

MOTORCYCLE RACING ASSOCIATION
IRELAND LTD

HAND BOOK 2024





INTERPRETATION OF THE G.C.R's

**Any new Regulations for 2024
are highlighted in bold RED
writing and any additional
updates or amendments will be
published on the MRA website**

The Interpretation of the G.C.R.'s
lies solely with The Motorcycle
Racing Association



WHY DO WE NEED RULES IN OUR SPORT?

- To ensure good management
- To control the sport and avoid chaos
- Ensure fairness for everyone (level playing field)
- Code of conduct
- To protect everyone
- Make the sport as safe as possible

LITIGATION IN OUR SPORT

The claims culture has arrived. How do we deal with it?

- Prevent accidents
- Adhere to all the rules 100%
- Investigate all incidents involving serious injury and make a report to the Centre involved
- Record witnesses' names and addresses
- Keep good records of all incidents for at least 6 years for Adult competitors and 15 years for Youth competitors.

TORT OF NEGLIGENCE

Negligence is the omission to do something which a reasonable man, guided upon those considerations which ordinarily regulate the conduct of human affairs would do; or do something which a prudent and reasonable man would not do.

Judge Alderson in *Blythe v Birmingham Waterworks* (1856).

GROSS NEGLIGENCE

- An indifference to, and a blatant violation of, a legal duty with respect to the rights of others.
- Gross negligence is a conscious and voluntary disregard of the need to use reasonable care, which is likely to cause foreseeable grave injury or harm to persons, property or both. It is conduct that is extreme when compared with ordinary negligence, which is a mere failure to exercise reasonable care.

CONDUCT

- Riders, parents or associates failing to obey instructions given by officials of a meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting by not adhering to the regulations, can be excluded from the meeting and will be reported to, and dealt with, by the body issuing the permit.
- Abuse of any kind, physical or verbal will not be tolerated.



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GENERAL ASSOCIATION RULES



1.1 OBJECTIVES

1. To act as a Governing Body for the various sporting disciplines which the association is empowered to control in the Province of Ulster.
2. To foster the pastime of motorcycling and to act as a society of encouragement.
3. To make and administer rules and regulations for the governance of motorcycle competitions for the various sporting disciplines which the association is empowered to control in the Province of Ulster.
4. To liaise with Motorcycle Ireland incorporating M.C.U.I. (Southern Centre) Ltd and organise joint championships as and when required.

1.2 CONSTITUTION

1. The Association shall consist of Motor Cycle Clubs affiliated and paid up.
2. A Motorcycle Club on applying to join the association, must do so in writing, and shall forward with its application, a statement with the number of its members, a copy of its rules, the name and address of the secretary and the names and addresses of the persons whom it is proposed shall represent the club if affiliated. The club's application shall be considered at the next association meeting, provided all details are supplied as requested, and if supported by a clear majority of those present and voting, the Club will become affiliated. Restrictions may be imposed on the club for the first 12 months from application date i.e., events must be run jointly with another affiliated club.
3. The Association may accept any organisation approved by it as an Affiliated Body.
4. An Affiliated Body shall be affiliated for such purposes and under such terms and conditions as shall be determined at the time of its affiliation.
5. An Affiliated Body shall pay a nominal annual fee as may be set from time to time.
6. An Affiliated Body will not be eligible to promote events under the MRA and shall have no vote at association meetings.



7. The association may elect an Honorary Life member (any person deemed by the Association as having rendered conspicuous service to the sport). An Honorary Life member can only be elected to the position at an Annual General meeting or an Extraordinary General Meeting. The number of Honorary Life members to be elected in any one calendar year (up to a maximum of four) shall be at the discretion of the Annual General meeting / Extraordinary General meeting.
8. Each club shall pay annually to the association an affiliation fee due on 1st January each year. The amount shall be as recommended by the officers and passed at an AGM or EGM called for that purpose. Until these fees are paid no club shall be entitled to the benefits of affiliation and insurance cover will cease. If a club wishes to end its affiliation, notice in writing must be given to the secretary before the 1st January, otherwise affiliation must be paid for the following year. Once a club ceases to be affiliated, it cannot re-affiliate for a period of two years.
9. If any delegate ceases to be a member of the club which he represents, the club must immediately notify the association.
10. The affairs of the Association will be managed by the delegates nominated by affiliated clubs. Affiliated clubs shall be entitled to representation by four duly appointed delegates including youth delegates. Each affiliated club shall be entitled to one vote only.
11. The following persons may also attend association meetings but shall not have an automatic right to speak but may do so with the permission of the chairman.
 - a. A secretary of an affiliated club
 - b. A holder of a competition licence issued by the MRA (Ireland) Ltd.
 - c. Any other person with the permission of the meeting.
12. The association shall meet monthly to deal with the general running of the sport, event reports and recommendations from the committees.
13. One Committee, called the "General Sporting Committee" will be set up at the AGM to control both Youth and Adult sections of our Sport.
- 14. The General Sporting Committee shall consist of promoting clubs of youth and adult events in addition, the current MRA Chairperson, Secretary, Treasurer. Youth and Adult Championship Registrar's would be eligible to attend.**
- 15. The General Sporting Committee may co-opt two additional members as and when required.**



- 16. Each General Sporting Committee club present will have one vote. The Committee will meet as and when required and all decisions made must come before the ordinary meetings of the association for ratification or to an AGM or EGM in the case of a rule change.**
17. The Annual General Meeting of the association will be held in the month of November (Preferably the 3rd Saturday). The financial year of the association will end on the 31st October each year.
18. Ordinary meetings of the association will be held on the first Thursday of each month, unless in the opinion of the officers there is insufficient business to justify a meeting.
19. Six delegates shall form a quorum of the Association.
20. All motions will be decided on a majority of those club's present.
21. No meeting or competition shall be held without a permit from the MRA. Such a permit will only be granted upon formal application of the promoting club and no permit is transferable except by the Permit Secretary. Permits must be granted before entries are invited. The MRA reserve the right to withdraw any permit.
22. MRA licences to ride in competitions shall be issued to individual members of affiliated clubs. Licence fees for full and one event licences and other charges will be set annually at the AGM. Licences issued by other governing bodies may be acceptable as decided by the MRA from time to time.
23. Affiliated clubs shall hold their Annual General Meeting not later than 31st October in each year. The MRA shall have the power to suspend any club whose meeting is not held before this date. Furthermore, the Affiliation of a club may be terminated by either party, giving three months' notice to end on 31st October in any year.
24. Any director, competitor, official, club or club delegate of the MRA, who is found guilty of bringing the sport into disrepute, by the MRA, may be expelled from the Association. The decision of the MRA will be, by way of a majority vote, at a properly constituted MRA Association Meeting.
25. Any club or club official who is found to have contravened the GCR's or the Articles of Association will be brought before the Officers of the Association to explain their actions. If allegations are upheld one of the following penalties will be imposed by the Officers of the Association.
- Reprimand.
 - Fine not exceeding £500.
 - Suspension of club affiliation for 6 months.
26. All youth competitors applying for their first adult licence either a full adult licence or dual licence shall be graded according to their ability.



27. Any competitor from any other G.B. or not known to the MRA or not on the grading list and enters an event will be graded at the discretion of the Stewards of the meeting.
28. The MRA is a limited company. If the MRA require legal advice from their solicitor, any two of the officers of the MRA the Chairman, Secretary or the Treasurer will accompany the person responsible to the MRA for the discipline.
29. If an affiliated club has a non-championship date and the MRA require this date to reschedule an Irish or Ulster championship round, the club having the date will be offered the opportunity to host the championship round. Failing to take up the opportunity they must forfeit the date to allow the championship to be hosted.
30. A levy of £1 per competitor Adult & Youth incorporated into the entry fee towards a benevolent fund will be forwarded by the organising club to the MRA Permit Secretary to be placed in a separate account.
31. The fund is open and is eligible for riders to benefit from with the trustee's approval.
32. The fund will be administered by the trustees of the fund being the three principal officers and the directors of the MRA.
33. A grading subcommittee to be established to permit new adult licence applications received during the season to be dealt with ASAP. The committee to consist of Adult licence registrar, Youth licence registrar, Chairman, Secretary and Treasurer.
34. When an Adult licence holder has been graded for the forthcoming season by the General Sporting Committee, permission to be regraded must be applied for in writing to the MRA. This application for regrading will be heard at a full Association meeting and a decision made either for or against. The applicant will be informed of the decision in writing by the MRA Secretary.



35. Statement of Fact: Sporting Code Seminar.

The only persons who are permitted to conduct a Sporting Code Seminar under FIM Rules are follows:

- a. A person who holds a current FIM Sporting Steward and Clerk of the Course licence or has held an FIM licence in the past.
 - b. The people taking the seminar may co-opt any person or persons who they feel may be beneficial to the Seminar.
 - c. The questions are statements of fact taken from the new handbook at time of seminar either answered True or False
 - d. To obtain a Club Steward Licence the participant must obtain 80% marking.
 - e. To obtain a Clerk of the Course license the participant must obtain 90% marking AND have served at least 1 year as a Club Steward.
 - f. To obtain an MRA Steward Licence the participant must obtain 90% marking AND be a current delegate to the MRA from an affiliated club AND have served at least 1 year as a Club Steward.
 - g. If you fail to obtain the required % in your test you must return the following year and retake the test to obtain your licence.
 - h. It will always be the people who take the Seminar to motivate candidates to obtain the highest % to make sure that the standards of the MRA Officials remain high.
36. All Notices of Motion must be submitted to the MRA Secretary no later than 21 days before the date of an Annual General Meeting (AGM) or an Extraordinary General Meeting (EGM).
37. All Notices of Motion must be duly proposed and seconded by two (2) delegates to the MRA. When the Notice of Motion is being presented at the AGM or an EGM at least either the proposer or seconder must be in attendance, to deliver the content and give an explanation. If neither is present then the Notice of Motion cannot be dealt with.



1.3 CONTROL OF COMPETITIONS

1. The Motorcycle Racing Association (Ireland) Ltd (MRA) acts as the controlling body of Motorcycling Sport within its area and disciplines as detailed in a) and b) below:
 - a) MRA act as the Governing Body within Northern Ireland, County Donegal, County Monaghan and County Cavan (i.e. Ulster) for the particular disciplines of Motorcycle Sport as listed in (b).
 - b) The MRA Sporting Control specifically relates to Adult and Youth Motocross, Adult and Junior Quadcross, Adult and Youth Grasstrack racing, Adult and Youth Supercross, Adult and Youth Supermoto racing, Adult Classic Motocross and Grasstrack racing, Adult Enduro's, Cross Country, Adult Trail Rides, Rallies and Beach Racing.

1.4 JURISDICTION

1. The Motorcycle Racing Association (Ireland) Ltd formed in 1999 is an Associate Member of the Motor Cycle Union of Ireland (MCUI).
2. Three Associate Bodies make up the MCUI i.e., Motorcycling Ireland incorporating MCUI (Southern Centre) and MCUI (Ulster Centre) and the MRA.
3. The Body MCUI is a constituent member of the Federation Internationale motorcyclists (FIM.)





ANTI-DOPING CODE



1. In the area of anti-doping the Motorcycle Racing Association (Ireland Ltd) defers to the jurisdiction of the Irish Governing Body. (M.C.U.I)
2. Further to clause 1.
 - a) The anti-doping rules of the Motorcycle Union of Ireland (the Anti-Doping Rules) apply to the sport of Off-Road Motorcycle Sport in the Province of Ulster.
 - b) Persons participating in the sport of Off-Road Motorcycle Sport under the jurisdiction of the Motorcycle Racing Association (Ireland Ltd) who qualify as 'Participants' (as that term is defined in the Anti-Doping Rules) are bound by and must comply in all respects with the Anti-Doping rules.
 - c) The Motorcycle Racing Association (Ireland Ltd) shall recognise and take all necessary steps to give full force and effects within its jurisdiction to the Anti – Doping Rules and to any sanctions imposed under the Anti – Doping Rules.
 - d) The MRA / MCUI will adopt any new FIM Anti-Doping Code in accordance with the World Anti-Doping Agency (WADA), which came into force on the 1st July 2004. The MRA / MCUI also participates in the Irish Sports Council Anti-Doping Programme as the National Anti-Doping Organisation.
 - e) From the 1st of January 2005 all MRA Licence Holders and Officials with a medical condition requiring the use of a prohibited substance or method must apply for, in association with their doctor, and be granted, a Therapeutic Use Exemption or "TUE", that is permission to use for therapeutic purposes, substances or methods contained in the WADA list of prohibited substances or methods whose use is otherwise forbidden. Go to www.mraireland.com, click link for WADA.
 - f) It is conditional that MRA Competitors and Officials comply with the Anti-Doping Code.
 - g) Exemption forms are available on request from the MRA Secretary or Licence Registrars.
 - h) The use of banned substances in sport carries very substantial and severe penalties.
3. Advice for Riders
 - Know what goes into your body
 - Check your medication every time
 - Remember the principle of 'Strict Liability'
4. For more information
 - Contact the MRA Anti-Doping Officer

Chris Ross



CHILD PROTECTION POLICY



2.1 Code of Practice

1. The welfare of children is everyone's responsibility, particularly when it comes to protecting children from abuse. Everyone in off-road motor sport - administrator, Club official, coach, parent, friend, children themselves, everyone - can help. Children and young people have a lot to gain from off-road sport. Their natural sense of fun and spontaneity can blossom in positive sporting environments. Off-Road Motor sport provides an excellent opportunity for children to learn new skills, become more confident and maximise their own unique potential. We will place the needs of the child first and winning and competition second.
2. The underlying principles with respect to Safeguarding are that:
 - a) The child's welfare is the first consideration.
 - b) All children, regardless of age, any disability they have, gender, racial origin, religious belief and sexual identity have a right to be protected from abuse.
 - c) Children and young people must be treated with integrity and respect.
 - d) Children and young people's programmes and competitions will be relevant to their ages and stages of development.
 - e) We aim to create an enjoyable environment, where young people have the right to be safe, secure and free from threat, acknowledge that young people have the right to be treated with respect and for their concerns to be listened to and acted upon, aim to ensure that junior members have specific programmes designated for them, with adequate supervision.
 - f) Are committed to ensuring that volunteers who are involved with children, complete a Club Registration Form, sign our Code of Conduct and complete a Self-Declaration Form in relation to Child Protection.
 - g) Provide clear, comprehensive, easily understood procedures for dealing with allegations of abuse, request for help and support on a confidential basis, are committed to an equitable recruitment selection policy for coaches who are involved with children.
 - h) Emphasise fair play at all times.

2.2 Basic Principles:

1. The welfare of young people, the Children (Northern Ireland) Order (1995) defines a young person as under 18 years of age and adults with a disability is the primary concern. All young people, whatever their age, culture, disability, gender, language, racial origin, religious belief and/or sexual identity have the right to protection from abuse.
2. It is the responsibility of the child protection experts to determine whether or not abuse has taken place but it is everyone's responsibility to report any concerns.
3. All incidents of suspicious poor practice and allegations should be taken seriously and responded to swiftly and appropriately.
4. The MRA Safe Guarding Officer for 2024 is **Linda McCauley & Craig Allen**
5. For full Safe Guarding Children in Sport go to www.mraireland.com





ENVIRONMENTAL POLICY



1. The MRA will seek to establish at all times the highest environmental standards during the organisation of motorcycle events at all times.
2. The MRA will promote Environmental Awareness among their members and riders.
3. The MRA respect the needs of the Environment and of reasonable practices of Motorcycle sports.
4. The MRA refer in particular to noise, fuel, protection of ground and cleaning issues.
5. The MRA include in this policy a check list used for the various sporting disciplines which the association is empowered to control in the province of Ulster.
6. The MRA will endeavour to practice FIM environment code of the previous calendar year where applicable.
7. Tear off goggles: If a club requires a ban on tear off, it must put this on their supplementary race regulations.





Event: Date:

Organising Club: Venue:

Permit Number: Number Persons Expected to attend:

Noise Noise Testing of Machines: Yes No Noise Testing Form Completed (attach to report): Yes No
 P.A. System Direction Good To be improved Unacceptable Not applicable

Parking Availability	Good	Sufficient but To be improved	Insufficient	Not Applicable	Sanitary Facilities	Good	Sufficient but To be improved	Insufficient	Not Applicable
	Riders – Teams Paddock	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	Availability of Toilets	<input type="checkbox"/>	<input type="checkbox"/>
Spectator Car Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Condition of Toilets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking Management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Number of Toilets	Male <input type="checkbox"/>	Female <input type="checkbox"/>	Disabled <input type="checkbox"/>	<input type="checkbox"/>

Facilities for Riders	Good	Sufficient but To be improved	Insufficient	Not Applicable
	Distribution of waste bags	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Litter Bins for rubbish (paddock)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility for motorcycle washing	Yes <input type="checkbox"/>	No <input type="checkbox"/>		Water available Yes <input type="checkbox"/> No <input type="checkbox"/>

Facilities for the Public	Good	Sufficient but To be improved	Insufficient	Not Applicable
	Signage to venue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Litter Bin availability (In Spectator Areas)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Catering Facilities	Good	Sufficient but To be improved	Insufficient
	Number of catering stalls	<input type="text"/>	
Bin availability in catering area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Condition of catering area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If any of the above are ticked 'Insufficient' or 'Unacceptable', state the reason's why below:

Notable Environmental Efforts

Recommendations for future events

The report should be completed in full by the MRA Environmental Officer, the MRA Steward, or by the Organising Club Environmental Officer. This report should not be viewed negatively but used constructively to improve environmental issues for future events.

Signatures
 Organising Club Environmental Officer MRA Environmental Officer or MRA Steward

Print
 Organising Club Environmental Officer MRA Environmental Officer or MRA Steward

Completed Reports (Attach Noise Testing Results if available) should be sent to the following:
 1 copy to Organising Club | 1 copy sent to MRA Environmental Officer





Scale of Charges for 2024

Club Affiliation Fees Annual		£100.00
Competition Licence Fee Annual	Adult	£50.00
	Youth	£30.00
	Youth (Family - 2)	£40.00
	Youth (Family - 3 plus)	£50.00
One Event Competition Licence (<i>Not redeemable against Annual Licence</i>)		
	Adult	£10.00
	Youth	£10.00
	Adult Permit	£40.00
	Youth Permit	Free

INSURANCE CHARGES

MOTOCROSS /GRASSTRACK/ ENDURO /CROSS COUNTRY /CLASSIC EVENTS/TOURING RALLIES/SUPERMOTO RACE MEETINGS & PRACTICE DAYS

- 1) **TRAINING DAYS**
 - a) Public Liability for training days with under 50 participants (MRA) £25.00
 - b) Officials Personal Accident £25.00
- 2) **YOUTH MOTOCROSS & QUADCROSS/GRASSTRACK EVENTS**
 - a) Public Liability Solo & Quadcross Youth £70.00
 - b) Officials Personal Accident Free
 - c) Officials Personal Accident (British Championship) 2-day event £70.00
- 3) **INSURANCE CHARGES ADULT**
 To charge clubs £4 per adult competitor. This will cover our insurance bill based on 75 events
 - Officials Personal Accident (per event) £50.00



MEDICAL REPATRIATION COVER FOR RIDERS COMPETING ON MRA STARTING PERMISSION OR FOR RIDERS COMPETING IN THE UK ON A FOREIGN LICENCE

UK AND IRELAND

ADULT		YOUTH	
Per Event	£27.00	Per event	£25.00
Annual	£70.00	Annual	£55.00

WORLDWIDE

ADULT		YOUTH	
Per event	£50.00	Per event	£40.00
Annual	£155.00	Annual	£130.00

One Event Competition License Retainer

All MRA promoting Clubs issuing One Event Competition Licences currently priced at £10.00 each will be eligible to retain **£5.00** from every One Event Competition Licence fee issued at their events.

Applicable to all MRA competition events covered by an official MRA event permit.

This is designed to help and assist Clubs with the costs of promoting their events.
e.g.

20 One Event Competition Licences issued; the Club retains **£100.00**

30 One Event Competition Licences issued; the Club retains **£150.00**

40 One Event Competition Licences issued; the Club retains **£200.00**

etc.



GENERAL COMPETITION RULES



3.1 GENERAL COMPETITION RULES (GCR's)

1. These MRA General Competition Rules hereinafter referred to as the GCR's will be exercised by the MRA and its Affiliated Clubs in a fair and equitable manner. All competitions held and promoted under the jurisdiction of the MRA and with a permit issued for the same shall comply and conform to the GCR's and any Supplementary Regulations issued.
2. The MRA General Competition Rules have been designed to conform and be compatible with the MCUJ GCR's and the Sporting Code of the FIM.
3. All Ulster MX & Supermoto Championships (Adult & Youth) will adopt the scoring system in line with the FIM.

1st	25
2nd	22
3rd	20
4th	18
5th	16
6th	15
7th	14
8th	13
9th	12
10th	11
11th	10
12th	9
13th	8
14th	7
15th	6
16th	5
17th	4
18th	3
19th	2
20th	1
4. MALINGERING. Any competitor who, having entered in any competition, does not make a bona fide attempt to succeed, may be deemed to be guilty of a breach of the GCR's etc.
5. A proposed championship date will be allowed to be rescheduled by permission of the permit registrar without having to go to a monthly MRA meeting.
6. Only one race permit can be issued the weekend of a British Championship round run in Northern Ireland by a promoting club unless the promoting club allows another permit to be issued.
7. The General Sporting Committee delegates will decide the Youth Solo Ulster Championship dates for the forthcoming year and clubs will apply to run a round of the Youth Solo Ulster Championship on said dates.



8. Non-championship or club quad and motocross events can be run on the same day as any Ulster Championship.
9. All machines and protective clothing to be presented to the visual technical inspectors for spot checks. The onus is on the competitor for the visual technical inspection of his/her machine.
10. The chequered flag will be displayed as the winner crosses the finish line and will be kept flying until the last driver completes that lap. No driver will be permitted to start a fresh lap after the chequered flag is displayed.
11. If the chequered flag is mistakenly displayed later than the official time / distance, the finishing order shall be determined by the running order at the official time / distance.
12. Under any other circumstances, such as mistaken display of the chequered flag before the official time / distance, the finishing order shall be determined by the running order at the time the chequered flag was displayed.
13. In organised practice the number of competitors allowed to start may be 1 and a half times the number of starting gates.
14. **CONDUCT:** Riders, parents or associates failing to obey instructions given by officials of a meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting by not adhering to the regulations, can be excluded from the meeting and will be reported to, and dealt with, by the body issuing the permit.
15. Abuse of any kind, physical or verbal will not be tolerated.
16. Change of Rider, Number or Machine
 - A change of machine may be permitted provided that prior notification is made to the officials.
 - The same machine must be used throughout any one race.
 - It is not permitted to change a Rider, nominated Riding Number or start time without the express permission of the Clerk of the Course.
 - Any such authorised changes must be made known to the Stewards of the Meeting and Timekeepers, if necessary, as soon as possible, by the Clerk of the Course or appointed Official.
17. Championship Tie Breaker
 - The Championship winner will be decided on the most 1st places and then 2nd places etc until resolved. If it is still not resolved the highest place in the last race shall determine the winner.



18. Starters Orders

- A rider is deemed to be under starters orders having been called to the starting line. Any rider failing to be ready to start within two minutes of the first rider reaching the starting line or causes a start to be unnecessarily delayed, in the opinion of the starter or club officials will be excluded.
- A rider who causes two false starts will be excluded from the race. No parent or mechanics will be allowed in the start area once riders have come under starters orders. The only exceptions being in the Cadet / Junior class, where a parent or mechanic of a rider in that group will be permitted in the start area provided that they stand at least six feet from the rear of the machines at the gate. In the Automatic class 1 person will be allowed to hold the rear of the seat of the motorcycle on the start line.

19. Stopping a Race

- The Clerk of the Course has the right, on his own initiative, for urgent safety reasons, or cases of force majeure, to stop a race prematurely. If a race is stopped before half distance (Time) there will be a complete restart.
 - The Clerk of the Course may exclude one or more drivers, deemed to be at fault for the race being stopped, from taking part in the restart.
 - If a race is stopped after half distance (Time) the race will be considered complete. The finishing order will be based on the placing of the riders on the lap before the red flag was displayed. Any riders determined by the Clerk of the Course to have been responsible for the red flag being displayed will be placed behind riders having completed an equal or greater number of laps.
 - Except in the case of a false start, a race may be restarted only once. If it is necessary to stop a race more than once it will be declared null and void.
20. The rider entry form indemnity will state that it is the rider or guardian's responsibility for their machine to be mechanically safe and in a race worthy condition adhering to the technical specification for that machine including the rider's essential personal protective equipment.
21. For all MRA races. To be classed as a Finisher, riders do not have to cross the finish control line, but riders must have completed 50% of the total laps completed by the race leader, or as per the Supplementary Regulations.

22. If a rider leaves the course, they must rejoin the course at the closest and safest point to where they left. No outside assistance is allowed. The rider must not gain any advantage by leaving the course. If any advantage is gained the rider may be penalised and/or disqualified from the results.



23. The following flag signals will be used as required.

National Flag	Start
Red Flag	STOP – compulsory for everyone
Black flag (With riders' number on it)	That driver to stop
Yellow Flag held stationary	DANGER drive slowly
Yellow Flag (waved)	IMMEDIATE DANGER, prepare to Stop, no overtaking. A significant reduction in speed must be seen, therefore jumps should not be attempted.
Blue	WARNING you are about to be lapped
Black & White Chequered Flag	FINISH
White Flag with Red Cross	Used by the flag marshal to indicate that the Medical services are required at the flag point where displayed.



TERMINOLOGY, DEFINITIONS and PHRASEOLOGY



4.1 TERMINOLOGY

MRA	The Motorcycle Racing Association Ireland Ltd
MCUI	The Motor Cycle Union of Ireland
FIM	Federation Internationale Motocycliste
FMN	Federation Motocycliste Nationale. A national motorcycling organisation federated to and recognised by, the FIM. as the sole governing body of the sport in its own territory.
ASSOCIATE MEMBER	An organisation which the M.C.U.I has given power to govern defined disciplines of motorcycling sport in a recognised geographical area.
CODE	The Sporting Code of the FIM including any appendices thereto which may be in force
CLUB	Anybody recognised by the MRA as a Club.
STANDING REGULATIONS	Regulations additional to the GCR's, but not contradictory to the GCR's, drawn up by the authority granting the permit, having for their objective the regulation of the details of the competition.
SUPPLEMENTARY REGULATIONS	<p>For every competition there shall be drawn up regulations supplementary to the GCR's drawn up by the promoter of a competition and shall not be in conflict with the GCR's.</p> <p>The Supplementary Regulations are to include all information relevant to the particular competition for the information of Entrants, Riders and Passengers and shall include an entry form.</p> <p>The Supplementary Regulations together with the Entry Form shall carry the Permit number.</p> <p>The Stewards of a meeting may for urgent reasons of Safety or necessity authorise a change to the Supplementary Regulations. Any change decided must be transmitted to all entrants and riders and shall not be subject to appeal.</p>



PERMIT	The documentary authority to organize and hold one or more competitions, granted in the case of an International Competition by the FIM, and in the case of all other competition by the MRA or MCUI
PROGRAMME	A document prepared by the promoters of a meeting for the purpose of informing the participants and spectators about such a meeting.
OFFICIALS	Officials are either supervisory or executive. The supervisory officials are the Stewards (Jury) of the meeting. Executive officials are all those officials such as the Clerk of the Course, Secretary of the Meeting and all those who, under the Clerk of the Course, are responsible for carrying out the detailed organization of a competition.
CLERK OF THE COURSE	The chief executive official at the Meeting
PROMOTER	Anybody proposing to hold, holding or organizing a meeting as long as they are affiliated to the MRA
ENTRANT	Any person having signed an entry form and having been accepted for a competition.
JUNIOR COMPETITOR	<p>A Junior Competitor is:</p> <ul style="list-style-type: none"> ○ a person 6 years of age or over and, ○ under 18 years of age on the 1st of January <p>who has been nominated as a rider of a motorcycle or quad in a competition at a Youth Motocross, Junior Quadcross or Grasstrack events. For the purposes of determining the upper age limit, a driver's age will be determined by their age on the 1st January in any year, and any driver who attains their 18th birthday during that year will have the option of completing the year before moving up to Adult Competitor status.</p> <p>A 13-year-old can ride a 125cc 2 stroke motorcycle in solo youth motocross.</p> <p>A 14-year-old can ride a 250cc 4 stroke motorcycle in solo youth motocross.</p>



ADULT COMPETITOR

A person 16 years or over may compete in Adult Motocross & Quadcross, Supercross, Sidecarcross Supermoto and Cross-country.

To take part in Enduro and Trail Ride Events a competitor must be 18 years of age or over, if part of the event course is to be on Public Roads (i.e., Motor Cycle Driving Licence will be required).

A competitor under the age of 17 years may not compete in the above-mentioned events on a machine with a cubic capacity over 250cc (either two stroke or four stroke).

Youth Motocross and Junior Quad Competitors.

An applicant on reaching their 15th birthday may apply for a dual restricted competition licence which will enable them to compete in Youth and Adult Motocross, Junior and Adult Quadcross, Youth and Adult Supermoto, Youth and Adult Supercross, Cross-country and Grass Track events.

Guide to confirm Competitor's age against the permitted minimum/maximum machine engine capacities.

Age 15: Permitted machine engine capacity 150cc 2 Stroke or 250cc 4 Stroke. Classic 250cc air cooled. Quad 210cc 2 Stroke Air Cooled or 250cc 4 Stroke Air Cooled.

This will be a Dual Restricted Licence with above listed capacities applicable.

Age 16: Permitted machine engine capacity maximum 250cc 2 stroke or 250cc 4 stroke, to include a classic 500cc 4 stroke Air Cooled. This will be a Dual Restricted Licence with above listed capacities applicable.

A competitor, under the age of 17 years, who wishes to compete on a machine superior to that specified, must apply in writing with a signed letter to the Secretary of the Motorcycle Racing Association. This application must give details on their experience etc. The application will be assessed on an individual base at the next full MRA Association Meeting



Age 17 and over to include Classic MX & Grasstrack.
Permitted machine engine capacity maximum 500cc 2
Stroke or 650cc 4 Stroke. (See page 91 Group A1)
This will be a Dual Licence with no restrictions.

A competitor may continue to apply for a Dual Restricted
or Dual Licence as long as they are not over the age of 18
on the 1st January of the year of application.

Dual Restricted and Dual Licences will only be issued to
an Applicant with an Original Copy of a Birth Certificate
accompanied by a completed Adult Application Licence
Form. (This Birth Certificate will be returned with the
applicant's licence).

A competitor, under the age of 17 years, who wishes to
compete on a machine superior to that specified, must
apply in writing with a signed letter to the Secretary of
the Motorcycle Racing Association. This application must
give details on their experience etc. The application will
be assessed on an individual base at the next full MRA
Association Meeting.

For Youth events irrespective of age the competitor will
still be restricted to a machine with a maximum capacity
of 150cc 2 Stroke or 250cc 4 Stroke.

Adult Competitor (Sidecarcross Restricted Licence).
A person aged 15 years or over may compete in adult side
car cross as either rider or passenger on a machine with a
maximum cubic capacity of 250cc 4 stroke or 150cc 2
stroke.

COMPETITION LICENCE

The documentary authority granted to a competitor to
enter or compete in competitions.

MEDICAL CERTIFICATE

The documentary proof that a licence holder has
undergone if requested or required the prescribed
medical examination necessary for him/her to hold a
Competition Licence.

COMPETITORS LICENCE REGISTER

The list, maintained by the MRA, of persons to whom
it has issued licences.



NATIONALITY	The nationality of a competitor for the purposes of the GCR shall, after the issue of a licence, be deemed to be that of the FMN which last issued the licence or its Associated Member Organisation.
PASSENGER	A person of 15 years of age or over, in the case of Enduro, Grass track, Cross-Country and Motocross events, conveyed on a motorcycle in addition to the driver. (Restricted Licence for 15 years old)
COMPETITOR	The rider, and his passenger if any, together with his motorcycle.
MACHINE	Mechanically propelled machines are divided into three categories: <ol style="list-style-type: none"> 1. Category A - Motorcycle: A one track vehicle with two wheels. 2. Category B - Sidecar: Vehicles with three wheels, making two tracks on the ground, consisting of a motorcycle making one track and a sidecar for a passenger making the other track. 3. Category C - Quad: An All-Terrain Vehicle (ATV) having handlebars and two tracks, and four wheels.
CYLINDER VOLUME	The volume swept in a cylinder or cylinders by the upward or downward movement of the piston or pistons in relation to such cylinder or cylinders. Cylinder volume shall be expressed in cubic centimetres. For all calculations relating to the cylinder volume of engines the symbol π shall be regarded as equivalent to 3.1416.
COMPETITION	Any sporting event, other than a social event, in which persons driving motorcycles compete either amongst themselves or against time or attempt to fulfil certain conditions laid down in advance.
INTERNATIONAL COMPETITION	A competition is International when it is open to drivers of one or more nation.
RESTRICTED COMPETITION	A competition is restricted when the entrants and/or drivers and/or motorcycles concerned have to comply with some particular qualification.
MEETING	An assembly of riders and officials at which one or more competitions are held. A meeting shall not be deemed to be concluded until after the final publication of results.



RACE	A competition in which speed is the factor determining the result.
HEAT	One of a series of races the whole of which constitute a particular competition.
CROSS COUNTRY MOTOCROSS	A cross country race over a continuous course which presents irregularities in surface and terrain. Course can be manmade with jumps of natural terrain.
GRASSTRACK	A race on a continuous grass circuit.
ENDURO	A cross country event where the purpose of the competition is to test the reliability of the motorcycles and the skill of the participating drivers who must cover the entire distance under the prescribed conditions.
SUPERMOTO	An event held on a course with a mixture of tarmac and shale, off road sections with maximum mix of 70% Tarmac and 30% Off Road. Manmade jumps may also be incorporated in the Off-Road Sections
SAND RACE	A race on the seashore, either on a continuous circuit or from point to point.
CERTIFIED TEST	A test, the purpose of which is to obtain information as to the characteristics of a motorcycle, or accessory, or material used in connection with a motorcycle, or which is conducted in accordance with certain regulations which may be laid down by the authority conducting the tests.
RALLY	A rally may either be competitive or social, that of a competitive nature taking place over various routes converging on a point fixed in advance and in which the average speed is limited; that of a social nature being organised with the object of assembling a number of participants at a point fixed in advance.
COURSE	The route to be followed in a competition.
HANDICAP	A method laid down having for its purpose the equalizing, so far as is possible, the chances of competitors. A handicap may either be published or sealed.
MILE AND KILOMETRE	For all conversions between mile and kilometres the mile shall be taken as 1.60934 kilometres, and the kilometre shall be taken as 0.62137 miles.



START	The start is the moment when the order to start is given to the rider or drivers in any competition.
STARTING LINE	A starting line is the first control line on a course.
FINISHING LINE	A finishing line is the last control line on a course.
HOLDER OF RECORD	The rider or riders of a motorcycle used in a successful attempt at record.
STEWARDS REPORT	The report on a competition made to the authority granting the permit and signed by the MRA Steward of the Meeting.
PROTEST	A formal statement of objection to an alleged irregularity on the part of any person concerned in a competition.
APPEAL	A formal demand made to a higher tribunal for relief from the decision of a lower tribunal.
EXCLUSION	The prohibition of a person or body of persons from taking part either in some particular capacity or in any capacity whatsoever in a certain competition, or the prohibition of a certain machine, or machines of a certain make, or of a machine accessory, from being driven or used in a specified competition. Exclusion may be pronounced by a competent authority either before, during or after the competition.
SUSPENSION	The prohibition of a person, or body of persons, from taking part in any capacity whatsoever in certain competitions or the prohibition of a certain machine, or machines of a certain make, or of a machine accessory from being driven or used in certain competition.
DISQUALIFICATION	Any competitor or person found to be guilty of an infringement of the GCR or subsequent Supplementary Regulations or any other offence may face disqualification from an event. In addition, he/she may be reported to the MRA for further disciplinary action which could include the loss for all time of any right to take part in any capacity whatsoever in any motorcycle competition.
CLUTCH START	The start made when the motorcycle, with the engine running, has been stationary until the order to start is given. When drivers in a competition are all started together it is known as a MASS START - when started singly it is known as an INDIVIDUAL START



OUTSIDE ASSISTANCE

Apart from Automatic competitors, the doing by any person, other than the driver, his passenger (if any) or an official in the course or performance of his duty, of any act involving contact with the vehicle. A marshal may lift a motorcycle and set it to the side of the track but must not assist the competitor by holding the bike while he restarts it.

RECORD

A best result obtained under prescribed conditions

NATIONAL RECORD

A record for which the conditions were prescribed by the MRA / MCUI.





OFFICIALS



THE GOVERNMENT OF COMPETITIONS IN GENERAL

Every competition shall be directed and carried out by certain officials whose duties are either supervisory or executive.

OFFICIALS

- The officials responsible for the supervision of a competition are the Stewards of the Meeting.
- At a meeting there shall be from three to five Stewards of the Meeting.
- Stewards may also be termed to be Jury Members in certain international events.
- The Chief Executive at a competition is the Clerk of the Course under whose control come all the executive officials necessary to run the competition in a competent manner.
- All executive officials may have assistants.

NOMINATION OF OFFICIALS

- The MRA may nominate a majority of the Stewards at any meeting.
- At Ulster and Irish championship meetings at least one of the Stewards shall be nominated by the MRA. At all other events the hosting club will nominate all the Stewards, with one being nominated as the Senior Steward. A Senior Steward must be licensed as a Clerk of the Course by MRA or have served at least 1 year as a Steward.
- All other officials shall be nominated by the promoters, subject to the approval of the authority issuing the permit.

QUALIFICATIONS

- To be eligible to act in the capacity of Clerk of the Course or Steward at an event a person must hold an MRA Officials Licence.
- An Officials Licence will be valid for three calendar years. To qualify for such a licence a person must have attained his/her 18th birthday and must attend an MRA training seminar/examination. Participation in a seminar is mandatory at least once every three years.
- At least one training seminar shall be held annually.
- The MRA shall maintain a register of all persons to whom an Officials Licence has been issued and shall licence those members who comprise its Panel of Stewards. Other applications for an Officials licence shall only be accepted from an affiliated club/body which shall make application to the MRA on behalf of the official(s) it wishes to have licensed.
- The timekeepers, visual technical inspectors, helmet examiners, technical stewards, etc. shall, be selected from the approved panels. All other appointed officials shall be competent and experienced.



POWERS OF THE STEWARDS

- The Stewards of the Meeting shall have no responsibility for the organisation of the meeting nor have any executive duty in connection therewith but shall be in supreme supervisory control over the carrying out of the program of the meeting in accordance with the Regulations.
- The Stewards are the only tribunal competent to adjudicate upon protests and appeals arising out of the meeting.
- They may give summary judgment on any protest which may arise, subject to the right of appeal, as is provided in these rules, or they may refer a protest for decision to the authority which granted the permit.
- The MRA appointed Steward or the Senior Club steward (if no MRA Steward is present) for an event will be the sole Association supervisory spokesperson in charge of that event. He/she will have the power and authority to withdraw the permit if the event is not run under the GCR's, Standing Regulations or any Supplementary Regulations that may or not be issued.

PLURAL APPOINTMENTS

- At a meeting a person, other than a Steward of the Meeting, may be appointed to undertake several different duties, provided he/she is qualified.
- A Steward of the meeting shall not undertake any other duty, and an official shall not be eligible to enter or drive in that meeting unless his/her duties are completed before practice commences.

RESTRICTION ON OFFICIALS

- No official shall perform any duties other than those attached to his appointment or appointments.
- In addition to the duties and powers attached to his appointment, it is the duty of an official to report to the Clerk of the Course any irregularity which has come to his notice.

DUTIES OF THE STEWARDS

- It is the duty of the Stewards of the Meeting to ensure that the meeting is carried out in accordance with the GCR's and the applicable Supplementary Regulations, and to reprimand, fine or exclude from a competition or from the meeting any competitor, or other persons reported to them by the Clerk of the Course for misbehaviour or unfair practice, whom they find to be guilty.
- A person reprimanded or excluded may also be reported by them to the MRA for further disciplinary action.

EMERGENCY POWERS OF THE STEWARDS

- The Stewards of the Meeting may, either on their own initiative, or on the request of the promoter or from the Clerk of the Course for urgent reasons of safety or other unavoidable necessity, postpone the start of a competition, modify the course, stop a competition prematurely or cancel the whole or part of a meeting.
- No such decision of the Stewards shall be questioned or challenged by appeal or otherwise.



MEETINGS OF STEWARDS

- If, at any meeting of the Stewards, there is not a majority of Stewards present, those present shall appoint a temporary substitute or substitutes so as to bring the number to three.
- In the absence of an MRA Steward, the Senior Club Steward will resume his/her responsibilities and duties on behalf of the MRA.

STEWARDS REPORT

- The Steward shall prepare and submit to the authority granting the permit a report within 14 days of the protests lodged, and any exclusions or decisions made, together with any remarks or any recommendations they may have as to future events.

As an MRA Steward or Senior Club Steward we advise the following: -

1. You should always arrive early at the circuit
2. Sign on with the Competition Secretary
3. Meet the Clerk of the Course and walk the course
4. Check that the permit has been issued.
5. A full Risk Assessment has been carried out.
6. Check course map for details, Flag Positions, First Aid etc.
7. If satisfied, sign the track certificate.

SCHEDULE OF STEWARD'S MEETING

A proper place must be set aside for holding Steward's meeting.

Who is entitled to attend a Steward's meetings?

- MRA Steward / Senior Club Steward
- Club Stewards (at least two)
- Clerk of the Course
- Secretary of the Meeting
- Technical Steward or Chief Visual Technical Inspector
- Chief Timekeeper
- Chief Medical Officer or First Aid Officer
- Child Protection Officer
- Environmental Officer
- Incident Officer

VOTING RIGHTS

Only MRA Stewards and Club Stewards have voting rights, with Chairman of Stewards having a casting vote.



STEWARDS MEETINGS

- The first Steward's meeting must take place before any practice or racing starts.
- The time of the meeting should be decided by the Steward from the MRA issuing the permit, and the Clerk of Course in advance, and all those entitled to be present must be notified.
- All meetings must have minutes taken.

FIRST STEWARDS MEETING

1. Check that the Clerk of the Course and Stewards are licensed to carry out their duties (licences to be produced for inspection)
2. Decide voting members (Stewards only have a vote)
3. Receive all relevant documents for the event i.e., Regulations, Entry Forms, Programmes etc.
4. Supplementary Regulations - possible alterations or additions since issue to be approved
5. Competitors - receive a report on the number of competitors taking part
6. Visual Technical Inspection (Noise Test) - Receive report from Chief Technical Steward or Chief Visual Technical Inspector
7. Chief Timekeepers report
8. Chief Medical Officer or First Aid Officer. Receive report on number of First Aid Personnel, and ambulances on duty, also the name of the nearest hospital which would receive casualties.
9. Clerk of Course's Report. Receive report on number of marshals, flag marshals on duty, what form of communication between officials is being used, the condition of the track, and any other matters pertaining to the good running of the event.
10. Any other business
11. Set time of next meeting

SECOND STEWARDS MEETING

1. Check voting members
2. Outstanding matters from previous meetings
3. Receive report on falls or accidents during practice
4. Clerk of course's report
5. Any protests, rule infringements or penalties
6. Any other business
7. Time of next meeting



FINAL STEWARDS MEETING

1. Check Voting Members
2. Report on falls or accidents during race
3. Any protests, rule infringements or penalties
4. Report from the Clerk of Course
5. Timekeepers Report
6. Environmental Report
7. Incident Officer Report
8. Ratify race results
9. Give overall impression of meeting and present steward's report





~EVENT REPORT~

Promoter: _____

Venue: _____

Type of Event: _____

Date of Event: _____ Permit No.: _____

Time of Practice: _____ Racing: _____

Time of Finish: _____ Weather: _____

No. of Starters: Solo: _____ Quads: _____ Sidecars: _____

No. of Flag Marshals at any one time: _____

Please answer the following questions clearly: -

1. Were the First Aid Services adequate? _____
2. Were the organisation - Poor, Good, Excellent? _____
3. Were all Prohibited Area signs in place? _____
4. Were Licences checked before racing? _____
5. Was the correct indemnity on the Entry Form? _____
6. Were spectators charged admission? _____
7. Protests? _____
If 'YES' please attach with details of action taken.

8. Comments on Event: - _____

Name of Stewards: _____

Signed: _____ Date: _____

Enclose results and send copy to: - Insurance secretary of M.R.A., and to Promoter



POWERS OF THE CLERK OF THE COURSE

1. The Clerk of Course may also be the Secretary of the Meeting but not recommended and he may have various assistants.
2. He shall be responsible to the Stewards of the Meeting and the promoter for the good management and conduct of a competition in accordance with the Supplementary Regulations and the Official Programme, and for the direction and control of all executive officials necessary for that purpose.

DUTIES OF THE CLERK OF THE COURSE

1. The Clerk of Course is the Chief Executive at a competition under whose control come all the additional Officials necessary to run a competition in a competent manner.
2. The Clerk of the Course shall control the riders and shall prevent any rider or passenger excluded, suspended or disqualified or otherwise ineligible, from taking part in a competition.
3. He/she shall prohibit, from starting in a competition, any rider who has not qualified to start, such rider being classed as a "non-starter".
4. He/she shall prohibit any rider or passenger from competing, or any motorcycle from being driven whom he considers is, or might be, a source of serious danger.
5. If a driver commits an act or offence for which the penalty follows automatically, as specifically laid down in the Supplementary Regulations, the Clerk of the Course shall impose the penalty.
6. He/she may also order the removal from the Course and its precincts of any person who refuses to obey the order of a responsible official. In both cases an immediate report must be made to the Stewards of the Meeting.
7. He/she shall report to the Stewards of the Meeting any rider, passenger or other person whom he considers guilty at the meeting of misbehaviour, unfair practice, or any failure to comply with the GCR or the applicable Supplementary Regulations.
8. The Clerk of the Course shall be responsible for the transmission to the Stewards of the Meeting, without undue delay, of any protests that may be made.
9. He/she shall collect the reports of the timekeepers and other executive officials, together with such other official information as may be necessary for the determination of the results.
10. He/she shall prepare and publish the provisional results of the meeting, and any final amendments, or arrange for the Secretary of the Meeting to do so.



11. It should be pointed out that the Clerk of Course is the person who will have to answer the Questions. No Clerk of Course can be too careful as to the conduct of the meeting.
12. It is his or her responsibility in the long run should anything be overlooked.
13. All safety requirements laid down must be carefully obeyed and should a Clerk of Course still not be satisfied with any particular safety aspect he or she should not hesitate to take any further measures deemed necessary to rectify the situation.
14. A white flag with a red cross will be used by the Clerk of the Course at an incident where first Aid are attending a rider or riders. All competitors must ROLL the jumps. If seen by the Clerk of the Course to have disobeyed the Flag the Clerk of the Course will pronounce the Disqualification of the riders involved. No protest or appeal will be allowed as this is a statement of fact. This New Flag will only be used at International Events.
15. The Clerk of the Course shall exclude immediately any driver who, in his opinion, is guilty of any foul, unfair or dangerous driving, either in practice or the actual races. The driver must be informed of his right to appeal this decision.
16. The Clerk of the Course **MUST** give a rider's briefing before practice commences. Any instructions to drivers subsequently issued shall have the same force as the standing regulations and the supplementary regulations.
17. Stopping a Race
 - a) The Clerk of the Course has the right, on his own initiative, for urgent safety reasons, or cases of force majeure, to stop a race prematurely. If a race is stopped before half distance (Time) there will be a complete restart.
 - b) The Clerk of the Course may exclude one or more drivers, deemed to be at fault for the race being stopped, from taking part in the restart.
 - c) If a race is stopped after half distance (Time) the race will be considered complete. The finishing order will be based on the placing of the riders on the lap before the red flag was displayed. Any riders determined by the Clerk of the Course to have been responsible for the red flag being displayed will be placed behind riders having completed an equal or greater number of laps.
 - d) Except in the case of a false start, a race may be restarted only once. If it is necessary to stop a race more than once it will be declared null and void.



DUTIES OF THE SECRETARY OF THE MEETING

- The Secretary of the Meeting shall be more particularly responsible for the organisation of the meeting insofar as the supply of all necessary documents, etc. is concerned, as well as for the transaction of official correspondence. He/she may act as the Secretary to the stewards.
- A competition Secretary should ensure that the Regulations and Entry Forms are in circulation a number of weeks prior to an event to give adequate time and notice of date and venue for the Event and also help with publicity
- It is important for a Race Secretary to start "Signing On" procedures early so as to ensure the meeting can commence as scheduled.

EVENT CHECK LIST

- The Check List has been laid out as an example of all items to be organised in order to promote a successful and safe event.
- This example was based on the organisation of an MRA Adult Ulster Championship Meeting. You may wish to vary the 6-week lead time dependant on the type of event to be promoted.

Six Weeks Prior to the Event:

- Arrange for Permit if not already applied for.
- Arrange for First Aid Cover for the Event.
- Check Track or Venue for any major work to be carried out and set timetable for completion of same.

Five Weeks Prior to the Event:

- Decide on Race Officials i.e. Clerk of the Course, Club Stewards, Incident Officer, Safety Officer, Chief Flag Marshall, Club P.R.O., Race Secretary.
- Arrange for Portable toilets if required.
- Arrange for caterer to cover event.

Four Weeks Prior to the Event:

- Have regulations and Entry Forms printed up, not forgetting to include Race Sponsor's names etc.
- Contact and arrange Timekeepers
- Contact and arrange Visual Technical Inspectors for the event
- Contact and arrange Commentator and P.A. System

Three Weeks Prior to the Event:

- Issue Regulations and Entry Forms.
- Supply Regs. to Bike Shops and hand out at as many Race Meetings as possible prior to your own event.
- Advise the Press of event details to have results and coverage in Sunday Papers (normally the day after the event).
- Send a set of the Regulations and Entry Forms to appointed MRA Steward (Also it is a good idea to send a pass and lunch ticket!).



Two Weeks Prior to the Event:

- Hold Press Conference - if required
- Advise Press on details of your event etc. News Letter, Belfast Telegraph etc.
- Place ads and write up in local newspaper for one or two weeks prior to the event
- Concentrated effort now on track preparation particularly if you are not using a permanent track.
- Organise Flag Marshals
- Arrange Helmet Stamper to be on duty
- Arrange a Technical Steward and Noise Meter Officer to be present
- Send out any passes to Sponsors, Press etc.
- Arrange for Travelling Marshall if required.

One Week Prior to the Event:

- Have Program Printed. (After entries close)
- Finalise Track Preparation - aim to be completed by Thursday evening prior to a Saturday Event. 3 Advise local Hospital of planned event.
- Advise local Police (may need warning cones on main roads).
- Draw up Track Certificate Map. (C.O.C.) if not supplied.
- Arrange for Admission Collectors advising them of the time they are required to be on duty. Not forgetting the cash float.
- Final Round up of Flag Marshals (Try not to use P.A. on race day to find Flag Marshals).
- Arrange for Complimentary Meal Tickets (these are required for First Aid, Officials and Flag Marshals).
- Arrange track watering if required (late Friday night, early Saturday morning).
- Arrange Litter Bins. (IMPORTANT)
- Arrange Fire Extinguishers and "Fire Point Notice".
- Mark Flag Marshals points by number.
- Arrange for a clean & adequate timekeeping vehicle.
- Arrange all flags required and 15/5 second Start Board.
- Arrange for Blackboard & Chalk.
- Have Prize Money organised prior to Race Day in envelopes. i.e. 1st Race 1 Expert Class. This means on receiving results you can immediately start to pay competitions prize money without delay at the end of the event.



THE DAY OF THE EVENT

- Clerk of the Course & Club Stewards should have a copy of Race Regulations with them on Race Day. Also, a copy of the Championship Rules and a small notebook and pen with you at all times can prove invaluable.
- Get things started early and on time..." Start Early - Finish Early"
- Get competitors Registration/Signing on and Visual Technical Inspection under way as early as possible (7.30 AM latest).
- Make sure all Officials "Sign On", Club Officials, Club Helpers, Flag Marshals. First Aid on Separate Sheet. Press & Photographers on Separate Sheet.
- Clerk of the Course to meet with the MRA Steward as early as possible to allow for track inspection, in the event of any changes or modifications having to be made.
- Check that a full Risk Assessment is available
- Set time for first Stewards meeting and advise Club Stewards, First Aid, Chief Flag Marshall, Club Secretary etc.
- Make sure Ambulance Routes are kept clear at all times. (IMPORTANT)
- Advise Flag Marshals to move.
- Advise First Aid Personnel to move out onto the circuit 10 minutes prior to the start of practice
- Convene first Stewards Meeting prior to practice.
- Send Travelling Marshall round to ensure that all track personnel are in position.
- Start Practice on schedule no later than 9.30 AM
- Second Stewards Meeting convened after practice and qualifying heats.
- Be sure to have a short lunch break to allow Officials, Flag Marshals, First Aid personnel to have their lunch (it can be a long day).
- Call Competitors for the first event of the day 10 minutes prior to start time, remember also to call assembly paddock personnel at the same time.
- Start racing on time aim for no later than 11 AM
- Third and Final Stewards meeting after completion of racing. (30 mins after end of race meeting)
- Pay out Prize money on confirmation of Race Results.



DUTIES OF OTHER OFFICIALS



CHIEF FLAG MARSHAL

- One of the most difficult positions to fill at an Adult Event is that of Flag Marshall.
- In many ways it is also an extremely important and essential position to ensure the safe promotion of racing.
- Therefore, if a Club can appoint a chief flag marshal who can look after flag marshalling in total on the day. This can make such a difference to the smooth and safe running of the event and be a tremendous assistance to the Clerk of the Course.

INCIDENT OFFICER

- It is A MUST that the Officials List at the race meetings include an Incident Officer.
- The duties of this person would be to record as accurately as possible any details of rider's injuries etc. and any other incidents which may occur. e.g. An accident involving competitor, spectator or official.

He or she should record details of Incident:

- Which Race, what part of the track, who was all involved in the incident. Record names, riding numbers (if applicable), address and telephone number. Provide a sketch or photograph of where the incident took place and determine, if possible, the cause of the incident.
- Send a copy of all records and photographs of any serious incidents to the Permit and Insurance Officer.
- Keep a copy for club records.

STARTER & JUDGE

- The Clerk of the Course may undertake the duties of starter or judge, or he may instruct a timekeeper to so act, or an official or officials may be appointed for these duties. In the case of a handicap competition where the handicap is wholly or partly by time, the Starter shall be a timekeeper.
- The use by the Starters, or by the Judge, of mechanical appliances for facilitating starting or for recording finishes is permitted, provided such apparatus has first been approved by the MRA No protests may be made against the decision of a Starter or Judge which shall be accepted as final unless corrected or hereinafter provided.

The Judges may perform one or both of the following duties:

- Starting Judges whose duty is to point out any false starts to the Clerk of the Course immediately they occur.
- Finishing Judges whose duty is to declare the order in which competitors cross the finishing line. In most instances this duty will be carried out by MRA appointed Time keepers or lap scorers.
- A mistake made by a Timekeeper may be corrected by him/her with the approval of the Stewards of the Meeting.



TIMEKEEPERS

The principal duties of the timekeepers shall be:

- At the commencement of the meeting, report themselves to the Clerk of the Course, who shall give them the necessary instructions. If so required, to act as a Starter and/or Judge.
- To use for timekeeping only official MRA approved apparatus.
- To record and report such positions and times as are required by the conditions of competition as instructed by the Clerk of the Course.
- To prepare and sign their reports, according to their individual responsibility, and to send them, together with all the necessary documents, to the Clerk of the Course.
- Not to communicate any official information to any other person except as they may be required to do so in the performance of their duties.





ENTRANTS AND DRIVERS



NATIONAL COMPETITION LICENCE

1. Any person ordinarily resident within the territory of the MRA as defined in the GCR, who wishes to compete in National competitions shall make application for a National Competition Licence to the MRA. Application forms for a Competition Licence may be obtained from an Affiliated Club or MRA appointed retailer.
2. Each application must be accompanied by the appropriate fee which shall be set annually by the MRA individually and two recent passport size photographs of the applicant, which must bear the applicant's signature on the reverse. Any application not fully completed, accompanied by the incorrect fee, or any other information the MRA may request the applicant to provide, will be returned to the applicant and a licence will not be issued until such times as the applicant furnishes the application properly completed.
3. The MRA will maintain a register of all persons to whom National Competition Licences have been issued. The MRA will not issue a licence to an applicant who resides in an area which is under the control of the MCUI Southern Centre or outside Ireland.
4. A National Competition Licence enables the holder to take part in any event of the type for which the licence is valid. The MRA which issues a licence shall have the right to restrict any licence for such purposes, events or type of events as it considers necessary, in which case an endorsement to this effect will be clearly written on the licence by the Licence Registrar.
5. An applicant must sign, as part of the application, the following declaration:
 - a. *I declare that the information I have given is true and correct. I agree to abide by the General Competition Rules and Standing Regulations of the MRA, and any additional Rules and Regulations which the MRA may subsequently introduce.*
6. All competitors must sign and abide by our Child Protection Policy in Force when applying for their Licence on the official licence form.
7. If the applicant is under 18 years of age the application must be countersigned by the Parent/Guardian of the applicant. In addition, a Parental Agreement Form must be completed and accompany the Licence Application.
8. Motor Cycling Ireland (Southern Centre) and the Motorcycle Racing Association (Ireland) Ltd., will be able to issue one event licence in their territory to each visiting rider from the others jurisdiction.



9. If racing at an event hosted by Motorcycle Racing Ireland (Southern Centre) you MUST produce a current Medical Certificate to be issued with a one event licence.

DRIVER COMPETITION LICENCES

- A Driver's Competition Licence entitles the holder to enter him/herself, and take part in, a National Competition but does not permit the nomination of any other licensed rider. An applicant for a riders Competition Licence may be asked by the MRA or any Affiliated Club to produce a signed Medical Certificate.
- Any applicant suffering from Epilepsy, Diabetes, a Heart related illness or any other illness or disability that would impair their ability to compete in a Motorcycle Competition Event, may in addition to producing a signed Medical Certificate be asked to be examined or viewed by an appointed MRA/MCUI Medical Officer.
- Should the licence application be incomplete, or the application turned down, the application will be returned to the applicant by the Licence Registrar together with a note which will indicate the licence is refused for:
 - incorrect information
 - insufficient information

INTERNATIONAL COMPETITION LICENCE

- Any MRA licensed competitor who is deemed competent to take part in International Competitions shall make formal application, through the MRA to the MCUI for an International Competition Licence. An application should be with the MRA. (FIM minimum insurance must be in place and paid-up front) Contact the Permit and Insurance Officer
- Licence Registrar at the very latest 21 days before the date of the event for which the licence is required. Applications received after the time limit has expired may be subject to a surcharge. The MRA / MCUI may grant an International Competitor's Licence to such National Riders as it thinks fit. An International Licence may be granted for all international competitions of a certain type, or for one or more specified international competitions. These conditions shall be as stated on the licence.
- The age limits for international competition will be as stated in the latest version of the FIM code.

COMPETITORS LICENCE

- All Competition licences shall expire on 31st January of the year following its date of issue.

PRODUCTION OF LICENCE

- A competitor at a National meeting shall carry his/her licence, and shall produce it on demand to an official of the meeting.





EQUIPMENT



HELMETS

- At all competitions (including official practicing) in which speed is the determining factor, and at other competitions where it may be required by the authority granting the permit, a protective helmet of a design approved by the F.I.M. and MRA for racing shall be worn by each driver and passenger.
- The Clerk of the Course, or his/her Deputy, or a person deputised by him, is empowered to impound any helmet considered to be of incorrect pattern, or to have become ineffective.

HELMET STAMP

- An MRA competitor using a helmet which does not bear a current MRA helmet stamp, or has been previously rejected by a helmet examiner or visual technical inspector, may not be permitted to race and may in addition be reported to the Stewards of the Meeting for possible disciplinary action as allowed for in the GCRs.

PROTECTIVE CLOTHING

- At all competitions (including the official practicing) in which speed is a determining factor, and at other competitions where it may be required by the authority granting the permit, Competitors must have approved and suitable protective clothing as generally required for use in the specific sporting discipline.
- At competitions involving racing on roadways or similar hard surfaces the protective clothing shall invariably be of leather or MRA approved substitute.
- Goggles, must be non-glass of non-splinter material.

IRREGULAR ENTRIES & ABSENTEES

- Any competitor who has entered or who has been nominated for a competition and does not drive therein, but drives or has been nominated to participate in another competition at another meeting on the same day shall be dealt with in accordance with the provisions made in the GCR under "Penalties" unless he can justify his/her absence.
- In the case of international competitions see the FIM International Sporting Code.



TRACK AND PUBLIC SAFETY



SAFETY REGULATIONS

- It should be generally realised that the organisers of events have a legal responsibility to the general public, and therefore it is the duty of these organisers to ensure that all reasonable precautions are taken to protect the public.
- Whilst organising clubs are insured under the promoters Third Party Policy in respect of their legal liability, it is a condition of the policy that the promoters of an event must comply strictly with the General Competition Rules, and any additional requirements as may be specified on the Permit.
- Clubs failing to do so stand in grave danger of any claims being repudiated to the club, by the insurers, under the terms of the policy covering legal liability.

NOTICES

- The following requirements are applicable to all speed events.
- The following requirements regarding the display of notices are applicable to all events.

WARNING NOTICE A

NOTICE
Warning to the Public:
MOTOR SPORT IS DANGEROUS
and spectators attending this meeting
do so ENTIRELY AT THEIR OWN
RISK

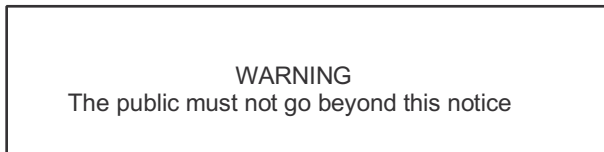
- WARNING NOTICE 'A' must be displayed on each side of every entrance to the course including the entrance to car parks and paddock.
- These notices, mounted on stakes, must be prominently displayed, and with the top of notice at least 60cm to a maximum of 180cm above the ground, and where they can be easily read by the public before any admission charge is paid, or where no admission charge is made before entry is gained into the Circuit.
- Where it is not possible to define the boundary of the site, and to control admission of the public (e.g. Heath Land) warning notices must be profusely displayed around the course, and also in the Car Parks. These notices must be mounted on stakes, and the top of the notices must be at least 60cm to a maximum of 180cm from the ground.

PROHIBITED AREA NOTICE B



- Areas where the public are not permitted must be clearly defined by the display of an adequate number of Prohibited Area notices mounted on stakes.
- These notices must also be displayed in the prohibited area between 'double roping', and facing the public.
- Warning Notices 'A' should also be erected in these areas, but they must be used in addition to, and not in place of Prohibited Notices 'B'.
- Notices should be displayed within the prohibited area, facing the public, and mounted on stakes, or fixed to the inner fencing.

WARNING NOTICE C



- Those parts of the course to which the public may be admitted, and where it is neither practical nor necessary to erect a rope barrier, e.g. those parts of the course which are straight, and are only used by the public to reach other parts of the course may be indicated by the erection of the special type of Warning Notice C, mounted on stakes with the top displayed at least 60cm to a maximum of 180cm above ground level should be displayed at least 6M from the Course.
- It is recommended that the limit of these areas should be defined by a boundary tape affixed to.

DISCLAIMER

- Admission Tickets, Passes, Programmes etc.
No person may be allowed to any part of the circuit without a suitable pass or programme. All tickets, passes and programmes must bear the following disclaimer shown below in full, and if the disclaimer appears on the reverse side, then the words For conditions of admission 'see over' must appear on each half. Where a charge is made for admission into special or reserved enclosures a ticket bearing the approved disclaimer must be issued in exchange for payment to enter these enclosures.
- All vehicle passes must bear the full disclaimer and comply with the above requirements.

WARNING
MOTOR SPORT IS DANGEROUS AND PERSONS
ATTENDING THIS MEETING DO SO ENTIRELY AT THEIR
OWN RISK

It is a condition of admission that all persons having any connection with the promotion and/or organisation, and/or conduct of the meeting, including the owners of the land, and the drivers, and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused resulting in damage and/or personal injury to spectators or ticket holders.

**B OFFICIAL
PROGRAMME**

The above 'disclaimer' must also be printed in full in all Official Programmes. If not printed on front page, then the words see over leaf must be printed on front cover.



SIGNING ON

1. All Members of the press, including photographers, must sign on a separate sheet and undertake to comply with the following:

- In accepting a pass which enables me to move outside approved enclosures, I acknowledge the risk to myself involved in the use of this pass.
- Furthermore, in consideration of the facilities granted to me, I agree to save harmless, and keep indemnified the organisers of this event for which this pass is valid, the Motor Cycle Racing Association (Ireland) Ltd, the owner of the land, entrants, and drivers, and their respective officials, servants, representatives and agent; from and against all actions. Claims, Costs, expenses and demands in respect of death, injury, loss of or damage to the person or property of myself, or my employers notwithstanding that the same may be contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives and agents.
- Further I agree to act in accordance with the instructions of Officials of the event.

2. All officials must sign on, and undertake to comply with the following:

I agree to act in an official capacity at this meeting, and in consideration of the organising club having effected for my benefit a personal accident policy for death, or benefits as prescribed more specifically by the MRA requirements, I agree to absolve all persons having any connection with the promotion and/or organisation and/or conduct of the meeting including the MRA, the promoting club's), the owner of the land, entrants and drivers, and owners of vehicles from liability arising out of accidents howsoever caused resulting in damage and/or personal injury to my person, and/or property.

3. Any person (Marshal etc.) under the age of 18 and signing on as laid down above must produce a letter of agreement from a parent or legal guardian. A 16-year-old can act as a Marshal.



MEDICAL SERVICES AND FIRST AID OFFICIALS

- All Medical and First Aid officials must sign on the separate First Aid signing on form.
- ALL DISCIPLINES
 - At all MRA permitted events, including official practice and racing, ONE ambulance with sufficient qualified First Aid Personnel MUST be in attendance with full first aid equipment, including a spinal board.
 - If there is no Ambulance present at track, the event MUST STOP until at least one ambulance returns to the track.
 - It is recommended that the local hospital authority be notified of the time and date of all speed events, a minimum of one week prior to the event.
 - It is strongly recommended to have 2 ambulances available at all Irish & Ulster Championship events to allow the smooth running of the event in case that 1 ambulance has to leave the track. The event can continue with 1 ambulance.
- SUPERMOTO EVENTS
 - Arrangements must also be made for a medical officer, doctor or paramedic to be in attendance during all practice and racing.



COURSE PREPARATION

- Wherever possible when courses are being laid out, care should be taken to avoid the inclusion of any very fast sections.
- The Safety Precautions will be detailed in the Track Certificate, but the following MINIMUM requirements must be adopted.
- All areas to which the public are to be permitted access must be protected by one of the following methods, or a combination of the following methods.

METHOD A - COURSE PREPARATION

For Grass Tracks, Cross Country and courses with no jumps ONLY

- In areas where spectators are permitted a 'wrecking fence' shall be erected outside the limits of the actual course. The wrecking fence shall be erected outside the limits of the actual course. The wrecking fence shall consist of wooden posts of a minimum diameter approximately 75mm firmly driven into the ground, and approximately 6m apart. Between these posts shall be stretched a rope fixed to the posts, and approximately 0.6m to 0.75m from the ground. Either hemp, sisal, nylon, polythene or polypropylene roping may be used, but in the case of hemp and sisal roping the minimum circumference shall be not less than 38mm, and for the others not less than 10mm. Single strand polypropylene, or baler twine is not permitted.
- In areas where spectators are not permitted the course may be marked out using pegs, no higher than 600 mm in height, approximately 6 metres apart, posts, ropes, tapes etc, are not required in these areas unless opposing direction of the rack is less than 10 metres apart, a single wrecking fence must be erected between the opposing tracks. This area must be highlighted in the track certificate & risk assessment documents.
- Outside the wrecking fence there shall be a continuous strip of land of approximately 6m wide, which shall be prohibited to the public. Prohibited Area Notices shall be displayed at intervals facing the public. These notices must be rigidly mounted on hardboard or similar material.
- Outside this Prohibited Area there shall be erected a fence consisting of wooden posts driven in approximately 6m apart between which shall be fixed rope at a height of not less than 0.9m and not more than 1.05m from the ground.
- Either hemp, sisal, nylon, polythene or polypropylene roping complying with the above minimum requirements may be used for this fence.
- Chain-link or pig netting wire fencing not lighter than 12 s/w gauge may be used for the 'spectator fence' provided a wrecking fence is erected approximately 3m from the spectator fencing.
- The fencing must be of a height of not less than 0.9m and mounted on posts of a minimum diameter of 75mm firmly driven into the ground. The supporting posts must not be more than 4.5m apart, and the fencing securely fixed to the posts on the side away from the spectator area.

METHOD B - COURSE PREPARATION

In areas where spectators are permitted on courses with jumps the following method must be used

- A fence of chestnut paling of height not less than 0.9m and mounted on posts of a minimum diameter of 75mm. (or the equivalent) firmly driven into the ground.
- The supporting posts must not be more than 5m. apart and the pointed ends of the paling are to be at ground level, and the fencing securely fixed to the posts on the side away from the spectator areas.
- Chestnut paling should be a type providing the fixing of the palings by two strands of wire and the spaces between the palings should not exceed 100mm. A 1m neutral zone to be created inside fencing using pegs 38x38mm Max and 500mm max. height.
- Use of plastic tape may also be used with the pegs.

OTHER METHODS - COURSE PREPARATION

- A combination of the above methods may be adopted subject to the approval of the MRA Steward, and as detailed on the track certificate.
- Where the natural terrain provides adequate protection to the public, or some other form of substantial fencing is erected, the above requirements may be modified subject to the approval of the MRA.
- Areas of the course which are prohibited to the public shall be clearly defined by the display of 'Prohibited Area' notices rigidly mounted on hardboard, or similar material, and with the top of the notice at least 0.75m from the ground and adequately marshalled.
- These must be in sufficient quantity to ensure their being visible to spectators. It is recommended that such areas are further defined by a boundary tape affixed to the stakes supporting the notices.

OTHER AREAS (NOT PROHIBITED)

- These areas around the course to which the public may be admitted in order to gain access to other parts of the course, and when it is neither practical nor necessary to erect 'double roping' may be defined by the erection of the special Warning Notice C.

SPECTATOR & PADDOCK PARKING

- Vehicles must not be parked within 6m of the public fence and a limit line shall be indicated by rope and stakes.



PADDOCK

- There must be a suitable paddock for the use of competitors roped off and a corridor created from the exit of the track to entry to Paddock where a sign will tell all competitors to dismount and push their motorcycles. Warning Notice 'A' to be displayed in paddock also.
- Where the paddock is immediately adjacent to the course, the whole length adjoining the course shall be fenced by one of the above methods applicable to spectators.
- **Riding of machines in the paddock is strictly prohibited. In exceptional circumstances or if permitted by the Clerk of the Course riders must not exceed first gear idle when travelling to and from the paddock area and must always wear a helmet. If any accident or incident occurs to either themselves (the rider) or ANY other person(s) or property, liability lays with the rider or if under 18 years of age their Parent / Guardian.**
- **Pit bikes, electric bikes, scooters or quads are strictly prohibited in the paddock, in spectator areas or trackside. Only people with a disability can make use of a pit bike, electric bike, scooter or quad. Such people must seek and gain permission from the Clerk of the Course before using a pit bike, electric bike, scooter or quad. Such people must not exceed a walking pace. If any accident or incident occurs to either themselves (the person using the pit bike, electric bike, scooter or quad) or ANY other person(s) or property, liability lays with the person using the pit bike, electric bike, scooter or quad, or if under 18 years of age their Parent / Guardian.**

CONTROLLED CROSSINGS, TRACK WIDTH & START LINE

CONTROLLED CROSSINGS

- All controlled crossings must be adequately marshalled, and the movement of spectators across the course during the practising and racing shall not be permitted.

TRACK WIDTH

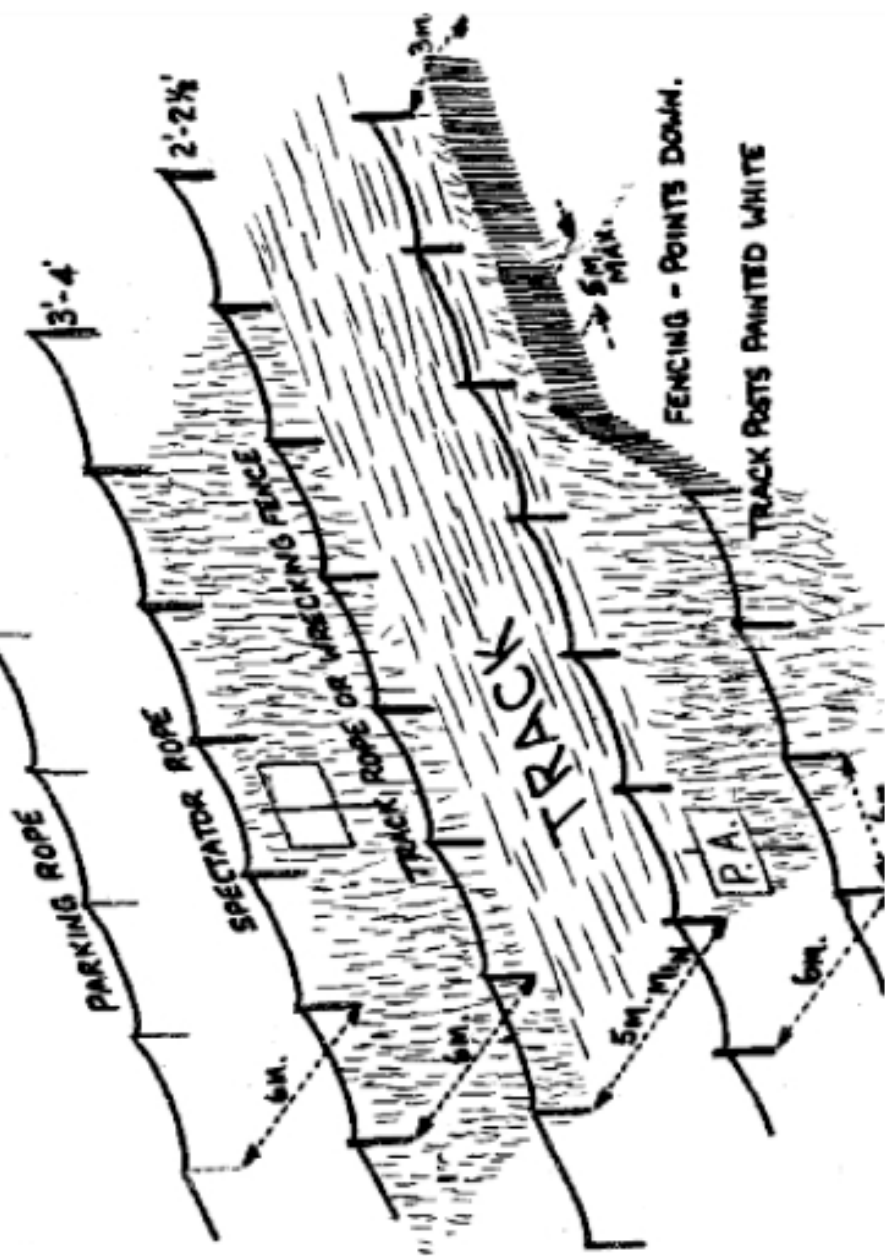
- Track Width should be 8 metres minimum and 6 metres at the narrowest point.

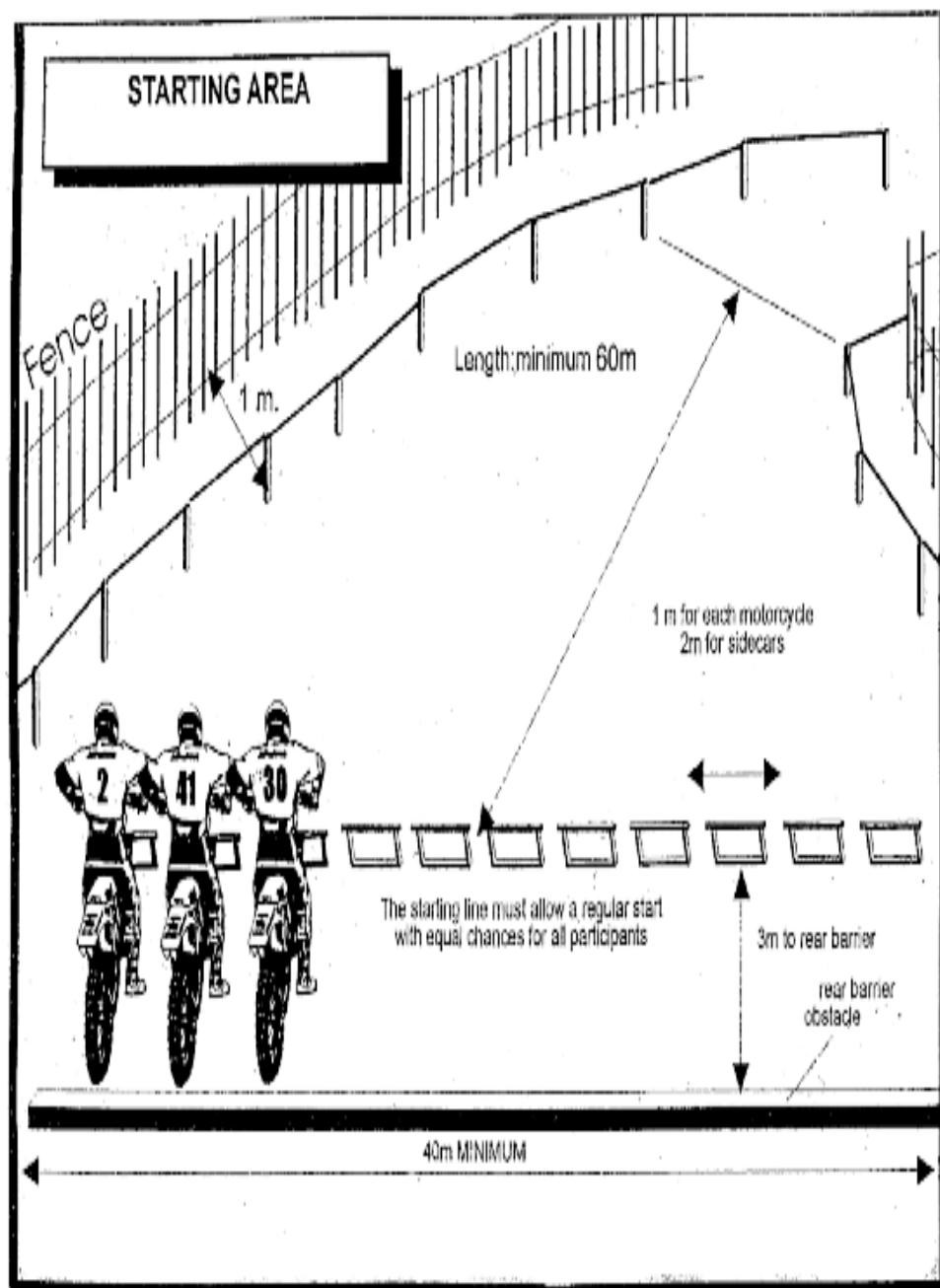
STARTING LINE

- Starting Line to the first bend should be 60m minimum



SAFETY REGULATIONS.





ROLLING WAVES

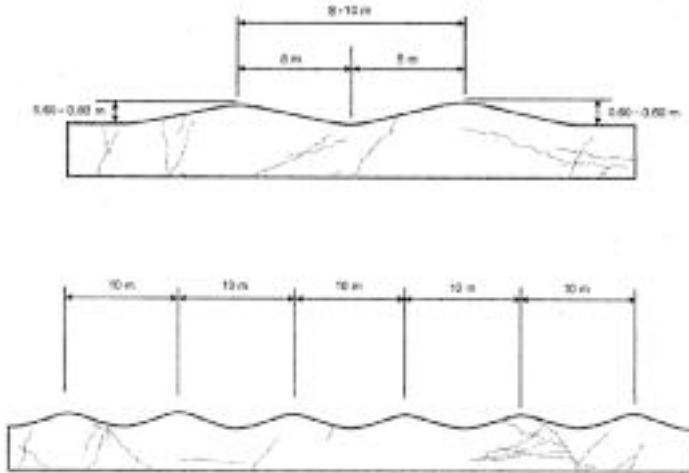


Diagram No 3

- Washboards and Whoops' section are not Allowed.
- 'Rolling wave' section may be incorporated in a course.
- The distance between the highest point of each wave should be approximately 10 m.
- The height of each wave is limited to approximately 80 cm.
- These Washboards must be positioned coming out of a slow corner as not to allow them to be doubled.
- See diagram No 3.

JUMPS

- Special consideration must be given to the angle of jump faces. The layout of the jumps must initially be designed with the rider's safety in mind (All Classes.)
- The landing area of the jump should be 1 metre minimum wider than the take-off area of the jump.
- Finishing touches to the jumps may be made with the help of a rider.
- Junior Quad clubs: tracks will be allowed Small Jumps and a Waved section in place according to the rules.
- These small jumps & waves will be inspected to satisfy our Insurers with a Full Risk Assessment done.

TEMPORARY TRACK CERTIFICATE

*Temporary
Track Certificate*



Page 1:

Certificate & Permit No: _____

Expiry Date _____

This track certificate is awarded subject to the following conditions:

1. The present certificate is only valid for an event where an insurance permit has been issued by the Motorcycle Racing Association (Ireland) Ltd and is organised by an MRA affiliated club under the supervision of official (s) authorised and licenced by the MRA.
2. The certificate will only be valid after track inspection by the Clerk of the Course and Steward(s) of the meeting and subject to conformance with the requirements of the Track Certificate referred to in insurance permit.
3. All competitors are subject to the rules of the Motorcycle Racing Association (Ireland) Ltd.
4. The event must be held in accordance with the requirements of the Motorcycle Racing Association (Ireland) Ltd in respect of the organisation of motorcycle race meetings.
5. Any special track rules specified to below and any further requirements laid down by the Motorcycle Racing Association (Ireland) Ltd must be observed.
6. The direction of the track may not be reversed without approval from the Motorcycle Racing Association (Ireland) Ltd.
7. No alterations to the track and/or its features may be carried out without approval from the representatives authorised by the Motorcycle Racing Association (Ireland) Ltd.

This track certificate does not constitute an insurance permit, which must be obtained in the prescribed manner. The authority granting the permit must be satisfied that the conditions have not changed.

Date of Inspection: _____

Minimum Track Width: _____

Inspected by: _____

Maximum Track Width: _____

Approximate Track Length: _____

Length of Start Straight: _____

Method of Start: _____

Direction of Racing: _____



Temporary Track Certificate



Page 2:

The following basic safety precautions should be adopted:

1. Red flag cover for entirety of track at all times during practice and racing.
2. Each flag marshal must be situated in a position to see the next flag marshal at all times.

Insurance Declaration:

When the above mentioned track was inspected, it was found to comply with all the safety precautions laid down in Issue 1 of the General Competition Rules and any further safety precautions prescribed by the Motorcycle Racing Association of Ireland (Ltd).

Issued by _____ (MRA Insurance and Permit Secretary)

Date of Issue _____

To be completed by Stewards of the meeting prior to commencement of practice:

Status _____

Details of required minor alterations: _____

Date of changes: _____

Does the track correspond the track plan herein included? YES/ NO

Signature of Clerk of Course: _____

Signature of MRA Steward: _____

Signature of Club Steward: _____

Signature of Club Steward: _____



COURSE RISK ASSESSMENT

For all courses and tracks.

- A full risk assessment will be carried out on all circuits and tracks and if any major changes are made during the year a further assessment will be required
- A risk assessment will be carried out at the start of each season if required.
- A copy of the Risk Assessment will be sent to the Track Owner and Promoting Club.
- Copies will be held by the MRA and the MRA's current Insurer's.





DISPUTES, PROTESTS AND DISCIPLINARY MATTERS



HEARING PROTEST

- Present: Stewards (3), Clerk of Course, Person making the protest, Person protest is against.
- Witnesses if any may be called during the hearing and may be asked to remain on till end of meeting.
- If Protestor or the Complainant, is under 18, their legal guardian or parent must accompany them and if a Child Protection officer is in attendance they must also attend.
- On hearing the protest and all relevant information the Steward's will retire to adjudicate on the protest.
- The Steward's will forward their verdict to the Clerk of Course to deliver to the interested parties, informing them of their right to appeal to higher authority, being the MRA Council.
- All relevant paperwork concerning the protest will be forwarded to the MRA by the MRA Steward.

RIGHT TO PROTEST

- The right of protest lies solely with the driver or parent / legal guardian in the case of a youth, who may consider themselves aggrieved by any circumstance connected with any competition in which he/she is or has been taking part.
- Nothing in this rule shall affect or prejudice the right and duty of an official, acting in his / her official capacity, to take such action as he / she may deem proper in any circumstances regardless of whether a protest has been lodged.

LODGING A PROTEST

- Every protest shall be in writing on the official form signed by the driver or parent/legal guardian in the case of a youth, making the protest, clearly specifying the matter protested against, which shall refer to a single subject only, and be accompanied by a fee of £40. Any protest lost the £40 fee must be returned to the MRA along with protest letter by the organising club.
- Protests regarding the stripping of an engine or transmission must be accompanied by the normal fee of £40 plus an extra £150 which shall be paid to the owner of the machine to help rebuild the engine. Except if it contravenes the rules in which case, it will be returned to the protestor and the appropriate action taken against the rider of the machine.
- The protest shall be handed to the Clerk of the Course or his / her representative for transmission to the stewards of the meeting.



TIME LIMIT FOR PROTESTS

- A Protest against the decision of a Visual Technical Inspector or of an official measurement shall be lodged immediately after the decision.
- A protest against any mistake, or irregularity alleged to have occurred during the course of a race must be made within thirty (30) minutes of the finish of the race.
- No protest after this time shall be considered, except within the special permission of the stewards of the meeting, who, before admitting the protest, must be satisfied that there has been no unnecessary delay on the part of the protester.
- A protest concerning officially approved timing apparatus is not allowed in any discipline.
- Any matter not referred to above shall be lodged within three days of the completion of the days competition or with Enduro three days after publication of results. The protest to be lodged with the secretary of the meeting.
- The hearing of the protest shall take place as soon as possible after the lodging of the protest.

ADJUDICATION OF PROTESTS

- Any protest arising out of a meeting shall be adjudicated upon by the stewards of the meeting subject to the rights of appeal.
- The decision of the stewards of the meeting upon any protest shall be by a majority of the stewards present at the hearing, including the chairman, who shall be the steward appointed by the authority issuing the permit.
- The Clerk of the Course will deliver the verdict to the parties involved and tell them of their rights of appeal.
- In the case of an equality of votes, the chairman will have a casting vote.

MAXIMUM PENALTIES - STEWARDS

The maximum penalties that may be imposed by the Stewards of the meeting:

- (a) A reprimand
- (b) A fine not exceeding £30
- (c) A suspension from the remainder of the days meeting
- (d) Removal from the results of the race in question
- (e) Referral to MRA with recommendations or a combination of either

MAX. PENALTIES IMPOSED BY THE MRA IN DISCIPLINARY MATTERS

The maximum penalties which may be imposed by MRA

- (a) A fine not exceeding £200
- (b) Suspension of MRA licence

SUSPENSION

- A mandatory 1-year suspension of a competitor's or an official's MRA Licence will be imposed on anyone found guilty, first offence, of knowingly giving wrong information on their medical declaration, date of birth (if under 18 years of age) and the misuse of drugs and banned substances, as listed under International WADA and FIM banned substances.
- Second or further offences will entail longer suspensions.



APPEALS

- a) Any Person or body affected by a decision of the stewards of the meeting, shall have the right of appeal to the MRA, within seven days of the notification of the decision appealed against. Any person or body may lodge an appeal in writing to the Secretary of the MRA, stating the grounds of the appeal and decision appealed against and accompanied by an appeal fee of £60.
- b) An appeals committee shall be made up of a minimum of four and a maximum of six persons from within the MRA.
- c) Any income from fines, protests or appeal fees shall be paid into a fund for training of competitors.
- d) A second and final appeal may be made only in the case of a dispute arising out of an Irish Championship, to a committee made up of three MRA and three MCUI (S.C.) persons and an appeal fee of £15, within seven days of the result of the previous appeal, to the secretary of the MRA or MCUI (S.C.).
- e) If a rider or passenger is alleged to have committed an offence which the rule is automatic expulsion from the results in the race, which the alleged offence took place, and the remainder of the meeting by the C.O.C. that rider or passenger will be allowed to participate in the remainder of the meeting, provided that an appeal has been lodged against the decision of the C.O.C. on the proper form along with £60 fee to the stewards of the meeting, and further appeal in writing allowed to the MRA within seven days or in the case of an Irish Championship a final appeal to the MCUI.
- f) The results of the race, which the alleged offence took place, and the remainder of the appellants races will remain as Preliminary results only. All prize money concerning these races will be held by the promoting club until the final appeal is held.



PROCEDURE to MRA (In the case of a protest or appeal)

- a) Any person or body of persons against whom any complaint or charge is made in any such proceedings shall be given reasonable, sufficient and timely notice specifying the nature of the complaint or charge.
- b) All parties concerned must be given adequate notice of the hearing. Such notice may be delivered personally or sent by registered mail.
- c) The parties may conduct their own case personally or may be represented by a solicitor, council or by any other person allowed, by leave of the court, to appear on their behalf, provided that reasonable notice to that effect has been given to the court and to the other parties involved.
- d) The parties shall be allowed to be present throughout the proceedings, except when the court is considering its decision.
- e) The parties shall be allowed to call witnesses, and they and their witnesses shall be given an opportunity of being heard. Witnesses shall be excluded from the proceedings until called upon to give evidence and may be required to remain in court after giving evidence.
- f) In the absence of any party, or parties, of his or her or their witnesses, judgements may go by default providing 10 (b) has been adhered to.
- g) Provided the parties concerned have declared, in writing that they do not intend to appear in person before the court, then the court may deal with the matter either at a formal hearing or in such a manner as the court may deem convenient.
- h) No costs incurred by either party will be met.





TECHNICAL RULES



TECHNICAL RULES

- The MRA will practice the FIM technical rules from the previous calendar year, except in the case of International Events where the FIM technical rules in force at the time of the event will be enforced.

Group A1 Motorcycles

	CLASS	OVER(CC)	UP TO (CC)
	50	=	50
	80 (2 stroke) (4 stroke)	50 85	85 150
	100	85	100
MX2	125/144 (2 stroke) (4 stroke)	100 175	150 250
	250 (2 stroke)	175	250
MX1	250 (2 stroke) (4 stroke)	175 290	250 450
	MX3	500 (2 stroke) (4 stroke)	290 475

MX1 / MX2 / MX3 - Background Colours & Numbers

MX1. White Back Ground & Black Numbers.

MX2. Black Back Ground & White Numbers.

MX3. Yellow Back Ground & Black Numbers.

HELMETS

- All helmets must be marked with one of the official International Standard marks listed below or the approval mark (stamp) of the FMN of the rider. The helmet must be of a good fit and be in good condition. It must also have a chin strap type retention system. All helmets must be intact and no alterations made to it.

- INTERNATIONAL DES CASQUES
- INTERNATIONAL HELMETS STANDARDS
- ECE 22. 05 (P) Europe

- The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.

Japan JIS T 8133; 2015

JIS T 8133; 2007

USA SNELL M 2015

SNELL M 2010

Label affixed inside the helmet.



E1 for Germany, E2 for France, E3 for Italy, E4 for Netherlands, E5 for Sweden, E6 for Belgium, E7 for Hungary, E8 for Czech Republic, E9 for Spain, E10 for Yugoslavia, E11 for UK, E12 for Austria, E13 for Luxembourg, E14 for Switzerland, E15 (vacant), E16 for Norway,



E17 for Finland, E18 for Denmark, E19 for Romania, E20 for Poland, E21 for Portugal, E22 for the Russian Federation, E23 for Greece, E24 for Ireland, E25 for Croatia, E26 for Slovenia, E27 for Slovakia, E28 for Biela Russia, E29 for Estonia, E30 (vacant) E31 for Bosnia and Herzegovina, E32 for Latvia, E34 for Bulgaria, E37 for Turkey, E40 for Macedonia, E43 for Japan, E44 (vacant), E45 for Australia, E46 for Ukraine, E47 for South Africa, E48 for New Zealand.

Below the letter “E” the approval number should always begin with 05. Below the approval number is the serial production number (Label on retention system or comfort interior)

- (Japan) JIS T 8133: 2015 (Label affixed inside the helmet)
- (USA) SNELL M2015 (Label affixed inside the helmet)



RACE WEAR

Motocross & Enduro:

- Nylon Jeans
- Gloves
- Knee Length Boots
- Body Armour
- Goggles must be of shatter proof material

Supermoto

- Full road racing one-piece suit (leather or Kevlar homologated by the FIM, in conformity with the Road Racing Rules) boots, leather gloves and a compulsory dorsal protection must be worn during practice and racing.
- Helmets must be of Kevlar or fibreglass construction marked with one of the International Standards or approved stamps from the FMN of a competitor.
- Boots
- Back protector
- Leather gloves

Youth Sport:

The choice of helmet type “Full Face” (integral) or “Open Face” with or without Detachable Chin Guard, is at the discretion of the License Holder and the parent or legal guardian of the license holder. Great care must always be exercised in choosing a Full-Face Helmet for a young person, too large a size must not be selected in order to ease head entry or to allow for head growth.



TEN FITTING TESTS FOR HELMETS

1. Obtain correct size by measuring the circumference of the head immediately above the eyes in centimetres.
2. Check there is no side-to-side movement.
3. Tighten strap securely.
4. With head forward attempt to pull back of helmet to ensure helmet cannot be removed in this way.
5. Check ability to see clearly over shoulder.
6. Make sure nothing impedes your breathing in the helmet and never cover nose or mouth.
7. Never wind scarf around neck so that the air is stopped for entering the helmet. Never wear a scarf under the retention strap.

8

9

1



NOISE TEST Option

Static Test is optional if required / 50cm Test

- Noise Limits in Force 94dBA for 4 strokes
- Noise Limits in Force 96dBA for 2 strokes
- The test will be conducted at a fixed R.P.M.
- Up to 85cc = 8,000 R.P.M.
- Over 85cc up to 125cc = 7,000 R.P.M.
- Over 125cc up to 150cc (4T) = 6,000 R.P.M.
- Over 125cc up to 250cc = 5,000 R.P.M.
- Over 250cc up to 500cc = 4,500 R.P.M.
- Over 500cc = 4,000 R.P.M.
- With the microphone placed at 50cm from the exhaust pipe at an angle of 45 degrees measured from the centre-line of the exhaust end and at the height of exhaust pipe, but at least 20cm above the ground.
- If this is not possible, the measurement can be taken at 45 degrees upwards.

Important

- The surrounding sound should not exceed 90 dB/A within a 5 metres radius from the power source during tests.
- For the initial sound control and technical and technical inspection, a rider (or his mechanic) shall present only one (1) spare silencer per machine.
- Other spare silencers may be presented after all participants have presented their motorcycles on the day of the event.
- During the sound test method, machines not equipped with a gear box neutral must be placed on a stand.
- The sound level for engines with more than one cylinder will be measured on each exhaust end.
- During the sound test, only the rider may take place on the machine in the normal riding position. No other team personnel may influence the sound test.
- A machine which does not comply with the sound limits can be presented several times at pre-race control.
- The silencers will be marked when they are checked and it is not allowed to change them after the verification, except for any spare silencer which has been checked and marked.
- All silencers will be checked and marked, once the silencer have successfully passed the sound check. The end opening of the silencer shall remain unmodified once it has been checked and marked.
- Silencers fitted with adapters aimed to reduce the sound level shall be permanently fitted.
- For Sound levels in MX Juniors, Sidecars, Supermoto.
- FIM “static” test method, the microphone shall be placed at 50 cm from the exhaust pipe, at an angle of 45 degrees measured from the centre-line of the exhaust end and at the height of the exhaust pipe, but at least 20 cm above the ground. If this is not possible, the measurement can be taken at 45 degrees upwards.



Noise Test / 2 Metres Max Method in Use for 2014 and onwards.

New F.I.M. 2011 Noise Test

- The maximum sound limit accepted: 115 dB/ A.
- The Operating Procedure

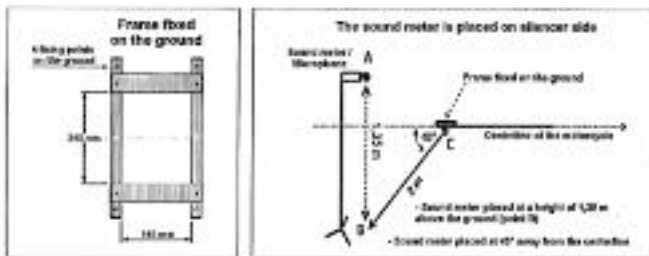
The '2 metre max' method will consist in qualifying not only the sound level produced by the silencer of the exhaust, but the maximum global sound level achieves by the motorcycle when the engine rpms are raised to the maximum engine speed, limited by

➡ natural regulation for 2T, or

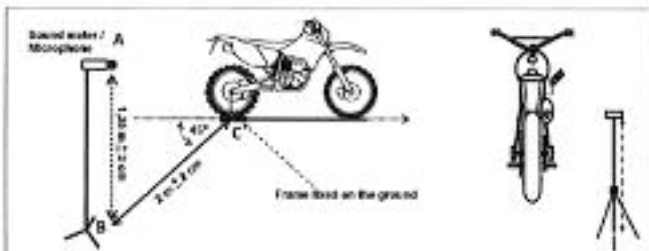
➡ rev limiter for 4T.

The numbers obtained from the test shall not be rounded down.

For the sound level measurement, the handling of the throttle is limited only to the inspector, who shall open the throttle himself in order to minimize the influence by another operator (for that, it is helpful to have the microphone equipped with an extension cable to the sound meter).



POSITION OF THE SOUND METER IN RELATION TO THE MOTORCYCLE



Sound Control

- Before and during practice sessions and the races: 115dB/A.
- After the races: 116 dB/A

Note: The admissible sound levels for the neighbouring inhabitants and the environment will be the following:

- For all motocross events: 81 dB/A at 100m.
- The sound will be measured with a calibrated and homologated sound meter at a distance of 100m, perpendicular to the axis of the race track.
- A tolerance of +5 dB/A will be added to these values.





STANDING REGULATIONS FOR MOTOCROSS, QUADCROSS, GRASSTRACK & SIDECARS



1. Competitors Eligibility
 - All competitors must hold a current competition licence issued by the MRA, MCUI (Southern Centre), ACU, EU, or Scottish ACU.
2. Entries
 - a) Entries must be on the prescribed form, completed in every detail, signed by the rider and forwarded to the Secretary of the meeting. For youth competitors this must be signed by their parent/ guardian.
 - b) All entries to be classed as official when they are posted and accompanied with the full entry fee paid and received one week before the date of the event.
 - c) Late entries are defined as no money attached, phoned or faxed through and must arrive 4 days before the event.
 - d) Clubs can take late entries on the day.
 - e) A club has the right to reject entries on the day of the race and to revert back to 2A, but must have this on their supplementary regulations.
 - f) A parent or guardian must accompany a youth entrant to a meeting and stay for the duration of the time that the rider is present.
3. Method of Starting

The method of starting will be laid down in the Supplementary Regulations.
4. Alteration of Programme: -

The promoters reserve the right to alter the programme.
5. **CONDUCT**: Riders, parents or associates failing to obey instructions given by officials of a meeting or deemed to have unjustifiably or maliciously jeopardised the efficient running of the meeting by not adhering to the regulations, can be excluded from the meeting and will be reported to, and dealt with, by the body issuing the permit.
6. Abuse of any kind, physical or verbal will not be tolerated.
7. Printed entry forms/regulations for the forthcoming Championship round will be available at the previous round, or can be downloaded from the MRA website (www.mraireland.com)

8. Riding numbers for Ulster Championship will be as per MRA regulations, numbers and backgrounds must be adhered to. Riding numbers must be clearly displayed on the machine, and must correspond with the number stated on the competitor's license, as issued by the MRA License Registrar.
9. All starts will be from a mechanical starting gate, or by National Flag in case of gate failure.
10. Engine capacity and wheel size are as stated in the MRA regulations.
11. Full results of Ulster Championship races must be forwarded to the appropriate Championship Registrar within 7 days of the event.
12. In the event of a tie at the end of the Ulster Championship the winner will be decided as per MRA regulations, with the winner being the rider having the highest number of 1st places, 2nd places etc. If still not resolved the highest place in the last race shall determine the winner.
13. If a club fails to run a round of the Ulster Championship, the General Sporting Committee has the right to re-allocate the round, but the riders will be given adequate notice of the date / venue.
14. The presentation of awards for the Ulster Championship shall be organised by the General Sporting Committee.
15. All the day's results will be ratified at the final Stewards meeting.
16. All competitors must have their own transponder. It is the responsibility of the rider to ensure the transponder is securely fixed to the machine and in working order, failure of either will result in a no score being recorded by the timekeeper.
17. The Semi-Expert Quad class to be run as a sub-class within the Premier Quad race. Semi-Expert Quad competitors shall also accrue Ulster Championship points and finishing positions in the Premier Quad class.
18. Ulster Championship Quad and Sidecar times
 - For each class, all practise sessions shall have 1 sighting lap and a maximum of 3 timed laps.

Class	Race Duration
Y1 Youth Quads	7 minutes + 1 lap
Y2 Youth Quads	10 minutes + 1 lap
Y3 Youth Quads	12 minutes + 1 lap
Sidecars	14 minutes + 1 lap
Clubman Quads	13 minutes + 1 lap
Premier/Semi-Expert Quads	15 minutes + 1 lap

19. Ulster Championship Adult MX times

- For each class, there will be 10 minutes of timed practise.

Class	Race Duration
MX1/MX2 Expert	18 minutes + 1 lap
MX1/MX2 Semi-Expert	16 minutes + 1 lap
MX1 Clubman	14 minutes + 1 lap
MX2 Clubman	14 minutes + 1 lap

- The MX1/MX2 Expert race will run together but will be scored separately.
- The MX1/MX2 Semi-Expert race will run together but will be scored separately.
- Each class will have 3 races.

20. Ulster Championship Youth MX times

Youth Practice times

Class	Practise Duration
Automatics	6 minutes
65cc Cadet & Junior	8 minutes
85cc Small Wheel	10 minutes
85cc Big Wheel	10 minutes
Intermediate 125cc & Premier 250cc	10 minutes

Youth Race Times

Class	Race Duration
Automatics	8 minutes + 1 lap
65cc Cadet & Junior	10 minutes + 1 lap
85cc Small Wheel	12 minutes + 1 lap
85cc Big Wheel	14 minutes + 1 lap
Intermediate 125cc & Premier 250cc	16 minutes + 1 lap

Support class of club's choice

Class	Duration
Practice	10 minutes
Race	12 minutes + 1 lap

21. There will be 3 races at each round to count for championship points. All rounds will count towards the Ulster Championship.
22. The Automatic class must be run separately.
23. All start positions will be decided by timed practice, where practical. In the event of unforeseen circumstances, a ballot will be used. All competitors must qualify.
24. At Ulster Motocross Championship events, Clubs may run the following Youth classes together:
 - a. Intermediate (125cc 2-stroke) and Premier (250cc 4-stroke) classes.
 - b. Small Wheel 85cc and Big Wheel 85cc classes.
 - c. Cadet 65cc and Junior 65cc classes.
 - d. No more than two classes may be run together, but must be scored separately.
26. All other rules as per MRA regulations.



SPECIFICATION FOR SIDECARS

1. Engine Capacities: the maximum engine capacity for a sidecar shall be 750cc 2 stroke or 1000cc 4 stroke, either single or twin cylinder.
2. Brakes: Brakes must be fitted to both the front and rear wheels and be in full working order.
3. Throttle: All machines must be fitted with a self-closing throttle.
4. Lanyard: All machines must be fitted with a working lanyard type ignition cut out attached to the rider's wrist during practice and racing.
5. Exhaust Pipes: The end of the exhaust pipe or pipes must not project beyond any part of the sidecar or its bodywork and may not project past the vertical tangent of the rear tyre.
6. The Sidecar must be fixed to the motorcycle in at least three points, if it is not an integral part of the chassis. The fixing points must not allow movement at the joints. If the angle of the inclination is changeable, it must be locked in such a way that it is completely secured and not only clamped on.
7. A structure of crossed belts or a metallic grid must be fitted to fill the opening between the wheels and the sidecar, to prevent the riders' foot from accidentally touching the ground.



YOUTH SIDECAR RULES

Class	Rider Ages	Passenger Ages	Engine
YS1	6 – 10	6 – 9	50/110cc
YS2	10 – 16	9 – 16	Up to 100cc water cooled 2 stroke or Up to 210cc air cooled 2 stroke or Up to 250cc air cooled 4 stroke

1. Youth Sidecar competitors may also participate in another Youth Quad class on the same day if desired.
2. Youth Sidecars shall have an MRA Challenge Championship from 2020 consisting of 8 races hosted over the 8 rounds on the Adult and Junior Quad and Sidecar Ulster Championship series (i.e., 1 race per event).
3. The Youth Sidecar MRA Challenge Championship race time shall be 8 minutes + 1 lap.

SPECIFICATION FOR QUADS

1. **ENGINE CAPACITIES:** The Maximum engine capacity for a two-stroke quad should not exceed 550cc, whether two stroke or four stroke the engine must have no more than two cylinders up to 550cc. The maximum engine capacity for a four-stroke quad should not exceed 700cc and be single cylinder. Quads eligible for the 250cc class are allowed a 10% oversized but are not allowed to exceed 275cc.
2. **BRAKES:** Brakes must be capable of operating on all four wheels.
3. **TYRES:** There is NO restriction as to the type of tyres that may be used, other than as may be laid down in the Supplementary Regulations, but chains and other Non – Skid devices are not permitted.
4. **ALL machines must be fitted with self-closing throttles.**
5. **LAMPS:** All types of lights and glass **MUST** be removed.
6. **NERF:** ALL machines **MUST** be fitted with Anti-Collision (Nerf) bars between each front and rear wheel. These must be of sound engineering construction and securely attached to the machines. They must not extend beyond the width of the wheels and tyres.
7. **ALL machines MUST** be fitted with a working Lanyard type ignition cut-out attached to the rider during all practising and racing.
8. **FOOTRESTS:** The ends of the footrests must be rounded, with a radius of not less than 8mm.
9. **HANDLEBARS:** Any pattern handlebars may be used. The ends must be plugged with a solid material or covered with a handlebar grip.
10. **EXHAUST PIPES:** The end of the exhaust pipe or pipes must not project beyond any part of the vehicle or its bodywork and may not project past the vertical tangent of the rear tyre.
11. **Dimensions:**

	Min	Max
Height	980mm	1200mm
Width	950mm	1500mm
Length	1700mm	1950mm
Wheelbase	1045mm	1300mm

12. The engine must drive both rear wheels.
13. The engine must be behind the front wheels and central in front of a line between the rear wheel centres.
14. The front wheels must be used for steering.
15. The wheelbase must be equal on both sides of the machine.
16. Provision for the driver's seat must be forward of a line between the rear wheel centres and above /or behind the engine to give the driver, when seated, full and safe control of the machine.



17. NUMBER PLATES: All machines to be fitted with 3 (three) number plates, 1 front, 1 rear and 1 side facing. Side facing number plate to be fitted behind seat with riding No. displayed on both sides. The plates must be made from a flexible plastic and rectangular in shape with rounded corners. Minimum size to be 285mm x 235mm Plates to have WHITE background with BLACK numbers.



YOUTH MINI BIKE 1

For youth riders from minimum 6 years (usual MRA Youth motocross competitions Licence conditions apply) up to & including 10 years.

Mini bike open cradle frame, 4 stroke horizontal engine up to 125cc max, wheel size 14" front 12" rear. Axle to axle measurement must not exceed 1210mm and maximum height Floor/Seat 840mm.

YOUTH MINI BIKE 2

10 years and over (as per current MRA Youth motocross competition Licence conditions)

Mini bike open cradle frame, 4 stroke, horizontal engine up to 160cc, max wheel size 14" front 12" rear. Axle to axle measurement must not exceed 1210mm and maximum height floor/seat 840mm.

ADULT MINI BIKE (Open Class)

Mini bike open cradle, 4 stroke, horizontal engine up to 170cc, max wheel size 14" front, 12" rear. Axle to axle measurement must not exceed 1210mm and maximum height floor/seat 840mm.

YOUTH SUPERMOTO

The rules for the Youth Supermoto class are as follows:

- Rider ages: 14 – 17
- Wheel size not to exceed 12-inch front and rear
- Maximum Engine capacity: 110cc 2 stroke / 200cc 4 stroke



STANDING REGULATIONS FOR ENDURO EVENTS



STANDING REGULATIONS FOR ENDURO EVENTS

1. LIMITATION OF ENTRIES

If entries are to be limited, the maximum number to be accepted, and the method of limitation, must be stated in the Supplementary Regulations, only if required by the Clerk of the Course.

2. ACCEPTANCE OR REFUSAL OF ENTRY

In the event of an organising club or body holding an entry in abeyance, or offering a driver a reserve position, the driver may enter another competition on the same day provided he has been notified in writing by the organisers. The closing date for entries and any other requirements will be stated in the Supplementary Regulations.

3. CLASSES

Adult Solos: There will be four classes:

- a. Expert
- b. Seniors
- c. Clubman
- d. Sportspersons

Youth: There will be three classes:

- a. **Senior Youth, age 14-16yrs engine capacity min 80cc, max 150cc. 16kw electric.**
- b. **Intermediate Youth, age 12-14yrs, engine capacity min 65cc, max 85cc. 12kw electric. Max wheel size 19" Front/16" rear.**
- c. **Junior Youth, age 8-12yrs, engine capacity max 85cc, max wheel size 17" front/14" rear**

4. TRAIL/ NOVICE

- Any or all of the groups may be included, as quoted in the Supplementary Regulations
- ALL UNLIMITED
- CLOSED CLASSES: Details of any closed classes will be given in the Supplementary Regulations.
- TEAMS: Details of provisions for nominated teams will be given in the Supplementary Regulations.
- TIME SCHEDULES/ ROUTES: Time schedules and /or routes may vary between classes. Details will be given in the Supplementary Regulations.

5. CHANGE OF MACHINE/DRIVER

- An entry of a particular make of motorcycle and the nominated driver having been made and accepted, no change will be permitted unless application is made to the Clerk of the Course, and will only be accepted up to one hour before the start of the competition.
- Permission will not be granted for a change of both driver and machine.
- The same machine must be used throughout the competition.



6. MOTORCYCLES

Motorcycles must comply with all legal requirements at the start. Lights must be permanently fixed to the motorcycle, be attached to a permanent wiring loom and be powered by engine or fixed battery.

7. TYRES

- Tyres: Enduro type, or to a pattern stated by the organisers in the Supplementary Regulations.
- TYRE CHANGE: Inner tubes may be replaced at any time during the event but not whilst the motorcycle is in the Parc Ferme. Tyres may only be changed at the days final time check between the white and yellow flag, or in the morning in the work area.

8. NOISE CONTROL

- The noise level must not exceed 94dBA.
- It will be the sole responsibility of the driver to present a machine, which does not exceed the limit as laid down from time to time by the MRA and will be measured according to the MRA. test method.
- There will be one or more spot noise tests taken during the event, at a point on the route as close as practical following a time check or refuelling area. Any driver required to take this test will be given a delay time allowance of ten minutes but will not be allowed to make any adjustments. Any driver who fails this noise test will face immediate exclusion and must return to the finish, as directed, and hand in his time card. In events longer than one day a driver may, or if instructed, at the end of a day's run between the final time control and the Parc Ferme remove his exhaust system under the supervision of an official. The driver may then take it for repair and replacing. He must replace it during work allowance time the following day. The driver must start in the normal manner and after crossing the 20m line, present the machine for testing by the noise meter official in a suitable place decided by the organisers. He will be allowed to proceed in the event only after the noise test is completed satisfactorily and the silencer marked, if necessary. No extra time will be allowed for this test. At any time during the event the Clerk of the Course, or his appointed assistant, is empowered to exclude any motorcycle he considers to be excessively noisy.

9. EXAMINATION OF MOTORCYCLES

- Motorcycles will be examined before the start to ensure compliance with the Standing Regulations. Certain parts of the machine, as listed, must be used throughout the event and may not be changed, and be in their proper places whether or not they are essential to the running of the motorcycle. In championship events, these parts must be marked by the organisers as follows:
 - a) Number Plate (Front) Paint 1
 - b) Frame Main Section Paint 1-right hand steering head
 - c) Crankcase Paint 1-right hand side
 - d) Wheels (Hubs) Paint 1-each hub
 - e) Silencer Paint 1



- It is the driver's responsibility to satisfy himself that his machine has been properly marked at the start, as any substitution of parts and /or lack of marking may lead to exclusion.
 - **FINAL EXAMINATION**
At all championship events (Championship and Expert classes) immediately after the final time check the motorcycles will be placed in the Parc Ferme and will be examined for marked parts being correct.
 - The motorcycles may be held for 30 minutes to allow for any protests.
10. **HELMETS AND PROTECTIVE CLOTHING**
- Helmets bearing MRA, MCUI (S.C.), ACU or SACU GOLD or SILVER stamps, and in good condition, must be worn throughout the event.
 - Suitable strong clothing must cover arms and body and breeches of suitable material must be worn with knee length boots of leather or approved synthetic material.
 - All drivers are required to wear Identification Discs, either round their neck or wrist, which bears the wearers full name, date of birth, and, if possible, their blood group.
 - Helmets, clothing and Identification Discs must be presented to the machine examiners at the same time as the machine.
11. **CLOSED CONTROL**
- The motorcycles, after preliminary examination, will be placed in a closed control or Parc Ferme. Where possible, the area will be properly fenced.
 - Otherwise its limits should be properly marked and controlled by officials to ensure that only authorised persons may enter.
 - Access to the Parc Ferme is only allowed to the Stewards of the Meeting, Clerk of the Course and officials controlling the area.
 - Drivers may only enter when parking or collecting their motorcycles and must not interfere with other motorcycles. Motorcycles must have a fitted or temporary stand, and must not be covered in any way whilst in the Parc Ferme.
12. **WORKING AREA**
- The working area should also, if possible, be properly fenced or marked and should be either immediately adjacent to the Parc Ferme or connected to it by a short-enclosed route from which there is only one exit into the starting area.
 - All adjustments, refuelling, etc. must be carried out in the working area, access to which will only be allowed to drivers, Stewards of the Meeting, the Clerk of the Course, officials in charge of the area and accredited members of the Press.
 - No assistance may be given in the working area and the penalty for breaking this rule is exclusion.
 - Organisers must ensure that both the Parc Ferme and working areas are of sufficient size to accommodate entry without congestion, and provide proper firefighting equipment.

SMOKING IS STRICTLY PROHIBITED IN BOTH THESE AREAS.



13. START

- **STARTING ORDER AND DRIVERS' NUMBERS**

Drivers will be informed prior to the event of both their starting time and riding numbers. Drivers must provide their own numbers- Black on White Plates as per MRA General Competition Rules. Method of starting order will be stated in the Supplementary Regulations with the maximum number of drivers starting per minute being Solo 4, Sidecar 2. Experts will start prior to Clubman.
- **STARTING PROCEDURE**

Each driver will be allowed to enter the Parc Ferme 15 minutes before his starting time and push his machine to the exit, and at 10 minutes prior to his starting time he will be admitted to the working area where he may attend to his machine. In one day events this procedure may be omitted but, if so, it must be stated in the Supplementary Regulations
- **START**
 - a) A starting signal will be given at the exact time the driver is due to start. Within one minute after the signal is given the driver must have started his engine, by kick-start or other fitted device only, and crossed another line, 20 metres away from the starting line, under engine power.
 - b) Failure to do so will incur a penalty. He may then start the machine by other means. If a driver is not on the start line at his due time, he will not be penalised as long as he completes the correct procedure and crosses the 20m line within one minute of his due time.
 - c) Drivers arriving more than one minute late at the start line will be penalised by 60 points per minute late. They will be given the next minute as the new start time and must complete the correct start procedure.

14. COURSE

- The course will consist mainly of rough tracks and cross country going and will be clearly marked with flags and direction arrows. The average speed set between any check must not exceed 25mph (40kph)/30mph (48kph) for Experts.
- Mileage quoted will be as follows:
 - Day One: Red Arrows and White / Yellow Flags
 - Day Two: Green Arrows and White / Yellow Flags
 - Arrows should be positioned and angled to clearly indicate the intended direction of route.
 - Where a gate of arrows is provided, riders must pass between them, penalty of not doing so exclusion.



- It is recommended that the following additional marking be used:
 - Junctions:
 - 1 arrow 50m in advance of junction
 - 2 arrows at the junction
 - 1 arrow 50m after the junction, to indicate the correct direction of route taken.
 - WRONG DIRECTION MARKERS

Where appropriate, wrong direction signs consisting of a black cross on a yellow reflective background or a NO ENTRY sign should be used.
 - CAUTION BOARDS
 - Signs consisting of a red exclamation mark on a white background should be positioned at the site of a possible hazard, and in advance if required.
 - The minimum distance for any event should be such as to ensure competitors approximately five hours overall schedule time allowance per day, and a lap length exceeding 10 miles (16km).
 - Any driver reported to the Clerk of the Course for entering a time check or route from the incorrect direction, or for cutting the course, will be liable for exclusion.
 - IMPASSABLE ROUTE

If the Clerk of the Course decides that any part of the course becomes impassable during the event, he may delete that section and adjust the time accordingly.

15. SAFETY/MEDICAL

There should be a Safety Officer appointed, who will be responsible for arranging and coordinating both medical and fire protection services.

16. MEDICAL

For medical requirements see under Medical in rule book.

17. TIME AND ROUTE CHECKS

- a) Time cards and route cards for the first day's run will be issued at the preliminary examination. For the second days run these will be issued to drivers on the termination of the first days run. Drivers will be responsible for their cards which must be carried throughout the event, stamped and marked at any time and at route checks. Failing to do so, or intent to deceive the organisers by altering these cards, or using another driver's card, will lead to exclusion Time schedules will show the time that the driver is allowed between time checks.
- b) Any driver who accidentally loses his time card or route card must obtain another from the official in charge of the next time or route check. This card must be used at that and all following checks.
- c) A driver who misses a time or route check, or arrives from the incorrect direction will be excluded.
- d) INDICATION OF TIME CHECKS: The time checks will be indicated by a white flag placed 200m, and a yellow flag 20m, before reaching the control. These flags will be placed so that they are at all times visible to the drivers.
- e) OFFICIAL TIME SHOULD BE VISIBLE TO THE DRIVER AT THE YELLOW FLAG

f) **PROCEDURE AT TIME CHECKS**

- After the driver has passed the yellow flag with his motorcycle, he must immediately present his time card. Any driver passing the yellow flag with his motorcycle before the time at which he is due at the check, will be penalised by 60 points per minute according to the official clock.
- A driver may pass the final time check at the entrance to the Parc Ferme early without penalty. The organiser is obliged to keep a check list at each time control.

g) **CALCULATION OF TIME CHECK PENALTIES**

Each section between time checks constitutes a check in itself. Drivers who exceed the time permitted between one-time check and the next will be penalised 60 points per minute late arrival, according to the time by the clock when they clock in.

STAMP MARKING TIME- STARTING TIME FOR NEXT SECTION

h) **TIME LIMIT**

A driver who arrives at a time check more than 60 minutes after his original starting time for a day's run, plus the time allowed for travel between each time check passed, is automatically excluded. All riders must register retirement at the final check, or notify a Club Steward.

i) **ROUTE CHECKS**

In addition to having his time card stamped or marked at all time checks, the driver must produce his card for marking when called upon by the official in charge of any official route check. Such route checks, which may or may not be marked on the route card, will be indicated by blue flags placed on either side of the road approximately 20m before the route check. Any driver whose card is not marked may be excluded.

18. **SPECIAL TESTS**

- There should be a minimum of two special tests per day.
- These must be accurately timed and may be of cross country, Hill climb type or as specified in the Supplementary Regulations. It is desirable that the special tests be Automatically timed to 1/100 sec by light beam, if such equipment is available.
- Failure to stop at the beginning of a special test will result in the driver being credited with the slowest time of the day in that test. The onus is on the driver at all times to ensure that His number is clearly legible by the Test Operators. The Driver need not stop at the end of the test but must ensure That the Test Operators have recorded his number.

19. **PRACTISING**

Practising on any part of the course is prohibited. A breach of Code renders the driver liable to exclusion from the event, and to be reported to the Stewards of the meeting for Disciplinary action.



20. REFUELLING

- An area should, where possible, be set off the course for refuelling access to which will only be allowed to officials, drivers and authorised helpers.
- No time allowance will be made for refuelling and this must be done during the running time, or the ten minutes prior to starting time. Refuelling may only be carried out at points designated by the organisers which will be marked with green flags. Full details will be available at the start.
- Where refuelling is permitted both service crews and organisers must provide adequate firefighting equipment.
- THE ENGINE MUST BE STOPPED WHEN REFUELLING
- SMOKING IN THE REFUELLING POINTS IS FORBIDDEN
- Distance between refuelling points should not exceed 25m (40km)
- Any driver who refuels at any other point on the course will be excluded.

21. ASSISTANCE

- Outside assistance is forbidden under penalty of exclusion and occurs when any person, other than the driver or an official performing his duties, comes into contact with the machine when the driver is accompanied on the course. Exceptions to this rule are:
 - At designated refuelling points may remove, and replace caps and refill petrol and oil tanks, gearbox, radiator, adjust tyre pressure, provide parts and tools.
- At all other parts of the course drivers only may work on the machine with spares and tools as carried on the machine.

22. PENALTIES

- Using non-specified tyres.
- Engine capacity other than that stated to the organisers.
- Exceeding noise level limit.
- Changing parts liable for marking, or missing parts.
- Change of machine during event.
- Smoking in the Parc Ferme, working area or refuelling Points.
- Course cutting, not following marked route, driving in opposite direction of the route.
- Missing a time check, route check or special test.
- Entering a time check, route check from a wrong direction.
- Late arrival at time check 60 minutes over the schedule time.
- Altering a time card.
- Practising on the course prior to the event.
- Accepting outside assistance other than allowed in the Standing Regulations.
- Being accompanied anywhere on the course.
- Not observing traffic regulations.
- Behaving contrary to the Code.
- Altering the course.
- Changing tyre(s) except at the final time check.
- Excessively noisy machine.
- Refuelling outside designated points.

- Any person having an interest in a driver's performance, who may take actions deemed prejudicial to the sport, may result in the exclusion of that driver.
- Refuelling without stopping the engine.
- Riding in the wrong class in which the driver is graded.

23. TIME PENALTIES

Starting the engine in Parc Ferme, working area or before the starting signal is given	60
Not starting engine and crossing 20m line within 1 minute of starting signal	60
Entering Parc Ferme with engine running	60
Failure to produce time card/ route card at any check	100
Lights test: Failure of front or rear light, per light <small>(A period of 1 minute is allowed to produce working lights to be completed during the drivers running time)</small>	60
For every minute late at the starting line	60
Early arrival at time check - for every minute (except each day's final time control)	60
Late arrival at time check - every full minute	60

24. SPECIAL TESTS

- Timed to 1 second 1 sec. =1 pt
- Automatically 1/100sec. =1/100pt

25. AWARDS

Full details of the awards will be in the Supplementary Regulations.

TIE BREAKER:

Championship results to be decided by:

- Highest number of overall wins
- Highest number of 2nd places
- Highest number of 3rd places

If a tie still remains then repeat process to 4th and 5th places.

As a last step, the winner of the last round who is in contention for the championship, and still in a tie- break situation, shall be declared the Champion.

26. LEGAL ACTION

Any driver who is convicted following a police prosecution for an offence committed by him whilst taking part in the competition may be liable to exclusion.

27. WARNING TO THE PUBLIC

The organisers must display Warning Notices at the start of the event, the special tests and at any other point of the course where the public is liable to congregate.



28. **INSURANCE**

Each driver will be required to declare that there will be in force in relation to the use of the vehicle, which he intends to drive during the event, such a policy of insurance, or such security in respect of third party risks, as complies with the requirements of the current Road Traffic Acts and which is operative whilst taking part in the event.

29. **DISCLAIMER**

It is a condition of acceptance of entry that the organisers shall not be responsible for any damage to a motorcycle or its accessories whether by fire, accident or other causes, nor for the theft of a motorcycle or its accessories during the event.

30. **LIABILITY FOR DAMAGE**

A driver is liable for any damage caused by himself, his passenger or any helpers, during the event. The organisers act as agents for such persons to agree to pay for any damage, and the drivers shall, on demand, reimburse the organisers any sum so paid.

31. **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.

32. **COMPLIANCE WITH REGULATIONS**

Every entrant and driver, by entering, being entered or nominated, thereby acknowledges that he is bound by the General Competition Rules of the MRA and these standing regulations, together with any Supplementary Regulations and Final Instructions to be hereafter issued, to all of which he undertakes to submit and moreover renounces any right to have recourse to any arbitrations or tribunal not provided for in the said Rules and Regulations.

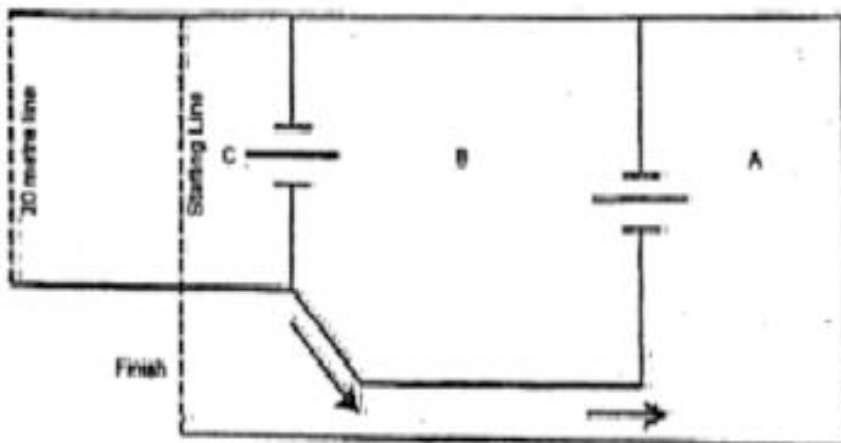
33. **INTERPRETATION**

The interpretation of these Standing Regulations and the Supplementary Regulations or Instructions to drivers will rest entirely with the Stewards of the meeting, whose decision shall be final and binding, except as provided in the General Competition Rules of the MRA.

ENDURO REGULATIONS



ENDURO REGULATIONS



A - Parc Ferme B - Working Area C - Starting Area

1. PREPARATION FOR START

- The driver will be permitted to enter the Parc Ferme 15 minutes before the starting time, for the sole purpose of moving their motorcycles, by hand only, to the exit of the Parc Ferme.
- No work of any kind may be carried out on the motorcycle in the Parc Ferme. The penalty for breaking this rule is exclusion.
- Ten minutes before the starting time the driver will move his motorcycle into the working area to carry out necessary adjustments, re-fuel etc.

2. STARTING

- At the beginning of each day's run, the starting signal will be given at the exact time a driver is due to start. Within one minute of the starting signal having been given, the driver must have started his engine at the starting line and crossed another line 20 metres from the starting line under engine power.
- All motorcycles must be started by the kick-starter or other starting device, mechanical or electrical. It is not allowed to rotate any driving road wheel.
- Should the engine stop before the motorcycle has crossed the second line, the driver has to restart it and to cross the second line within one minute after the start was given, in order not to be penalised. A driver not crossing the 20-metre line within one minute after the starting signal has been given, will be penalised by 60 points.

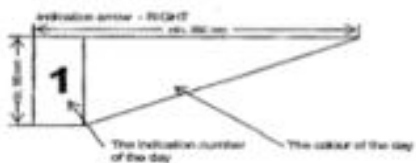
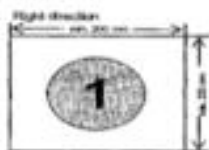
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3. SIGNS FOR ROUTE MARKING

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Samples of the special signposts used for the route marking must be displayed in the starting area. The signs or indications used for the route marking must be made of waterproof material. The signs must conform to the FIM workbook.



4. CHECKS

- In addition to having his time-card stamped at all time checks, a driver must produce his card for marking at any official stamp check. Such stamp checks, which may or may not be marked on the route card, will be indicated by blue flags placed on either side of the road 200 metres before the stamp check.
- The organiser is obliged to keep a check list at each time control. Any driver who does not hand a completed stamp card or whose passage is not recorded on each check list will be excluded.

5. Indication of time checks:

The time checks will be indicated by a white flag placed 200 metres and a yellow flag 20 metres before the control table is reached. These flags will be placed so that they are at all times clearly visible to the drivers.

6. Procedure at the time checks:

- A time check synchronised with the stamping clock will be positioned at the yellow flag located 20 metres before the control table. After the driver has passed the yellow flag with his motorcycle, he must immediately present his time card to the control table or on demand to an official. Drivers are forbidden to stop between the yellow flag and the control table and will be penalised for so doing. 60 points in addition to any penalties.
- A driver may pass the final time check at the entrance to the Parc Ferme early, without penalty.
- The organiser is obliged to keep a check list at each time control.

7. POINTS

Starting the engine in the working area	60 points
Starting the engine in the starting enclosure before the starting signal has been given	60 points
Work on Motorcycle in the starting enclosure before the starting signal has been given	60 points
Not crossing the 20-metre line under engine power within one minute from the time the starting signal has been given	60 points
For every minute late in arrival at start line	60 points
Early arrival at a time check i.e. for each early arrival	60 points
Stopping between yellow flag and control table at time check before due time	60 points
Late arrival at a time check, for every completed minute after the LAA	60 points

8. EXCLUDING RIDERS: A DRIVER WILL BE EXCLUDED FOR ANY OF THE FOLLOWING:

- Receiving spare parts outside the working area or outside time checks between the white and yellow flag.
- Exceeding noise level, except at the final examination.
- Missing Marking, or official substitute marking.
- Behaving contrary to the Sporting Code in the Parc Ferme.
- Starting the engine in the Parc Ferme.
- Entering the Parc Ferme with engine running, refuelling or carrying out repairs while proceeding from time check to Parc Ferme.
- Smoking in the Parc Ferme or in the working area.
- Being more than 60 mins late at the start.
- Replenishing outside official areas or carrying fuel outside the fuel tank.
- Not stopping the engine during replenishment.
- Using extraneous motive-power.
- Accepting outside assistance.
- Unauthorised communications with accompanying persons.
- Being accompanied by another driver, or accompanying another driver.
- Driving outside the route, driving in the wrong direction, not observing the marked route.
- Not observing the traffic regulations.
- Altering a time check card or route card or using another driver's card.
- Missing a time check.
- Arriving at a time check more than five mins early.
- Arrival at a time check more than 1 hour after his original starting time plus time allowance for travel between each time check passed.
- Missing a route patrol.
- Practising on the course of special tests.
- Driving against direction in the final speed test.
- Different engine class than stated on the entry form.



CROSS COUNTRY STANDING REGULATIONS



CROSS COUNTRY

A Cross Country is an event on a natural terrain course. The duration of the event should last between 2-3 hours. The time to complete a lap may vary, but it is desirable that this should be between 8-15 mins. Competitors attempt to complete the greatest number of laps in the time allocated by the organisers. Finishing position will be determined by laps completed and finishing time.

1. MACHINES

- Solo machines may be motocross or enduro as specified by the organisers. Tyres may be motocross or FIM enduro type as specified by the organisers.
- Quad machines as per quad-cross rules. Tyres as per quad-cross rules.

2. CLASSES

Adult Solos: There will be four classes:

- Expert
- Seniors
- Clubman
- Sportspersons.

Classes may be combined as specified by the organisers.

Youth: There will be three classes:

- Senior Youth, age 14-16yrs engine capacity min 80cc, max 150cc. 16kw electric.**
- Intermediate Youth, age 12-14yrs, engine capacity min 65cc, max 85cc. 12kw electric. Max wheel size 19" Front/16" rear.**
- Junior Youth, age 8-12yrs, engine capacity max 85cc, max wheel size 17" front/14" rear**

3. RACE WEAR

As per the GCR's.

4. START

- Prior to racing commencing the Clerk of the Course must give a rider's briefing. Any instructions to drivers subsequently issued shall have the same force as the Standing Regulations and the Supplementary Regulations.
- Competitors should provide a fire extinguisher. A Fire Point to be designated by the organisers. Refuelling at any other point on the course will lead to exclusion.

5. LAP SCORING

This area should be kept free of the general public.



6. MEDICAL

For medical requirements see under medical in rule book.

7. STARTING

The start will be with a dead engine. Riders will be permitted to warm their engines prior to coming under the starter's orders. Classes will be separated by a suitable time interval. Method of starting will be detailed in the Supplementary Regulations.

8. REFUELLING / SERVICE

This can only take place in the area designated and marked by signs and green flags. Strictly no fuelling with engine running. No smoking is permitted in this area.





SUPERMOTO STANDING REGULATIONS



STANDING REGULATIONS FOR SUPERMOTO EVENTS

- A Supermoto is an event staged on a course partly road (tarmac) and partly on natural or artificial terrain.
 - It is only open to one or more classes of solo motorcycles and quad racers.
1. MACHINES
 - Solos: Solo machines must be of super-moto, motocross or enduro type. Motocross type tyres are not permitted.
 - Quads: As per motocross regulations plus, all quads must have one front number plate mounted vertically, or at least 800mm from the ground, and two side facing number plates mounted above the rear bumper bar.
 2. COURSE:
 - The course will be in accordance with current FIM regulations, which is as follows.
 - A Supermoto course shall be paved and will generally include
 - a. Another paved section, composed of jumps and/or rolling waves (recommended) and/or
 - b. An off-road section (all weather style, offering a dust and/or mud free ride
 - c. A section with artificial obstacles (jumps, rolling waves, tables, etc.)
 - Where there is no permanent spectator barriers, double roping as per moto-x regulations shall be used.
 3. STARTERS ORDERS
 - Any driver deemed to have jumped the start will have 10 secs added to his/her time. The onus is on the driver's assistant to inform the driver concerned.
 4. STARTING
 - There shall be no more than 30 solo starters in practice or in racing.
 - There shall be no more than 20 quad racers in practice or in racing.
 - There will be 1 metre width allowed on grid for each solo bike and 2 metres width for each quad racer.
 - Starting Procedure: A clutch start with 15 secs. Board or National flag and three coloured lights will be employed.
 - The number of starters on circuits where the track specifications comply with F.I.M. regulations can be increased to 40 Solos and 24 Quads.
 - Any other circuit inspected by the MRA and coming up to track specifications and F.I.M. regulations will have their starting numbers increased to the above numbers.
 5. STOPPING A RACE
 - A race, if stopped prematurely for reasons of force majeure, may be re-run at the discretion of the promoters with the permission of the stewards. A race will be re-run, should there be a false start.



6. MEDICAL SERVICES

- For all medical requirements see Medical in rule book
7. New class for Supermoto Quad / Open clubman championship / Open prestige championship. Combined race with separate points. If numbers dictate the classes will be run separately.
 8. A new class for Solo Supermoto Motorcycles. Type Standard Motocross & Enduro Bikes. Standard front and rear wheels with tyres road type. See Supermoto Standing Regulations for details.
 9. All other regulations are as per motocross





TECHNICAL RULES SUPERMOTO



TECHNICAL RULES SUPERMOTO
MINI SUPERMOTO / 125CC MAX

- The catch tank must be emptied before each practice / race.
- Fuel and oil filler caps, when closed, must be leak proof. They must be fitted with a locking device, which prevents accidental opening at any time.
- All oil drain plugs must be tight and must be drilled and wired in position. External oil filters and screws or bolts that enter an oily cavity must be safety wired.
- Non - return valves must be fitted to the fuel tank.
- Presence of a safety device on the brake pads, fixations and brake calliper- carrier fixation bolts must be visible.
- A safety device must be fitted to the crossbar of the handlebar or the fixation bolts of handlebars with no crossbar.
- Noise Control: 96dB/A for 2 stroke & 94 dB/A for 4 strokes. + 2dB/A for type 2 meter.
- All motorcycles must conform to the FIM Technical Rules Motocross, Category 1, Group A1.
- Tyres must be of Road Race type, off road tyres will not be permitted.
- Maximum tyre thread depth:10mm. If the tyre is cut, the fabric must not be damaged.
- Cooling liquid: Only water or a mixture of water and ethyl alcohol allowed.
- Engine / gearbox breather pipes and carburettor overflow must discharge into a fuel resistant, closed and easily accessible catch tank of 0.5 litres minimum.
- For 4 strokes, there must be a closed breather system, i.e. the breather line of the catch tank must discharge into the intake system.
- For 2 strokes, the end of the breather pipe of the catch tank must be fixed at least 300mm above the catch tank.



YOUTH MOTOCROSS AND GRASSTRACK



YOUTH MOTOCROSS & GRASSTRACK

1. The Motorcycle Racing Association (Ireland) Ltd Constitution and Rules shall apply to all youth events.
2. YOUTH AGE GROUPS (AGE ON 1ST JANUARY)

Class	Age range
Automatics	6-8 YEARS OLD
Cadets	6-9 YEARS OLD
Juniors	7-11 YEARS OLD
Small Wheel	9-12 YEARS OLD
Big Wheel	11-14 YEARS OLD
Intermediate	13-17 YEARS OLD
Premier	14-17 YEARS OLD

3. Within these limits' youth riders will compete during the season in classes determined by the date of birth. Riders may ride in a lower class for experience on a non-award basis.
4. When a rider reaches the maximum age limit for his/her group, he/she may if so wish, continue to compete in that group until the end of the calendar year in which he/she reaches their 18th birthday.
5. On reaching the minimum age for the next group, the rider may upgrade without reference to the MRA. The current licence must be surrendered to the youth licence registrar to be upgraded. Under no circumstances will the rider be permitted to ride in the lower class once they have ridden up. Any rider upgrading before the required minimum age is reached, will be the subject of disciplinary action.
6. No rider may compete before his/her 6th birthday. A rider may compete in adult competitions on or after his/her 15th birthday and may revert to youth competitions.
7. There are no restrictions on type or level of event that the rider may participate in, but at a mixed adult and youth event a youth rider who has a restricted licence must decide at signing on if it is youth or adult class for the whole of the competition. The only exception being when a rider attempts to qualify for a GP and the support class is youth.

8. If a competitor is given approval to race down a class, it will be automatic that, that competitor will not receive points in any championship race that season.
9. A Cadet competitor in Youth motocross will be a competitor who is riding their first year on a 65cc machine and falls within the defined age ranges. A Cadet rider can only compete one season in this class.
10. At motocross meetings that are not an Ulster championship events, Clubs may run the following classes together, to form riding groups:
 - 65cc and Small Wheel 85cc.
 - Small Wheel 85cc and Big Wheel 85cc.
 - Big Wheel 85cc, Intermediate and Premier.
 - No class should run in more than 1 riding group.
 - A rider may be moved to a different riding group according to their speed and ability with the approval of the Clerk of the Course and the Stewards of the meeting.

AUTOMATIC CLASSES

- The automatic class must be run separately from all other classes, preferably on a separate course, which should be roped all-round the outer perimeter at an appropriate height.
- Parents are permitted to hold the rear of the machine immediately prior to the race.
- All other standing regulations apply.



ENGINE CAPACITY & WHEEL SIZES

The maximum engine and wheel sizes permitted in youth Motocross are as follows:

Class	Engine Capacity	Front Wheel Size	Rear Wheel Size
Automatics	Maximum 50cc	14"	12"
Cadet / Junior	Maximum 65cc	14"	12"
Small Wheel	Maximum 85cc 2 stroke Maximum 150cc 4 stroke	17"	14"
Big Wheel	Maximum 85cc 2 stroke Maximum 150cc 4 stroke	19"	16"
Intermediate	Maximum 125cc 2 stroke	21"	19"
Premier	Maximum 150cc 2 stroke Maximum 250cc 4 stroke	21"	19"

- Motorcycles used in the Cadet /Junior classes must be 65cc frames.
- Motorcycles used in the Big Wheel 85cc class must not be in 125cc frames.
- Standard re-bores are permitted subject to the resulting engine capacity not exceeding a tolerance of plus 3cc.
- Any youth competitor found to be racing with an oversized engine in any race and/or any class, will automatically receive a three-month suspension of their MRA licence, during the racing season. This suspension would overlap into the next season should it not be possible to serve out the three months suspension during the current racing season.

NUMBER PLATES

The minimum dimensions for the figures must be:

- Height 140mm Width 90mm Width of stroke 25mm
- Space between 2 figures 25mm
- Front and Side colours are as follows:

Automatics	Yellow Plates with Black Numbers
Cadets	White Plates with Black Numbers
Juniors	Black Plates with White Numbers
Small Wheel	Red Plates with white Numbers
Big Wheel	Green Plates with white Numbers
Intermediate	Blue Plates with White Numbers
Premier	Black Plates with White Numbers

AWARDS

- Cash awards are not permitted in Youth Motocross.

All other rules as per MRA regulations.



JUNIOR QUADCROSS



ULSTER JUNIOR QUADCROSS CHAMPIONSHIP

1. The Ulster Junior Quadcross Championship will be run over 8 rounds.
2. There will be 3 races at each round to count for championship points. All rounds will count towards the Championship.
3. The Y1 50cc Automatic class must be run separately. The 80cc and the 100cc Open classes MAY be run together.
4. Full results of Junior Quad Ulster Championship races must be forwarded to the Youth Championship Registrar within 7 days of the event
5. All start positions will be decided by timed practice, where practical. In the event of unforeseen circumstances, a ballot will be used. All competitors must qualify.
6. In the event of a tie at the end of the Junior Quad Championship the winner will be decided as per MRA rules. With the winner being the rider having number of 1st places, 2nd places etc, if still not resolved the highest place in the last race shall determine the winner.
7. If a club fails to run a round of the Junior Quad Championship, the General Sporting Committee has the right to re-allocate the round, but the riders will be given adequate notice of the new date/venue
8. **Any rider competing in at least 50% of the races run of the Youth Quad Championship will qualify for an award.**
9. **The awards shall be awarded to the top 6 in each class, thereafter the 50% shall be applied for finishers awards.**
10. The presentation of awards for the Junior Quad Ulster Championship shall be organised by the General Sporting Committee.
11. All the day's results will be ratified at the final Stewards meeting.
12. The 3 Junior Quad Classes of the Championship to be timed VIA Transponders.
13. All other rules as per MRA regulations.



JUNIOR QUADCROSS CLASSES & RULES

Licence Ref	Class	Age	Details - The below shall also be required to have nerf bars, lanyard engine kill switch and engine sprocket covered.
Y1	50cc	6-9	50cc class - Automatic air-cooled quad, engine must not exceed 50cc at any time, engine must be 2-stroke. This will continue the current standard LT50 type class. Frame and Engine must remain as per original manufacture; however, metal may be added. The overall track width of the machine must not exceed 850mm.
	70cc	6-9	Up to 70cc – Automatic air-cooled 4 stroke quad, engine must not exceed 70cc at any time. This will run in the Y1 class with the 50cc 2-strokes. Frame and engine must remain as per original manufacture however metal may be added. The engine and card must remain as per original manufacture and standard. The overall track width of the machine must to exceed 850mm.
Y2	50cc	7-13	50cc (big wheel) - Automatic quad, engine must not exceed 50cc at any time. 50cc production quad built by manufacturer.
	80cc	8-13	To include the 90cc production semi-automatic quad. Production quads built by the manufacturers. Frame and engine must be by the original manufacturer. Engine must be Air Cooled. Manufacturer's carburettor and exhaust must have standard external appearance. The overall track width of the machine must not exceed 935mm.
	100cc	8-13	100cc/150cc - Automatic quad, engine must not exceed 110cc 2 stroke / 150cc 4 stroke at any time, production quad built by manufacturer.
	100cc	8-13	100cc/ 150cc - Open geared class, max 100cc 2 stroke air cooled / 150cc 4 stroke air cooled. Engine must not exceed 100cc - 2 stroke / 150cc - 4 stroke at any time.



Y3	150cc	12-17	Open geared class - 100cc 2 stroke water cooled / 150cc 4 stroke water cooled, engine must not exceed 110cc 2 stroke air cooled / 150cc 4 stroke water cooled at any time.
	250cc	12-17	Air cooled production quad, frame and engine must be of an original manufacturer, performance modifications can be applied to engine and chassis, engine must not exceed 210cc 2 stroke / 250cc 4 stroke at any time.
Y4	250cc	15-17	Dual licence for 250cc, engine must not exceed 210cc 2 stroke / 250cc 4stroke at any time. Dual licence holder shall run with in the clubman class. Dual licence holders shall also be eligible to run in the Y3 class under the Y3 rules.

TWIN SHOCK MOTOCROSS AND GRASSTRACK RULES



TWIN SHOCK MOTOCROSS & GRASSTRACK RULES

1. Motorcycles must be air cooled and drum brakes.
2. Any manufactured water-cooled motorcycle with drum brakes.
3. Any fuel may be used.

CLASSICS

Pre-60-65

Pre 70

Pre 77

Twin shock

Pre 60

- Must be British, and can be built from parts available from Pre 60 machines.
- Pre 60 means before December 31st 1960.
- Suspension 6" front 4" back

Pre 65

- Can be built from parts available prior to 1965.
- Pre 65 means before December 31st 1965
- Modern shocks may be used 6" front 4" back
- Carburettor has to be British made (Amal)
- Replica frames can be used but must be to the same dimensions as original.

Pre 70

- Can be built with parts available before December 31st, 1970
- 6" front travel 4" back travel
- Replica frames can be used but must be to the same dimensions as original.
- Modern shocks may be used.

Pre 77

- Can be built with parts available before December 31st, 1977
- 10" front travel 10" back travel
- Modern shocks may be used
- Replica frames can be used but must be of the same dimensions as original.

All other rules as per MRA regulations.



STANDING REGULATIONS FOR TRIALS EVENTS



1. ELIGIBILITY

For Open competitions entrants and riders must hold Current National Competition Licenses issued by The Motor Cycle Union of Ireland. Riders from other FMN's must produce start permission.

2. ENTRIES

Entry forms accompanied by the necessary fee must be complete in every detail signed by the rider (and entrant, if any) and forwarded to the Secretary of the Meeting. All entrants and riders must hold licenses at the time of entry. A One event license (Type D) can be purchased on the day of the event. " Applied for " will not be accepted. Details of entry fees etc., will be stated in the Supplementary Regulations

3. RIDERS ASSISTANTS

Riders' assistants (minder) must have a bib, be wearing a crash helmet and be officially signed on. They are allowed inside the section boundary for safety reasons only on the approval of the section observer.

4. LIMITATIONS OF ENTRIES

If entries are to be limited, the maximum number to be accepted will be stated in the Supplementary Regulations.

5. ACCEPTANCE OR REFUSAL OF ENTRY

In the event of an organising club or body holding an entry in abeyance, or offering a rider a reserve position, the rider may enter another competition on the same day provided he has been notified in writing by the organisers. The closing date for entries, and any other requirements will be stated in the Supplementary Regulations.

6. TEAM NOMINATIONS

Teams will consist of riders who are entered individually, and such riders must complete a declaration on the entry form signifying their consent to nomination.

(a) A rider must be a registered member of the nominating club and may be nominated as a member of one club team only.

(b) One Make or Manufacturers Teams. Teams shall consist of riders individually, and all driving machines of the same make and name. A rider may be nominated for one team only.

(c) Details of any further restrictions regarding team nomination shall be contained in the Supplementary Regulations.



7. CHANGES OF MACHINE, RIDER

An entry of a particular make of motor cycle, and nominated rider having been made and accepted, no change will be permitted unless application is made to the Clerk of the Course. Permission will not be granted for a change of both rider and machine. The same machine must be used throughout the Competition.

8. TYRES

Only unaltered Trials tyres may be used.

9. FUEL

Only unleaded fuel may be used.

10. CLOTHING

Helmets, and recognised Trials boots must be worn at all times when riding. All junior competitors must wear gloves covering the hands and fingers. The wearing of gloves is recommended for all competitors.

11. GRADE IDENTITY

Riders must wear coloured Bibs or coloured front number board denoting their grade, failure to comply will result in exclusion from the results. If a rider chooses to use a coloured number board, they must remove the light and use a plain coloured board with a minimum size of 140mm x 100mm.

- Expert Elite- Red with black +.
- Expert - Red.
- Semi-Expert & Junior A - Yellow.
- Clubman and Junior B – Green.
- Sportsman and Junior C – Blue Bib
- Minders – Magenta/Purple

12. NUMBERS

Numbers if used must be displayed on the front of the machine, except were the organisers provide bibs to be worn. In addition, the Trials committee would encourage all clubs to provide, and use numbers to assist in the control and organisation of the event.

13. START / FINISH

The Start / Finish area shall be clearly defined. Riders will sign on at the start and, if required by the Supplementary Regulations, sign off at the finish. Any rider who does not start at his due time will receive no allowance of time for late starting. No rider will be permitted to start later than 20 minutes after the last rider's starting time. The method of deciding the order of starting will rest with the organising club or body. A rider will be started by a timekeeper and be deemed to have finished when all his / her tags have been handed in.



14. COURSE

The number of laps, sections and the time limit for each grade will be clearly posted at every event. The onus of following the correct route rests entirely with the rider. The promoters reserve the right to modify the route. All riders must attempt each observed section in the order as laid out by the organisers.

15. MINI COURSE

All organising clubs must provide a separate course for Youth C, D & E competitors. There must be variations in some lines for the different grades.

16. OBSERVED SECTIONS

The start of an observed section will be marked with a set of gates stating the section number and "START". The section will finish with a set of gates marked "END". Within the section each rider must pass through all coloured gates relating to their grade. The colour of these gates will match the colour of their bib or number board and are as follows:

- Expert Elite- Red with a black +.
- Expert - Red.
- Semi-Expert & Junior A - Yellow.
- Clubman and Junior B – Green.
- Sportsman and Junior C – Blue Bib.

The only boundaries within each section will be those defined by tape. If a rider breaks a tape, they will be deemed to have failed the section. If a rider goes through a coloured gate not their own, they will be deemed to have failed the section. Expert Elite will follow red gates, unless there is a red + gate. A machine will be deemed to have entered an observed section when the FRONT wheel spindle has passed the "START" gates, and to have completed the section when the FRONT wheel spindle has passed the "END" gates.



17. MARKING DEFINITIONS

The marking system to be used for observed sections in all trials will be the following "MCUI NON-STOP" Rule. Penalty Faults in a section are allocated as follows:

- a. 1 fault: 1 point
- b. 2 faults: 2 points
- c. More than 2 faults: 3 points
- d. Definition of Fault:
 - Each contact of any part of the rider or his machine (with exception of the tyres, footrest and the engine protection plate) with the ground or an obstacle (tree, rock, etc.).
- e. Stopping with or without footing: 5 points
- f. Moving backwards: 5 points
- g. Moving either wheel to the side without forward motion: 5 points
- h. Failure: 5 points

18. Definitions of Failure

- The machine ceases to move in a forward direction relative to the course.
- The machine is moving backwards with or without the rider footing.
- The machine touches the ground with the front or rear wheel, outside a boundary.
- Breaking a tape defining a section boundary or internal separation.
- The rider or machine breaks, removes, knocks down or rides over or above a marker or marker support.
- The rider dismounts from the machine and he/she has both feet on the ground, on the same side or behind the axle of the back wheel of the machine.
- The front wheel does not precede the back wheel when passing through a gate/section marker.
- The rider receives outside assistance.
- The rider or his assistant changes the condition of a section.
- The rider passes through the gates/section markers of another grade whatever the direction.
- Not entering a section, providing the rider has reported to the Observer.
- The motorcycle does a complete loop, crossing its own track with both wheels.
- Missing a section: 20 points
- Not attempting the sections in numerical order: 20 points

IN CASE OF DOUBT FROM THE OBSERVER CONCERNING THE PENALTY, THE RIDER WILL ALWAYS BE GIVEN THE BENEFIT OF THE DOUBT.

Penalty awarded by the Section Observer shall be deemed a statement of fact.



19. BAULKING

A rider who is obstructed during an attempt to ride a section may claim a baulk. If the observer agrees that a baulk has occurred, the rider should continue from that position. If this is not practical, he / she may return to the start of the section, but any marks lost on the first attempt before the point at which the baulk occurred are carried forward to the second attempt. Any further marks lost on the second attempt after the point where the baulk occurred will be added to give the total loss. Observer's decision or interpretation of any of the above rules is final.

20. PRACTISING

Practicing on any parts of the course which are on private property is prohibited. Riding through any part of an observed section after it is marked out is prohibited and renders a rider liable to exclusion.

21. AWARDS

To qualify as a finisher, and be eligible for an award, the rider's machine must have travelled for the whole distance under its own power, or the exertion of the rider, or by natural causes, unless the promoters have authorised other assistance, or authorised deviation.

22. LEGAL ACTION

A rider who is cautioned or charged with any motoring offence committed by him / her during the trial, renders himself / herself liable to exclusion from the event.

23. INSURANCE

Each rider will be required to declare that there will be in force, in relation to the vehicle which he / she intends to ride during the event, a policy of insurance, as required by the Road Traffic Act, except where the event is on private property

24. ABANDONMENT

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

25. INSTRUCTIONS TO RIDERS

Any instructions to riders subsequently issued shall have the same force as the Standing Regulations and the Supplementary Regulations.



26. PROTESTS

Every protest shall be in writing, signed by the entrant or rider making the protest, clearly specifying the matter protested against, which shall refer to a single subject only, and be accompanied by a fee of £25. The protest fee will only be returned if the protest shall be held to be justified, or upon a direction by the Stewards of the Meeting, a Centre or the M.C.U.I.

During a meeting, protests shall be handed to the Clerk of the Course, or his representative, for transmission to the Stewards of the Meeting. At all other times, protests shall be addressed to the Secretary of the Meeting for transmission to the Stewards of the Meeting. A protest as to the validity of entry, eligibility of entrant, or rider, or vehicle, shall be lodged at least twenty-four hours before the start of any National Competition, and before the start of any other competition, save when the conditions under which the competition is held render this impracticable. In such circumstances the protest shall be made with the minimum of delay, and at the latest within half an hour of the conclusion of the competition. A protest against the decision of a Scrutineer, or of an official measurement, shall be lodged immediately after the decision. No protest or appeal may be lodged against a decision of 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 him with the approval of the Clerk of the Course. A protest against any mistake, or irregularity, alleged to have occurred during the course of the event must be made within ten minutes of the finish of the trial. No protest lodged after this time shall be considered, except with the special permission of the Stewards of the Meeting who, before admitting a protest, must be satisfied that there has been no unnecessary delay on the part of the protester.

A protest concerning the results of the competition, or any matter not referred to above, shall be lodged within three days of the publication of the detailed results unless for any special reason, of which the Stewards of the Meeting shall be the sole judges, it could not have been lodged within that time. The results of a competition shall be deemed to have been published 24 hours after the date of dispatch to entrants and riders. Proof of dispatch is to be furnished by the promoters if required.

27. INTERPRETATION

The interpretation of these Standing Regulations and the Supplementary Regulations or instructions to riders will rest entirely with the Stewards of the Meeting whose decision shall be final and binding except as provided in the General Competition Rules.



28. DISCLAIMER

It is a condition of acceptance of entry that the promoters shall not be responsible for damage to a motorcycle or its accessories whether by fire, accident, or other causes, nor for the theft of a motorcycle or its accessories during a meeting.

29. LIABILITY FOR DAMAGE

An entrant is liable for any damage caused by himself, his rider or any representatives during a meeting.

30. GRADING OF RIDERS

All riders in Trials will be divided into five Grades subject to the provision of the M.C.U.I. and the ability of the rider.

The Adult grades are Expert Elite, Expert, Semi-Expert, Clubman and Sportsman.

The Youth grades are A, B, C, D, E (see 38. Youth Class for full classification).

To be eligible for championship points riders must enter events as per their assigned grade. Any rider who chooses to ride "out of grade" will not be classified in the results of that event. A rider riding a classic or vintage class machine may, at the discretion of the organising event promoter, choose a suitable alternate grade if specific class is not provided by the organising event promoter. All grading will be carried out by the MCI Centre and MRA Trials Committees and ratified by the M.C.U.I. Trials Commission. Riders may be promoted or demoted annually. Any specific request by a rider to be considered for promotion/demotion must be made in writing to the respective Trials Committees for their consideration. Requests granted under these circumstances may result in the applicant not being eligible for championship points or awards in the following year, but may be eligible thereafter.

31. CLASSES OF RIDERS

Separate classes may be provided for Vintage and Twin Shock, depending on the number of entries.

32. CHAMPIONSHIPS

There will be a National Championship for Grades Expert Elite, Expert, Semi Expert, Clubman, Sportsman, Youth A, Youth B and Vintage/Air Cooled. The organisers will provide adequate staff to supervise the start, finish, record laps completed etc., Should circumstances compel the organisers to reduce the number of sections in the event, the trial will, subject to the approval of the Stewards of the Meeting, remain as a counting round of the championship for which it was nominated. In the event of a tie occurring in a championship which cannot be broken, then the winner will be the rider with the best result in the last round, or the latest round ridden by either competitor.



33. TIME LIMIT

A minimum time limit of 5 hours plus ½ hour at one mark per minute, will apply for National Championship events.

34. RETIREMENT

Any rider who retires from a trial shall upon retiring return his / her tags to the scorekeeper and report his / her retirement to the timekeeper or the Clerk of the Course.

35. COMPLIANCE

Every entrant and rider entering or being entered thereby acknowledges that he / she is bound by the General Competition Rules of the MRA. And these Standing Regulations and Final Instructions to be hereafter issued, to all of which he / she undertakes to submit, and thereby renounces any right to have recourse to any tribunal not provided for in the said Rules and Regulations.

36. RESULTS

The results are decided on the total number of points lost on observation plus time penalties, the winner being the rider who loses the least number of points. In the case of ties, the following criteria should be followed to resolve the tie: Firstly, the rider with the least points lost on observation will win the tie. Then the rider with the greatest number of cleans (0 points), then 1's, then 2's, then 3's. Then the rider who travels furthest with the least marks lost starting at the first section on the first lap for each rider involved. If a tie cannot be broken, and the event carries Championship status, then each competitor involved in the tie will be credited with the same championship points as appropriate to the position in the official results.

37. IRISH EXPERTS TRIAL

An event run on behalf of the M.C.U.I., alternating annually between MCI Centre and MRA clubs. An event of another discipline may be promoted on the same day with the written permission of the organising club.



38. YOUTH CLASS

YOUTH RIDER AGE GROUPS. A rider must be of at least 4 years of age to participate on a restricted Electric powered machine and 6 years of age to participate in a Trial using an internal combustion engine machine. Riders under the age of 16 years must only compete against other youths, unless written application has been received from their parents and approved by the Trials Committees and the MRA. A rider who has reached the age of 16 years may until the end of the championship year of their 17th birthday continue to ride as a youth against youths, or ride as an adult. A rider who has ridden as an adult and who satisfies the above criteria may revert to the youth class.

- Class E – Pre-Cadets Electric Class (4 to 5 years old)
- Class D - Cadets (6 to 9 years old)
- Class C - Juniors (10 to 12 years old). Intermediate (12 to 14 years old in 1st competition year of Ulster Championship only.
- Class B - Inters (13 to 15 years old)
- Class A - Seniors (16 to 17 years old)

The age is that attained between 1st June and 31st May the following year (MRA Trials Season).

ENGINE CAPACITY CLASSES. The maximum engine capacity permitted for machines used in the age groups set out in this regulation are as follows: -

Class E – Electric powered machines up to 1200 watts.

Class D - 50cc mono/80cc Twin shock & Electric up to 1200 watts – Small wheels.

Class D – 80cc & Electric up to 1200 watts – Medium wheels.

Class C - 80cc Junior,125cc Intermediate, medium wheel & electric up to 1200watts.

Class C – 80cc Junior,125cc Intermediate, standard wheel & electric up to 1200w

Class B - 125cc Mono or up to 250cc TS or AC Mono & Electric up to

Class A - 125cc Mono or up to 250cc TS or AC Mono & Electric up to 10bhp rear wheel.

Wheel sizes – Standard Wheel – 21” Front – 18” Rear

Medium Wheel - 19” Front – 17” Rear

Small Wheel - 16” Front– 14” Rear

Organisers have the option of combining similar classes where entry is low.



Standard rebores are permitted subject to the resulting engine capacity not exceeding a tolerance of +3cc. NB Any changes to the age groups and/or capacity classes will have at least 12 months' notice and be effective from June of any year.

UPGRADING. For events of non-championship status, a rider may compete in a class higher or lower at the discretion of the organisers. For championship events a rider may at the discretion of the Trials Committees be upgraded to the higher class, provided written application has been received from his / her parents. National upgrading will only take place on the 1st June each year. A rider who enters any event in a class below that of his / her age group shall do so on a "no award no points" basis.

39. TEAM SELECTION

The Trial Des Nations Team Manager, Riders & Rider's Assistants shall be selected by the Trials Commission.

40. OFFENSIVE BEHAVIOUR

Any rider or person with an interest in a rider's performance reported to the Clerk of the Course for arguing or being offensive to an observer, official, competitor or anyone else connected with an event, renders that rider liable to disciplinary action.

41. YELLOW CARD

Each Observer shall be issued with a "Yellow Card".

Any Rider or person with an interest in a Rider's performance who refuses to obey the instructions of the Observer, or who behaves in a disorderly manner shall be shown the Yellow Card. The Observer shall take note of the incident, to be passed to the Clerk of the Course (COC). The rider must report to the COC when finished. The Stewards of the Meeting will study and record the incident for possible disciplinary action.

Action:

- One Yellow Card will result in 20 marks added to score.
- Two Yellow Cards received at one event – Disqualification.

