do so can be excluded from the meeting.

The helmet will also be checked to ensure that it complies with eligibility as defined in the rules. Helmets must not be drilled in any way.

In addition fire extinguishers may be checked at random and protective clothing may be checked

USE OF MACHINES

Once riders have come "Under Starters Orders" they will not be permitted to change machine until their next race.

The start of a race may be delayed by no more than two minutes for a rider to effect repairs to their machine, only one delay will be accepted.

NUMBERS AND BACKGROUNDS

Three number plates must be displayed at all times. One on each side of the rear of the machine facing outwards and one at the front facing forwards.

The minimum dimensions of the figures are 100mm high with a 16mm solid outline (4" x 0.625). The colours of the numbers and the backgrounds are as follows:

No metallic numbers.

METHODS OF STARTING

The method of starting will be by drop down metal start gate with a time board to indicate approximately when the gate will drop, unless otherwise announced on the day. Riders must come "Under Starters Orders" to be permitted to commence each race. A rider late for the commencement of a race due to a mechanical failure, will only be permitted to join that race via the start gate and will enter the track safely, under the control of the starter.

All bikes will be walked to the parc ferme and will then stand with engines off until drawn to the gate by the starter. Once in the perimeter of the paddock, bikes must not be ridden at all unless a specific riding lane has been provided and then only at walking pace. Riders found/seen to be doing so will be allocated time penalties, point deductions or removed from the meeting.

Riders will be deemed 'Under Starters Orders' when told to start their engines by the starter. This will normally be during the last lap of the previous race. The Chief Starter will check that all riders are ready before stepping behind the line of the start. Should a riders machine develop a fault they should indicate this to the starter by raising one hand in the air. Once the starter has moved behind the start, should a machine develop a fault, the race will not be delayed. Rolling starts are not permitted and riders found offending may be penalised.

No mechanics or parents will be allowed in the start area once the riders are under starters orders. The only exception being in the case of breakdown or the parents/guardians or mechanic of an auto rider, who must withdraw six feet behind the line at the start. At no time should parents/guardians go onto the track during racing.

RACE ORDER / TIMES AND LIMITATION

Race order and practice order will be set by the Clerk of the Course and will normally be announced or displayed on the day.

Race times may vary from club to club – maximum times

Auto	10 mins plus 1 lap
Juniors	10 mins plus 1 lap
S/W 85	14 mins plus 1 lap
B/W 85	16 mins plus 1 lap
MX2 (Senior)	18 mins plus 1 lap
All Adults Classes	20 mins plus 1 lap

Under no circumstances shall schoolboy and adult groups either practice or race together. Schoolboy groups as follows can practice and race together – Autos and Juniors or S/W's and B/W's. This is at the discretion of the Clerk of the Course.

At the discretion of the event organisers race times can be varied without prior or subsequent notification or announcement, in order that environmental/circuit conditions and times can best be considered.

The maximum number of riders on the track at any one time during a race shall not exceed the maximum number of start gates allowed which **is 40**.

FLAG SIGNALS

The following flag signals will be used at all races:

Yellow Flag	Caution - No overtaking until hazard is passed.
Yellow Flag (waved)	Danger – Slow down to walking pace, be prepared to stop. No overtaking until hazard is passed.
White Flag with Red or Green Cross	Medical Personnel needed
Blue or Green Flag	Course clear

Yellow Flag with Diagonal

Black Cross Last lap flag

Red Flag **ALL RIDERS STOP**

**Black Flag with Rider's
Number shown** Rider whose number is shown
must stop immediately.

Any rider who fails to observe the flag signals and/or gains an advantage will be penalised. Once the chequered flag has been shown and the first rider has crossed the line then a time limit of 5 minutes will be allowed for the remaining riders to complete their last lap. Any rider not completing the course within the time limit will be scored as a non-finisher.

PROTECTIVE CLOTHING

Protective clothing must be worn in any practice or race. There should be substantial padding at the shoulders, elbows, thighs and knees. Schoolboys must wear a kidney belt. Gloves and body armour must be worn at all times. Shirts must be long sleeved with sleeves worn down when racing and no clothing should be allowed to flap and present a danger to riders. Nothing hard such as money, tools etc must be carried in pockets at any time and all jewellery should be removed. Motocross boots must be worn. Goggles and/or visors must be of a splinter proof material. Long hair should be tucked in to either shirt or helmet and restrained.

HELMETS

Helmets complying with one of the following standards must be worn: BS6658-A, BS 6658-B, UN ECE 22 – 05, ECE 22-04, SNELL M2005 or SNELL M2010 (ACU Gold and Silver standards apply). The helmet must be worn at all times when riding the machine. The helmet can be of open or full face construction, for all riders, schoolboy or adult, the choice being at the discretion of the parent/ guardian/rider. Should a helmet be damaged in any incident, it must be examined by a scrutineer as structural damage may have rendered it useless and dangerous.

HELMET CAMERAS

Helmet Cameras will be permitted to be used but there will be strict criteria to ensure that the mounting or method of affixing the mount or camera to the helmet does not affect the structural integrity of the helmet or affect the warranty (*do not drill helmet*). Riders/Parents/Guardians will be asked to sign an additional disclaimer before the event in order that the camera may be used. The Governing Body have the right to the imagery recorded by the camera used. The scrutiny is by its very nature a cursory examination only.

All Officials may impound any helmet which in their opinion is likely to cause injury, or loss and damage to the Rider or to fail to prevent injury, loss and damage from occurring to the Rider.

TRACK SAFETY

Courses are marked out in a manner to present the minimum of danger to competitors and spectators. Spectator areas are marked with double roping and spectators must stay behind the second rope or fencing and observe the 'KEEP OUT', 'RESTRICTED AREA', or 'MOTORSPORT IS DANGEROUS' notices displayed.

Each organiser has the right to order the removal of any machine which, in his opinion, constitutes a danger to other riders.

The riding of any motorcycle by any person other than a signed on competitor or travelling marshal is strictly prohibited. Other than on the track, machines may only be ridden (at walking pace) in designated areas such as track run-off. Anyone found riding in the paddock or car park area may incur a 10 second penalty or points deducted in their next race.

PADDOCK SAFETY

Fuel must be stored in British Standard approved containers and kept within your vehicle, when filling a machine move to the identified area or a clear space to avoid ignition.

Fire safety - when leaving caravans or vans please ensure that all sources of ignition are turned off i.e. gas rings, electric kettles, keep all fire safety routes clear at all times. Always ensure your fire extinguisher is tested within the timescale.

Parking - ensure that you are not causing an obstruction for emergency vehicles, remember they are wider than an average vehicle.

Pressure washers should only be used for cleaning machines or vehicles, never point the gun at any person, this is highly dangerous as pressured water can penetrate the skin. Generators should be secured and the fuel lid fitted firmly to stop any spillage, there is a rule of no generators to be switched on between 12.00am and 7.00am.

Bikes must not be ridden in the paddock area at any time.

RACING

Any rider who during a race leaves the course for any reason (for example, loss of control) must, if they wish to continue in that race, make ALL practicable effort to re-join the track at the exact point which they left the course and must not under any circumstances gain any positional or tactical advantage. Any rider deemed to have cut the course will be excluded from the race. They should also ensure that they do not cause any hazard or obstruction to other riders or officials and take care to do the minimum of damage to tapes or other track equipment. No outside assistance will be accepted except by officials of the meeting on safety grounds.

FIRST AID

At least two emergency vehicles and the appropriate number of medical personnel including a paramedic must be in attendance before the meeting can commence. In the case of a national event this will increase to three ambulances. In all cases one ambulance must be a front line ambulance with crew qualified to drive on blues. One ambulance must be available on site at all times otherwise riding must stop.

Any rider deemed to be medically unfit to compete will be excluded from that meeting and as many meetings as are necessary until the rider is then fit to compete. The decision of the Senior Medical Officer on site will be final.

STOPPING RACES

A race, which in the estimation of the starter is a false start, may be re-started. Otherwise, the following rules will apply:

If a race is stopped before half distance then it will be null and void.

If a race is stopped after half distance the Clerk of Course of the meeting will decide the results seeming to be justified to them. In most cases this will be taken back to the previous lap.

SCORING SYSTEM

At all Offroad Motorsport sanctioned events points will be awarded for faces as follows:

45, 43, 41, 39, 37, 35, 34 reducing to 1.

Only riders who have completed half of the laps (rounded down to the last full lap) in the race and passing the finish flag without cutting the course will be given points. At Offroad Motorsport sanctioned events a rider's overall position will be decided on their points from all their races which will not at any time be more than three. In the event of a tie on points for final placing the highest place will go to the rider who has scored the most first places then second places etc. In the event of a tie still remaining the result of the last race will decide. However, if the MyLaps Transponder System is used, a tied race result is allocated by the system.

Those using the MyLaps Transponder System will take race results from there.

The Chief Lapscorer's decision is final.

Scoring systems may vary from club to club.

ABANDONMENT

The organisers and stewards reserve the right to cancel, abandon or postpone any meeting should the circumstances arise.

Should the senior medical person present decide at any time that it is unsafe to continue the meeting for safety reasons then the organisers and officials should abide by their decision. Any meeting cancelled before the start of practice will be deemed not to have taken place and any entry fees will be transferred to the next meeting or refunded. In the event that the meeting abandoned is a championship meeting, then that meeting will only be re-scheduled at the discretion of the organisers.

Insurance premiums will be payable once practice has commenced.

DOGS

All dogs must be kept under control at all times. On race days dogs must always be secured on a lead. At no times will dogs be permitted trackside.

DISCLAIMER

It is a condition of Acceptance of Entry that the promoters, organisers and officials of any meeting are not responsible in any way for any damage to any motorcycle or its accessories or other property, whether caused by fire, accident or other causes, nor for the theft of any motorcycle or its accessories or other property from any meeting. Neither shall they be held responsible for injury to any rider, parent, guardian or any other person attending the meeting.

LICENCE

All competitors must possess a current Offroad Motorsport Competition Licence or Day Licence, available from the Membership Secretary, before they attempt to compete in any competition.

Any rider other than an Offroad Motorsport licence holder wishing to compete using other than an Offroad Motorsport licence will ride to the age groupings and machine sizes of the applicable Offroad Motorsport Club and not necessarily those indicated by the licence produced.

Loss or theft of a licence should be reported immediately to the Membership Secretary of the Club.

The Directors or relevant committee reserves the right to withdraw or suspend the Competition Licence of any rider should the occasion arise. Any rider found attempting to compete in events during a period of withdrawal or suspension risks the withdrawal of their licence for an indefinite period.

PROTESTS

If it is not possible for the Club's Committee to deal satisfactorily with the protest on the day of the meeting, it will be heard by the Offroad Motorsport Directors as soon as is practicable, usually within four weeks.

If a member of the Club's Committee is involved in any protest, they will be asked to step down while the case is heard and a decision made. No protest will be discussed unless the protest has been received in writing and the appropriate fee has been paid.

Persons involved in protests will be given the opportunity to state their case to the Stewards but failure to give any explanation will not protect them from any penalty that may be imposed by them.

A rider found to be at fault after a protest will normally be given one warning which may be followed by a suspension of their licence for a number of meetings should they be involved in any further offence. Should the Stewards consider the offence to be sufficiently serious i.e. an act of violence, then it is at their discretion to impose a ban for the first offence.

Any protest must be made in writing to the Secretary of the Meeting and accompanied by a fee of £50.00.

Any protest regarding the results must be made within 30 minutes of them being posted.

Any protest regarding engine size (a protest not normally being connected with the disciplinary code) must be made in writing on the day of the meeting and be accompanied by the protest fee of £100.00. If the protest is upheld the protest fee will be returned, if it is not upheld it will go to cover expenses.

CONDUCT

It should be recognised by all person attending Offroad Motorsport meetings that their behaviour should at all times be of a socially acceptable standard i.e. foul language, abusive or threatening/violent behaviour to any persons present is not acceptable and may cause disciplinary action to be taken.

Anyone offering abuse, physical violence, threatening or intimidating behaviour to any Officials may cause themselves, or the rider/s with who they are attending to be subject to disciplinary proceedings.

Vandalism is not acceptable, any person found damaging any item on or around the track or in the paddock will be asked to leave the venue immediately along with members of their immediate Family. The matter will be referred to the Stewards for further action.

DISCIPLINARY CODE

All offences, including rider or any other offences, will be dealt with by the Clerk of Course on the day unless the Clerk of Course deems the offence to be of such a serious or complex nature that it requires further investigation. In this case the Clerk of the Course may immediately suspend either the licence and or family membership and or associated persons until a disciplinary hearing is held at a full Committee meeting of the Club, normally within four weeks. The Committee Meeting will then decide on any disciplinary action to be taken.

Any person(s) receiving disciplinary action then has the right of appeal. The appeal should be made to the Directors of Offroad Motorsport UK either in person or in writing.

Should the Committee feel the situation warrants it then other organisations will be informed of any decision taken.

CHILD PROTECTION

Offroad Motorsport UK recognises its responsibility to ensure the safety and welfare of vulnerable adults and young people in its care and also within its premises, vehicles or treatment facilities it operates. This policy supports the company's responsibility to safeguard vulnerable adults and young people's social and physical wellbeing and to promote their welfare through working practices within Offroad Motorsport UK (YMSA Ltd) and through partnership with other agencies

DATA PROTECTION

On 25th May 2018, there was a change in data protection law in the UK with the introduction of the EU General Data Protection Regulation ("GDPR") which replaced the Data Protection Act 1998, and governs the way we process personal information about you ie Licence Information etc.

Under GDPR, individuals ("data subjects") have increased rights and we would like to assure you that your rights will be valued and respected by Offroad Motorsport UK however, by Signing the Signing On Sheets you as a Parent/ Guardian / Rider have agreed that should any damage be caused by any individual (child or adult) to any property associated with the event or neighbouring property the Club have your Full permission to disclose your individual details to the persons concerned should they be requested and you waive all GDPR Rights.

LICENCE DETAILS

Licence No

Membership No

Engine No

Frame No

Riding Group



PLEASE REMEMBER

RULES ARE MADE FOR THE GOOD OF THE COMPETITION
AND MUST BE STRICTLY OBSERVED AT ALL TIMES
AMBULANCE PERSONNEL ARE THERE FOR YOUR SAFETY AND
SHOULD BE TREATED WITH RESPECT AT ALL TIMES

The Rules and Regulations laid out in this book apply to the Main Body of the Offroad Motorsport UK and as a guide to Affiliated Clubs, where additional rules and slight variations may occur according to local requirements as long as they do not conflict with the spirit of the Aims and Objectives as laid down in the Articles of Association.

All such variations must be notified to the Directors of Offroad Motorsport UK for their approval.