



Offroad Motorsport UK MINIBIKE EVENTS REGULATIONS – 2026

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

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 Organiser is responsible for obtaining authority from the landowners over whose the event passes.

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 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.

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 must hold a current Offroad Motorsport UK Motocross Licence or a Temporary Meeting Licence.

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

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 Mini Bike Event using a combustion engine machine. After their 16th birthday a Rider may compete as an Adult .

Age Groups – Youth

Auto Class	40cc 2-Stroke or 80cc 4-stroke	6 – 10 Years of Age
Junior Class	40cc 2-stroke or 80cc 4-stroke	10 – 12 Years of Age
Youth Open 40	40cc 2-stroke or 80cc 4-stroke	11 – 15 Years of Age
Youth Open 40	50cc 2-stroke or 110cc 4-stroke	12 Years and over
Super Class	50cc 2-stroke or 110cc 4-stroke	12 Years and over
Mini GP50	50cc 2-stroke or 110cc 4-stroke	9 – 15 Years of Age
Mini GP70	70cc 2-stroke or 110cc 4stroke	10 – 17 Years of Age

Engine Capacity Classes

The Maximum engine capacity permitted for machines used in the age groups set out in this regulation are as above.

All power figures will be as measured at the rear wheel during post race or practice Park Ferme controls. There are no tolerances.

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

Carburetors

Auto & Junior Classes – Standard carburetors with the engine restrictor in place over a length of 3mm between the cylinder and exhaust. The main jet may be modified.

Production Classes – Standard SHA 14/14L Dellorto with any jet. This may be mounted on a rubber manifold.

Senior & Super Classes – No restrictions.

Entrants

An Event Entry Form must be completed in every detail and signed by each Rider / (Parent/Guardian)s. Each completed entry form, together with the entry fee shall be forwarded to the Secretary of the Meeting. All riders, 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 to the Children’s Act legislation, additionally, for every rider 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.

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.

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 “tikover”.*

Wheels *If of cast, or fabricated construction (other than conventional spoked wheels) then protection must be provided to the rear wheel by the fitting of “solid discs” to cover open areas. Any make of wheel is permitted. The diameter of wheel and tyre is 280mm maximum. The width of the wheel is 110mm maximum.*

Tyres *Only tyres available from commercial sources are permitted in competitions. The maximum diameter of tyre is 280mm.*

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.*

Kill Switch *A kill switch must be located on the handlebars adjacent to the headstock.*

Coolant *Water is the only coolant permitted in water cooled engines.*

Brakes *Cable operated disc brakes are required on either wheel.*

Exhaust For all 4.3 type engines the down pipe will be cylindrical shape with a maximum length of 280mm from the flange (maximum 4mm thick) to the expansion box with an external diameter of 25mm (+maximum 1.0mm tolerance) made of sheet metal with a thickness of between 1.0mm and 2.0mm.

The regulated exhaust pipe must have standard ribbing which may only be removed at the point at which it would come into contact with the frame or other parts.

A cut made be made in the exhaust pipe to aid assembly but the manufacturer must prove the need.

Bodywork fairing and streamlining are permitted.
Covering of the headstock is compulsory.

Riding Numbers No reflective numbered to be used on the number or side plates.
Front number plates must be of a contrasting colour to the number plate.

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.

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

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. The Clerk of the Course reserves the right to modify the circuit. 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.

The circuit should be inspected and approved by an Offroad Motorsport UK Official.

The grid should be set out during the track inspection, but should in principle be a 3 x 3 solo grid with 6 metres between each row. In principle the grid capacity should be a maximum of

28 machines with a 50% additional allowance for qualifying or practice unless the Offroad Motorsport UK Official sets a lower limit during the inspection.

Practice

There will be a minimum of 10 minutes practice/qualifying allocated to each class at each event.

Participation in these sessions is compulsory for a minimum of 1 Lap. On the 2nd day of a 2 day meeting a minimum of 1 Lap of Practice is compulsory.

Stopping a Race

the Clerk of the Course has the right on his own initiative, for urgent safety reasons, or other cases of force majeure, to stop a race prematurely or cancel a part or whole of the meeting. In the event of a race being stopped by a Red Flag, if two thirds of the race is completed, the result will stand. The result will be taken from the last complete lap. If a race has to be stopped after the leader/s have passed the chequered flag, they will be classified as having finished the race. The order of classification for those who have not taken the chequered flag shall be based upon the order of the last crossing of the finish line prior to the showing of the Red Flag.

Outside Assistance

Any outside assistance on the course is forbidden during practice and the race/s unless it is carried out by a Marshal appointed by an Official of the Meeting to carry out his/her duty in the interests of safety or by a mechanic in the designated mechanics area.

Course Cutting

Where a Rider breaks the tape and or leaves the track during the race they must re-join at the point at which they left or a safe point previous to that which they left the track (Reference Offroad Motorsport UK Competition Rules).

Points

At all Offroad Motorsport sanctioned events points will be awarded for races as follows: 45, 43, 41, 39, 37, 35, 34, 33, 32, 30, 29, 28 reducing to 1.

Only riders who have passed the finish flag without cutting the course will be given points. 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.

The Chief Lapscorer's decision is final.

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.*

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 part 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.

**Offroad Motorsport UK – Tele – 07747 808366
Office – 01246 477737
Twitter - @OffroadMSUK
www.offroadmotorsportuk.co.uk
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).

*Offroad Motorsport UK
Trading name of YMSA
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