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MEMBERSHIP

Membership and Championship Entry Fees – 2026

To compete in the 2026 Championship, riders must pay an entry fee of £100. This fee covers all Championship races and the Winter Warm-Up event. A family discount is available for households with at least two riders: the first rider pays £100, and additional riders pay £50 each.

Riders can participate in individual rounds without purchasing the Championship entry fee; however, they will not be eligible to earn championship points.

In order to race you will need to register your driver with NORA MOTORSPORT. Registration (license) fee is set at TBC.

COST OF RACING AT A CHAMPIONSHIP EVENT

Race fees are as follows:

Championship meeting - Sunday Race	£75
Additional Classes	£10
There are no practice day fees for ESKC full members when at Crail track. However, for non-ESKC track day practice there is a fee	£35
ESKC Non-members fee for practice days	£40
2 days Transponder Hire	£15

All riders undertake to ride at their own risk and as such sign a disclaimer at each race meeting.

All new rider numbers will be allocated on a sequential basis upon application. Ask for available numbers on application.

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Late Entry Fee Policy

1. Definition of Late Entry:

- A late entry is any registration submitted after **21:00 PM on the Friday** preceding the event weekend.

2. Fee for Late Entries:

- A **£10 late entry fee** will be applied to all registrations made after this cutoff time.

3. On-the-Day Entries:

- Entries made on the day of the event will only be accepted if there is sufficient space on the grid.
- These entries will also incur the **£10 late entry fee** and must be paid in cash at the event.

4. Exceptions:

- Riders facing unavoidable delays in registration must contact the organisers as soon as possible. Exceptions may be granted at the discretion of the event organisers.

5. Purpose of the Late Fee:

- This fee is intended to cover the administrative costs and logistical challenges associated with processing last-minute entries.

6. Encouragement for Early Registration:

- Riders are encouraged to register early to avoid additional fees and to help ensure smooth event planning.

Cancellation Policy

1. Cancellation Deadline:

- Cancellations must be made no later than **3 days before the event** to qualify for a refund.

2. Refund Policy:

- Cancellations made before the deadline will be refunded - no fee
- 50% refunds will be issued for cancellations made within 3 days of the event.

3. Exceptional Circumstances:

- In cases of illness, injury, or other unavoidable circumstances, riders may request a full refund or transfer of their entry fee to a future event.
- The decision will be at the discretion of the event organiser

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4. Event Cancellation or Rescheduling:

- If the event is cancelled or rescheduled by the organisers, all entry fees will be refunded in full or transferred to a future event, based on the rider's preference.

5. No-Show Policy:

- Riders who fail to attend the event without prior notice will forfeit their entry fee.

6. Contact for Cancellations:

- All cancellation requests must be submitted via email to:
info@riderskillacademyuk.com or scottishminimoto@riderskillacademyuk.com

RACE PROCEDURE

Assembly and Grid Formation

- Riders must report to the designated assembly area when their class is announced.
- The start line official will notify the assembly marshal when it is safe for riders to proceed.
- Riders will then complete a sighting lap to the grid. Depending on the circuit layout, this may not be a full lap.
- No rider may leave the assembly area more than 10 seconds after the sighting lap has commenced. Late arrivals will be directed to the rear of the grid and will not receive a warm-up lap.

Start Procedure

- Once the start line official confirms readiness, they will exit the grid and signal riders to prepare for the start.
- The race will begin via flag drop or light signal:
 - - Flag Start: A flag will be held and then dropped.
 - - Light Start: Lights will switch from red to green within five seconds.
- Grids will be staggered in rows of 2 to 4 riders, with a minimum of 2 metres between rows.
- Riders will be held on the grid for no longer than 30 seconds. The starter may initiate the race immediately after the final rider takes position or wait up to the full 30 seconds.

False Starts and Jump Starts

- If riders are held beyond 30 seconds, a false start will be declared and a warm-up lap will be issued.
- Any forward movement off the grid before the start signal constitutes a jump start.
 - Jump starts will result in riders being called back to the grid within one lap.
 - If not recalled, a 10-second penalty will be applied.
 - The decision to declare a jump start rests solely with the start line official.

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Start Line & Grid Behaviour – Safety First

- If a machine fails at the start, the rider must take the last grid position, unless otherwise directed.
- **Arguments with officials**, attempts to reclaim grid positions, or unauthorised repairs on the grid are strictly prohibited.
- Breaches of these rules may result in:
 - Time penalties
 - Exclusion from the race
 - Suspension from future events
- Such conduct undermines the authority of officials and poses safety risks to other competitors.

Track Conduct and Safety

- No person may enter the track unless authorised by an official or marshal. This includes riders, parents, and team members.
- Authorised personnel must wear orange hi-vis vests or jackets.
- Riders may fix minor mechanical issues at the side of the track, provided they exit the racing line safely.
- A motorcycle must cross the finish line under its own power to record a lap.
- Bike changes during a race are not permitted. The race must be completed on the same machine it was started on.
- Riders leaving the track or slowing down must do so with maximum caution to avoid endangering others.

Flag Signals

- **Yellow Flag**: Riders must slow down and not overtake. Breaches will incur a 10-second penalty.
- **Red Flag**: Indicates the race is stopped for safety reasons.
 - All riders must cease racing immediately and return slowly to the start line.
 - Riders must reform in their original grid positions.
 - Only riders who were under starter's orders and took part in the original race may participate in a re-run.
 - If 50% or more of the race was completed, the result will stand.
 - If less than 50% was completed, a sprint race will be held for the remaining laps using the original grid order.

Race Re-Runs and Exclusions

- Riders needing to return to the pits must signal their intent to the start line official.
- No rider may rejoin the race after the chequered flag has been shown.
- A rider deemed responsible for a race stoppage will be excluded from the re-run, even if medically cleared.
- If a red flag results in the race being declared from the previous lap, the rider causing the stoppage will be excluded from the results.

Track Re-Entry

- Riders who fall must rejoin the track at the point of incident.
- Cutting the track or skipping sections will result in disqualification from the race.

PENALTIES FOR BREACH OF RULES

Any member found to be in breach of the machine classification rules or restrictor guidelines will have all points for the current season deducted from their score up to the point of the breach. The bike will then have to be presented before the organiser and technical inspector for approval before that rider is allowed to race during that season's racing calendar. The penalties extend to all persons who accompany riders and are responsible for machine preparation, i.e. mechanics, team managers etc.

Ignorance of a situation will not be accepted as an excuse.

TECHNICAL INSPECTION

Technical statement – **TO PROMOTE SAFE AND FAIR RACING**

Bikes will only be allowed on track after a Rider/mechanic has checked over his machine and has conformed to the strict technical guidelines on the technical inspection sheet. Riders must note the following:

A technical inspection sheet will have to be completed by riders over 16 or a responsible parent or guardian for all Minibikes before they are allowed on track. Technical inspection sheets can be picked up from race control or downloaded before the event. If technical inspection sheets are completed but items on the bike have not been checked, this will be deemed a safety issue and you may be excluded from the event.

For each classification of machinery race bikes must be chosen at random at each race meeting to be stripped down and closely inspected.

The technical inspector's decision will be final. Any grievances must be taken up with the organisers and the problem will then be dealt with.

Competitors protest fees will be £50. They can nominate someone to check the stripping with the technical inspector. Riders will be responsible for stripping their own machines. The organisers reserve the right to strip bikes at their own discretion and no fee will be paid.

Technical Inspection is the sole responsibility of riders over 16 or responsible parents/guardians. The club technical inspector will not be responsible for undisclosed, missed or arising safety concerns regarding individual bikes.

TECHNICAL INSPECTION GUIDELINES

The following list will be used as a guideline by all Technical Inspectors:

- Noise – not to exceed 96 dba at 8,000 rpm.
- Clear numbers to be displayed on two sides and front.
- Wheel and headstock bearings no play.
- Spindle nuts to be tight.
- Chain guards to be adequate. Must cover bottom of rear sprocket.
- Brake levers must be clear of bodywork on full lock.
- All brakes must be in good working condition. No frayed cables, no leaking brake fluid.
- All bodywork to be adequately fixed. Headstock must be covered.
- Kill switch to be bar mounted and working.
- Foot pegs to be rubber shrouded or plastic with no sharp edges.
- Throttle must snap shut when released.
- Tyres must be in good condition – no canvas showing.
- Clothing must include all-over cover with knee, elbow and shoulder protection. Suits must be full or half leather all in good condition.
- Back protectors must be worn.
- No sparky sliders.
- Footwear must cover ankles.
- Helmet to be ACU Gold Approved full face type. Visor must be fitted.
- All competitors are advised to bring their own fire extinguishers and have these displayed at all times.

RIDERS / PARENTS / TEAM CONDUCT

1. Professional Behaviour

- Riders, parents, and team members must always conduct themselves in a professional, respectful, and sportsmanlike manner throughout any race meeting.
- Aggressive behaviour, threats, intimidation, or harassment (verbal, physical, or online) towards officials, marshals, riders, parents, or spectators will not be tolerated.

2. Language & Communication

- The use of foul or abusive language is strictly prohibited, whether directed at officials, riders, parents, or any other person.
- Violations will result in penalties of **a minimum 10-point deduction per rider**. Severe cases may lead to **immediate disqualification**, and in extreme circumstances, a **ban from future events**.
- The organisers reserve the right to issue official warnings or written endorsements in cases of unacceptable behaviour.

3. On-Track Conduct

- Riders must race fairly and with respect for others.
- Riders who cause another competitor to fall during an overtaking manoeuvre may, at the discretion of race officials, have their points for that heat reversed or voided, unless it is deemed a genuine racing incident.
- Dangerous or reckless riding may result in further penalties, disqualification, or suspension.

4. Complaints & Protests

- Only **full race members** may submit complaints or protests.
- All complaints must be made in writing to race control within 30 minutes of the incident.
- Abuse of the complaints process may itself result in disciplinary action.

5. Pit & Paddock Area Safety

- The riding of machines in the pits or paddock area is **strictly forbidden** for safety reasons.
- Engines must only be started in designated areas and under adult supervision.
- All riders must wear helmets when sitting on or operating machines at any time.
- **Each competitor must have a 2kg(minimum) dry powder fire extinguisher kept available for immediate use at all events.**

6. Parental / Guardian Responsibility

- Parents and guardians are responsible for ensuring their child's safe and respectful conduct both on and off the track.
- Any misconduct from parents/guardians may result in the rider receiving penalties, up to and including disqualification.

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7. Final Authority

- The decision of race officials and organisers is **final and binding**.
- Repeated breaches of conduct will be recorded and may lead to suspension from the championship.

RACE CLOTHING & PROTECTIVE EQUIPMENT POLICY

To ensure maximum rider safety, **all riders must wear full protective clothing and equipment** whenever they are on track, whether in practice or racing.

General Requirements (All Classes)

- **Helmet:**
 - Must carry a valid **ACU Gold Approved stamp** (or equivalent international standard such as ECE 22.06).
 - Full-face design with secure visor.
 - Must be free from cracks, major scratches, or loose fittings.
- **Leathers / Protective Suit:**
 - Riders must wear **one piece racing leathers** or approved **Minimoto race suits**.
 - Must be the correct size, in good condition, and fastened properly at all times.
- **Boots:**
 - Must provide **good ankle protection**.
 - **Strictly no trainers or casual footwear**.
- **Gloves:**
 - Must be **good quality racing gloves** with full wrist coverage.
- **Back Protector:**
 - A correctly fitting **CE-approved back protector** is mandatory for all riders.
- **Condition of Gear:**
 - All equipment must be **clean, undamaged, and correctly fitted** before entering the track.

Minimoto Class

- Full **one-piece racing full or half leathers** are compulsory.
- **Chest protectors** are recommended for junior riders and may become mandatory at the discretion of the organisers.

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Mini Bike / Pit Bike Class

Due to the different riding style and machine type, the following minimum standards apply:

- **Helmet:** ACU Gold (or equivalent) full-face helmet with visor.
- **Protective Suit:**
 - Either **one-leather suit** or a **CE-approved textile race suit** designed for motorcycle sport.
- **Boots:**
 - Must be full-length motorcycle boots with ankle and shin protection.
- **Gloves:** CE-approved motorcycle gloves with wrist protection.
- **Back Protector:** CE-approved, mandatory.
- **Knee and elbow protection:** If not built into the suit, must be worn separately.

Compliance & Enforcement

- **All protective clothing and equipment must be worn at all times** during practice, qualifying, and racing sessions.
- Riders found without correct race clothing will receive a **formal warning**.
- **Repeated failure** to meet requirements will result in the rider being **excluded from the session or event** until compliant.
- The decision of the scrutineer or race officials is **final** on matters of safety equipment.

MEDICAL SERVICES

The following minimum medical service requirements must be in place before racing may commence. Medical cover requirements vary depending on the type of event. Practice events will have two first aiders. Race day cover is as follows.

1. Minimoto Events Only

Medical Personnel

A minimum of two First Aid personnel holding a current FREC 3 qualification or above.
All First Aid personnel must be competent and currently certified.

Medical Provision

A Land Ambulance (non-blue light) in attendance for the duration of the event.
Appropriate first aid medications and materials.

Medical Equipment

A stretcher (preferably a scoop stretcher).
Equipment to immobilise limbs and the vertebral column.

2. Combined Minimoto and Mini Bike Events

Medical Personnel

- One registered Paramedic present on site at all times.
- A minimum of two additional First Aid personnel, holding a current First Aid qualification appropriate to their role.

Medical Provision

A Blue Light Ambulance in attendance for the duration of the event.

Medical Equipment

- A stretcher (preferably a scoop stretcher).
- Equipment to immobilise limbs and the vertebral column.
- First aid medications and consumable materials suitable for motorcycle racing injuries.

Communications & Control (All Events)

- Radio communication between Race Control, marshals, and medical services.
- Visible and audible signals to allow for rapid incident response.

Insurance & Compliance (All Events)

Where an event is open to the public, event organisers must ensure that all medical and First Aid personnel are adequately insured against malpractice for the event concerned.

CONCUSSION / SUSPECTED CONCUSSION PROTOCOL

Applicable to all riders participating in events sanctioned under **Nora Motorsport** permits

If a competitor is involved in an incident resulting in a diagnosis of concussion or suspected concussion by the Event Medical Officer (EMO) or Chief Medical Officer (CMO), the following protocol must be followed:

Immediate Action

The rider must be excluded from further participation in the current event.

The Event Organiser must document the incident and notify the **Nora Motorsport** and Insurance provider within 24 hours.

The rider will be placed on the **Nora Motorsport** Medical Suspension List.

Notification Responsibilities:

The Event Organiser must:

- Inform the rider of their suspension and the required steps for medical clearance.
- Notify organisers of any upcoming events where the rider was scheduled to participate.
- Ensure the rider does not participate in any event during the suspension period.

Recovery & Suspension Periods

The following minimum suspension periods apply based on the rider's age:

- Over 20 years: 9 days
- 16–19 years: 12 days
- 15 and under: 23 days

During this time, the rider is **not permitted to ride**, train, or participate in any competitive or practice sessions.

Return to Riding Requirements

To return to competition or practice, the rider must:

- Complete the mandatory suspension period.
- Obtain a Doctor's Certificate or Medical Clearance Letter confirming fitness to return.
- Submit the certificate to the Event Organiser.
- Optionally, be assessed by the CMO at the event for final clearance.

Cross-Event Communication

If a rider is injured on a Saturday and is scheduled to ride on Sunday at another event, the Saturday Organiser must inform the Sunday Organiser of the rider's condition to prevent participation

CHAMPIONSHIP EVENT

The full year's programme will consist of **7 rounds** held at pre-selected circuits in the UK between **April and November**.

Format

- Each Championship round will be run over **3 races per class**.
- All riders will take part in **two qualifying sessions** to determine their starting grid positions.

Qualifying & Grid Positions

- Any rider who fails to complete at least **3 qualifying laps** may, at the discretion of the Race Director, be placed at the **rear of the grid** for their class.
- Any rider found to start from the wrong grid position will receive a **10-second time penalty**.

Race Completion

- A competitor must cross the chequered flag on their bike in working order to be classified as a finisher.
- Alternatively, a rider will be classified if they have completed at least **50% of the leader's race distance**.
- Only classified finishers will score points.

Timing & Transponders

- **Competitors are strongly advised to use their own MyLaps or AMB motorsport transponder (Motocross versions are not permitted)**
- A limited number of hire transponders will be available at each round.
- Transponders must be securely fitted to the machine in the correct holder and mounted in a position facing down toward the track. If you are unsure about fitment, please ask a Championship Official before racing.
- It is the rider's responsibility to ensure that their lap times are being recorded correctly on live timing (Speedhive) or on official results sheets. Any issues must be reported immediately.
- Timekeeping requires concentration and accuracy. Enquiries should be restricted to essential matters only.
- **If a rider starts a race or qualifying session without a transponder fitted, they will not be included in the results.**

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Classes

For 2026, all riders will compete **only within their designated class**. There will be **no mixed-class races**. The following classes apply:

Minimoto Classes:

- Rookie Cup
- Junior A
- Junior B
- Junior C
- Production Classes

Mini Bike / Pit Bike Class

- GP1/ GP mini - Pit Bike/Minibike (4stroke only up to 110cc)
- GP2 / GP midi – Mini Bike/Pit Bike (2stroke up to 65cc and 4 stroke up to 140cc)

Championship Points System

Each Championship Round consists of three races.

- Points are awarded **per race**, per class, using the following scale:
25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1
(1st through 15th place)
- A rider's **total score across the three races** determines their **overall standing for that round**.
- The rider with the **highest cumulative score** in a round is awarded **25 Championship Points** for that round.
2nd overall receives 20 points, 3rd gets 16, and so on down to 15th place receiving 1 point.
- These **Championship Points** are what count toward the **overall season standings**.
- The **final round** of the Championship will be a **double points round**, meaning:
- Race points are doubled (e.g., 1st place earns 50 instead of 25)

A maximum of 25 riders per class is permitted. If the class numbers rise over 25 then the class will be split into 2 groups with the faster being group 1 and the others being group

GENERAL CLASSIFICATION OF MACHINERY

Minimoto Machinery Requirements

- All machines across all classes must be chain-driven from crank to rear wheel via centrifugal clutch, unless electric powered.
- All engines must be fitted with effective silencers.
- Capacity limits: 40 to 50cc 2-stroke, or 12.5KW electric drivetrain.
- All bikes must be fitted with fairings sufficient to cover all protruding objects, including headstocks.
- All machines must have a working kill switch mounted in an accessible and standard position on top of the headstocks adjacent to the left handlebar.
- Rider numbers must be displayed and visible from the front fairing, minimum 7cm high in a clear font.
- Foot pegs must be made of plastic or covered with rubber and be rigid.
- Exhausts must not extend beyond the seat.
- Brakes may be hydraulic or cable-operated.
- No moveable suspension is allowed.
- Machines may be stripped and checked at the organiser's discretion

Machine Dimensions

Dimension		Mini	Midi
Wheelbase		680mm max	880mm max
Length		970mm max	1,200mm max
Seat Height		400mm max	470mm max
Foot Peg Length		60mm max	60mm max
Total Height		540mm max	620mm max

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Mini Bike and Pit Bike Machinery Requirements

- Mini Bike Class: 2-stroke engines up to 65cc.
- Pit Bike Class: 4-stroke engines up to 140cc.
- Machines must be chain-driven and fitted with effective silencers.
- Kill switches must be mounted in an accessible position near the left handlebar.
- Fairings must provide adequate coverage of protruding components.
- Rider numbers must be clearly visible on the front fairing.
- Foot pegs must be rigid and covered with rubber or made of plastic.
- Brakes may be hydraulic or cable-operated.
- No moveable suspension allowed.
- Machines may be stripped and checked at the organiser's discretion.

Mini GP / Pitbike Basic Dimensions (in millimetres)

Dimension	Specification
Wheelbase	1550mm maximum
Length	1950mm maximum
Saddle Height	870mm maximum
Total Height	935mm maximum

NOTICE TO ALL RIDERS

If you are in any doubt about what engine you have, then ask an official for an inspection at the first meeting. It is imperative you have the correct exhaust restrictors. The organisers reserve the right to change a ruling if it is deemed to be giving an unfair advantage. The use of tyre warmers is also prohibited.