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The registration form must be completed and returned to RHL Activities Office by the closing date of 1st February 2012. Cheques made payable to: ***RHL Activities Ltd***

The closing date for entries is one month before each event and the individual round entry fee is
£65.00 – Auto Class,
£75.00 – Youth classes

Entry forms and fees should be forwarded to the Entry Secretary which is RHL Activities Ltd, Suite 1, The Bryn Garage, Penpergwm, Abergavenny, Monmouthshire, NP7 9AT. Cheques should be made payable to 'RHL Activities Ltd'. The entry secretary may accept entries, space permitting, after the official close of entries on the following basis:

1.5.1 65cc, 85sw, 85BW and Open Classes – British Championship

Entries may be accepted from non-registered riders to compete in the championship at a cost of £129.00 (One event Championship entry), if places are available, after the official closing date.

1.5.2 Auto Class – British Championship

Entries may be accepted from non-registered riders to compete in the championship at a cost of £115.00 (One event Championship entry), if places are available, after the official closing date.

An entry by a rider entitles them to receive an official programme, including the programme of events and start list as well as results sheets free of charge.

Riders who register for a round of the British Youth Motocross Championship and cannot take part are subject to the provisions of the ACU National Sporting Code 7.18 Irregular entries.

Riders, once registered, will not be released from the Championship to compete elsewhere on the day of an event, except by the written discretion of the ACU motocross committee. Breach of this rule will result in disqualification from the Championship, the forfeit of any points already accrued.

Riders must present themselves at signing on and show their own licences. The licence photograph will be checked with the actual rider. Failure to adhere will render the rider disqualified from the meeting.

Any rider injured in the month leading up to each event will be required to notify the organisers and send a doctors / hospital certificate to be considered for a refund.

2. Technical Control

2.1 TECHNICAL CONTROL

Machines, maximum two per rider, must be presented to Technical Control, together with their helmet. All must comply with ACU regulations. Random Technical Control will take place during the meeting. Riding numbers must be clearly displayed. The size and colour of numbers and backgrounds must conform to ACU regulations.

Technical Control Youth - will be open from 5.00pm – 7.30pm Friday and 7.30am – 8.30am Saturday

Sound Testing and Engine Measuring may be carried out during the meeting at the discretion of the Clerk of the Course.

Any rider refusing to have an engine measured or failing the test will result in the loss of all British Championship points.

2.1.1 Transponders

All registered British Championship riders should own their own transponder for which it is their responsibility to ensure that it is fully charged (14 hours from completely flat as per the manufacturer's instructions) and fitted to the machine used in all practices, qualifying sessions and races. The transponder required is an AMB/Mylaps Motocross type transponder, orange with a black base only.

The timekeepers can hire transponders to all Championship class riders who have failed to charge their own transponder for a fee of £10, the timekeepers can hire transponders to support class riders, ladies, veteran and similar classes that have irregular championship events for £5, fitting brackets will cost £5. The hirer will be required to leave a £20.00 deposit against the hire of one transponder.

The organisers and timekeepers will take no responsibility for the results of riders who fail to fit a transponder or charged transponder to their machine.

The timekeepers will invoice riders who lose a transponder the replacement cost.

Transponders can be purchased from HS Sport Ltd at Unit 5, Radnor Park Industrial Estate, Congleton, Cheshire, CW12 4XN – Tel: 01260275708 – www.hssport.co.uk

2.2 SOUND CONTROL

2.2.1 After a race

Any rider whose machine is above the limit (dB/A 94 (four-stroke) and dB/A 96 (two-stroke)+ *2dB/A post race tolerance*) – whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified – may be penalised by having 1 minute added to the race time of the race in question.

2.2.2 Excessive Noise

Should a machine become excessively noisy during a practice or racing session in the opinion of the Race Director or Clerk of the Course, a board displaying "Noise" together with the offender's number shall be shown to the rider in question at an appropriate place on the circuit. Once passing the board the rider has two laps in which to enter the work area and effect repairs. i.e. the rider may only pass the board on two occasions. If the rider fails to enter the work area during that time they will be shown the Black Flag and disqualified from the race in question. Under these circumstances no Sound Test shall be undertaken.

In either instance, if there are not enough laps left in the session or race for the above scenario to take place, the rider will still be shown the board whereby he is advised to effect a repair.

However, if he fails to do this, the machine will automatically be sound tested at the end of the session or race.

2.2.3 Exemptions

Ruling 2.2.2 will not apply to riders in the Auto, 65cc Junior and 85cc SW class however ruling 2.2.1 will be in force at all times.

2.3 RIDING NUMBERS

RHL Activities will allocate riding numbers to registered riders, please remember that riding numbers from the previous year are not automatically carried over.

All riders must wear numbered riding shirts or bibs which must be supplied by themselves, showing the number on the rear. Riders are reminded that when wearing shirts with numbers printed on them, they must coincide with the number on their machine, failure to comply with this may result in disqualification. The minimum dimension for the figures must be: 140mm height, 80mm width, 25mm width of stroke and the space between any two figures 15mm.

2.4 NUMBER PLATES

The number plate must always display the correct number of the rider

The colours shall be as follows:

Autos	Black Plate White Number
Junior	Black Plate White Number
85 SW	Red Plate White Number
85 BW	Green Plate White Number
Open	Black Plate White Number
**	Yellow Plate Black Number

(**) only for the current leader in each of the youth championship classes.

The logo of the ACU and Promoter (RHL Activities) must be displayed in the 50mm space each along the top of the Number plate.

3. Running of the Meeting

3.1 BRIEFINGS

It is compulsory for Organisers to hold a Riders and Marshals Briefing at each meeting. The riders briefing details will be announced in the Supplementary Regulations for each event. Riders are strongly advised to attend.

3.2 FLAG SIGNALS

Red:	ALL riders must stop - (riders must not pass a red flag unless authorised to do so and then only proceed at a slow pace.
Yellow Motionless:	Danger, take care. Drive Slowly
Yellow Waved:	Great Danger, prepare to stop, no overtaking
Blue:	Warning, you are about to be lapped
Black with rider No:	That rider to stop immediately
Green:	Riders under Starting Orders
White with Green Cross	Medical attention necessary

If a different flag is used to call attention it must be notified to the medical staff before the commencement of practice

NB: "Waved" means a flag should be moved up and down through an arc of 45 degrees and not indiscriminately.

3.3 PROGRAMME OF RACES

Saturday – 09.30

Auto	5 mins Free Practice 10 minutes timed Qualification
Junior	5 mins Free Practice 10 minutes timed Qualification
85SW	5 mins Free Practice 10 minutes timed Qualification
85BW	5 mins Free Practice 10 minutes timed Qualification
Open	5 mins Free Practice 10 minutes timed Qualification

Race 1	Auto	10 mins + 1 lap
Race 1	Junior	12 mins + 1 lap
Race 1	85SW	14 mins + 1 lap
Race 1	85BW	15 mins + 2 lap
Race 1	Open	20 mins + 2 lap

Race 2	Auto	10 mins + 1 lap
Race 2	Junior	12 mins + 1 lap
Race 2	85SW	14 mins + 1 lap
Race 2	85BW	15 mins + 2 lap
Race 2	Open	20 mins + 2 lap

Race 3	Auto	10 mins + 1 lap
Race 3	Junior	12 mins + 1 lap
Race 3	85SW	14 mins + 1 lap
Race 3	85BW	15 mins + 2 lap
Race 3	Open	20 mins + 2 lap

Sunday - 09.00am

Warm Up	Auto	2 laps
	Junior	2 laps
	85 SW	8 mins
	85 BW	8 mins
	Open	8 mins

Race 4	Auto	10 mins + 1 lap
Race 4	Junior	12 mins + 1 lap
Race 4	85SW	14 mins + 1 lap
Race 4	85BW	15 mins + 2 lap
Race 4	Open	20 mins + 2 lap

Race 5	Auto	10 mins + 1 lap
Race 5	Junior	12 mins + 1 lap
Race 5	85SW	14 mins + 1 lap

Race 6	Auto	10 mins + 1 lap
Race 6	Junior	12 mins + 1 lap
Race 6	85SW	14 mins + 1 lap

Race 5	85BW	15 mins + 2 lap
Race 5	Open	20 mins + 2 lap

Presentations will take place immediately after the last race in each class.

The programme of races will change for each event. This will be published in the individual Event programme. If for other reasons the programme needs to be amended this decision must be made by the Clerk of the Course in conjunction with the Event promoter and ACU Steward.

3.4 PRACTICE

Saturday – 09.30

Open	5 minutes Free Practice
Autos	5 minutes Free Practice
Junior	5 minutes Free Practice
85SW	5 minutes Free Practice
85BW	5 minutes Free Practice

Sunday – 09.00

Youth classes	2 laps
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3.5 QUALIFYING

Timed Qualification will be conducted for gate positions only.

3.6 RACE DURATION

Open	20 minutes + 2 lap.
Autos	10 minutes + 1 lap
Junior	12 minutes + 1 lap
SW 85	14 minutes + 1 lap
BW 85	15 minutes + 2 lap

3.7 START POSITIONS

All riders in each class will go to the line in order of their qualifying positions from Timed Qualification

3.8 WAITING ZONE

The waiting zone will close when the first rider is called to the start line. Once in the waiting zone a machine cannot be exchanged for a spare.

3.9 CHOICE OF MACHINE

In order that an up-to-date programme may be available it is important that Organisers are informed of any changes to machines

A maximum of two machines is permitted. Riders have the possibility to change machines between races. The final choice of machine is made by the rider upon his entry of the Waiting Zone, once in the Waiting Zone a machine cannot be changed.

3.10 START

The start will be live engine, clutch type.

Once a rider has taken his position at the start gate, he cannot change it.

A rider is deemed to be under starters orders having been called to the start line, the starter will hold up a green flag from which moment the riders are under his control, until all riders are on the start line. When all the riders are on the start line, the starter will hold up a 15 second board for a full 15 seconds. At the end of the 15 seconds, he will hold up a 5 second board and the gate will drop between 5 and 10 seconds after the 5 second board is shown.

Riders who have mechanical problems in the waiting zone and do not succeed in repairing their motorcycle before the 15 second board is shown, must remain in the waiting zone until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the race in question.

Riders having mechanical problems at the starting gate must wait for assistance until after the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question. Mechanics can only access the start area from the waiting zone and cannot enter any other prohibited areas to carry out the task.

No one except **RIDERS** and **OFFICIALS** shall be permitted to the area of the starting gate. Riders are allowed to groom the area behind the start gate only, provided no tools are used or outside assistance provided.

Riders in the Auto, Junior and 85SW class will be allowed assistance from the start line officials if necessary, by raising their hand, to activate their launch control devices.

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

3.11 FALSE STARTS

All false starts shall be indicated by waving a red flag. All riders will have to go back to the waiting zone and await further announcements regarding the re-start.

A rider who has not been admitted in the initial start cannot be introduced after a false start.

In the case that the restart will take place immediately riders may only exchange their machine in the Waiting Zone.

In the case that the re-start will not take place immediately, riders will return to the waiting zone to be instructed if they can return to the paddock and if so a change of machine will be allowed. The final choice must be made before the riders are called to the start line, when the Waiting Zone will close.

3.12 STOPPING A RACE

The Clerk of the Course has the right, on his own initiative, for urgent safety reasons, or other cases of force majeure, to stop a race prematurely or cancel a part or the whole of a meeting.

The Clerk of the Course may disqualify one or more riders, deemed to be at fault for the race being stopped, from taking part in the restart.

If a race is stopped after the leader has completed 50% (and a minimum of 3 laps) of the race distance, rounded down to the nearest number of laps, it will be considered to have finished. The order of classification shall be based upon the order of the last crossing the finish line prior to the showing of the red flag and only competitors who are racing at the showing of the red flag and have completed 50% of the number of laps completed by the race leader will be classified.

If a race is stopped after the leader(s) has taken the chequered flag they will be classified as having finished the race. The order of classification for those riders who have not taken the chequered flag shall be based upon the order of the last crossing the finish line prior to the showing of the red flag, and only competitors who are racing at the showing of the red flag and have completed 50% of the overall race distance will be classified.

3.13 WORKING AREA

The working area will be the only area where mechanics can make repairs or adjustments to the machines during races/qualification.

The working area must be clearly defined and marked. The entrance and exit must be properly controlled for both people and machines. Mechanics will be issued with wristbands to enter this area.

The signalling area will be behind approved safety fencing.

A driver who enters the paddock with his machine during the race will not be allowed to resume the race.

3.14 POINTS - Youth Classes

3.14.1 Points per race

1 st - 45	11 th - 30	21 st - 20	31 st - 10
2 nd - 42	12 th - 29	22 nd - 19	32 nd - 9
3 rd - 40	13 th - 28	23 rd - 18	33 rd - 8
4 th - 38	14 th - 27	24 th - 17	34 th - 7
5 th - 36	15 th - 26	25 th - 16	35 th - 6
6 th - 35	16 th - 25	26 th - 15	36 th - 5
7 th - 34	17 th - 24	27 th - 14	37 th - 4
8 th - 33	18 th - 23	28 th - 13	38 th - 3
9 th - 32	19 th - 22	29 th - 12	39 th - 2
10 th - 31	20 th - 21	30 th - 11	40 th - 1

To be classed as a finisher, a rider must complete 50% (Rounded down) of the number of completed laps of the race winner. Riders do not need to pass the chequered flag to be classified as a finisher. If a rider does not complete their final lap within 5 minutes of the winner crossing the finish line, that lap will not count towards their score.

i.e If a youth race is run over 11 laps, then any rider having completed 5 laps (50% of 11 rounded down), regardless whether or not they pass the chequered flag, will be classified as a finisher.

3.15 RESULTS

Results should be displayed on the official notice board after the finish of each race and qualifying session. The actual points accrued in the races at the meeting by riders will be carried forward to produce the overall results on the day.

3.16 OVERALL WINNERS ON THE DAY

The overall winner on the day will be decided on the highest number of Points over the day's races.

If a tie occurs in the overall standings for the day the following procedure will be used:

- a) In favour of the rider scoring the highest number of points in the last race.

3.17 FINAL CHAMPIONSHIP STANDINGS

The overall championship winner will be decided on the highest number of championship points. If a tie occurs in the final championship standings the following procedure will be used:

- a) In favour of the rider gaining the greater number of first places in the races, or if this fails to decide a tie, then in favour of the rider gaining the greater number of second places and so on down to 40th place.
- b) If 3.14.1 fails to decide a tie, then it will be resolved by the rider scoring the highest points in the last race when the riders both competed together.

All rounds will count towards the Championship series.

3.18 OUTSIDE ASSISTANCE, COURSE CUTTING

Any outside assistance on the course is forbidden during the qualifying practice(s) and the race(s) unless it is carried out by a marshal appointed by the organiser to carry out his duty in the interests of safety. The penalty for violation of this regulation may be disqualification.

In the Auto, Junior and 85cc Small Wheel classes there will be approximately 6 additional Roaming Track Marshals, clearly defined by coloured tabards, to assist fallen riders. Flag Marshals must not leave their point to assist fallen riders under any circumstances.

If for any reason a rider leaves the course, he must rejoin it as closely as possible to the point where he left the course, without any outside assistance. The rider must not gain an advantage. The penalty may be disqualification.

Riders receiving signals from persons associated with them in prohibited areas may be disqualified.

3.19 WINNERS PRESENTATION

There will be a presentation of the top 6 riders in each class during the Sunday afternoon, (See timetable for presentation order and times) For the final round the Presentation will take place on Sunday after the last race of the day.

3.20 TROPHIES

Trophies will be awarded down to 6th place in all the championship youth classes based on the overall results of the day.

4. General

4.1 CLASSIFICATION

At the end of the championship the rider with the highest number of points will be declared the:

- 2012 British Youth Nationals Champion - Auto
- 2012 British Youth Nationals Champion - Junior
- 2012 British Youth Nationals Champion - SW 85
- 2012 British Youth Nationals Champion – BW 85
- 2012 British Youth Nationals Champion – Open

4.2 AUTOMATIC QUALIFICATION

The top three point scorers only in the British Championship Open Class, at the end of the Championship, will be given automatic right of entry to the MX2 British Motocross Championship.

The top fifteen point scorers in the British Championship Open Class will be added to the Expert List.

4.3 PADDOCK/CAR PARK/ENVIRONMENTAL ISSUES

Riding of machines in the paddock is strictly prohibited and warning signs should be erected. Machines should be pushed with engines dead. Riding of machines at a slow pace can be permitted if designated lanes protected from the public are used. Machines must be pushed upon exiting from any point on these lanes. Riding to and from the paddock – In exceptional circumstances and only if permitted by the Clerk of the Course, riders may ride their machines but must not exceed first gear idle when travelling to and from the paddock area and must always wear a helmet.

Engines must not be started until permission is given.

The Paddock will not open to competitors until 10.00am on the Friday prior to the event. The paddock will be closed at 10.30pm.

SILENCE IN THE PADDOCK WILL BE CALLED AT 11.00pm

All dogs must be secured on a lead at all times.

Riders must park in designated areas, riders will be asked to move their vehicles if they obstruct areas within the paddock, failure to move when requested may result in disqualification.

4.4 PARENTAL RESPONSIBILITY

It is the responsibility of parent / guardians to ensure that their children stay within the confines of the event site
Parents must not allow their children onto the circuit whilst heavy machinery is operating

4.5 WASHING OF MACHINES

If an area is provided for the washing of machines, this must be used and at the same time no detergents or bio-degradable products will be permitted.

4.6 CAMPING

There will be no camping fees payable to the organisers.

4.7 MARSHALLING

Riders will not be asked to supply flag Marshals at the events; however in unforeseen circumstances or situation of force majeure, parents may be asked to assist with Marshalling duties.

4.8 UNOFFICIAL RIDING

Any driver found unofficially riding on a championship course within a period of 28 days prior to the event will be disqualified from taking part in that event.

THE ACU RESERVES THE RIGHT TO CHANGE THE FORMAT OF THE BRITISH YOUTH National CHAMPIONSHIP.

Appendix 1.1

A1.1.1 FRONT NUMBER PLATE

