



HANDBOOK

ADULT AND YOUTH DIVISIONS

MOTORCYCLE

and

QUAD



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1 Benefits of Affiliation to ORPA

1. Clubs have freedom to run independently or in groups as they wish
2. Individual or Committee run clubs can affiliate
3. Freedom of Date Choice
4. Freedom of Rider Choice
5. Freedom of Event Format
6. Licence Fees for Riders -
 £12 Full (to be remitted to ORPA); £3 Day (to be retained by club)
7. Permit Fees £12
8. Affiliation Fee £50
9. No rider limits on number of members per club
10. High event safety standards
11. Good Quality event insurance at reasonable price



2 HOW TO CONTACT US

2.1 Chairman:

Mr Tony Ford

131 Broomfield Avenue
Worthing
West Sussex
BN14 7SF

Tel: 01903 265738
Fax: 01903 691592

2.2 Administration Office:

The Off Road Promoters Association

131 Broomfield Avenue
Worthing
West Sussex
BN14 7SF

Tel: 01903 265738
Fax: 01903 691592

2.3 Insurance Broker:

Alan & Thomas
99 Holdenhurst Road
Bournemouth
Dorset
BH8 8DY

Tel: 01202 754900
Fax: 01202 754901

3 CONSTITUTION

3.1 ADULT AND YOUTH DIVISIONS

1. The aim of the Off Road Promoters Association is to promote competitive Off Road Sport.
2. To provide interested promoters or promoting clubs the opportunity to run successful events.
3. To fight any attempt at restrictive practices within the sport which would prevent affiliated clubs or promoters from running successful events.
4. To provide insurance cover at competitive rates. Neither the Off Road Promoters Association nor any affiliated club or promoter would be entitled to any form of commission from the insurance broker or insurance companies concerned.
5. To ensure that tracks comply with the safety code of the association when being used by association members. The safety code is at present much more stringent on safety standards than that used in any other organisation.
6. Clubs, individual competitors or officials may race with or belong to other clubs or organisations if they so wish.
7. This organisation operates two sections with the following age restrictions for competitors:
 - Adult Section
 - a lower age limit of 16 years
 - Youth Section
 - a lower age limit of 6 years - 16 years.
 - All officials must be over 16 years of age.
 - All persons under the age of 18, either competitors or officials must have the written approval of their parent or legal guardian.
8. Clubs will decide their own requirements as to race formats and dates of events, but the safety code must be adhered to at all times.
9. Clubs will pay an affiliation fee for membership each year.
10. Fees will be due on affiliation and on 1st January each year.
11. Clubs will be responsible for their own constitution, whether they be committee or individually run and for ensuring that they operate under the safety codes for ORPA.

4 MOTO CROSS SAFETY CODE

4.1 Track Layout (Not Stadium)

1. All circuits must be not less than 9 metres wide (30ft) including jumps.
2. The track turns, as much as possible, should use 180% corners. Where less angle corners are used, the track should be correspondingly wider.
3. The start should be 1 metre per rider wide. The first turn should preferably be 180% and at least 12 metres (40ft) wide.
4. Where long straights are used the track width must be increased proportionately.
5. No 'Whoop de Doos' permitted.
6. Jumps must be profiled to throw the rider forward, not upward. They must not be over 45 degrees angle and Table tops must be rounded on landing end.
7. Jumps must be 19 metres (60ft) apart from peak to peak.
8. Circuits must be graded often enough to keep the track safe.

4.2 Track Layout (Stadium)

1. All circuits must be not less than 4.5 metres wide.
2. Turns should be mainly 180 degrees.
3. The start should 1 metre per rider wide into 180 degree turn, minimum 6.5 metres (20ft).
4. Whoops should be constructed to suit all types of machines racing on the track.
5. Jumps must be profiled to throw the rider forward, not upward. They must not be over 45 degrees angle and Table tops must be rounded on landing end. Jumps should be constructed to be as safe as possible; bearing in mind Stadium cross is a dangerous sport.
6. Circuits must be graded often enough to keep the track safe.

4.3 SPECTATOR AREAS

1. Spectators must be kept on the outside of the track, except where a properly constructed and controlled bridge to an inner spectator area is erected.
2. Spectators are not permitted to cross tracks at any time, unless by bridge.
3. Vehicles must be parked not less than 2 metres (6ft) from the protective fencing.

4.4 SAFETY FENCING

4.4.1 General

1. Spectator areas must either be roped with three lines of rope not less than 6 metres (20ft) between each line. Ropes should be between 0.75 metres (30") and one metre (3ft) high. The rope should be kept as taut as possible at all times OR must use triple wired chestnut fencing at least 1.5 metres (4ft) high, with a rope line at least 1 metre (3ft) in front of the chestnut fence. The points on chestnut fencing must face downwards.
2. The roping in spectator areas must be not less than 10 ml nylon type rope in good condition. The posts must not be more than 4 metres (12ft) apart. The posts should be not less than 5 cm (2") in diameter. Posts must be firmly impacted into the ground.
3. The complete circuit must be roped including restricted areas. The posts in these areas can be 10 metres apart providing there is 10 metres between opposing track sections. If less then posts must be no more than 4 metres apart. Under no circumstances can there be less than 4 metres between track sections, unless with a ditch or chestnut fencing between.
4. Banked turns in restricted areas should have chestnut fencing at least 1 metre (3ft) high on the exits if the track sections are under 6 metres (20ft) apart. In spectator areas they must be at least 6 metres from the spectator fencing.
5. Where the track has been cut deep into the surface the above rules must still be applied.
6. Sufficient fire extinguishers, of powder and water types, must be easily available for all areas. The safety officer will be responsible for their placement and use.

7. PLEASE NOTE FROM JANUARY 2002:

- (a) Permanent circuits should gradually replace the third rope where paddocks run alongside the track with chestnut fencing to be completed by 2006. It is thought that Government safety officer may enforce this sometime in the future. The second rope can be replaced with a ditch close to the first rope if preferred.
- (b) Where parts of the track run alongside each other, it is recommended that a ditch be put between, aiding with the drainage of the track as well as a further safety measure.

4.4.2 Stadium

1. Safety fencing of a suitable type to be used indoors, should be used to keep spectators totally separated from the race track area. Spectator safety must be paramount.
2. Tracks should be laid out using a method that keeps riders within the defined layout e.g. tyres, bales etc.
3. Sufficient fire extinguishers of the required type must be available around the stadium and circuit.
4. Jumps must be safe for all standards and age of rider using the track.

4.5 **MINI MOTOCROSS**

1. Tracks must be 6.5 metres (20ft) minimum width, with ditches or two lines of chestnut fencing between opposing lines of track. Where ditches are used, they should be a minimum 1 metre (3ft) wide. The track must be roped and staked, no tapes.
2. Jumps must not be over 45° angle of ramp and have no ridges on landing end of table tops. They must be full 6.5 metres (20ft) track width.
3. Spectators should be protected as in the full size track rules. Spectator safety is paramount.
4. Riders are recommended to wear neck protection.
5. Maximum 20 riders on line with 1 metre (3ft) per rider start width.
6. No riding in the paddock.
7. Eligible machines as per the ORPA homologation.
8. Age Restrictions

6-10 50cc Standard Autos
10-16 standard 125cc;
16+ & Adults 150cc standard and modified

4.6 **WARNING NOTICES**

1. Public warning notices must be displayed at all points of access. Warning notices must also be prominently displayed in spectator areas between the roping or above the chestnut fencing.
2. Public keep out notices should be displayed in restricted areas and should be rigorously enforced.

3. The warning notices must carry the official wording as laid down by the Off Road Promoters Association.

4.7 RIDERS EQUIPMENT

1. Riders must wear approved helmets, at least to silver stamp standard. Helmets must not be more than three years old. Helmets must be in good condition with a securely fixed strap. Non fibreglass helmets must not be sprayed. Fibreglass helmets should be checked thoroughly for any sign of crash damage.
2. Riders must wear properly constructed nylon or leather racing jeans, with flame resistant linings. Hips and knees should be protected with fixed or removable padding.
3. Racing shirts should be of strong, tear resistant material.
4. Gloves should be of leather or similar protective quality material.
5. Calf length leather, or equivalent strength material, boots must be worn.
6. Goggles and other extra protective clothing, as well as the aforementioned mandatory protective equipment, may be worn but it must be of good quality.
7. Children under the age of 16 must wear neck protectors to solve health and safety issues.
8. All equipment must be in good condition.

4.8 PADDOCK AREAS

1. Paddock areas must be separated from the spectator car parks where there are paying public.
2. A 1 metre (3ft) high rope posted every 4 metres is the recommended method.
3. Vehicles must be parked not less than 2 metres (6ft) from the protective fencing.
4. Vehicles must be parked in such a way that an emergency vehicle can get to each one easily.
5. Pressure washers to be used where and at the discretion of the club concerned.
6. No riding in the pits under any circumstances. Instant dismissal at the discretion of the Clerk of the Course is the available punishment.
7. Exits and access road must be kept clear at all times.
8. Where young children are riding mini bikes up to a 65 cc machine only, a properly roped area must be erected, away from the main paddock area. Parents must keep their vehicles adjacent to this area and control their children. Parents will be held responsible for the results of their



children's actions and behaviour. Parents must sign on and be instructed in its rules before their children use this facility.

9. Sufficient fire extinguishers of powder and water type must be easily available.

4.9 RIDERS BEHAVIOUR

1. Riders will be expected to behave in a sportsmanlike manner at all times. Racing is a competitive business but no deliberate foul riding will be tolerated, e.g. attempts to kick opposition, deliberately knocking a rider off, brake checking etc.
2. Riders will be expected to behave respectfully to all officials acting in any capacity at the meeting.
3. Minor offences - in proven cases the offender can be punished by the clubs concerned, with race or meeting disqualification at their discretion. The panel for minor offences will consist of the Clerk of the Course and the two club stewards. Serious offences will be judged by an independent panel of three persons at an adjudicated date. Where the case is proven, offenders face punishments of suspension and/or fines.
4. Fighting will not be tolerated under any circumstances. Instant dismissal from the meeting and/or report to the Off Road Promoters Association at the club's discretion is available.
5. Riders are responsible for the behaviour of all accompanying personnel, adult or child. Bad behaviour will be treated in exactly the same manner whether committed by the rider or entourage.
6. Riders must not go on to the track without the correct numbers on their machine.
7. Riders must complete two laps practice prior to competing in a race.
8. Riders may visit restricted areas to inspect the track but may not stay to watch racing in these areas.

4.10 MACHINES

1. All machines must be equipped with a silencer to the required standard of 96 decibels maximum. Four strokes must have standard silencers, FMF Q or DEP Eco-pipe type. For 2007 all four strokes must have Enduro silencers of 94 decibels maximum.
2. Ball end handlebar levers must be in good condition.
3. Footrests must be round ended and folding.
4. All bearings must be in good condition.
5. No play in either forks or rear suspension.



6. Spokes should be tight.
7. Tyres must not be ripped or canvas showing.
8. There must be no unprotected metalwork beyond the rear mudguard.
9. Silencers must not protrude beyond the rear mudguard.
10. Brakes must work efficiently.
11. Throttle must be self returning.
12. Numbers must be clear:
 - a. 125 - white on black background
 - b. 250 - white on green background
 - c. 500 - black on yellow.

4.11 EVENTS

1. All riders must complete two practice laps, prior to racing. Up to 60 riders may be allowed out in practice at any one time, released singly.
2. The method of starting will be at the club's discretion.
3. Up to 40 solo riders may be on the start line in one line up. Quads will have 20 on the line with 25 permitted where track width and start space permits.
4. Track numbers will be determined by track length and width, with safety being the prime consideration.
5. Handicaps will have no more than 40 riders.
6. The track must be adequately marshalled as per T.T.C.
7. The officials and marshals must be over sixteen.
8. Marshals must be signed in on the correct sheet. Where the marshal is under 18 a parent or guardian must countersign.
9. Marshals must be instructed in their duties.
10. Marshals should be equipped with yellow warning flags and white first aid flags.
11. First aid is summoned by waving white flag over head while keeping yellow flag out to warn riders.
12. Marshals should stay off track except in extreme emergency.



13. Marshals should be positioned so as to not be in direct path of the approaching riders, preferably on the inside of turns.
14. The finish vehicle should be positioned so as to not be a danger to the riders.
15. The finisher has a black flag and board to pull offending riders off the track, as well as a yellow with a black cross last lap flag and chequered finishing flag.
16. The Clerk of the Course and the Starter have red flags for stopping a race prematurely, for whatever reason.
17. A race that has done more than half distance when stopped will be deemed completed.
18. A race less than half distance can be re-run or considered as a result at the discretion of the club.
19. Protests must be registered with the Secretary of the Meeting within 30 minutes of the race finishing to be valid.
20. Overall meeting results must be protested within 24 hours of the publication of results to be valid.
21. Protest fees are: Race protest - £25, Meeting protest - £25. They are returnable if successful, forfeit if invalid.
22. Race length and content at the discretion of the organising club.
23. Date of event and venue of event at the discretion of the organising club.
24. Tracks will be inspected initially by an inspector appointed by the Off Road Promoters Association to ascertain that the club organisers understand and are capable of fulfilling the requirements of ORPA in track layout. The club's Safety Officer(s) will be responsible for all new track layouts thereon. Failure to adhere to requirements would nullify permit and insurance cover.
25. Insurance is available from the association. Although not forced to use the association's insurance, to run an event under the associations banner, at least an equal standard of cover must be arranged by the organising club.
26. Dust and other conditions governing safety are the responsibility of the Clerk of the Course, Safety Officers and Stewards. Any decision to curtail or otherwise an event is to be taken by them.
27. ORPA's insurance broker must be notified of the date of all events at least seven days prior to the event in the case of a non paying gate event and four weeks in advance in the case of a paying gate event.
28. At least one ambulance and personnel, preferably including a paramedic, must always be on site. Many hospitals prefer county ambulances to ferry the patients from the tracks should that be necessary.

4.12 INSURANCE

1. Every rider must sign on the signing on sheet after walking the track and before going out for practice.
2. The organisation has arranged a good standard of cover but continuation of this cover relies on complete adherence to the aforementioned rules, by both riders and organisers.
3. Clubs should complete accident reports immediately after the event and forward to head office.
4. Insurance payments must be forwarded to the brokers within 7 days of the event.
5. All riders must be insured for public liability by the club. Riders should arrange personal accident cover for themselves.

4.13 AGE RESTRICTIONS

4.13.1 ORPA - Adult Section

1. Riders may compete in this section provided they are 16 years of age or older, there is no upper age limit.
2. Any rider under the age of 18 must have the approval of their parent/guardian on both their entry form and/or the 'signing on' sheet for the race meeting.

4.13.2 ORPA - Youth Section

1. Riders must be between the ages of 6 to 16 years of age to compete in the Youth division of ORPA for motocross and motor cycle disciplines.

2. The following categories are the age limits:

- | | |
|-----------------------------------|--|
| • Automatics (air & water cooled) | 6 - 8 years old |
| • 65cc Juniors | 6 - 9 years old |
| • 85cc small wheel | 9 - 12 years old |
| • 105cc big wheel | 12 - 14 years old |
| • 150cc 4stroke big wheel | 12 - 14 years old |
| • 125cc Schoolboys | 14 - 16 years old |
| • 250 four stroke/144 two stroke | 14 – 16 years old (parental responsibility) |
| • Quads | up to 12 as per solo classes. |
| • Blaster class | 12 - 14 standard |
| | 14 - 16 modified 200cc maximum |
| • 250 four stroke | 14-16 standard (parental responsibility no mods) |

- Quads approved for racing

The Armstrong Industry Corporation have approved CQR 100cc and 50cc range with the addition of nerf bars and the other normal equipment specified in the rules for racing. Cobra have also certified their machines are suitable for racing. Blasters as per spec.

No other manufacturers has, to date, given ORPA their approval of their machines for racing so no other makes should be allowed to enter unless these manufacturers subsequently agree their suitability. The organising club will be at risk if they allow this to happen. Their insurance will also be null and void so beware.

3. Maximum capacities apply as specified in all schoolboy classes.
4. A child may race in the appropriate class until the end of the race season provided their date of birth falls on or after 1 January during the season.
5. Youth riders are able to enter adult novice/junior classes after the age of 16 or stay in the youth section until the end of the year.
6. Any rider under the age of 18 must have the approval of their parent/guardian on both their entry form and on the 'signing on' sheet for the race meeting.

5 SUPERMOTO SAFETY CODE

1. Moto cross rules apply for track layout etc.
2. Tarmac track markers should be joined by 10mm nylon rope, anchored firmly at corners.
3. Clothing should where possible be one piece leathers and gold standard helmets and visors.
Calf length leather boots, leather gloves and other protective clothing deemed necessary by the organising club.
4. Machines must be shod with suitable tyres for the purpose.
5. All other rules as per Motocross.

6 ENDURO and HARE AND HOUNDS SAFETY CODE

6.1 TRACK LAYOUT

9. All circuits must be of a safe width and clearly marked.
10. Care must be taken not to damage the large trees on the site (Oaks, Ashes, Beech, Chestnut, Firs e.t.c.) overhanging branches, tree stumps, solid obstacles should be marked with yellow tape (removed immediately after the event) or non toxic water based paint. Beech Alder or Hazel Trees maybe trimmed with the landowner's permission.
11. The start should be 1 metre per rider wide. Hare and Hounds ideally should have no more than ten riders starting together, however where classes are larger then up to forty may start together providing the course has a 9 metre wide section with not less than four bends and at least 400 metres long before entering any narrow sections.
12. There should be a minimum gap of two minutes between the start time of the different classes.
13. Enduros no more than two off at the same time.
14. Lap scoring / time keeping lanes must be roped.
15. Refuelling area must be roped and contain adequate fire extinguishers. Children not allowed in refuelling area.
16. Youth and adults classes must never be on the course at the same time.

6.2 WARNING NOTICES

4. Public warning notices must be displayed at all points of access. Warning notices must be at signing on.
5. Public Keep Out notices should be displayed in restricted areas and should be rigorously enforced.
6. The warning notices must carry the official wording as laid down by the Off Road Promoters Association.
7. It is recommended local advertising is not used as that helps to keep the non riders at a meeting confined to persons who know what is going on and minimises the general public wandering into places they shouldn't be.

6.3 RIDERS EQUIPMENT

9. Riders must wear approved helmets at least to silver stamp standard. Helmets must not be more than three years old. Helmets must be in good condition with a securely fixed strap. Non fibreglass helmets must not be sprayed. Fibreglass helmets should be checked thoroughly for any sign of crash damage.
10. Riders must wear properly constructed nylon or leather Enduro jeans, with flame resistant linings. Hips and knees should be protected with fixed or removable padding.
11. Racing shirts should be of strong, tear resistant material.
12. Gloves should be of leather or similar protective quality material.
13. Calf length leather, or equivalent strength material, boots must be worn.
14. Goggles and other extra protective clothing, as well as the aforementioned mandatory protective equipment, may be worn but it must be of good quality.
15. All equipment must be in good condition.

6.4 PADDOCK AREAS

10. Paddock areas must be separated from the refuelling areas and any spectator section.
11. Vehicles must be parked in such a way that an emergency vehicle can get to each one easily.
12. Pressure washers to be used where and at the discretion of the club concerned.
13. No riding in the pits under any circumstances. Instant dismissal at the discretion of the clerk of the course is the available punishment.
14. Exits and access road must be kept clear at all times.
15. Sufficient fire extinguishers of powder and water type must be easily available.

6.5 RIDERS BEHAVIOUR

9. Riders will be expected to behave in a sportsmanlike manner at all times. Racing is a competitive business but no deliberate foul riding will be tolerated, e.g. attempts to kick opposition, deliberately knocking a rider off, brake checking etc.
10. Riders will be expected to behave respectfully to all officials acting in any capacity at the meeting.
11. Minor offences - in proven cases the offender can be punished by the clubs concerned, with race or meeting disqualification at their discretion. The panel for minor offences will consist of the clerk of the course and the two club stewards. Serious offences will be judged by an independent panel of three persons at an adjudicated date. Where the case is proven, offenders face punishments of suspension and/or fines.
12. Fighting will not be tolerated under any circumstances. Instant dismissal from the meeting and/or report to the Off Road Promoters Association at the clubs discretion is available.
13. Riders are responsible for the behaviour of all accompanying personnel, adult or child. Bad behaviour will be treated in exactly the same manner whether committed by the rider or entourage.
14. Riders must not go on to the track without the correct numbers on their machine.
15. Riders must complete a sighting lap and sign the disclaimer, if satisfied with the safety of the circuit, prior to competing in the event.

6.6 MACHINES

13. All machines must be equipped with a silencer to the required standard. Road legal where roadwork is involved in the event. Motocross levels at club's discretion where road work isn't involved.
14. Where road work is involved, machines must be completely street legal.
15. Ball end handlebar levers must be in good condition.
16. Footrests must be round ended and folding.
17. All bearings must be in good condition.
18. No play in either forks or rear suspension.
19. Spokes should be tight.
20. Tyres must not be ripped or canvas showing.
21. There must be no unprotected metalwork beyond the rear mudguard.

22. Silencers must not protrude beyond the rear mudguard.
23. Brakes must work efficiently.
24. Throttle must be self returning.
25. Numbers must be clear.

6.7 EVENTS

29. All riders must complete a sighting lap and sign the disclaimer before starting event. In events with more than a ten mile lap, a filmed lap may be used as a sighting lap. Every rider must view this film and sign that they have seen it.
30. The method of starting will be at the club's discretion.
31. Ten to forty riders maximum permitted to start together in Hare and Hounds. Two at a time in Enduros.
32. Track must be adequately marshalled as per T.T.C.
33. The officials and marshals must be over sixteen.
34. Marshals must be signed in on the correct sheet. Where the marshal is under 18, a parent or guardian must countersign.
35. Marshals must be instructed in their duties.
36. Marshals should be equipped with yellow warning flags and white first aid flags.
37. First aid is summoned by waving white flag over head while keeping yellow flag out to warn riders.
38. Marshals should stay off track except in extreme emergency.
39. The clerk of the course and the starter have red flags for stopping an event prematurely, for whatever reason.
40. Protests must be registered with the Secretary of the Meeting within 30 minutes of the results being published to be valid.
41. Protest fees are: Race protest - £25, Meeting protest - £25. They are returnable if successful, forfeit if invalid.
42. Event length and content at the discretion of the organising club. Where child events are concerned length must take into account the age groups physical capability ie: 6-8 group no more than half an hour. (No auto's)

43. Date of event and venue of event at the discretion of the organising club.
44. Insurance is arranged by the association through Alan and Thomas. See Insurance Returns form.
45. Dust and other conditions governing safety are the responsibility of the Clerk of the Course, Safety Officer and Stewards. Any decision to curtail or otherwise an event is to be taken by them.
46. ORPA must be notified of the date of all events at least seven days prior to the event.
47. At least one ambulance and personnel, preferably including a paramedic, must always be on site. Many hospitals prefer county ambulances to ferry the patients from the tracks should that be necessary.

6.8 INSURANCE

6. Every rider must sign on the signing on sheet after the sighting lap and before going out for the event.
7. The organisation has arranged a good standard of cover, but continuation of this cover relies on complete adherence to the aforementioned rules by both riders and organisers.
8. Clubs should complete accident reports immediately after the event and forward to head office.
9. Insurance payments must be forwarded to the brokers within 7 days of the event.
10. Programmes or lists of riders should be forwarded to head office at the same time.
11. All clubs must be insured for public liability. Riders should arrange personal accident cover for themselves. CICA offer seven days a week accident cover as do other companies.

6.9 AGE RESTRICTIONS

3. Riders may compete in the adult section provided they are 16 years of age or older. There is no upper age limit.
4. Any rider under the age of 18 must have the approval of their parent/guardian on both their entry form and/or the 'signing on' sheet for the race meeting.
5. Schoolboy events are run as per Motocross age restrictions. Adults and schoolboys must not be on the circuit at the same time.
6. Children's Quads motocross solo sizes up to 12. Practice only, no racing allowed. 12-14 standard blasters. No engine tuning allowed. 14-16 modified blasters with maximum capacity 200cc. Chassis changes for safety reasons are allowed.

7. Only Armstrong, maker of the CQR range of machines with minor modifications, nerf bars etc. and Cobra make quads that they have verified as suitable for racing motocross in the 100cc class. Therefore these are the only makes homologated for racing under ORPA rules in 100cc class quad races.

8. The other manufacturers do not wish to verify any of the 100cc quads are suitable for racing therefore only practice sessions are allowed. The riders of these machines need somewhere controlled to ride these machines or there are bound to be nasty accidents and bad press for the sport. If clubs supply a controlled environment for a practice session during their events, this can be achieved. Parents must be in attendance at all times during these practice sessions. Riders must complete entry forms and have licenses whilst machines must be scrutineered as this is the only way we can check on the health of the rider and know who they are and ensure the machine is safe to ride.

7 SPRINT RACING AND TARMAC HILL CLIMB SAFETY CODE

7.1 TRACK LAYOUT

1. All circuits must be not less than 3 metres wide (10ft).
2. Circuits may be straight, twisty or on a gradient but must not be less than 220 metres.
3. Where a starting area is provided, this must be separated at its end from any spectator areas by at least a triple row of straw bales or tyres.

7.2 SPECTATOR AREAS

1. Spectators must be kept on the outside of the track, except where a properly constructed covered bridge to the inner spectator area is erected.
2. Vehicles must be parked not less than 2 metres (6ft) from the protective fencing.

7.3 SAFETY FENCING

1. Spectator areas must either be roped with three lines of rope not less than 4.5 metres (15ft) between each line. Ropes should be 0.75 metres (30") high. The rope should be kept as taut as possible at all times OR must use triple wired chestnut fencing at least 1.5 metres (4ft) high, with a rope line at least 1 metre (3ft) in front of the chestnut fence. The points on chestnut fencing must face downwards. In lieu of ropes, spectators may be protected by a single row of Armco steel fencing, wall or grass bank. Where Armco, walls or grass banks are used, areas likely to cause injury to riders must be protected by straw bales.
2. The roping in spectator areas must be not less than 10 ml nylon type rope in good condition. The posts must not be more than 4 metres (12ft) apart. The posts should be not less than 8 cm (3") in diameter. Posts must be firmly impacted into the ground.
3. The complete circuit must be roped including restricted areas. The posts in these areas can be 10 metres apart providing there is 10 metres between opposing track sections. If less, then posts must be no more than 4 metres apart. Under no circumstances can there be less than 3 metres between track sections, even with chestnut fencing between.
4. Sufficient fire extinguishers, of powder and water types, must be easily available for all areas. The Safety Officer will be responsible for their placement and use.

7.4 WARNING NOTICES

1. Public warning notices must be displayed at all points of access, legal or otherwise. Warning notices must also be prominently displayed in spectator areas between the roping or above the chestnut fencing.



2. Public keep out notices should be displayed in restricted areas and should be rigorously enforced.
3. The warning notices must carry the official wording as laid down by the Off Road Promoters Association.
4. Warning notices must also be headed with the organising club's name.

7.5 RIDERS EQUIPMENT

16. Riders must wear approved helmets complying to British Standards Institution – BS6658 Type A or the international equivalent.
17. Helmets must be in good condition with a securely fixed strap. Non fibreglass helmets must be in their original paint finish.
18. Riders must wear one or two piece leathers covering their whole body.
19. Racing shirts should be of strong, tear resistant material.
20. Gloves should be of leather or similar protective quality material.
21. Calf length leather, or equivalent strength material, boots must be worn.
22. Goggles and other extra protective clothing, as well as the aforementioned mandatory protective equipment, may be worn but it must be of good quality.
23. All equipment must be in good condition and will be scrutinised OR riders must sign a declaration that they have inspected their own equipment and that is in a race worthy condition.

“I have inspected my boots, gloves and leathers and I am satisfied that they are in race worthy condition. I have been offered expert advice on assessing the condition of my equipment but have refused it because I am capable of making the assessment myself.”

Signed: Print Name:

7.6 Paddock Areas

1. Paddock areas must be separated from the spectator car parks where there are paying public.
2. A 1 metre (3ft) high rope posted every 4 metres is the recommended method for above (1).
3. Vehicles must be parked not less than 2 metres (6ft) from the protective fencing.
4. Vehicles must be parked in such a way that an emergency vehicle can get to each one easily.
5. Pressure washers to be used where and at the discretion of the club concerned.
6. Riders will exercise extreme care at all times when starting or riding their bikes in the paddock. A maximum speed limit of 3 mph will be strictly enforced. Any rider judged to be exceeding the 3 mph speed will be immediately excluded from the meeting. The Secretary of the Meeting's judgement as to what constitutes 3 mph will be final.
7. Exits and access road must be kept clear at all times.
8. Where young children are riding mini bikes up to a 65cc machine only, a properly roped area must be erected, away from the main paddock area. Parents must keep their vehicles adjacent to this area and control their children. Parents will be held responsible for the results of their children's actions and behaviour. Parents must sign on and be instructed in its rules before their children use this facility.
9. Sufficient fire extinguishers of powder and water type must be easily available.

7.7 Riders Behaviour

1. Riders will be expected to behave in a sportsmanlike manner at all times.

7.8 Machines

1. All machines must in a safe condition for racing.
2. All machines must have a self-closing throttle.
3. All machines must have an effective brake on each wheel which is capable of being used whilst the motorcycle is in motion.
4. All bearings must be in good condition.
5. All machines must have wheel spokes and bearings in good conditions.
6. Each machine must carry three number plates with clearly legible numbers.

7.9 EVENTS

1. All riders must complete a practice run.
2. The method of starting will be at the club's discretion.
3. Riders will start singularly within 10 seconds of receiving the start signal.
4. The track must be adequately marshalled as per the T.T.C.
5. The officials and marshals must be over sixteen.
6. Marshals must be signed in on the correct sheet. Where the marshal is under 18, a parent or guardian must countersign.
7. Marshals must be instructed in their duties.
8. Marshals should be equipped with yellow warning flags and white first aid flags.
9. First aid is summoned by waving white flag over head while keeping yellow flag out to warn riders.
10. Marshals should stay off track except in extreme emergency.
11. Marshals should be positioned so as to not be in direct path of the approaching riders, preferably on the inside of turns.
12. The finish vehicle should be positioned so as to not be a danger to the riders.
13. The finisher has a black flag and board to pull offending riders off the track, as well as their yellow with a black cross last lap flag and a chequered finishing flag.
14. The Clerk of the Course and the Starter have red flags for stopping a race prematurely, for whatever reason.
15. Protests must be registered with the Secretary of the Meeting within 30 minutes of the race finishing to be valid.
16. Overall meeting results must be protested within 24 hours of the publication of results to be valid.
17. Protest fees are: Race protest - £5, meeting protest - £20, returnable if successful, forfeit if invalid.
18. Number of runs and awards are at the discretion of the organising club.
19. Date of event and venue of event at the discretion of the organising club.



20. Tracks will be inspected initially by an inspector appointed by the Off Road Promoters Association. Then periodically by close proximity safety officers appointed by the Association.
21. Insurance is available from the association. Although not forced to use the association's insurance, to run an event under the association's banner, at least an equal standard of cover must be arranged by the organising club.
22. Adverse weather conditions governing safety are the responsibility of the Clerk of the Course, Safety Officer and Stewards, Any decision to curtail or otherwise an event is to be taken by them.
23. ORPA's insurance broker must be notified of the date all events at least seven days prior to the event in the case of a non paying gate event and four weeks in advance in the case of a paying gate event.

7.10 INSURANCE

1. Every rider must sign on the signing on sheet after walking the track, and before going out for practice.
2. The organisation has arranged a good standard of cover, but continuation of this cover relies on complete adherence to the aforementioned rules, by both riders and organisers.
3. Clubs should complete accident reports immediately after the event and forward to head office.
4. Insurance payments must be forwarded to the brokers within 7 days of the event.
5. Programmes or lists of riders should be forwarded to head office at the same time.
6. All riders must be insured for public liability.

7.11 AGE RESTRICTIONS

ORPA - Adult Section

1. Riders may compete in this section provided they are 16 years of age or older, there is no upper age limit.
2. Any rider under the age of 18 must have the approval of their parent/guardian on both their entry form and/or the 'signing on' sheet for the race meeting.



ORPA - Youth Section

1. Riders must be between the ages of 6 to 16 years of age to compete in the Youth division of ORPA for motocross and motor cycle disciplines.
2. The following categories are the age limits:
 - 85cc 12 – 14 years old
 - 125cc 14 – 16 years old
3. A child may race in the appropriate class until the end of the race season provided his date of birth falls on or after 1st January during the season.
4. Youth riders enter adult novice/junior classes after the age of 16. These cases should be judged on the individual's experience and ability and is up to the club officials to decide.
5. Any rider under the age of 18 must have the approval of their parent/guardian on both their entry form and on the 'signing on' sheet for the race meeting.

8 TRIALS SAFETY CODE

8.1 SECTIONS

1. Sections should be suitable for the standard of riders attempting the section.
2. Adult riders should be graded by ability. Designations to be agreed by trials organising clubs. Schoolboys by recognised age groups.
3. Machines must be maintained to the required standard and scrutineered prior to an event.
4. No riding in the paddock.
5. Sufficient fire extinguishers to be available as per Motocross etc.
6. Clothing, helmets and boots of proper trials designated standard must be worn.
7. Event organisation and format is the prerogative of the organising club.
8. Third Party Insurance must be paid. Premiums are being negotiated. Personal Accident insurance is not available therefore clubs should recommend riders use CICA as no other company can match their terms.
9. All other disciplinary rules that are relevant, that are used in other disciplines, will apply.

9 INSURANCE BENEFITS (Revised April 2004)

Listed below is an example of some of the insurance benefits offered to ORPA:

MOTOCROSS / ENDURO / GRASSTRACK EVENTS

9.1 Public Liability – Adult, Youth and Landowners Liability Cover

Alan and Thomas must be notified 7 days in advance of the event of the level of cover required. Paying gate events should use £5,000,000 cover at the insurer's request.

Public liability insurance for all events is *COMPULSORY* at one of the levels below:

Indemnity Limit - £1,000,000 any one occurrence – premium levied £420.00 per event

Indemnity Limit - £5,000,000 any one occurrence – premium levied £603.00 per event

Indemnity limit £10,000,000 any one occurrence – premium levied £787:00 per event

9.2 Personal Accident Cover

As from April 2002 Personal Accident Cover has not been taken up by clubs due to the increase in costs, therefore ORPA is no longer able to offer these benefits to members. It should be clarified to all club members that they should take out their own personal policy to cover them for personal accidents. CICA offer good cover for personal accident seven days a week cover for any accident.

10 INSURANCE PREMIUMS – REMITTANCE FORMS

INSURANCE PREMIUMS – REMITTANCE FORM

Name of Club.....

Adult and/or Youth Division

Date of Event

Insurance Type	Adult and/or Youth Division	Amount
Public Liability - £1,000,000 cover	£420.00 per event	
Public liability - £5,000,000 cover	£603.00 per event	
Public liability - £10,000,000 cover	£787.00 per event	

The above premiums all **include** Insurance Premium Tax @ 5%.

There is also a £10.00 admin charge per event payable to Alan & Thomas.

Remittance should be sent along with a copy of all first aid reports, casualty reports, event accident reports, and signing on sheets to:

Alan & Thomas
99 Holdenhurst Rd
Bournemouth
Dorset
BH6 8DY

Within **7 days** of the event.



11 Inspectors Report And The Appointment Of Safety Officers

1. On affiliation with the Off Road Promoters Association (ORPA), the club must appoint two Safety Officers. They must submit to the ORPA office a copy of the inspector's report form along with a track plan. This report must be done using the guidelines as stated in the handbook. This paperwork must be submitted three weeks prior to an event.
2. ORPA will approve the first track layout run under ORPA sanction and ensure that the guidelines are being adhered to. If a club requires a further site inspection then this can be arranged, but the club will incur any expenses involved in this.
3. The appointed Safety Officers must ensure that at all events the course is erected and/or maintained to this standard for subsequent events.
4. The Clerk of the Course may be appointed a Safety Officer along with one other club official.
5. It is the responsibility of the Safety Officer to sign the inspectors report form, passing the track for safety, for each meeting held.
6. The Safety Officers Inspection Report must be forwarded to the ORPA office and a copy will be returned to the club for their information.

The Off Road Promoters Association has changed the method of approving and inspecting tracks, as listed above as it is felt that clubs affiliating to ORPA are being organized and officiated by people who are experienced in the field of motocross events and racing.



12 INSPECTORS REPORT

INSPECTORS REPORT

Track situated at:

Club: Adult and/or Youth Division

Date inspected: Length of course:

Maximum width: Minimum width:

Number of starters permitted per race:

Direction of racing:

Safety precautions to be adopted if not shown on Track Plan:

.....
.....
.....
.....

Special remarks:

.....
.....
.....

Safety Officers:

Print Name: Signature:

Print Name: Signature:

Please draw sketch of Track Plan on the attached sheet.

13 TRACK PLAN

This track plan must clearly denote the following:

1. Precise spectator areas.
2. Position of controlled crossings if any.
3. Direction of racing.
4. Start and finish.
5. Paddock area.
6. Entry gates.
7. Situation of spectator car parks
8. Position of warning notices etc.
9. Safety precautions:
 - Triple roping by - xxxxxxxxxxxxxxxxxxxx
 - Chestnut fencing by - ++++++
 - Single roping by - -----



14 INSPECTION REPORT BY SAFETY OFFICERS

INSPECTION REPORT BY SAFETY OFFICERS

Club Name:Adult and/or Youth Division

Address of Track:

.....
.....
.....

Date of Meeting:

.....

We, the undersigned, certify that we have inspected the above track, which has met with our approval on the grounds of safety as laid out by the Off Road Promoters Association.

Print Name

Signature Date

Print Name

Signature Date

15 COMPETITION CODE

1. Events held under the Off Road Promoters Association (ORPA) must be run on tracks that have been certified by the club's Safety Officers and must be laid out as per Inspection Report form. Succeeding events can vary the general layout of the circuit, but the club safety officer must be satisfied that the requirements specified on the original track inspection report and within the handbook are still being met.
2. Tracks may be inspected periodically at discretion. An inspector will have the authority to inspect a track either prior to or during an event. An inspector will have the authority to stop events that are not meeting the required standards.
3. Two members of each club will be appointed to act as safety officers who will be responsible for the implementation of safety standards. One of these officers may also be the clerk of the course. A safety officers' inspection report form must be completed for each meeting.
4. Age limits for riders of both Adult and Youth events can be as specified in the Safety Code. All riders must complete a medical questionnaire on the reverse side of the competition entry form OR on the reverse side of the competition licence form OR on the day licence form. Any rider under the age of 18 must have their parent/guardian complete the forms where indicated. Riders who fill in false information on their medical questionnaire will nullify their licence and insurance.
5. Competition licences will be charged at £10.00 for Adults and Youths as from 1 January 2003.
6. Entry forms must follow the format laid down by the Association with the only differences being in the race format.
7. The Association's disclaimer must be used on all entry forms,
8. Warning notices using the Association's disclaimers must be posted at all entry points and easily visible on the spectator areas of the track.
9. Admission tickets must bear the appropriate Association disclaimer.
10. The Clerk of the Course, Stewards and Safety Officials will be appointed by the club.
11. Riders can have their licence revoked or pay a fine or both after a disciplinary hearing if a case is proven. Sentence to be decided by the disciplinary tribunal.

12. The disciplinary tribunal will be composed of three independent senior club officials.
13. Each meeting will have two stewards, as independent arbitrators, should a dispute arise. Their decisions will usually be final except in serious disciplinary cases.
14. In the event of a dispute, each Club will supply a report of the meeting, signed by the meeting stewards, on a form supplied by the association.
15. The Clerk of the Course will be responsible for the running of all aspects of the meeting. They will have sole discretion for cancelling or curtailing, changing of the format, either with or without discussion, of the meeting for whatever reason. The Safety Officer, however, will be entitled to prevent the meeting from starting should any of the safety requirements under their jurisdiction not be met.
16. The Secretary of the Meeting will be responsible for the logistical side of the meeting, but will be responsible to the Clerk of the Course on the day.
17. Stewards must not do any other official duty on the day other than arbitrate in disputes.
18. Scrutineers may do other jobs after their initial job is done, but must be easily available should they be needed again.
19. All competition machinery must be scrutineered prior to competition,
20. Competitors may help in the running of the event should they be required to do so, but cannot be senior officials, i.e. Clerk of the Course, Secretary of the Meeting, Club Steward or Safety Officer, as well as ride in that event.
21. Competitors must inspect the course before signing on. They will be expected to sign that they are satisfied with the course and its safety aspect.
22. Competitors will be expected to behave in a responsible manner both to the organisers and their fellow competitors. A Clerk of the Course has the authority to send home any person not behaving in the required way whether competitor or otherwise.

16 ENTRIES FOR EVENTS

1. All competitors must complete and sign an Entry Form before competing in an event.
2. Any entrant under the age of 18 must have the Entry Form signed by their parent or guardian.
3. The Medical Questionnaire Form must be completed by all competitors, and may be printed on the reverse of the Entry Form.
4. If the response to any question is 'YES' on the Medical Questionnaire then it may be necessary to ask for the competitor to produce a Medical Certificate from their GP stating that they are fit enough to compete in the event.
5. Competitors and their mechanics must sign the 'Signing on Declaration' on the day of the event. If a competitor is under the age of 18 then this must be also signed by their parent/guardian.
6. Officials must complete the Signing on Sheet for each event.
7. First Aid cover must be in attendance on all race meetings, either by St. Johns Ambulance or the Red Cross Brigade etc. Where possible, it may be advantageous for the meeting to be attended by Paramedics.
8. Copies of the Competitors and Officials 'Signing on Declaration' and the Casualty Report sheet must be sent to the Insurance Broker immediately after the meeting.

17 ENTRY FORM EXAMPLES

ABC MOTO CYCLE CLUB

Meeting Title

Meeting Date

Venue

LOGO

Club Name
& Address

INDEMNIFICATIONS

In consideration for being permitted to participate in this event I declare:

1. That I have read the rules and regulations for the Off Road Promoters Association, the rules and regulations for the club/promoter of this event, the supplementary regulations and entry form (when applicable) and I agree to be bound by them in every respect.
2. That I am fit and not suffering from any physical or mental disability which would impair my safe participation in the meeting and I undertake to inform the organisers immediately should any change in my condition occur which I have reason to or ought to have reason to believe would affect my ability to continue to participate in this competition, and have completed a licence medical questionnaire to that effect.
3. That as a participant I may be exposed to the risk inherent in motor sport and that I am prepared to take such risks.
4. I further agree that I shall not seek to claim against ORPA, the organisers nor their officials, the land owners, the promoter or other bodies or individuals connected with the event in respect of any damage to my property howsoever caused, and whether by the negligence or breach of statutory duty of the said bodies or persons.

Rider's Name:

Address:

.....

..... Post Code:

Telephone No: Mobile Tel No:

Machine: Class:

Club: **ABC Motor Cycle Club** Racing No:

Please enter me for the following events:

I have walked the track and am satisfied with its safety


Rider's Signature: Date:

Parent/Guardian's Signature (if under 18):

Entry Form Examples (continued....)

ABC MOTO CYCLE CLUB

Meeting Title
Meeting Date
Venue

	Club Name & Address
---	------------------------

Officials

Club Stewards: _____

Clerk of the Course: _____

Secretary of the Meeting: _____

Lap Scorers: _____

Supplementary Regulations

1. JURISDICTION - Held under the N.S.C. and the Safety Code of ORPA.
2. ELIGIBILITY - All competitors must have ORPA Licence and e.g. must have completed two rounds of series.
3. ENTRIES - To be made on the Entry Form provided and sent to the Secretary of the meeting with a fee of £nn.nn and a SAE and must be sent by cheque and/or postal order payable to: _____
4. EVENTS - Classes
5. AWARDS - (Prize Money/Trophies etc.)
6. PRACTICE - Will be under strict control and between (time).
7. Riding is not allowed in the pits under any circumstances.
8. COURSE - Description of the materials and length of the course.
9. START -
10. FORMAT-
Scrutineering; Practice; Racing;
11. Marshals with be paid £nn.nn (optional)



18 COMPETITION LICENCES

1. Competition Licences will be issued to all Clubs affiliated to ORPA. All riders must have full or day ORPA licence as specified below.
2. The cost of the Licence is £11 (from January 2007) and will be sent to ORPA to cover administration costs. The balance (about 90%) is to be set aside for land purchase.
3. The Club will be supplied with copies of the Competition Licence Form. Additional copies will be supplied as and when requested by the Club.
4. The completed Competition Licence Form must be returned to ORPA head office by the member along with their payment.
5. All licence holders must complete the medical declaration on the reverse side of the form.

All minors (under the age of 18) must have the parental agreement section completed whether they are applying for a youth OR an adult licence.

Ensure that a club official has signed the form and stated their position within your club.

6. Any change in details of a rider must be notified to the ORPA head office whether medical, disciplinary, status or otherwise as soon as possible so that our records may be amended and any necessary action may be taken.
7. One Day Competition Licences can be issued by the Club for a cost of £3 for adults. The funds from the Day Licence will be kept by the organising club. All youths must take out a full competition licence.
8. All persons under the age of 18 must have the parental agreement form completed.



19 APPLICATION FOR ONE DAY ADULT COMPETITION LICENCE

APPLICATION FOR ONE DAY ADULT COMPETITION LICENCE

FULL NAME:

ADDRESS:

..... POST CODE

DATE OF BIRTH: MALE/FEMALE* delete as appropriate

I wish to purchase a one event adult competition license for the following event:

Event: Date of Event:

Organising Club:

Venue:

Medical Declaration

1. Have you been rejected, or accepted at increased premiums for life insurance on medical grounds?
YES/NO*
2. Have you been treated for, do you now have, or have you ever had any of the following:

(a) Head injury?	YES/NO*
(b) Unconsciousness or concussion (within the last 28 days)?	YES/NO*
(c) High blood pressure/heart disease or disorder?	YES/NO*
(d) Dizziness, fainting spells, epilepsy, fits or blackouts?	YES/NO*
(e) Disease, injury or operation to either eye?	YES/NO*
(f) Do you have any vision defect or loss of sight in either eye?	YES/NO*
(g) Do you have any condition which affects movement of arms or legs?	YES/NO*
(h) Do you have any false or missing limbs?	YES/NO*

* If you have answered YES to any of the above, please give further details:

.....
.....
.....

I certify that the above statements are true and accurate and I understand my license may be invalid/withdrawn should any prove to be so. I also authorise any hospital or medical practitioner to furnish information relative to my medical condition to ORPA.

Signature: Date:

Signature of Parent/Guardian:(if under 18 years of age)



20 APPLICATION FOR AFFILIATION

APPLICATION FOR AFFILIATION

CLUB NAME

ADDRESS

..... **POST CODE**

TELEPHONE NO

CLUB SECRETARY

ADDRESS (if different from above).....

..... **POST CODE**

TELEPHONE NO (Daytime)

..... (Evening)

..... (Mobile)

FAX. NO

SIGNED

DATE OF APPLICATION

AFFILIATION FEE: £50.00

Paid with thanks Signed Date

Cheques payable to: **Off Road Promoters Association**

Affiliation fees are renewable on 1st January each year.

OFFICE USE ONLY

Affiliation approved (signed) Date

Head office: 131 Broomfield Ave, Worthing , West Sussex BN14 7SF



21 APPLICATION FOR COURSE CERTIFICATE

APPLICATION FOR COURSE CERTIFICATE

Before inspection by the Safety Officers, tracks must be fully erected to safety code standards as specified by the Off Road Promoters Association.

NAME OF CLUBAdult and/or Youth Division

COURSE ADDRESS

..... POST CODE

TYPE OF EVENT

SIGNATURE OF CLUB SECRETARY

ADDRESS OF CLUB SECRETARY

..... POST CODE

DATE.....

OFFICE USE ONLY

Comments:

.....
.....
.....
.....
.....
.....

Approved: Signed: Date



22 APPLICATION FOR COMPETITION PERMIT

APPLICATION FOR COMPETITION PERMIT

I (Secretary of the Club)

of (Name of Club)

apply for a permit to hold : Moto Cross / Trial / Enduro / Grass Track / Sprint Event *

for: Youth Division / Adult Division / Youth and Adult Division *

* Delete where appropriate

at (Venue of Event)

Land Owner's Name

Address of Land Owner

..... Post Code

Date of Event

Signature of Secretary

Address of Secretary:

..... Post Code

Date of Application

Permit Fee: Please (✓) where appropriate:

Youth Division () @ £11.00

Adult Division () @ £11.00

Adult and Youth Division () @ £11:00

Cheques payable to: **Off Road Promoters Association**

OFFICE USE ONLY

Approved (signed)Date

Head Office: 131 Broomfield Avenue, Worthing, West Sussex BN14 7SF



24 CASUALTY REPORT SHEET

CASUALTY REPORT SHEET

Name of Club or Promoter Adult and/or Youth Division

Venue of Event

Date of Event

Name and Address of Injured Person	Injury	Disposal

Comments from Officer /Member in charge of duty:

This form must be returned with the First Aid Report Form and the Event Accident Report Form to the insurance broker within 7 days of any accident.



25 EVENT ACCIDENT REPORT FORM

EVENT ACCIDENT REPORT FORM

Name of Club or PromoterAdult and/or Youth Division

Date of Event

Venue of Event

Name of Injured Person

Date of Birth Male/ Female *

Address

..... Post Code:

* delete as appropriate

Circumstance of Accident

.....
.....
.....

Name of Injury Sustained

Form completed by (print name)

Competitor, Official or Spectator (please state)

Signed by Date

On behalf of.....

When completed this form must be sent with the first aid report form and casualty report form, within 7 days of the incident to:

Alan & Thomas
99 Holdenhurst Road
Bournemouth
Dorset
BH8 8DY

Serious injuries should also be notified to ORPA office (see handbook for contact address).



26 REPORT FORM FOR DISPUTE AT COMPETITION MEETINGS

REPORT FORM FOR DISPUTE AT COMPETITION MEETINGS

This report form must be completed and a copy sent to the ORPA Administration Office should there be any dispute at an ORPA organised event that cannot be settled by the club on the day.

Name of Club or PromoterAdult and/or Youth Division

Date of Meeting

Type of Event

Classes of Entry

Secretary of the Meeting

REPORT

Class, Race and Heat Number

Reason for Dispute:

.....
.....
.....
.....

Details of Person Involved (Name, Race No, & Competition Licence No) if applicable:

.....
.....
.....
.....

Action by Clerk of the Course:

.....
.....
.....
.....
.....

27 DISCLAIMER

The following disclaimer must be displayed on notices throughout the circuit, as instructed in the safety code and on all admission tickets.

WARNING

MOTORSPORT CAN BE DANGEROUS!

**Despite the organisers taking
all reasonable precautions,
unavoidable accidents can happen.**

**Please comply with all instructions of
officials, marshals and notices and remain
in permitted areas only.**

**THEY ARE CONCERNED WITH
YOUR SAFETY**



28 ROAD TRAFFIC ACT 1988 – SECTION 13A

28.1 THE MOTOR VEHICLES (OFF ROAD EVENTS) REGULATION

Under Section 13A of the Road Traffic Act of 1988, the organisers of an Off Road Motor Event must inform the Chief Constable of Police, in the area where the event is to take place, of the details given in the form below:

For the attention of the Chief Constable

Date

re: **ROAD TRAFFIC ACT 1988 – SECTION 13A**
THE MOTOR VEHICLES (OFF ROAD EVENTS) REGULATIONS

This is to confirm that an Off Road Motor Cycle Event will be held under a permit issued by the Off Road Promoters Association.

The event will be a(state type of event)

and will be held at(state full address)

.....
.....

on (state date(s) to include races and practices)

and we anticipate participants (estimated no. of competitors)

Secretary of the Meeting

Name of Organising ClubAdult and/or Youth Division

Address of the Club

.....
.....

Signature of Secretary:



29 DRIVERS, PASSENGERS & MECHANICS SIGNING ON DECLARATION

DRIVERS, PASSENGERS & MECHANICS SIGNING ON DECLARATION

Name of Club/Promoter

Type of Event Adult Division Only

Date of Event Venue

Class of Entry:(e.g. Adult Expert, Adult Junior, Twinshock etc.)

In consideration **for** being permitted to participate in this event I declare as follows:

1. That I have read the rules and regulations for the Off Road Promoters Association, the rules and regulations for the club/promoter of this event, the supplementary regulations and entry form (when applicable) and I agree to be bound by them in every respect.
2. That I am fit and not suffering from any physical or mental disability which would impair my safe participation in the meeting and I undertake to inform the organisers immediately should any change in my condition occur which I have reason to or ought to have reason to believe would affect my ability to continue to participate in this competition.
3. That I have completed a medical questionnaire form and that I will inform ORPA and the promoter/organisers of this event, should my medical status have changed.
4. I am not under the influence of alcohol or drugs.
5. I have been given the opportunity of inspecting the course/track/circuit and its facilities and hereby declare myself satisfied with the course/track/circuit and its facilities. If during the course of the competition circumstances change it will be my decision as to the continuance or otherwise competing.
6. That my machine complies with the regulations for this event as required upon scrutineering and further that it is safe and in a fit and proper condition for use in this event.
7. I further understand the nature and type of racing in which I wish to participate and I am also fully familiar with the nature, layout, features and geography of the venue upon which I wish to race.
8. I am satisfied that the venue is safe for me to race upon and that should I at any time have any doubts as to their safety I am entitled to decline the race thereafter, and that I may inspect each circuit prior to racing thereupon.
9. As a participant I may be exposed to the risks inherent in motor sport and that I am prepared to take such risks.

I further agree that I shall not seek to claim against ORPA, the organisers nor their officials, the land owners, the promoter or other bodies or individuals connected with the event in respect of any damage to my property howsoever caused, and whether by the negligence or breach of statutory duty of the said bodies or persons.

Please **PRINT** clearly

No	Name	Signatures	
			Competitor



30 MINOR'S SIGNING ON SHEET

MINOR'S SIGNING ON SHEET

MUST BE COMPLETED FOR ALL PERSONS AGED 17 AND UNDER

Name of Club/Promoter

Type of Event Adult/Youth Division

Date of Event Venue

Class of Entry:(e.g. Adult Junior, Schoolboy Expert etc.)

Held under the safety code of ORPA, the standing regulations and supplementary regulations issued for this event.

We the undersigned parent of the below named child, and the child wish to participate in the above mentioned event/competition. We declare as follows:

1. That we are familiar with the nature of the event and the risks inherent therein and that we have been given the opportunity of inspecting the course/circuit/track and its facilities and hereby declare ourselves satisfied with the course/circuit/track and its facilities. If during the course of the event circumstances change it will be our decision as to the continuance or otherwise competing.

I, the parent, further agree that:

1. I am satisfied that it is safe for my child to be allowed to participate as a competitor and that he/she is competent to do so.
2. It is my responsibility to ensure that my child and I have read and understand the rules and regulations for this meeting and that he/she will comply with them in every respect.
3. My child is in good health and does not suffer from any physical or mental disability either temporary or permanent which would make it unsafe for him/her to participate as a competitor.
4. I undertake to inform the organisers immediately should any change in my child's condition occurs which I have reason to or ought to have reason to believe would affect his/her ability to continue to participate in this competition.
5. To the best of my belief my child possesses the standard of competence necessary for the above event and that his/her vehicle complies with the regulations for this event as required upon scrutineering and further that it is safe and in a fit and proper condition for use in this event.
6. In consideration of the organisers allowing my child to compete I hereby agree and undertake to indemnify the ORPA, the organisers, nor their servants, their officials, the land owners, the promoter or other bodies, competitors or individuals connected with the event against all sums whether by ways of damages, costs or otherwise, which they may be required to pay to my child for any reason whatsoever including without limitation: their negligence and/or breach of statutory duty arising from my child's participation in the event.

Please **PRINT** clearly

No	Name of Rider	Rider's Signature	Name of Parent/Guardian	Signature of Parent/Guardian



32 DRAFT LETTER TO DEPARTMENT OF TRANSPORT

Dear Sir

The Off Road Promoters Association is an organisation that sanctions off road sporting events, which has studied the Road Traffic Act of 1988. There seems to be some confusion regarding what is and is not a public place for the purposes of the act.

In our opinion regarding a public place, it is an area that the public have right of access to. In the sporting context this could be either by ticket or unpaid available entry. This would mean all car parks, racing paddocks or designated spectator areas.

Areas properly fenced off to the public and well signposted as prohibited areas would not be qualified as public areas.

To be more precise we will use differing motocross meetings as examples:

1. A closed to club non paying gate meeting (example 1 attached shows such a meeting). The paddock would be a public place as would the areas, double or triple roped, or chestnut fenced.

However, if the club does restrict all non organising persons to the outside of the trackside roping or fencing, thus denying any member of the public access to the track, and makes all internal areas prohibited, then the track and internal areas are not public areas, or governed under the terms of the act.

2. An open paying gate meeting (see example 2). In this case the public usually cross the track by designated gates and crossings, thus having access to the track, even though they should not cross during the racing they often do. In this case the whole site would be deemed a public place, and require exemption certification.

However, if the only method of reaching the internal parts of the track were by enclosed bridges, then, providing the areas served by the bridges were correctly fenced and the prohibited areas signposted, then again the only areas of the site covered by the act would be the paddock, car parking and spectator areas.

The same would apply to grass track events, which always restrict spectators to the outside of the track.

Trials and Enduros should never be granted exemption, because no areas of the circuits could be restricted to the public, because areas in either type of event are not fenced off.

The clubs in most instances do not need exemption certificates, and we think that it would be a good idea if there was a timetable, possibly two years, for all events in the motocross world to either restrict the public to the outside of the track, or build closed bridges to properly fenced areas inside the track; thus keeping the public completely away from the racing sections of the site. This would be a great aid to safety.

The above examples are all motorcycle events. However, in the car racing world which our association also governs, the car grass tracks are the same as bikes and the public are restricted to the outside of the circuit, the likewise with bangers.

Continued.....



We think the act as used in the manner laid out above is a great asset, as it gives organisers legislation that enables them to control idiots in the car parks and makes competitors more aware of their behaviour in the paddocks.

We are not fully in agreement with exemption certificates, because we believe that provided the above guidelines are followed, they are unnecessary and can let a club believe it can be lax in its control of meetings.

We also think the notification of events is a good idea.

Based on our above interpretation of the act, we would be prepared to defend our association members in the courts as necessary, providing they adhere to our safety rules.

Yours faithfully

TONY FORD

33 ABSTRACT FROM PPG17: SPORT & RECREATION PLANNING POLICY GUIDANCE NOTES – SPORT & NOISE



PPG17 : SPORT & RECREATION

(Dated September 1991 and issued jointly by the Department of the Environment and the Welsh Office)

PART VI - Planning Policy Guidance Notes. Sport and Noise. Para 51-54

PPG17: SPORT AND RECREATION

54. The Government has announced that in Sites of Special Scientific Interest in England and Wales it intends to withdraw all permitted development rights for the temporary use of land for wargames, motorbikes and clay pigeon shooting. Advice on planning applications for these uses in SSSIs will be included in the forthcoming Planning Policy Guidance note on Nature Conservation.

6-053

Air sports

55. Participation in air sports has grown substantially, particularly as hang-gliding, gliding and microlight aircraft have developed in the last twenty years as alternatives to flying light aircraft. For the same time there has been pressure on flying from existing airports. Some have closed down for economic reasons, others have extended their availability to larger aircraft. Small airfields are being established on new sites, particularly where landowners wish to take advantage of the waste scheme. In any application to use a field as an airfield, local planning authorities should consider carefully the proposed runway and circuit alignments, as well as other sports uses to which it can be put, in order that environmental problems for those on the ground, in particular noise, are kept to an acceptable level.

6-054

Water sports

56. In considering development plan policies and proposals for new development affecting inland waters, local planning authorities should bear in mind the need to obtain advice from the National Rivers Authority, which has statutory duties in respect of water recreation and the responsibility to safeguard water quality, for example by licensing discharges to such waters. There is a widespread shortage of mooring facilities for boats both on inland waters and on the coast. Development plans may encourage the imaginative use of redundant mineral workings, closed commercial docks and redundant agricultural land in proximity to inland or tidal water. Such use can provide extensive new moorings without undue detriment to local interest or the natural environment.

Golf

57. Golf courses can open up the countryside for recreation, but they can also have a significant impact. They should be located and designed to ensure harmony with the surrounding countryside and to conserve the natural environment. Each proposal should contain full details of the site and of the impact of the development proposed, including the effect on public rights of way. Any significant associated developments, such as hotels, should be considered on their own merits. Special care should be taken in considering applications in areas such as National Parks, Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, Green Belts, historic landscapes and the Heritage Coast.

6-055

58. English Heritage has prepared guidance on golf course proposals in historic landscapes including archaeological remains, conservation areas, and parks and gardens. This suggests how to assess the historic value of a landscape, gauge the impact of a golf course proposal, the historical considerations which may need to be borne in mind in deciding the application, and safeguards which can be built in when permission is granted. English Heritage also publish a Register of Parks and Gardens of special historic interest in England.

Cancellation of advice

59. Ministry of Housing and Local Government circular 33/70 (Welsh Offices 36/70) is hereby cancelled.

PPG18: ENFORCING PLANNING CONTROL

(Dated December 1991 and issued by the Department of the Environment)

6-056

1. New and substantially improved powers to enforce planning control are given to local planning authorities (LPAs) by the Planning and Compensation Act 1991. The enforcement provisions of the Act are based on the main recommendations of the report by Robert Curwath QC, entitled *Enforcing Planning Control* (HMSO, February 1989). The report also recommended (Recommendation No. 14) that current Ministerial policy guidance about enforcement, in DOE/WO Circulars, should be revised, taking account of the concern expressed about certain aspects of the current guidance. This Note gives revised guidance.

6110/83

[Release 101: 14 - ii - 92.]

48. The possible relocation of a Football League club to a new site may be of sufficient importance to merit a local plan policy in the structure plan. Given the urgency of the moves towards improved football stadia, and the impact that a new football stadium may have across and beyond district boundaries, the county councils may find it helpful to convene a forum of local planning authorities and the relevant local football clubs to consider the question of a strategic site.

6-052

49. The adequacy of existing football stadia and the need for improvement should be taken into account in preparing and reviewing the local plan. Account will need to be taken of all normal planning considerations, such as traffic, parking, access to public transport, and possible conflicts with neighbouring uses. The improvement of safety and public order are also important factors which will need to be given due weight both in formulating local plan policies and in dealing with specific applications. Local planning authorities should also have regard to the extent to which proposals incorporating multiple-use and non-football leisure facilities will be of benefit to the community as a whole. Considerations of particular relevance to the relocation of football clubs will include the possible use of reclaimed or derelict land, especially in the urban fringe, including former mineral sites, and the proximity of any new site to the traditional catchment area of the club.

50. Because of the size of the structures involved, major football stadia cannot be regarded as appropriate development within an approved Green Belt. As PPG2 makes clear, very special circumstances would be needed to justify setting aside the general presumption against inappropriate development in the Green Belts. It would be most unusual for a stadium proposal to meet those very special circumstances unless all other practicable options for location had been exhausted and other considerations had been fully addressed. A site for development as large as a major football stadium should normally be identified in a local plan. It could be considered alongside any proposal for the adjustment of Green Belt boundaries. Such boundaries should be altered only in exceptional circumstances, after consideration of development opportunities within urban areas. The procedures for making and reviewing local plans provide opportunities for full public consultation on proposals to alter boundaries.

Sport and noise

51. Noise from motorised sports and some gun sports can cause concern in some locations. General guidance on planning and noise is given in Department of the Environment Circular 1073 (Welsh Office 1673). This is under review, and updated advice will be issued in due course. The Control of Pollution Act 1974 enables the Secretaries of State to approve codes of practice giving guidance on appropriate methods of minimising noise. A code on noise from motor aircraft was issued in 1982, and the Clay Pigeon Shooting Association is preparing a draft code in consultation with the Department of the Environment.

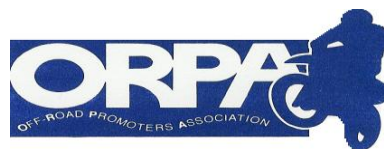
52. Where there is a clear demand for noisy sports activities, it is important that planning authorities seek to identify sites which will minimise conflicts with other uses. Criteria for the selection of sites for regular use must include the potential impact of the activity on the site and on adjacent land use and nearby residents. Suitable sites can often be found; they could include degraded land, former mineral sites or set-aside farming land which meet all of the criteria. They may be adjacent to an existing noise generator such as a main road, or in locations screened by banks and trees. The provision of suitable sites can divert unauthorised and damaging use of playing fields, footpaths, open land and woodlands. If the governing body of the relevant sport has produced a code of conduct for use when organising events, this should be consulted when seeking to resolve problems with existing sites or considering new ones.

53. Newer leisure activities, such as war games, can cause disturbance and danger as well as noise problems. Sensitive areas, including ancient woodlands, should be protected from such activities that would have an adverse impact. The Town and Country Planning General Development Order 1988 (the GDO) gives a general grant of planning permission for the use of land for certain activities for up to 28 days in any calendar year. Longer use requires specific planning permission. The permitted development rights available in the GDO have been granted by Parliament and should be withdrawn only where there is a real threat to the amenity of the area. However, the damage resulting from these activities may be particularly acute in some fragile areas such as Sites of Special Scientific Interest (SSSIs) and a local planning authority may make a direction under Article 4 of the GDO withdrawing permitted development rights and requiring a specific planning application to be made for a temporary use. For a direction to remain in force for longer than six months, the Secretary of State's approval is necessary.

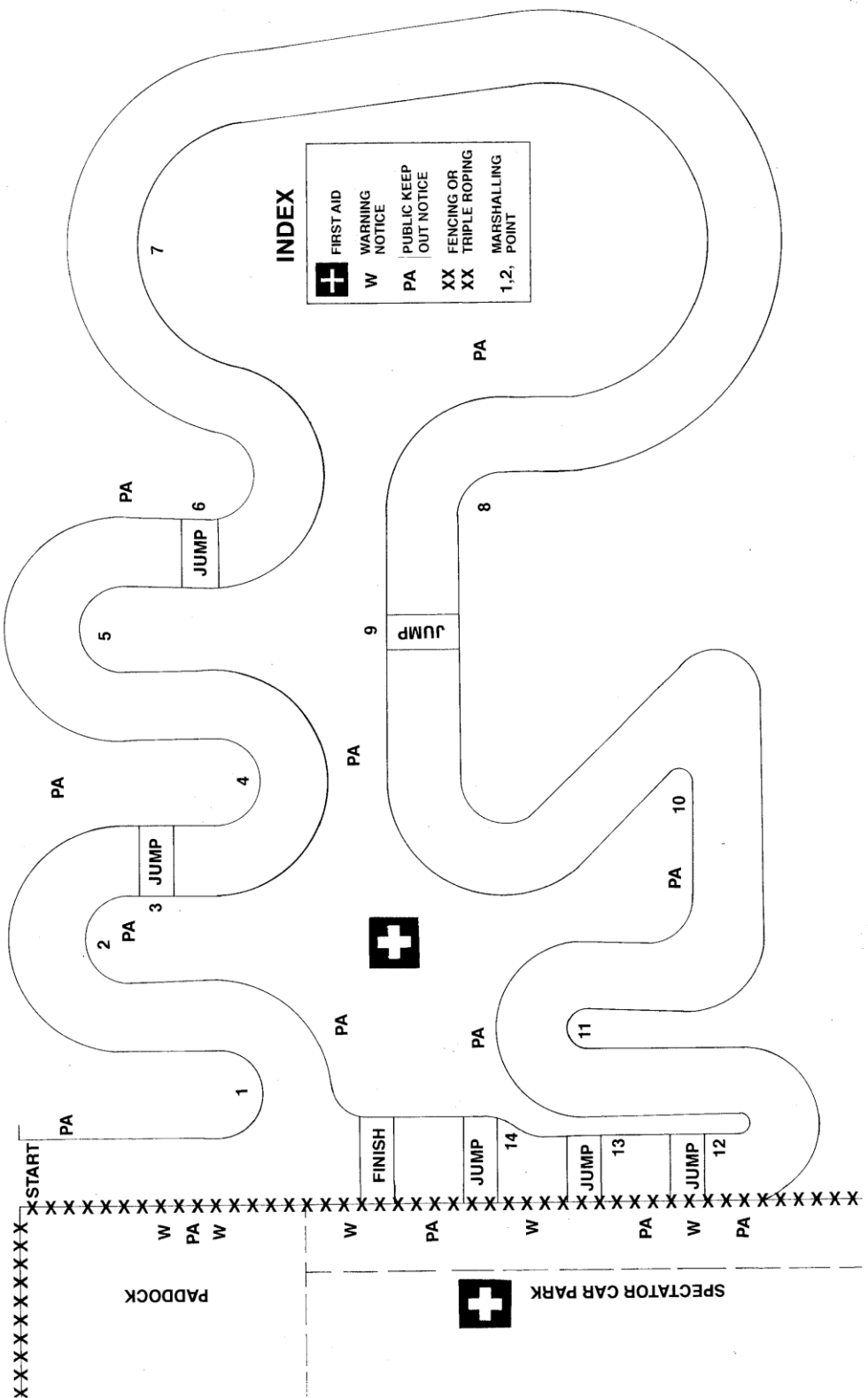
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[Release 100: 1 - x - 91.]

34 MOTOCROSS CIRCUIT EXAMPLE 1



MOTO-CROSS CIRCUIT EXAMPLE (1)



35 MOTOCROSS CIRCUIT EXAMPLE 2

