



Offroad Motorsport UK ENDURANCE EVENTS REGULATIONS 2026

To be used in conjunction with Offroad Motorsport UK Rules and Supplementary Regulations issued by the Organising Club.

A Trial is a test of riding skill and balance over a variety of observed obstacles with riders incurring penalties for footing or for failing to fulfil other conditions.

Most events depend on goodwill from landowners, local authorities, nearby residents and other users of the countryside. For the continuance of orderly motorcycle sport, a Code, formulated by LARA has been adopted by Offroad Motorsport UK. The Code for events with no speed element is reproduced below and will supplement the Standing regulations.

Any competitive event that is routed along, or across, footpaths or bridleways must be endorsed in advance by the Highways Authority for the area, unless the route of the event is on a highway of higher status.

The Organiser is responsible for obtaining authority from the landowners over whose the event passes, unless the route of the event is on a highway of higher status.

Where the event requires use of Public highway, organisers must ensure that the Motor Vehicles (Competitions & Trials) Regulations 1969 are strictly adhered to. Events requiring authorisation must obtain this through the RAC Motor Sports Association.

The Organiser is responsible for ensuring the events meets all requirements of the Road Traffic Act 1988 and the Statutory Instruments made there under.

The regulations, final instructions of an event should display the following sign "This event is routed along and/or across public rights of way. Competitors must exercise caution and reduce speed accordingly near other path users. Be especially careful near horses. Slow down, stop and switch off your engine if necessary".

The Organisers should appoint an office responsible for event liaison. The Liaison Officer should, if appointed submit his name and address to the Local Highway Authority, the Parish Council, the Police and Landowners over whose land the event passes. The Liaison Officer will thoroughly investigate any complaints and try to resolve any problems arising from the event.

Wherever possible the Liaison Officer should maintain good relations with other path users in the area such as horse-riders, walkers, cyclists, orienteers and recreational motoring groups.

All Competitors must follow the Country Code.

Ensure all aspects of the Offroad Motorsport UK Environmental Code are adhered to.

Supplementary regulations should include either a map reference or a postcode relating to the venue in order to assist the Emergency Services.

It is also a recommendation that the map reference, farm name together with address and postcode is available at each section together with a mobile telephone number of the Secretary of the Event.

Dogs should be kept under control (if allowed at the venue) and owners are responsible for clearing up any fouling which may occur.

Dispose of waste properly, do not leave litter and tyres at the venue 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.

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 by the Organisers. Minimum requirement 1.5kg dry powder or equivalent.

Fire points must be advertised in the programme or where appropriate.

Licensing

All Riders and Passengers must hold a current Offroad Motorsport UK Trials Licence or a Temporary Meeting Licence.

If public highways are used then it is the sole responsibility of the rider to ensure that their machine is roadworthy and that they and their machine comply with all legal requirements.

Adults Riders – *A Rider must be at least 16 years of age to participate as an Adult.*

Side car Passengers – *In principle a side car Passenger must be an Adult; however riders may be allowed to compete in Adult events subject to the discretion of the Directors of Offroad Motorsport UK.*

Youth Riders - *A Rider must be at least 4 years of age to participate on an Electric powered machine and 6 years of age to participate in a trial using a combustion engine machine. After their 16th birthday a Rider may compete as an Adult or as an A Class Youth until the end of the calendar year that they reach 17 years and may alternate (on an event to event basis) between Youth and Adult classes subject to the following:-*

- (a) Whilst riding as an A Class Youth Class, the rider is restricted to machines of an A Class Youth*
- (b) Whilst riding as adult, capacity restrictions do not apply.*

Age Groups – Youth

A Class	Seniors born between	01.01.97 and 31.12.98
B Class	Inters born between	01.01.99 and 31.12.2001
C Class	Juniors born between	01.01.2002 and 31.12.2004
D Class	Combustion Engine Machines	Minimum age 6 years at the date of the competition and Not born before 01.01.2005.
D Class	Cadets born between	01.01.2005 and 31.12.2007
E Class	Pre-Cadet Electric Class	Minimum age – 4 years at the date of the competition And not born before 01.01.2008.

Engine Capacity Classes

The Maximum engine capacity permitted for machines used in the age groups set out in this regulation are as follows:-

A Class	125cc Mono or 250cc Twinshock, Electric up to 10bhp measured at the rear wheel
B Class	125cc Mono or 250cc Twinshock, Electric up to 10bhp measured at the rear wheel
C Class	Standard Wheel 80cc, Electric up to 7bhp measured at the rear wheel
C Class	Medium Wheel 80cc, Electric up to 7bhp measured at the rear wheel
D Class	Medium Wheel 80cc, Electric up to 7bhp measured at the rear wheel
D Class	Small Wheel 50cc Mono and 80cc Twinshock, and Electric up to 2bhp measured at the rear wheel.
E Class	Small Wheel Electric powered machines up to 2bhp measured at the rear wheel.

Engine Sizes

Rebores are permitted subject to the resulting engine capacity not exceeding a tolerance of +30cc.

Wheel Sizes

Standard Wheel	21" Front	18" Rear
Medium Wheel	19" Front	17" Rear
Small Wheel	16" Front	14" Rear

The above is based on the wheels of combustion engine machines using motorcycle tyres. If other wheels are used as on current Electric powered machines then the outside diameter (total circumference) of the tyre must not exceed that of the corresponding tyre size.

In all cases, the Rider MUST always comply with the maximum capacity and wheel size for their actual age.

Time & Observation Rules for YOUTH TRIALS (A & B Class Riders)

- ❖ Qualified First Aid Personnel with equipment and transport must be in attendance.
- ❖ The Course must be marked in such a manner that excludes sharp corners and blind bends wherever possible.
- ❖ Travelling marshals will be provided to give at least one per two miles of course.
- ❖ The Regulations must include the note "This Event is not recommended for Novice Riders".
- ❖ The General Public are to be discouraged from entering the area of the course.
- ❖ Any other Youth class riders are only allowed to participate after prior approval of the Trials Committee.
- ❖ A Steward appointed by the Organisers should be in attendance.

Entrants

An Event Entry Form must be completed in every detail and signed by each Rider and Passenger. Each completed entry form, together with the entry fee shall be forwarded to the Secretary of the Meeting. All riders, passengers and appointed persons responsible for minors, must register their arrival at an event by signing-on at the event control area, not less than 30 minutes prior to commencement of the competition.

Minors – In order to conform with the Children’s Act legislation, additionally, for every rider or passenger who is under 18 years of age a Parental Agreement must be signed. All minors will be bound by the directions of parent(s), Guardian(s) or other appointed adult responsible for them at any event.

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

The Clerk of the Course has the final decision regarding a rider riding in a higher Class or lower Class and machine CC.

Motorcycles

Motorcycles must comply with Appendix D of the National Sporting Code. Prior to the start of each event all machines may be examined to ensure that they comply with Offroad Motorsport UK specifications. When the event uses the public highway it is the sole responsibility of the rider to present a machine complying with all Road Traffic Act(s) requirements. Organisers may at their discretion, allow riders to share the same machine in a Closed to Club Trial held on private land.

Solo Motorcycles propelled by the action of one wheel in contact with the ground and making only one track on the ground. Machines must have independent brakes on both front and rear wheels.

Brake & Clutch Levers All handlebar levers (clutch, brake etc) must be in principle ball ended. These ends must be permanently fixed and form an integral part of the lever.

Mudguards Must be fit for purpose and corresponding to the original equipment.

Footrests Must be of the folding type.

Throttle Must be self closing when not held by the hand. The machine may be set with a “tick over”.

Wheels If of cast, or fabricated construction (other than conventional spoke wheels) then protection must be provided to the rear wheel by the fitting of “solid discs” to cover open areas.

*Tyres Only tyres which conform to the following specification may be used.
All tyres will be measured mounted on the rim inflated to a pressure of 14 ib/sq in, and must have a nominal aspect ratio of 100/100. Overall width (O) measured at wheel spindle height must not exceed 115mm. Tread depth must not exceed 13mm. All tread blocks in the same circumference must be of the same depth. The space between the tread blocks must not exceed 9.5mm across the tyre or 13mm in a circumferential direction. The space between the shoulder blocks must not exceed 22mm. The space across the tread must not extend completely across the tyre measured at right angles to the tyre wall unless broken by a block. All main tread blocks must in principle be parallel with or at right angles to the tyre axis. Tyre must have the same appearance if reversed. The tyre surface must not be fitted with any subsequently mounted elements such as anti-skid devices, chains, etc. NB, only tyres available from commercial sources and complying with these dimensions are permitted in competitions. Where the event uses the public highway, tyres must be manufactured to comply with European Tyre & Rim Technical Organisation and have the relevant markings.*

Tyres for Long Distance Trials

Only tyres normally available from commercial or retail sources for use on the public highway are authorised. They shall appear on the tyre manufactures range catalogue or tyre specification list available to the general public. They must be manufactured to comply with European Tyre and Rim Technical Organisation requirements in respect of load and speed codes and have a minimum service description of 45M. The use of MX and Enduro-type tread patterns are not permitted. The space between adjacent tread blocks must in principle not exceed 15mm (distance between tread block corners at diagonal groove intersections may exceed this dimension).

Cut-out Device All combustion engine machines used by Youth competitors must be fitted with an operational lanyard operated cut out device rigidly connected to the rider by a lanyard (max length 1 metre) so as to stop the engine should the Rider and machine be parted.

It is recommended by Offroad Motorsport UK that all combustion engine machines used by Adult Riders be fitted with a lanyard operated cut out device.

Chain Guards Chain guards must be fitted to all motorcycles as per manufacturer's specifications.

Mats All machines and generators must stand on an Environmental mat whilst being refuelled.

*Fuel Commercially available unleaded fuel must be used. Power boosters or octane boosters are forbidden.
Re-fuelling must not take place when the engine is still running.
Mobile telephones must not be used in refuelling areas.*

Riding Numbers No reflective numbered to be used.

Clothing Protective clothing must be worn. There should be substantial padding at the shoulders, elbows, thighs and knees. Youth Riders 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 taking part in the event and no clothing should be allowed to flap and present a danger to riders. Jewellery should be removed. Motocross or similar 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.

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). Should a helmet be damaged in any incident, it must be examined by an Official as structural damage may have rendered it useless and dangerous.

*Helmet Camera's Helmet Camera's 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 the helmet).
A disclaimer must be signed by the rider/parent/guardian before the event in order that the camera may be used.*

Pillion Passengers The carrying of pillion passengers is not allowed.

Sound Levels *The sound level of a Trials Machine controlled according to the ACU Method and measured at 2 metres distance will not exceed 100 dBA.
A rider whose machine exceeds the maximum permitted sound level or does not [resent hi/her machine in a testable condition will face immediate disqualification and must return to the finish as directed. In addition, at any time during the event, the Clerk of the Course or the appointed official is empowered to disqualify any machine he/she considers excessively noisy.*

Start / Finish

Prior to starting, the Rider (parent/guardian) must have signed on, had his/her machine examined and be suitably dressed.

All Riders, including Riders that have retired, must report to the Finish where they may be required to sign off.

All Riders will start at one minute intervals, by class in numerical order.

The Clerk of the Course may, if there is a large entry asks riders to start at different sections, but they must still go in numerical order.

Time

For Trials other than Time and Observation Trials, where full details regarding the calculation of time penalties shall be included in the Events Supplementary Regulations, the following shall apply; if a time restraint is applied to part or all of the Trial, it shall be in the form of an individual allowance for each Rider and the details given in the Event Supplementary Regulations or Final Instructions. Wherever a Time restraint is applied there must be a Clock showing the Official Time visible to all Riders at each time control point.

A Rider's Time Allowance shall commence from the actual time the rider starts. The location of the final Time Control should be at the last section, or as close as practical. Riders will be penalised one mark per minute or part of that minute up to a maximum of twenty for late starting, or arriving late at any subsequent Time Control, and thereafter disqualified.

The Time Limit shall not be extended other than in the case of Force Majeure as determined by the Clerk of the Course.

Course

The Clerk of the Course must ensure that due consideration is given to the age and abilities of the riders when planning and marking the course and that suitable marking is displayed to guide and restrict any spectators/members of the Public who may attend.

The onus of following the correct route rests entirely with the rider. A Rider leaving the course must rejoin it at the same point. When public roads are used to connect areas of private land a map clearly showing the positions must be displayed at the Start or in the programme. The onus of finding these areas of private land rests entirely upon the Rider and any route markings provided by the organisers is purely for assistance. The Clerk of the Course reserves the right to modify the route. To qualify as a finisher and be eligible for an award, the Rider's machine must have travelled the whole distance under its own power or the exertion of the rider and passenger. Any Rider, who on any private land is accompanied by another vehicle unconnected with the event, is liable to disqualification. Any competitor who is, in the opinion of the Clerk of the Course, considered to be riding the course for the benefit of another competitor is liable to disqualification and reporting to the Stewards for disciplinary action.

If route marking is appropriate it is recommended that discs (square, round etc – Not arrows) are used to signify the direction – red for right, blue for left and white to straight on. It is recommended that where a red or blue disc is used then following the turn, there should be a white disc to assure the rider that the correct route has been taken.

Observed Sections

The organiser must display which route each class is riding indicating the corresponding colours of the route marking. Details may be displayed at signing on, at the first section or contained in the Final Instructions or programme. Riders in the same class must all start at the same section.

It is recommended that routes be marked as below:-

Route A – Principal Route (Blue (left) Red (right)

Route B – Yellow both sides

Route C – White both sides

Any further routes to be marked in a colour chosen by the Organisers.

No penalty shall be imposed on a Rider who wishes to inspect a section before riding it.

The lateral limits of an Observed Section or Sub section may be determined by artificial boundaries such as markers or tapes, which shall be firmly placed and positioned in a way so as to clearly define the intended limits of the section. If tapes are to be used they shall always be clear of the ground but not exceed a height of 500mm from the ground.

The Start and Finish of each Observed Section or Sub Section will be defined clearly, with the Section Begins and Section Ends identified as such.

Sections and Sub Sections shall be numbered or lettered and ridden on the correct sequence unless otherwise instructed by the organisers.

A Rider failing in a Sub Section must restart in a forward direction from the Sub Section in which he has failed.

To qualify as a Finisher and be eligible for an award, the Competitor must be deemed to have made a bona-fide attempt at least 75% of the course.

Punch cards

If punch cards are used, the onus of looking after these rests entirely on the Rider and only the rider/passenger may present the punch cards to the Observer. Any disagreement over the score punched, or errors must be reported to the Secretary of the Meeting immediately upon completion of the event. The Observer must be informed that this action is being taken as any error not verified by the Observer shall not be accepted. Refusing to have the card punched, deliberately disfiguring or losing the punch card will result in disqualification for which no protest will be accepted. Any Rider who does not return his/her punch card to the appointed Official without delay will be classes as retired.

Observers

An Observer is an Assistant to the Clerk of the Course appointed to judge a Competitors performance in an Observed Section. No protest or appeal can be accepted against a judgement of performance made by an Observer. However, a protest may be accepted against any breach, or misinterpretation of the Regulations.

A mistake made by an Observer may be corrected by the Observer with the approval of the Clerk of the Course.

Riders Instructions

Any instructions to Riders not included in any Supplementary Regulations (Final Instructions) must be approved by Offroad Motorsport UK if issued prior to the event, or approved by the Stewards of the meeting if issued at the event.

Subject to being issued on one of the following ways they shall have the same force as these Standing Regulations.

- ❖ *Issued in writing and distributed to each Rider*
- ❖ *Issued via a clearly situated notice board*

- ❖ *Via a Riders briefing meeting, providing all Riders have been informed formally of the venue and time of such a meeting.*

Method of Marking

A machine will be deemed to be in an Observed Section or Sub section when the front wheel spindle has passed the "Section Begins" Card and until the front wheel spindle has passed the "Section Ends" card. Marks will be lost as below:-

A Stop Permitted

- 0 Clean*
- 1 Footing Once*
- 2 Footing Twice*
- 3 Footing more than Twice*
- 5 Failure*
- 5 When requested by a Rider rather than attempt the section*
- 5 Entering a section before called upon to do so by an Official*
- 10 Not attempting a section when called upon to do so by an Official*
- 10 For missing a section or failing to have a punch card marked*

Graded Hills

Where a Section is to be termed a "Graded Hill" a notice to that effect must be displayed at the Section Begins, and the following shall apply; Numbered boards must be placed at defined places along the Section, in order that a Rider's performance may be determined. Marks will be lost in a decreasing manner from 5 to 0 depending on the distance a Rider can traverse the Section without failure. The front wheel spindle is the part of the machine to be used in assessing the distance traversed.

- 0 Clean*
- 1 Reaching or passing the "1 Board" without failure*
- 2 Reaching or passing the "2 Board" without failure*
- 3 Reaching or passing the "3 Board" without failure*
- 5 Failure to reach the "3 Board"*
- 5 When requested by a Rider rather than attempt the section*
- 10 Not attempting a section when called upon to do so by an Official*
- 10 For missing a section or failing to have a punch card marked.*

Definitions

Clean

A Rider traversing a Section as defined above without penalty as described under FOOTING or FAILURE shall be unpenalised and given a "CLEAN".

Footing

Footing will be considered to have occurred if any part of the Rider's body or any part of the machine (with the exception of the tyres or the sump shield) touches the ground or the Rider benefits from any part of their body, or any part of the machine, (with the exception of the tyres or the sump shield) leaning on an obstacle (ie tree, wall etc).

Footing outside the lateral limits of a section does not constitute a failure but should simply be classed as footing.

Failure

A failure is considered to have occurred if:-

- ❖ *The machine moves backwards*
- ❖ *The Rider does not have both hands on the handlebar when he foots whilst stationary*
- ❖ *The engine stops whilst any part of the machine, with the exception of the tyres, touches the ground or the Rider is footing*
- ❖ *The Rider dismounts from the machine. Dismount will be deemed to have occurred when both of the Rider's feet are on the ground at the same side of, or behind the machine*
- ❖ *A Rider is requested to leave the section by the Observer for "unnecessary delay"*
- ❖ *A machine does not stay within the intended limits of the section and within each marker*
- ❖ *If any wheel of the machine crosses any boundary tape or marker whether the wheel be on the ground or airborne before the front wheel spindle passes the "Section Ends" sign*
- ❖ *The Rider is held responsible for displacing a marker or support in an observed section whereby the Observer considers it necessary to reinstate the flag / marker prior to the passage of the next Rider*
- ❖ *The displacing of any marker not relating to the Competitor's route will be considered to constitute a failure*
- ❖ *Travelling in a forward direction against the direction of the section*
- ❖ *The machine or Rider receives outside assistance*
- ❖ *A Rider or person having an interest in a Rider's performance, who in any way alters the severity of a section without the authority of an Official*

For all Trials other than those for which Championship regulations apply the Organiser may, with the agreement of Offroad Motorsport UK, apply a time limit to each section. The time allowed must be the same for each and every Section and the penalty for a Rider not completing the Section within that time would be a failure. If a time limit is to be applied to the Section then this must be clearly stated in the Supplementary Regulations.

Non-Stop (Solo & Side Car)

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|-----------|--|
| <i>0</i> | <i>Clean</i> |
| <i>1</i> | <i>Footing Once</i> |
| <i>2</i> | <i>Footing Twice</i> |
| <i>3</i> | <i>Footing more than Twice</i> |
| <i>5</i> | <i>Failure</i> |
| <i>5</i> | <i>When requested by a Rider rather than attempt the section</i> |
| <i>5</i> | <i>Entering a section before being called upon to do so by an Official</i> |
| <i>10</i> | <i>Not attempting a section when called upon to do so by an Official</i> |
| <i>10</i> | <i>For missing a section or failing to have punch card marked.</i> |

Graded Hills Where a section is to be termed a “Graded Hill” a notice to that effect must be displayed at the Section Begins, and the following shall apply: Numbered Boards must be placed at defined places along the section, in order that a Riders performance may be determined. Marks will be lost in a decreasing manner from 5 to 0 depending on the distance a Rider can traverse the section without failure. The front wheel spindle is the part of the machine to be used in assessing the distance traversed.

- | | |
|----|---|
| 0 | Clean |
| 1 | Reaching or passing the “1 Board” without failure |
| 2 | Reaching or passing the “2 Board” without failure |
| 3 | Reaching or passing the “3 Board” without failure |
| 5 | Failure to reach the “3 Board” |
| 5 | When requested by a Rider rather than attempt the section |
| 10 | Not attempting a section when called upon to do so by an Official |
| 10 | For missing a section or failing to have punch card marked |

Definitions

Clean A Rider traversing a section as defined above without penalty as described under Footing or failure shall be unpenalised and given a “Clean”.

Footing Footing will be considered to have occurred if any part of the Rider’s body or any part of the machine (with the exception of the tyres or the sump shield) touches the ground or the Rider’s benefit from any part of their body, or any part of the machine, (with the exception of the tyres or the sump shield) leaning on the obstacle (tree, wall etc).
Footing outside the lateral limits of a section does not constitute a failure but should simple be classed as footing.

Failure A failure is considered to have occurred if:-

- The machine moves backwards*
- ❖ The Rider does not have both hands on the handlebar when he foots whilst stationary
- ❖ The Rider dismounts from the machine. Dismount will be deemed to have occurred when both of the Rider’s feet are on the ground at the same side of, or behind the machine
- ❖ A machine does not stay within the intended limits of the section and within each marker
- ❖ If any wheel of the machine crosses any boundary tape or marker whether the wheel be on the ground or airborne before the front wheel spindle passes the “Section Ends” sign
- ❖ The Rider or passenger is held responsible for displacing a marker or support in an observed section whereby the Observer considers it necessary to reinstate the flag / marker prior to the passage of the next Rider
- ❖ The displacing of any marker not relating to the Competitor’s route will be considered to constitute a failure
- ❖ The machine or Rider travels in a forward direction against the direction of the section.
- ❖ A Rider or person having an interest in a Rider’s performance, who in any way alters the severity of a section without the authority of an Official
- ❖ The machine, or rider or passenger receives outside assistance.

For Side Car Events Only

A failure is considered to have occurred if:-

The passenger foots i.e. if any part of the passenger's body touches the ground, or benefit is gained from any part of the body leaning on an obstacle (wall, tree etc).

Ties

Ties will be resolved by the following method in the sequence shown.

- a. In favour of the Rider with the highest number of cleans.*
- b. In favour of the Rider with the highest number of one marks.*
- c. In favour of the Rider with the highest number of two marks.*
- d. In favour of the Rider with the highest number of three marks.*
- e. In favour of the Rider who travelled furthest without the least marks lost.*
- f. In favour of the Rider who completes the course with the least marks lost on time.*

If not resolved by the above and the Organiser has stated so in the Supplementary Regulations then a special test may be used for the final deciding of ties.

Baulk

A baulk is deemed to have occurred when a rider, whilst attempting an Observed section, is prevented from making a bona-fide attempt due to some outside obstruction. Should a Rider claim a baulk, the Observer may, at his/her discretion, allow a rerun of the section. The Observer's decision as to whether a rerun is permitted is final. Should a rerun be granted, any marks lost prior to the point of the baulk on the original attempt shall stand, and the section shall be observed from the point of the baulk. Regarding any time allowed for the section the rerun shall start from the "Section Begins" and the time will be measured for the total section as if no obstruction had taken place.

Practicing

Unofficial practising at the venue is prohibited. A breach of this regulation renders the Rider liable to disqualification from the event and to be reported to the Stewards of the meeting for disciplinary action. If official practice is to be allowed, either in a suitable area away from the paddock, or on the sections to be used, then full details must be stated in the Supplementary Regulations.

Where another event takes place at the same venue it will not be considered to constitute unofficial practice.

Prejudicial Action

Any Rider having an interest in a Rider's performance, who takes any action prejudicial to the sport, may result in the disqualification of the Rider. Riders, parents or associates failing to obey instructions given by the Officials of a meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting by not adhering to the Regulations, Supplementary regulations or the Protest or appeal procedure, may render the Rider liable for disqualification and/or being reported to Offroad Motorsport UK for further action.

Legal Action

A Rider who is convicted following a police prosecution for an offence committed by them whilst taking part in the competition may be liable to disqualification.

Abandonment

The Organisers reserve the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone or abandon the competition, if circumstances should arise which in their opinion, render such action necessary.

Insurance

The Organisers will be required to cover Riders and Passengers against personal Accident Risk and for Third Party Insurance for "Off-the-road" risks whilst taking part in the event and the premium for such insurance will be included in the entry fee. Where the Trail involves the use of Public Highways each Rider will be required to declare that there will be in force in relation to the use of the vehicle, which they intend to ride during the event such a policy of insurance or such a security in respect of third party risks as complies with the requirements of the current Road Traffic Acts. Where the Organiser wishes to offer (through Offroad Motorsport UK Insurance Broker), Third Party Insurance Cover necessary to meet the Road Traffic Act requirement on Public Highways, this must be stated in the Supplementary Regulations. It is the Rider's responsibility to request this insurance, complete the necessary paperwork and pay the required premium.

Medical Services

It is a requirement that a person holding a certificate of First Aid competency be present at all events. In addition, it is recommended that the organiser shall be conversant with the nearest Accident/Emergency Services and ensure they have a means of contacting them.

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

Liability for Damage

A Rider is liable for any damage caused by themselves, their passenger, or any Agent, Representative or Servant acting on their behalf, during the event. The promoters may act as Agents for such persons to agree and pay for any such damage, and the Rider shall on demand reimburse the promoters any sum so paid.

Disclaimer

It is a condition of Acceptance of Entry that the Promoters, Organisers and Officials of any meeting area not responsible in any way for any damage to any motorcycles 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 Meeting Licence, available from the Competition Secretary, before they attempt to compete in any competition.

Any Rider/Passenger 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 Competition Secretary.

The Directors reserve 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 the 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 satisfactory with the protest on the day of the event, it will be heard by the Offroad Motorsport Directors as soon as is practicable, usually within four weeks.

If any member of the Club's Committee is involved in any protest, they will be asked to step down whilst 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 events 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 in writing to the Competition 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 protests 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 reinstated, if it is not upheld it will go to cover expenses.

Conduct

It should be recognised by all persons attending Offroad Motorsport events 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 venue 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 the Course on the day unless the Clerk of the 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.

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.

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

Ensure that you are not causing an obstruction for emergency vehicles.

Pressure washers should only be used for cleaning machines or vehicles.

Generators should be secured and the fuel lid fitted firmly to stop spillage, there is a general rule of no generators to be switched on between 12.00am and 7.00am.

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.

Youth Awards

Cash awards are not permitted for Youth Riders.

Joint Adult / Youth Events

Subject to the agreement of Offroad Motorsport UK (YMSA Ltd), the Permitting Authority, a Youth Class / Classes may be included in Adult events. Youths to ride the route as decided by the Clerk of the Course. A Youth must ride a machine of maximum capacity / power and wheel size as appropriate to their age. Adults and Youths must compete for separate awards.

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 respected at all times*

The Rules and Regulations laid out in this Book apply to the Main Body if the Offroad Motorsport UK (YMSA Ltd) 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 (YMSA Ltd) for their approval.

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Facebook Group – Offroad Motorsport UK

Instructions to Riders

Any written instructions subsequently issued shall have the same force as these Standing regulations and Supplementary Regulations.

These regulations may be amended during the season, at the discretion of the Directors of Offroad Motorsport UK (YMSA Ireland)