



SCOTTISH MOTOCROSS CHAMPIONSHIP 2026

SUPPLEMENTARY REGULATIONS 2026

SCOTIA MOTOCROSS CLUB will organise 6 rounds of the Scottish Motocross Championship. The provisional dates are as follows:

Round 1 – 7th/8th March - Tain

Round 2 – 9th/10th May - TBC

Round 3 – 6th/7th June - Elgin

Round 4 – 4th/5th July – Rhynie

Round 5 – 1st/2nd August - Clayshant

Round 6 – 5th/6th September - Drumclog

JURISDICTION: The meetings will be held under the National Sporting Code and SACU/ACU Motocross Standing Regulations, A Permit, these Supplementary Regulations, and any Further Instructions issued or Official Announcements made.

INSURANCE: The insurance cover for this event will be provided by SportsInsure. Please see SACU for cover details, copy available from the secretary of the meeting.

REGISTRATION FOR CHAMPIONSHIP SERIES: To qualify for points towards the Scottish Championship or any prizes of each respective class, a rider must be registered for the series before round one of the championship.

All registered riders for the series must be on a FMN License (eg SACU/ ACU/MRA/MCUI), however, championship points will be awarded to one event licence holders.

Registration for the championship series can be done on **GORACE ONLINE ENTRY SYSTEM**.

ELIGIBILITY: Riders holding a current SACU or ACU licence or International Motocross Licence issued by the ACU, SACU or any FMN valid for the particular meeting concerned. Eg (MRA/MCUI) MRA and MCUI license holders must send a copy of their start permission to info@scotiamotocrossclub.com

One event Licences are available for UK Residents only. Parental agreement must be completed for all youth riders

One event license holder will be eligible to score points in the championship standings. All riders must carry their racing license as they must carry proof of Personal Accident Insurance, and if applicable written Start Permission document issued by their FMN.

All riders must carry their racing license as they must carry proof of Personal Accident Insurance, and if applicable written Start Permission document issued by their FMN.

Riders in possession of a Motocross Dual (youth open/adult MX) licence may compete in either Youth or Adult motocross events. Riders in possession of an ATV/Quad Dual (youth 250cc Adult Quad) licence may compete in either youth or adult motocross events. These riders must choose the class at the time of entry as it is not permitted to compete in both Youth and adult races at a one-day meeting. (This is not applicable to Supercross) However at two-day meetings eligible riders may choose to ride an optional class on an alternative day. However, they may not ride two classes on the same day and must hold the required licence or in the case of youth riders not in possession of a dual license take out a one-day adult licence. Adult only licence holders may not take out a one-day youth licence.

It is a condition of the SACU that all Riders must be able to provide a marshal, whether they are required or not. However, this will only be called upon if required. If you are aware of anyone who would like to marshal during the 2026 season, please ask them to get in contact with us via social media messenger

ENTRIES CLASS (AGES/ENGINE): Entries will be open to registered riders first before being open to non-registered riders and wildcards. Entries must be made online via **GORACE ONLINE ENTRY SYSTEM**. (There is a deduction of £20 for registered riders for the championship series) The entry fee is as follows per class:

MX1 –

MX2 –

Experts –

Amateurs –

2 Stroke 150cc/Open –

Vets – Over 40s/Over 50s/Over 60s –

Womens Open (120cc 2 stroke up to 650cc 2 stroke/175cc 4 stroke up to 650cc 4 stroke) –

Adult Support - 16+ (Saturday Only) –

Auto 50cc (5 years old on or before January 1st up to 8 years old) -

Junior 65cc (7 years old on or before January 1st up to 11 years old) -

Small Wheel 85cc (9 years old on or before January 1st up to 12 years old) -

Big Wheel 85cc (11 years old on or before January 1st up to 14 years old) -

Youth 125cc (13 years old on or before January 1st up to 17 years old) -

Youth 250cc (14 years old on or before January 1st up to 17 years old) –

The club reserves the right to refuse any entry without giving a reason. Ages restriction as per the Motocross Standing Regulations Class/Engine Variations – as per SACU Motocross Standing Regulations **Any Downgraded Registered Riders will not score points in the championship/ Any upgraded Registered Riders will score points towards to championship

Youth riders wishing to apply for an upgrade must contact their club to arrange an assessment by a selected SACU assessor, your application with then be sent to the SACU for approval/decline based on the grounds for the upgrade.

No upgrades are available from youth 125cc to youth 250cc, advancing to the youth 250cc must align with the above age criteria as per motocross standing regulations

REFUND POLICY: (entry fee only): Refunds will only be given on production of a valid Doctors Note to the secretary of the meeting minimum of 5 days before the event

NUMBER OF RIDERS PER CLASS: An allocation of 46 riders (maximum) will be entered into each class. If more than 40 entries are received, priority will be given to those who enter on a first come first served basis to fill all non-starter positions. Subsequent riders will be placed on a reserved list

NUMBER PLATES: Both sides and front numbers **MUST** be clearly displayed on your machine and match the number registered on entries. **Riders will not be granted access to the track without all 3 number plates clearly displaying the correct number and class backgrounds as per S/ACU Standing Motocross Regulations.** In the event of a timing malfunction, timing officials must be able to see your number clearly in order to manually record your race position on each lap. In the event of a bike change/loan where the bike displays different numbers, race direction and timing must be informed of the change.

This is compulsory - plate colours, numbers and sizes must comply with S/ ACU Motocross Standing Regulations. This will be compulsory at the Scottish Motocross Championship The only exception will be the class championship leader which may hold a “Number 1” front plate. Riders should try to display the correct number of the race-shirt.

TECHNICAL CONTROL AND SOUND CONTROL MACHINES: There

will be no technical or sound control testing at the events, it is the responsibility of the adult responsible for the bike to ensure it is safety to ride. All machines must be in good working order and race worthy, as per stated class. All machines must be fitted with an engine cut out button. All SACU affiliated Technical Control Officers (eg Steward or CoC), do however have the right to advise on any amendments required to a machine and remove a machine that is not fit for racing at the event.

HELMETS AND BODY PROTECTION: All Helmets must be listed on the ACU approved helmet register, have an ACU GOLD stamp, be untampered and fit for purpose. Helmets failing the aforementioned will be rejected. New to the market helmets not fitted with an ACU GOLD stamp, must be on the ACU approved helmets register and pass safety checks at sign on. Any helmet not on the ACU approved helmet register will be rejected.

PLEASE BRING YOUR RACING HELMET TO SIGN ON FOR INSPECTION

It is also compulsory that riders/passengers wear, as a minimum, back and chest protectors, incorporated within the suit or worn separately. **Body armour checks will take place within parc ferme.** It is advised that all riders and passengers should wear a body belt/kidney protector. **No hoodie tops or zip up hooded tops, worn by a rider, are to be permitted trackside during practice or races.**

ENVIRONMENTAL:

- **Dumping of oil is strictly prohibited and will incur instant dismissal from the event.**
- **‘Tear-Off’ lenses are prohibited from use at all rounds**

RACE FORMAT & EVENT TIMING: Gate entry – Rider access times the venues will be advised per round via social media posts, **any early arrival or overnight arrivals must wait for paddock staff before**

setting up, please park up respectfully for the night and wait for parking staff to instruct paddock layout and movements before setting up.

SIGN ON: All riders and event personnel must complete all parts of their relevant sign on form, Access to trackside will only be granted when sign on forms are completed in full.

Sign-on for all riders, officials, press and marshalls will be during the following times:

Friday – 3:00pm to 9:00pm

Saturday - 7am to 8.30am reopening at 6:00pm to 8.15pm Sunday – 7am to 8.10am

RIDERS BRIEFING: All riders, parents/guardians must attend a rider's briefing to be held on Saturday and Sunday morning at 08:30 (approx.)

PRACTICE & QUALIFYING: Commencing on Saturday at 09.00am sharp, and Sunday at 8.30 sharp.

Saturday and Sundays; 1 lap free practice followed directly into 10 minutes timed qualifying per class

Adult support class (Saturday Only) – 3 laps

A green flag shown at the finish line will indicate timed qualifying has commenced.

TIMEKEEPING AND TRANSPONDERS: Electronic timekeeping and transponders will be used at all rounds of the championship. Riders must register their transponders with the timing team or on your entry form. It is the responsibility of the Rider to ensure that the transponder is fully charged and fitted correctly on the machine for each race. All Transponders used must be compatible with MYLAPS X2. Transponders can be hired for each round when entering at a cost of £20, there is also a £20 deposit payable at the event when collecting hired transponders from the timing team. Any lost hired transponder will result in the invoice of £440 for the cost a new replacement Transponder.

Transponder rider numbers must coincide with the number displayed on the riders machine.

METHOD OF START: Starting positions will be determined from qualification. The start will be live engine, clutch type. Once a rider has taken his position at the start gate, he cannot change it. A rider is deemed to be under starters orders when the first rider is called to the start line. Any rider who fails to be ready to start within two minutes of the beginning of the start procedure or who causes a start to be unnecessarily delayed in the opinion the starter or the Clerk of the Course may be disqualified from that race. Any rider who fails to come under starters orders will not be allowed to join the race.

Auto 50cc and 65cc riders will be allowed to have 1 other person to assist on the start line during the start process until the race starts. 85cc riders will be allowed to have 1 other person to assist with start device and starting block(s) only, this person must leave the start area immediately after rider assistance has been met and must not remain on the start area during the start process. All other classes must go to the start line with no assistance. When all the riders are on the start line, and it is safe to do so, the start official will hold up a 15 second board for a full 15 seconds. At the end of the 15 seconds, the start official will hold up a 5 second board, the gate will drop between 5 and 10 seconds after the 5 second board is shown.

Riders are not allowed to groom the mesh area behind the start gate. No other person is allowed to groom your mesh area or the area in front of a rider's gate. Start officials will have the start area ready to receive riders prior to their race. Riders only will be granted access to view the start area prior to

their race. Riders **MUST** always remain behind the mesh/sleepers when viewing the start area. Riders must bring their start blocks to the start gate from parc ferme, no starting blocks will be placed within the start area prior to a race, all starting blocks will be removed from the start area and placed in parc ferme after each race.

FALSE STARTS: In the event of a false start, signified by a red flag, all riders must return to their qualifying positions within parc ferme and await further instructions from the start official, once the start official calls riders back to the start gate, the above start methods will be implemented as per class.

FINISH OF RACE: Riders will be shown the chequered flag at the end of a race. A rider will have 5 minutes after the leader has taken the chequered flag to finish the race. After that the Rider and Machine can be removed from the circuit in preparation for the next race.

A DNF will NOT be classed as a finisher and will not be eligible for championship points.

STOPPING A RACE: The Clerk of the Course has the right, on his own initiative, for urgent safety reasons or other cases of force majeure, to stop a race or practice session immediately. The Clerk of the Course may exclude one or more riders, deemed to be at fault for the race being stopped, from taking part in the re-start; or issue a timed penalty during a restart of a qualification session. A race will only be classified as a result if it has completed 50% or more of the race distance. If a race is stopped under 50% of its race distance and over 3 laps completed by the leader, the race may be re-run at the discretion of the Clerk Of Course.

OUTSIDE ASSISTANCE: All riders: With the exception of Auto 50cc riders and Junior 65cc riders, once riders come under starters orders, outside assistance is forbidden and any violation may result in disqualification and time/point penalty. Receiving outside assistance will be considered as an attempt to gain an advantage for which the penalty may be disqualification from the respective race. Only riders who are competing in the race on the circuit are insured. Signed on riders who are not competing in the race and are on the circuit are treated as spectators.

Outside assistance may be permitted under the following criteria:

If carried out by an official in the interests of safety

If carried out by a 3rd party directly under the instruction of an official in the interests of safety

Auto and 65cc only: Responsible adults, who have signed on and acquired a high-vis bib can go on the track during their respective races and act to assist a rider of any machine only that may be stuck or fallen onto a rider.

FOUL, UNFAIR OR DANGEROUS RIDING: The Clerk of the Course may penalize any rider who, in their opinion, is guilty of unfair, foul or dangerous riding.

COURSE CUTTING: Course cutting or any other action taken which is deemed to give the rider an unfair advantage may result in exclusion from the results or a place penalty.

FLAGS & ASSOCIATED PENALTIES:

RED FLAG:

All riders must STOP. Riders must not pass any red flag unless authorised to do so and then proceed at a slow pace.

BLACK FLAG WITH RIDER NUMBER DISPLAYED ON A BOARD:

That rider must stop immediately and leave the circuit.

YELLOW MOTIONLESS:

Danger, take care and ride with caution

YELLOW WAVED:

Great danger, prepare to stop, no overtaking, a significant reduction in speed must be seen, jumps should not be attempted – **Noncompliance Penalty – 5 Positions/ disqualification**

GREEN: Riders under starters orders/ Qualifying has commenced

BLUE WAVED:

Warning, you are about to be lapped.

YELLOW WITH BLACK CROSS:

Last lap – Or a two lap then one lap board

WHITE WITH RED DIAGONAL CROSS RAISED AND MOTIONLESS:

Medical attention required at that post

WHITE WITH RED DIAGONAL CROSS WAVED:

Medical crew and officials in attendance on live racetrack. Proceed with extreme caution, riders must significantly reduce speed and roll each jump individually with no overtaking until past the area of concern - **Noncompliance Penalty – 5 Positions/disqualification**

Any rider who is judged to have taken unfair advantage or failed to adhere to the rules of the flag whilst a yellow or medical flag is displayed and waved will be penalised or disqualified.

ABANDONMENT: The Organiser reserves the right, subject to the approval of the Stewards of the meeting, to cancel, postpone or abandon the event, or the competition itself, if circumstances should arise which in their opinion, render such activity necessary.

All points from races ran at the meeting will stand toward championship standings.

In the event that a Championship round is unable to run due to matters out of the organisers control, the final championship results will stand as of the last Championship round.

RESULT: All results will be verified and issued by the chief timekeeper at the meeting within 10 mins of the race finishing. All results are provisional until all protest and appeal times have elapsed. Live Timing Results will be posted on Speedhive.

Any protests or appeals with the results please contact the secretary of the meeting within 30 mins of the race completion.

Protests and Appeals: Any offence or breach of the rules contained within the Sporting Code, Standing Regulations or any supplementary regulations; howsoever caused if witnessed by a senior official shall be deemed for purposes of disciplinary procedures "Statement of Fact". Senior officials will include (but not limited to); Clerk of the Course, his/her assistants, Chief Marshal, Timekeeper, Sound Tester, Starter and Finish Line Judges. All protests as per the National Sporting Code.

Please ensure you are aware of the protest and appeal timing for raising any issues with the secretary or clerk of the course. These can be found within the S/ACU motocross standing regulations.

POINTS:

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

Registered championship riders will have the points scored in the overall on the day transfer, as awarded, into the 2025 championship standings.

AWARDS: Trophies for each Class overall on the day winner down to third place. Any TIES on points will be decided by a Riders Position in his last race.

1st position Championship TIES will be decided on number of 1st places per rider over the series; subsequently 2nd place positions over the series, if required.

2025 TOP 3 CHAMPIONSHIP WINNERS (ADULT ONLY): The overall top 3 of the Amateur AND Expert classes at the end of the 2026 series MUST move up to the next graded class.

Example:

Amateur class top 3 will have to register and race in the Expert class in 2027 Expert class riders will have to register and race in the MX1/MX2 class in 2027

PRIZE MONEY: TBA

FUEL: All fuel used during an event must comply with 2026 SACU Fuel Regulations

ANTI-DOPING: As per the National Sport Code and SACU sanctions applied.

FIRE SAFETY: All Riders should carry a 2kg dry powder fire extinguisher in their vehicle.

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

Paddock: Rider must park in the designated areas and not obstruct roadway or fire/first aid routes. Silence in the paddock will commence at 11pm, Generators and loud music to be turned off no later than 10:45pm There is to be no riding in the paddock. Machines are to be pushed.

Riding in the paddock of any pit bikes, minibikes or direct drive e-bikes(Surron/Revvi) are not permitted. Pedal powered bikes and pedal powered electric assisted mountain bikes are permitted.

Dogs must be kept on a lead at all times.

Please ensure you help the organizer and circuit owners to “leave no trace” and take your rubbish home. (A bin bag will be provided to you at signing on)

Any rider, parent, guardian or mechanic who does not comply with these supplementary Regulation may result in exclusion from future events – or receive penalties and/or disqualification of their rider(s)

UNOFFICIAL RIDING:

Any rider found to have ridden at a championship venue within a period of 14 days prior to an event will be prevented from taking part in that championship event or subsequently disqualified. Exceptions to the above will be granted if the venue is open to the public on a practice day organized by the venue owner/operator. Any such day must be advertised at least a minimum of seven days in advance of the practice day.

Days which are held at venues hired by private coaches and declared as open to public will not be granted exemption and will be classed as being in breach of the 14 day rule

STARK VARG SAFETY GUIDELINES FOR USE BY ALL SACU AFFILIATED CLUBS 2026

For the Scottish Championships, specific regulations apply to the power output of the Stark VARG motorcycle.

As per standing motocross regulations section 2.2, electric bikes with the power output of the Stark Varg are only permitted within the adult classes

1. Definitions and Terminology

- MX1 Class: Maximum power output of 60 hp (45kW)
- MX2 Class: Maximum power output of 48 hp (36kW)
- Safety Zones: Predefined areas where stopped or damaged vehicles are temporarily placed to mitigate safety risks.
- LED Indicators: Visual signals on the motorcycle's handlebars to indicate the operational status of the vehicle.

This framework ensures both the competitiveness and safety of electric motocross racing in compliance with SACU standards.

2. Mandatory safety Equipment required:

- F500 fire extinguishers for lithium-Ion battery available at all times in the paddock.
- Emergency hook compliant with IEC 61235.

- Gloves IEC 60903-2003 or 60903-2003 class 0 up to 1000v, class 1 above 1000v.
- All PPE must be inspected by the Technical Director or designated official.
- Fire Blanket 3*3M available at all times in the paddock and on track

3. Track and Safety Procedures

● Marshal Positions and Actions:

- Marshals must remain in their designated positions, waving flags to signal potential dangers and real incidents.
- In the event of smoke or fire, the Race Director is authorized to stop the session immediately -Black Flag.
- Marshals are not to leave their position. Race officials should approach the motorcycle cautiously and monitor the LED indicators for guidance.
- LED Indicators and Corresponding Actions:
 - Solid Green: Bike engaged; throttle is live. Approach with caution.
 - Flashing Green: Neutral engaged; throttle off. Safe to handle.
 - Flashing Red: Bike in standby mode; throttle off. Safe to handle.
 - Constant Red: Bike is off; advisable to press until blinking to ensure the bike is completely shut down.
 - Officials must inform Race Direction about the rider's status, their position on the track, and the LED indicator status on the handlebar.

4. Event-Specific Safety Protocols

● Quarantine Zones:

- A minimum 5m x 5m space should be designated as a quarantine zone for any electric vehicle showing signs of malfunction, fire, or electrical danger.
- Marshals should prevent unauthorized access and alert Race Direction or the Clerk of the Course of any changes.

● Handling of Incidents:

- In case of smoke or fire, marshals should stay in their designated position:
 1. Race Officials should inform the Clerk of the Course or Race Direction immediately and then **AT THEIR DISCRETION**
 2. Evacuate the Rider away from the bike. Use the Safety Hook as necessary.
 3. Further evacuate Personnel and spectators, away from the area.
 4. Use the F500 extinguisher if safe to do so.
 5. If the fire cannot be extinguished, create a 5msq safe zone around the bike until the bike can be removed safely to a designated quarantine zone, approx 15msq.
 6. Ensure the vehicle remains under surveillance.

5. Compliance and Safety Standards

● Adherence to Regulations:

All electric motorcycles must comply with UN38.3 certifications, including various tests (e.g., altitude simulation, thermal test, vibration, shock, external short circuit, etc.).

Charging Protocols Segregation is Not necessary.

● Pit Charging:

○ All electric motorcycle charging equipment must comply with UN38.3 certification.

○ Important: All Bike Chargers MUST have an automatic shutdown feature to ensure safety in the event of short circuit scenarios

Technical Inspection and Power Limitation Controls

● Race Mode Activation:

○ The "Race Mode" must be activated on the Stark VARG motorcycle dashboard to restrict maximum power output as follows:

■ MX1: 60 hp limit.

■ MX2: 48 hp limit.

○ This restriction must be validated by a Technical Commissioner and cannot be disabled during the preset lockout period.

● Verification Procedures:

○ The Technical Commissioner will oversee the setting of power restrictions and verify compliance before and after the event.

6. Event Procedures in the event of an accident

● Communication Protocols:

○ Race Direction or Clerk of the Course must maintain constant communication with marshals during the event.

○ All personnel must be briefed on emergency procedures, including actions in case of fire, electrical malfunction, or severe crashes.

Marshalls stay in their respective positions waving their flags for potential dangers.

In case of smoke and / or fire:

Race Director (at their discretion) stops the session as deemed necessary.

The officials approach the machine with caution.

• **Solid GREEN: Bike engaged and throttle is live.**

- **Flashing GREEN: Neutral engaged (throttle off). OK**
- **Flashing RED: Bike in standby mode (throttle off).**
- **Constant RED: Bike is in stand by, off**
- Once the bike is turned off, Race Direction can remove in the same way as a combustion engine machine.

Marshalls stay in their respective positions waving their flags for potential dangers.

Officials inform Race Direction indicating the rider concerned, position on the track and the status of the LED indicator located on the handlebar.

PRESS THE RED BUTTON TO TURN OFF, EVEN IF WHEEL IS SPINNING.

7. Race Direction Intervene

- **Use of F500 Extinguisher (if needed) officials use the safety hook to separate the rider from the machine**
- **Once Extinguished/ Safe, the Bike can be removed and kept under surveillance.**
- **Further evacuate Personnel and spectators, away from the area.**
- **Use the F500 extinguisher if safe to do so.**
- **If the fire cannot be extinguished, create a 5msq safe zone around the bike until the bike can be removed safely to a designated quarantine zone, approx 15msq.**
- **Ensure the vehicle remains under surveillance.**

OFFICIALS:

Promotor: Johnny DH

Scotia Club Secretary: Derek Faulds

Clerk of the Course: Lorna Beecroft

Secretary of the Meeting: Yvonne Campbell

Incident Officer/Child Protection Officer: Wenda Bryce

Parc Ferme/Start Official: Derek Faulds

Chief Timekeeper: Sam Foote

Chief Marshal: Paul Lithgow

Chief Medical Officer: Craig Maison

SACU Steward: Stewart Campbell.

ABUSE OF OFFICIALS WILL NOT BE TOLERATED.

DECLARATION: It is a condition of acceptance of entry to the event the neither the club, landowner, nor the SACU shall be held responsible for any damage to a motorcycle or its accessories, transporters whether by fire accident of any cause, nor for theft of a motorcycle or its accessories or transporter during the meeting. This also includes any other items brought to the meeting buy any members of the public