SXS REGULATIONS

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

EVENTS

CONDITIONS FOR SXS EVENTS

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

PRACTICE EVENTS AND TEST DAYS

1. No such event may be held unless the appropriate notification 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 Drivers and passengers must hold a current MCF Licence.
2. Practice licences are available for non competition events.
3. All new applications for an annual licence must be accompanied by a passport style photograph, Photographs may be sent electronically.
4. Youth only: All new applications must be accompanied by a photocopy of the Driver's birth certificate.
5. One event licences will be available for passengers or drivers accompanied by a licenced passenger only.

CAPACITY AND LICENCE RESTRICTIONS

Age on 1st Jan	Grade	Engine Capacity	Restrictions
Adult SXS			
15 Years +	Adult SXS	Maximum 1000cc	
Youth SXS			
11 – 16 Years	Youth SXS	Maximum 570cc	Stock production vehicles only

Drivers may continue in the youth 570 class until the end of the year in which their 17th birthday falls. After reaching 15 years of age Drivers can apply for an adult SXS.

YOUTH

1. No Driver may compete before his/her eleventh birthday.
2. When a Driver 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.
3. On reaching the minimum age for the next group, the Driver may upgrade. Please note that any Driver 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.
4. 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 Driver is present.

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 Driver is present.
2. No Driver will be permitted to compete in the adult classes until they reach the minimum required age.

CLASS VARIATIONS

1. Clubs are permitted to designate other classes. These classes must not fall outside of the restrictions for either Youth or Adult competitors and must be stated in the Event Regulations.
2. Clubs are permitted to impose further restrictions within the youth classes as indicated in any championship or Event Regulations.

OFFICIALS LICENCES

SXS 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	1 Year	Assessment

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
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	

MARSHAL

All marshals must be a minimum of 16 years of age, marshals under the age of 18 must be accompanied at the event and signed on by a parent or person with parental responsibility.

SPECIFICATION OF SXS MACHINES

All SXS machines shall comply with the Code of Practice and the following:

BRAKES

1. Vehicles must be equipped with efficient brakes as fitted by the manufacturer and operate on all four wheels
2. All brakes must be operated by a single foot pedal operated by the driver. (Special arrangements can be made for less abled drivers if approved by an MCF accredited Clerk of the Course).
3. Each vehicle must be equipped with a parking brake that will maintain pressure when the driver is not in the vehicle.

TYRES

1. Chains and other non-skid devices are not permitted.
2. Scoop or paddle (continuous radial rib) tyres are not permitted.

SHOCK ABSORBERS

Aftermarket shock absorbers are permitted so long as the outside track width does not exceed 1960mm and that the original mountings are retained

LAMPS

All vehicles must be fitted with a rearward facing red light that will be used when instructed by the Clerk of the Course in poor visibility.

All glass vehicle lenses must be covered by a protective film.

EXHAUST PIPES

The end of the exhaust pipe or pipes must not project beyond any part of the vehicle or its bodywork.
The maximum permitted noise level for SXS racing is 110 dBA. The level will be measured at an angle of 45° from the exhaust outlet at a distance of 2 metres with the machines engine running at full revolutions.

RUNNING OF ENGINES

The running of engines is prohibited except during official practice, actual racing, sound testing, for a period not exceeding five minutes prior to the start of each race or as approved by the Clerk of the Course.

IGNITION

1. All vehicles must be fitted with an on/off ignition switch that is clearly marked and accessible by both the driver and from the outside of the vehicle.
2. All vehicles will be fitted with battery isolator switch mounted in the centre area of the vehicle dash and accessible by both the driver and from the outside of the vehicle.

TRANSMISSION

1. Each vehicle must be fitted with a gearbox neutral
2. Each vehicle must be fitted with a reverse gear.

ACCELERATOR

1. The accelerator may be operated either by the foot or by hand.
2. Accelerator must be fitted with a return spring of sufficient strength to close the throttle when released.

3.

ROLL CAGE

Each vehicle must be fitted with a six point ROPS (Roll Over Protection System) or roll Cage.

MATERIAL SPECIFICATION

Minimum specifications of the tubes used:
Cold Drawn Seamless Unalloyed Carbon Steel, containing a maximum of 0.3% of carbon.
Note: For an unalloyed carbon steel the maximum content of additives is 1.7% for manganese and 0.6% for other elements.

Minimum Yield Strength
350 N/mm2
Minimum Dimensions (Ø in mm)
a) Mandatory tubular members
38 x 2.5 (1.75” x 0.095”) or 50 x 2.0 (2.0” x 0.083”).
b) Optional tubular members
38 x 2.5 (1.5” x 0.095”) or 40 x 2.0 (1.6” x 0.083”).
In selecting the steel, attention must be paid to obtaining good elongation properties and adequate weldability.
The tubing must be bent by a cold working process and the centreline bend radius must be at least three times the tube diameter. If the tubing is ovalised during bending, the ratio of minor to major diameter must be 0.9 or greater

SEATS

The seat supports must be rigidly attached to the frame with bolts of a minimum 8mm diameter.

HARNESS

A harness with a minimum of two shoulder and one lap belt (4 point) must be used, belts must be attached directly to the machine and not to any part of the seat or its mountings.
A harness cutter must be fitted to each machine and accessible by either the driver or passenger.

NETS & DOORS

1. The open areas of the doors must be covered by a door or net, the net must not be fitted to the loop or framework by means of drilling or welding.
2. Nets must be fitted to the inside of the vehicle to prevent snagging.
3. It is advised that nets are fitted in the open area above doors.
4. Nets must be fitted to allow easy access and egress from the vehicle.
5. All operational doors must be fitted with a positive locking mechanism.

ARM RESTRAINTS

SFI 3.3 compliant arm restraints may be used as an alternative to a door net but in either case they must retain the driver's or passenger’s arms and hands within the vehicle compartment in the event of an accident or roll over
Arm restraints are not required to be made from fire resistant/retardant material. They shall be mounted on one end to the driver restraint lap belt and the other end to the arm or wrist. The minimum width for the portion of the arm restraint that wraps around the arm or wrist shall be 4.4 cm minimum. The lap belt end shall be mounted in such a manner as to prevent the arm from traveling outside of the driver's compartment. Each arm may have a separate strap or the restraint may have a "Y" configuration, with only one attachment to the lap belt. Any loose webbing end shall incorporate a design method to prevent the strap from completely pulling out of any hardware (d-rings, 3-bar slide, etc.)

FLOORBOARDS

All vehicles must be fitted with a solid floor pan that covers from forward of the pedal assembly to the rear of the seats and from each outer edge.

MIRRORS

Machines must be fitted with a minimum of two side mirrors with rearward views.

TOWING POINTS

All vehicles must be fitted with a secure towing point on the front and rear of the vehicle to aid recovery.

PASSENGER GRAB RAIL

Machines carrying a passenger are to ensure a suitable and safe grab handle is fitted.

EXTINGUISHERS

Each vehicle must be equipped with a certified fire extinguisher of a minimum of 2Kg fitted with a quick release system, easily accessible to the driver whilst seated. An integral system may be fitted as an alternative with the operating switch accessible to the driver whilst seated.

VEHICLE WEIGHT

The minimum dry vehicle weight of the vehicle, without occupants, must be 545Kg.(Not applicable to youth machines)

NUMBER PLATES

1. Machines will have a minimum of three number display areas and it is the Driver's responsibility to ensure that the numbers are clearly visible and correct.
2. Numbers must be displayed towards the front and both sides of the vehicle.
3. No metallic or reflective colours may be used in any circumstances.
4. The Clerk of the Course has the discretion to disqualify any Driver not showing legible numbers or discounting any protest resulting from illegible numbers.

TECHNICAL CONTROL

1. 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, 50% of the additional fee will be awarded to the other party and will be the only costs payable.
2. The Clerk of the Course may disqualify or penalise any Driver of a machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy.
3. 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.
4. Random or spot checks may be made by MCF Officials for technical compliance 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

EVENT SAFETY

MEDICAL SERVICES

At all Speed 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 (PM) 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) equivalent, plus enough qualified first aid personnel to cover the course layout size and type of event subject to medical requirements shown below.
For smaller club level events (where there are approximately 99 Drivers or less) 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 Driver 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. Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident.
3. 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.
4. Goggles or visor of a non-splintering material must be worn at the commencement of each race. Spectacles, if worn, must be non-splintering material.
5. It is the responsibility of the Drivers parent/guardian to ensure that all protective clothing is correctly fitting for youth competitors.
6. In all races and official practice a complete protective fire retardant race suit must be worn, conforming to ISO 15025:2000 Standards.
7. In all races and official practice gloves of flame retardant material must be worn.
8. In all races and official practice footwear of flame retardant material must be worn.
9. The use of neck braces is recommended but not compulsory.

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.

DRIVING IN THE PADDOCK

Driving of machines in the paddock is permitted but must not exceed walking pace and occupants must always wear a helmet. Under no circumstances may the machine be driven by anybody other than the competitor or official event staff.

TRACK ACCESS

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

FLAG SIGNALS

The following flag signals will be used:

N.B. 'Waved' shall mean a flag should be moved up and down through an arc of 45 degrees and not indiscriminately. Only authorised officials are permitted to use these flags. Any Driver who is judged to have taken unfair advantage whilst a yellow flag is displayed and waved, 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.

The blue flag should be used by trained officials only and should not be used by marshals covering a static point.

Flag Type	Meaning
National Flag	This flag can be used for starting a race by being raised from the ground.
Red	All Drivers must stop. Drivers must not pass any red flag unless authorised or directed to do so and then proceed at a slow pace.
Black - with the Driver's number clearly shown on a board	That Driver to stop racing immediately and leave the track
Yellow – Motionless	Danger, take care. Ride with caution.
Yellow – Waved	Great Danger, prepare to stop, ride with extreme caution, no overtaking. Marshals are advised to wave their flags when Drivers are stopped on the course in a dangerous position or being attended to by officials or medical staff
Green	Course clear / Drivers under starters orders.
Blue – Waved	Warning you are about to be lapped.
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

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. Drivers 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 Driver joins the circuit.
4. The waving of the chequered flag will indicate the end of practice.

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.

ELECTRONIC TIMEKEEPING

1. Only licensed MCF Timekeepers can time a qualification practice where qualification to a final, a series of races or start line positions is the determined outcome. The Chief Timekeeper should be stated in any Event Regulations and official programme.
2. If electronic timekeeping is used then it is advised that manual lap scoring is carried out to support an electronic system.
3. If timed practice is used and identical times are recorded by more than 1 Driver in the official qualifying practice session for the race the Driver with the second best laptime will receive the better starting position.
4. Transponders, if used, should be fitted to the machine as per the timekeepers or manufacturer's instructions, it is the Drivers responsibility to ensure that the correct transponder is securely fitted, it is the Drivers responsibility if a transponder is lost from the machine during an event.

Note: A Mylaps (AMB) – MX transponder requires a minimum of 14 hours of trickle charge to ensure optimum performance.

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. Traffic Lights.

START PROCEDURES

1. Drivers are deemed to be under starter's orders when all of the Drivers are on the start line, signified by the raising of a green flag.
2. No persons will be allowed in the start area once Drivers have come under orders at the start line, except Drivers, passengers and authorised officials.
3. Once the Drivers 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. Drivers will line up in rows of two or three.
5. If a 15 and 5 second board is used the following procedure should be followed.
   - • The 15 second board will be displayed for a full 15 seconds
   - • The 5 second board will be displayed following the 15 seconds
   - • The race will start between 2 and 5 seconds after the "5 seconds" board is shown
6. The start procedure for beach racing will be issued in the Event Regulations.

FALSE STARTS

All false starts shall be indicated by the waving of a red flag, all Drivers will have to go back to the starting area and await announcements regarding the restart.

STOPPING A RACE

1. If a race is stopped before 50% of the race time has been completed, the race shall be re-run if conditions and time permits.
2. If a race is stopped after 50% and providing the race results shall be declared on a minimum of 2 complete laps the result will not be re-run and the result will stand.
   - a) The order of classification shall be based upon the order of last crossing the finishing line prior to the showing of the red flag and only competitors who are racing at the showing of the red flag will be classified.
   - b) If a race has to be stopped after the leader has taken the chequered flag they will be classified as having finished the race. The order of classification for those Drivers who have not taken the chequered flag shall be based upon the order of last crossing the finish control line prior to the showing of the red flag and only competitors who are racing at the showing of the red flag will be classified.
3. In the event of a race being re-run the Clerk of the Course may disqualify any Driver or Drivers who is/are the prime cause of the race initially being stopped.
4. Only the Clerk of the Course can instruct a race to be stopped. All courses must have sufficient assistants / marshals to ensure that when a race is stopped this decision is communicated to all of the Drivers as quickly as possible. The Clerk of the Course determines if radio communication is required.

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 Drivers finish the lap.
2. No Driver will be allowed to start a fresh lap after the chequered flag has been displayed.
3. Drivers crossing the finish control line will be flagged off, their position being determined by the number of laps each has completed, those Drivers who complete a similar number of laps having their positions determined by the order in which they finish.
4. Only Drivers having completed a minimum 75% for adult classes and 50% for youth classes (rounded down) of the total laps completed by the race leader will be declared as finishers unless otherwise stated in the organiser or 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.

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 PASSENGER

1. The passenger must sign on and have the correct licence.
2. Changes of passenger must be notified to the Clerk of the Course or event secretary at least 10 minutes before the start of a race or practice session.
3. The final decision will be left with the Clerk of the Course.

OUTSIDE ASSISTANCE

1. If during a race a Driver and/or passenger receives outside assistance other than that provided by the Organisers for the removal of their self or their machine from the course in the interests of safety or to continue racing, that Driver may be disqualified or penalised.
2. Drivers receiving signals from persons associated with them in prohibited areas may be disqualified or penalised.

FOUL, UNFAIR OR DANGEROUS DRIVING

The Clerk of the Course may penalise any Driver who, in their opinion, is guilty of unfair, foul or dangerous driving.

COURSE CONDUCT

If, for any reason, a Driver leaves the course, he must rejoin it as closely as possible to the point where he left the course, without any outside assistance. He must not gain any advantage. If any advantage is obtained he may be disqualified or penalised.

INSTRUCTIONS TO DRIVERS

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

Drivers, 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 vehicle or its accessories whether by fire, accident or other causes, nor for the theft of a vehicle or its accessories before, during and after the event.

COMPLIANCE WITH REGULATIONS

Every Driver, 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.