



GRASS TRACK REGULATIONS

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MCFFEDERATION GRASS TRACK REGULATIONS

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Revision History

- #2 Grass Track Regulations 11-10-10
- #3 Grass Track Regulations 12-10-12
- #4 Grass Track Regulations 27-01-15

MCFFEDERATION GRASS TRACK REGULATIONS

The MCF Code of Practice together with these Regulations, the Event Regulations and any Final Instructions shall apply to all Grass Track Events held under a Permit issued by the MCF.

EVENTS**CONDITIONS FOR GRASS TRACK EVENTS**

1. The organiser must be affiliated to the MCF.
2. The venue must hold a current certificate issued by the MCF.

DIRT TRACK

For events designated as dirt track the machine eligibility must be notified in the event regulations.

DIRT TRACK CROSS

1. Dirt track cross events will be held on circuits that are essentially oval with a motocross style infield section incorporated in to the lap
2. For events designated as dirt track the machine eligibility must be notified in the event regulations

PRACTICE EVENTS AND TEST DAYS

1. No such event may be held unless the appropriate Permit and Insurance has been issued.
2. The MCF guidelines for practice track facilities will apply to a practice event or test day.

ELIGIBILITY**LICENCES**

1. For all MCF competitions the riders and passengers must hold a current MCF Licence.
2. Practice licences are available for non competition events.
3. A One Event Competition Licence grants the same benefits of an annual licence for the duration of one event only and is available for all Track Racing events & practice days.
4. All new applications for an annual licence must be accompanied by a passport style photograph, Photographs may be sent electronically.
5. Youth only: All new applications must be accompanied by a photocopy of the rider's birth certificate.

CAPACITY AND LICENCE RESTRICTIONS

Age on 1st Jan	Grade	Engine Capacity	Max Wheel Size / Specification	Restrictions
Youth Solo				
6–8 Years	Automatic	Maximum 50cc 2 or 4 stroke automatic no manual clutch	12 inch rear, 15 inch front	Motocross Machines
7–10 years	65cc Junior	Maximum 65cc 2 stroke or 110cc 4 stroke	12 inch rear, 14 inch front	Motocross Machines
9 – 11 Years	GT Junior	Maximum 100cc 2 stroke or 200cc 4 stroke		Grass Track Machines
9–12 years	Small Wheel	Maximum 85cc 2 stroke or 150cc 4 stroke	14 inch rear, 17 inch front	Motocross Machines
11-15 years	Big Wheel	Maximum 85cc 2 stroke or 150cc 4 stroke	16 inch rear, 19 inch front	Motocross Machines
12 – 14 years	Intermediate	Maximum 150cc 2 stroke or 250cc 4 stroke		Grass Track Machines
14 - 17 years	Rookies	Maximum 145cc 2 stroke Maximum 250cc 4 stroke	19 inch rear, 21 inch front	Motocross Machines

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Age on 1st Jan	Grade	Engine Capacity	Max Wheel Size / Specification	Restrictions
15 – 18 years	Senior A	Maximum 250cc 2 or 4 stroke		Grass Track Machines
15 – 18 years	Senior B	Maximum 350cc 4 stroke		Grass Track Machines
Adult Solo				
15 Years		Maximum 1300cc		
Sidecar				
15 Years	1000cc	Maximum 1006cc or 650cc supercharged		
15 Years	500cc	Maximum 500cc	Single cylinder 4 stroke	
15 Years	Passenger			
Adult Quad				
15 Years		Unrestricted		
Youth Quad				
6 – 9 Years	50cc Automatic	50cc Automatic Quads with engine and frame as originally manufactured		
8 – 14 Years	100cc Open	100cc Quads with engine and frame as originally manufactured, 8 year olds – Automatic only		
11 - 17 Years	250cc Open	Up to 200cc 2 Stroke & 250cc 4 Stroke.		
Adult Minibike				
15 Years	Adult Minibike	Class restrictions as per event regulations		
Youth Minibike				
6 – 8 Years	50cc	Any off road bike up to 50cc (semi auto, no clutch) – Max wheel size 12"		
9 – 14 Years	125cc	Horizontal single cylinder, four stroke, Open Cradle Frame Maximum wheel size 14" front -12" rear		

Riders may continue in the youth senior classes until the end of the year in which their 18th birthday falls. After reaching 15 years of age riders can apply for an adult solo Grass Track licence and still retain a youth licence until the end of the year in which their 18th birthday falls. After reaching 15 years of age riders can apply for an adult quad licence and still retain a 250 youth licence until the end of the year in which their 18th birthday falls.

YOUTH

1. Upon assessment riders may remain in a lower class below their age.
2. No rider may compete before his/her sixth birthday without prior consent and assessment.
3. When a rider reaches the maximum age limit for his/her group, he/she may continue to compete in that group until the end of the calendar year.
4. On reaching the minimum age for the next group, the rider may upgrade. Please note that any rider who chooses to upgrade cannot then move back to the lower capacity class once they have competed at the higher level at an MCF event unless specifically approved by the MCF.
5. An assessment will be required for any rider wishing to ride in a class of which they do not reach the age requirement to be arranged by the rider following application to the MCF head office.
6. The parent or person with parental responsibility must accompany a youth competitor under the age of 18 to any event and stay for the entire duration of the time that the rider is present.

MCFFEDERATION GRASS TRACK REGULATIONS**ADULT**

1. The parent or person with parental responsibility must accompany a competitor under the age of 18 to any event and stay for the entire duration of the time that the rider is present.
2. No rider will be permitted to compete in the adult classes until they reach the minimum required age.

PHYSICAL ELIGIBILITY / PROFICIENCY ASSESSMENT

All youth riders should be able to sit astride their machines and, with one foot firmly on the ground, must be able to control the gear lever or the foot brake with the other foot.

CLASS VARIATIONS

1. Parents are permitted to hold the rear of an automatic class machine immediately prior to the start of the race, they must be signed on and wearing an appropriate identification bib or sash to assist their rider before going on to the course.
2. Clubs may choose to impose further age restrictions for the automatic class, these restrictions must fall within the set limitations and be stated in the Event Regulations.
3. The Small Wheel and Big Wheel classes may be combined but must not be run with the 65cc Junior or Rookie classes.
4. Clubs are permitted to designate other classes such as they require. These classes must not fall outside of the restrictions for either Youth or Adult competitors and must be stated in the Event Regulations.
5. Clubs are permitted to impose further restrictions within the youth quad classes as indicated in any championship or Event Regulations.

OFFICIALS LICENCES AND REGISTRATIONS

Grass Track Officials are required to hold an MCF Licence of the appropriate grade for the performance of their duties.

LICENCED OFFICIALS

Officials that require a Licence.

Official	Licence Term	Training Method
Clerk of the Course	3 Years	Seminar
Chief Technical Officer	3 Years	Seminar
Engine Measurer	3 Years	Seminar
Timekeeper		Assessment
Sound Inspector		Seminar

Licences will only be issued to individuals who have attended the appropriate seminar and/or passed competency assessments appropriate to their role. The MCF, at its sole discretion, may refuse to issue, cancel or suspend any officials licence.

UNLICENCED OFFICIALS

Officials who do not require a Licence

Official	Training Method
Event Secretary	May receive training from the MCF or the Clerk of the Course
Incident Officer	This may be the Clerk of the Course or a person appointed by the Clerk of the Course
Technical Official	Will receive training from the Chief Technical Officer
Chief Marshal	Will be appointed and briefed by the Clerk of the Course
Marshal	Will be appointed and briefed by the Clerk of the Course or the Chief Marshal
Child Protection Officer	

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MARSHAL

1. Marshals who are in membership of a recognized corps of cadets/scouts/other discipline groups must be at least 14 years of age, 1 supervisor must be in charge of no more than three marshals under 16 years of age.
2. Flag Marshals must be provided with a tabard / waistcoat clearly identifiable.
3. Flag marshals may be replaced by a light system where events are run on speedway circuits, sufficient personnel must be on station for fast response purposes.

SPECIFICATION OF MOTORCYCLE

Solo, Sidecar & Quad Motorcycles designed for Motocross, Enduro and Trials and complying with their discipline regulations may be used but must not be combined with motorcycles specifically designed for grass track racing. Grass track machines shall comply with the Code of Practice and the following:

BRAKES

1. Adult Motorcycles up to 500cc must not be fitted with either brakes or decompression mechanisms.
2. Motorcycles above 500cc and Sidecar Machines must be fitted with at least 1 brake effective on one motorcycle wheel.
3. Youth must be equipped with two efficient brakes, one operating on each wheel and be operated independently from the driving position.
4. For Quad motorcycles brakes must be capable of operating, as a minimum, both rear wheels.

TYRES

1. Scoop or paddle (continuous radial rib) tyres are forbidden.
2. Any further restrictions will be stipulated in the Event Regulations.
3. Specific dimensions for Grass Track tyres is as follows:
 - Overall tread depth Maximum 13mm
 - Overall width Maximum 150mm
 - Space between tread blocks across the tyre Maximum 10mm
 - Space between tread blocks radially Maximum 13mm
 - Space between the rim blocks Maximum 22mm
 - No section of the tyre may have an area across the tread that is not broken by at least one tread block.
 - 500cc sidecar class rear tyre width maximum 100mm.

MUDGUARDS

1. Solo and Sidecar motorcycles must be fitted with two mudguards giving protection to the driver.
2. Solo rear mudguards must cover 35 degrees of the upper rear wheel.
3. Sidecar wheel mudguards must cover the full width of the tyre.
4. 1000cc sidecar rear mudguards must be rigid or braced and extend 75mm below the spindle height. To this a minimum 10mm flexible flap must be fitted to within 50mm of the ground
5. 500cc sidecar rear and sidecar mudguards must reach to within 200mm of the ground.

CLUTCH AND BRAKE LEVERS

1. Clutch and brake levers must be, in principal, ball ended, the diameter of the ball to be at least 12.5mm.
2. This ball can also be flattened but in any case the edges must be rounded.
3. These ball ends must be permanently fixed to form an integral part of the lever.

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FOOTRESTS AND HANDLEBARS

The ends of the footrests must be rounded with a radius of not less than 12.5mm. The ends of the handlebars on all motorcycles shall be rounded or otherwise protected. For Quad motorcycles nerf bars or running boards must be fitted so that a riders leg will not be pulled under the rear wheel.

ENGINE PLATES

The void between exposed front engine plates must be covered with a permanently fixed cover or shield..

THROTTLE

All machines must be fitted with self-closing throttles.

EXHAUST PIPES

Solo Machines

1. The end of the exhaust pipe or pipes must not project beyond the outer circumference of the rear tyres.
2. The gap between the rear tyre and the silencer must be a minimum of 60mm.
3. Exhaust gasses must be expelled horizontally.
4. The exhaust pipe must have a maximum internal diameter of 50mm and be fixed to the machine in three places.
5. The silencer outlet must be a minimum of 50mm in length and no more than 45mm internal diameter.

Sidecar Machines

1. The exhaust must not protrude beyond the framework of the sidecar.
2. Exhaust gasses must be discharged horizontally in a rearward direction.

500cc Sidecar Machines

1. The end of the exhaust pipe or pipes must not project beyond the outer circumference of the rear tyres and must not end before the centre line of the rear wheel
2. The gap between the rear tyre and the silencer must be a minimum of 60mm.
3. Exhaust gasses must be expelled horizontally.
4. The silencer outlet must be a minimum of 50mm in length.

RUNNING OF ENGINES

1. The running of engines is prohibited except during official practice, actual racing, sound testing and for a period not exceeding five minutes prior to the start of each race.
2. A breach of this regulation may involve disqualification from the event of the rider concerned.

IGNITION CUT-OUT

1. Grass Track Solo and all Sidecar motorcycles will be fitted with an engine cut out button that must be operated by a non elastic string or cord (coil telephone wire is not permitted). The cord should be a maximum of 500mm. Any part of the cut-out that remains live when disconnected must be shrouded in order to prevent accidental contact with any part of the motorcycle.
2. Motocross or Enduro solo motorcycles will be fitted with an engine cut-out button.
3. Quad Motorcycles will be fitted with an engine cut out button that must be operated by a non elastic string or cord. Any part of the cut-out that remains live when disconnected must be shrouded in order to prevent accidental contact with any part of the motorcycle.

CHAIN GUARDS

1. Primary transmission must be fully enclosed, cut out will only be permitted to allow acces for clutch adjustment.
2. Protection must be provided to contain broken primary chains.
3. Guards must be placed to cover the entry to primary and rear sprockets.

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Motocross / Enduro

1. For Solo, Sidecar & Quad motorcycles (excluding Minibikes) the manufacturer's original primary drive guards or parts of similar design must remain in place.
2. For quad and minibike motorcycles a suitable primary drive guard must be fitted if no original was fitted to the motorcycle

WHEELS

1. All motorcycles wheels with six or less spokes, welded or cast must be guarded with a solid disc
2. For Sidecar motorcycles:
 - a. The three wheels shall each be of at least 400mm (16") in diameter measured over the outside of the tyre.
 - b. For 500cc sidecars the front and rear wheel must be a minimum of 18"
 - c. The wheel track, or lateral distance between tracks, shall be a minimum of 800mm.
 - d. The maximum rake of the sidecar wheel shall be 25° for 1000cc and 30° for 500cc machines

Sidecar specific specifications

1000cc

1. Sidecars will not be inclined more than 15° to the vertical.
2. Top and bottom of drive chains runs will be completely enclosed.
3. Protection must be provided for the passenger from the rear wheel.

500cc

1. No brakes are permitted.
2. Footrests must be a minimum of 150mm from the ground with a protection bar on the leading edge.
3. Minimum ground clearance is 150mm.
4. Maximum distance between wheel tracks is 1100mm
5. The outside of the sidecar wheel of the machine shall be protected by a horizontal tubular bar of a nominal diameter of 25mm

MISCELLANEOUS

For Quad motorcycles bumpers and nerf bars must have all corners with a radius of a minimum of 50mm.

NUMBER PLATES

1. Machines will have a minimum of three number plates and it is the rider's responsibility to ensure that the numbers are clearly visible and correct.
2. No metallic or reflective colours may be used in any circumstances.
3. Plates and numbers must comply with the following requirements.
 - They must be made of a rigid material and solidly constructed.
 - The front plate should measure a minimum of 285mm x 235mm in size with a minimum of 50mm radius rounded corners.
 - The plates must be flat or slightly curved (not more than 25mm (1") from the true plane) and must not be otherwise bent or obscured in any way.
 - The front plate may be perforated but on no account may the numbers be perforated.
4. One plate must be carried facing forward and not more than 30 degrees from the vertical with one on each side of the machine.
5. Side number plates must be positioned so as to be clearly visible from the side.
6. The minimum dimensions of the numbers should be: – height 140mm (5 5/8"), width 80mm (3 5/8"), width of stroke 25mm (1") and the space between any two figures 15mm (5/8").
7. The Clerk of the Course has the discretion to disqualify any rider not showing legible numbers or discounting any protest resulting from illegible numbers.

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8. For Quad motorcycles a further number plate must be fitted running parallel with the machine at the rear, readable when facing the side view of the machine. The mounting bracket must not exceed 25mm in height.

At the discretion of the organiser the colours may be as follows: – The figures and background must be in a 'matt' (non-shiny) colour.

The only exception to the number plate regulations will be where special conditions apply to a National, Centre or Club Championship series and are explained in the Event Regulations or conditions to that series.

Adult	Background Colour	Number Colour
Up to 50cc	White	Black
Up to 125cc	Black	White
Up to 250cc	Green	White
Up to 350cc	Blue	White
Up to 500cc	Yellow	Black
Up to 1300cc	White	Black
Youth		
Automatic	White	Black
Cadet	Black	White
65cc Junior	Black	White
85cc Small Wheel	Red	White
85cc Big Wheel	Green	White
Senior A	Green	White
Senior B	Blue	White
Sidecars		
Up to 500cc	Yellow	Black
Over 500cc	Black	White
Quads		
	Yellow	Black

TECHNICAL CONTROL

- In the event of a protest against machine specification where an engine has to be stripped an additional fee of £250* for four stroke and £150* for two stroke machines MUST be submitted with the protest and protest fee. In the event of the protest being upheld the additional fee will be returned. If the protest is not upheld, the additional fee will be awarded to the other party and will be the only costs payable.
- The Clerk of the Course may disqualify or penalise any rider of a machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy.
- Random or spot checks may be made by MCF Sound Control Officials of the sound level of any machine taking part in any MCF event in addition to any routine checks at technical control if requested by the Clerk of the Course.

* All payments to be made in cash

SAFETY**MEDICAL SERVICES**

At all events, including official practice, qualified first aid personnel must be in attendance with full first aid equipment. Organisers must ensure sufficient medical services for the type of event remain in place until the event has completely finished.

An IHCD Emergency Technician (EMT) or the Voluntary Aid Society (VAS) equivalent must be in attendance during official practice and racing. A Paramedic is recommended.

The minimum requirement for the start of every event is two ambulances. If one of the two ambulances has to leave the circuit then the minimum requirement for the event to continue is one ambulance and one IHCD Emergency Technician (EMT) or the Voluntary Aid Society (VAS)

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equivalent, plus enough qualified first aid personnel to cover the course layout size and type of event subject to medical requirements shown below. One ambulance may be replaced by a suitably equipped static medical centre.

For smaller club level events the minimum medical requirements are for one ambulance – On the condition the ambulance is available at all times. Should the ambulance be required to support the treatment of, or transport an injured rider the event must stop until such time that the ambulance is available again. The ambulance should be accompanied by either an IHCD Emergency Technician or the VAS equivalent, plus enough qualified first aid personnel to cover the course layout, size and type of event.

CLOTHING

1. All competitors must wear a crash helmet. For information regarding helmets please refer to the helmet section within the MCF Code of Practice.
2. Racing suits must be one piece or joined to make as one piece.
3. Non leather materials should conform to the following:
 - Fire retardant ability
 - Resistant to abrasion
 - Non toxic or allergic
4. Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident.
5. The mouth should be kept clear of anything likely to cause blockage of the airway in the event of an incident, e.g. chewing gum. This includes removing false dentures.
6. Goggles or visor of a non-splinterable type must be worn at the commencement of each race. Spectacles, if worn, must be non-splinterable.
7. Passengers must wear boots of a height so as to give protection to the ankle.
8. Competitors in all classes must wear commercially manufactured back protection.
9. All riders and passengers are advised to wear identification discs around the neck or wrist during racing and practicing. The disc should bear the wearers full name and date of birth.
10. It is the responsibility of the riders parent/guardian to ensure that all protective clothing is correctly fitting for youth competitors.

Motocross/Enduro

In all races and official practice complete protective clothing produced for motocross racing, knee length boots and gloves shall be worn by each rider and passenger. It is advised that motocross jerseys should provide protection against abrasion to the body and arms and that motocross jeans are padded at the hips and knees.

FIRE EXTINGUISHERS

Every MCF track and event must have a minimum of two 6Kg dry powder fire extinguishers. The position of the extinguishers must be clearly marked. All extinguishers must have a minimum 34A 183B rating as well as a current certificate attached.

RIDING IN THE PADDOCK

Riding of machines in the paddock is strictly prohibited and warning signs should be erected. Machines should be pushed with the engine dead. Riding of machines at a slow pace can be permitted if designated lanes protected from the public are used. Machines must be pushed upon exiting from any point on these lanes. In exceptional circumstances, if risk assessed by the Clerk of the Course, riders may be permitted to rider their machines but must not exceed first gear idle and must always wear a helmet. Under no circumstances may the machine be ridden by anybody other than the competitor or pillion passengers carried.

TRACK ACCESS

Strictly no personnel, other than signed on officials, are permitted on the track while machinery is operating.

MCFFEDERATION GRASS TRACK REGULATIONS**FLAG SIGNALS**

The following flag signals will be used:

Only authorised officials are permitted to use these flags. Any rider who is judged to have taken unfair advantage whilst a yellow flag is displayed, or ignored any other flag signal, may be disqualified or penalised accordingly by the Clerk of the Course. All of the below flags should measure not less than 750mm x 600mm.

Flag Type	Meaning
National Flag	This flag can be used for starting a race by being raised from the ground.
Red	All Riders must stop. Riders must not pass any red flag unless authorised or directed to do so and then proceed at a slow pace.
Black - with the rider's number clearly shown on a board	That rider to stop racing immediately and leave the track
Yellow – Motionless	Great Danger, prepare to stop, ride with extreme caution, no overtaking.
Green	Course clear / Riders under starters orders.
Yellow with Black Cross	Last Lap. / (either or) a two lap and then one lap board, clearly marked.
Chequered	Finish.
White with Green or Red Cross	Medical attention required at that post provided. This may be replaced by a flag mutually agreed with the medical staff

RACE MANAGEMENT**DIRECTION OF RACING**

For all track racing classes the direction of racing shall be anticlockwise with the exception of clockwise sidecar.

Where Motocross, Minibike or Quad classes are included then the direction of racing may be clockwise if stated in the event regulations.

PRACTICE

1. For any race there must be a minimum period for practice on the actual course, the details of which must be stated in the Event Regulations.
2. Riders will commence practice under the instructions of the start officials and must join the circuit from the designated area.
3. The duration of practice will commence from the time when the first rider joins the circuit.
4. The waving of the chequered flag will indicate the end of a practice session.

START POSITIONS

1. Start positions will be established according to the provisions of the Event Regulations.
2. Where the organisers decide the grid positions will be by ballot this must be conducted by the competitors at the event.

METHOD OF STARTING

The following methods of starting a race may be used and shall be stated in the Event Regulations.

1. The raising of the National flag
2. Flyaway elastic start tapes.

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START DELAYS

1. Riders are deemed to be under starter's orders when all of the riders are called to the start line, signified by the raising of a green flag.
2. No persons will be allowed in the start area once riders have come under orders at the start line, except riders, passengers and authorised officials.
3. Once the riders are under starter's orders, the start procedure should not commence until the circuit is clear, signified by the lowering of the green flag.
4. Any rider not being ready to start within two minutes of coming under starters orders will be penalised.

FALSE STARTS

1. All false starts shall be indicated by the waving of a red flag, all riders will have to go back to the starting area and await announcements regarding the restart.
2. Any rider deemed to have caused a false start either by the Clerk of the Course or the Start Line Judge will be penalised.

STOPPING A RACE

1. If a race is stopped prior to $\frac{3}{4}$ of a four lap race or $\frac{2}{3}$ of a six lap race, the race shall be re-run if conditions and time permits.
2. After this distance the race result shall be declared on the last completed lap.
3. Any rider being the cause of a stoppage will be disqualified from any results and may not compete in any re-run, unless their actions were in the interest of safety.

FINISH OF RACE

1. The chequered flag will be displayed as the winner crosses the finish control line and will be kept flying until the last riders finish the lap.
2. No rider will be allowed to start a fresh lap after the chequered flag has been displayed.
3. Riders crossing the finish control line will be flagged off, their position being determined by the number of laps each has completed, those riders who complete a similar number of laps having their positions determined by the order in which they finish.
4. Only riders passing the chequered flag at the finish control line and after completion of a minimum 3 laps of a four lap race and 4 laps of a six lap race will be declared as finishers, unless otherwise stated in the event regulations.

RACE RESULTS

1. If the results are to be decided on points, the points allocation must be clearly defined in the Event Regulations.
2. Should a tie occur on an overall result the highest position in the final leg will determine the final order.
3. All results are provisional until protest and appeal times have elapsed.

CHANGE OF MACHINE

A change of machine may be permitted provided that prior notification is made to the Clerk of the Course before the race in which the change is to take place. The same machine must be used throughout any one race.

CHANGE OF SIDECAR PASSENGER

1. The only reason to change a passenger is injury and only one change per event will be allowed.
2. The passenger must sign on, have the correct licence, and complete a sighting lap.
3. Application for a change must be in writing to the Clerk of the Course before the start of a race or practice session.
4. The final decision will be left with the Clerk of the Course.

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OUTSIDE ASSISTANCE

1. If during a race a rider and/or passenger receives outside assistance other than that provided by the Organisers for the removal of himself or his machine from the course in the interests of safety, that rider may be disqualified or penalised.
2. Riders receiving signals from persons associated with them in prohibited areas may be disqualified or penalised.

FOUL, UNFAIR OR DANGEROUS RIDING

The Clerk of the Course may disqualify any rider who, in his opinion, is guilty of unfair, foul or dangerous riding.

COURSE CONDUCT

If a rider leaves the confines of the course, unless for reasons of safety, they may be disqualified or penalised by the Clerk of the Course.

INSTRUCTIONS TO RIDERS

All Event Regulations and Final Instructions issued for an event will have the same force as these Regulations but must in no way contradict it.

CONDUCT

Riders, parents or associates failing to obey instructions given by officials of the event or deemed to have unjustifiably or maliciously jeopardised the efficient running of the event by not adhering to the Regulations, Event Regulations or the protest procedure, may be disqualified from the event.

PARENTAL RESPONSIBILITY

It is a parent's or guardian's responsibility to ensure that children stay within the confines of the event site and obey all instructions issued by the organiser.

DECLARATION

It is a condition of acceptance of entry that the promoters 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 before, during and after the event.

COMPLIANCE WITH REGULATIONS

Every rider, by entering or being entered, thereby acknowledges that s/he is bound by the MCF Code of Practice and these Standing Regulations together with any Event Regulations or Conditions and Final Instructions issued, to all of which s/he undertakes to submit and, moreover, renounces any right to have recourse to any arbitration or tribunal not provided for.