

# TWIN SHOCK SCRAMBLES CLUB

## RULES

### RULES AND REGULATIONS (Updated August 2014)

The club was formed in 1994 with the purpose of promoting and running Twinshock scramble events in Scotland. The club is authorised by the International Organisation of Professional Drivers Ltd (I.O.P.D.) All race meetings are held under the IOPD rules and the TSSC (Scotland) Ltd supplementary regulations and these club rules.

### RULES FOR RIDERS

1. All riders must behave in a gentlemanly manner towards each other, club officials, spectators and landowners.
2. Any rider taking drugs or alcohol on a race day, either before or during the meeting will be barred from racing that day.
3. Riding in the pits is strictly forbidden. Persistent offenders will be barred from racing that day. You may ride your bike to and from the Start/Finish line at **WALKING PACE ONLY**
4. No unregistered riders are allowed on motorbikes/quads in the pits, car park or racetrack on the day of the race meeting. This includes children.
5. All riders must walk the track before racing that day.
6. All riders must sign on before scrutineering.
7. All riders must present their bike and riding gear for scrutineering before practice, with proof of signing on.
8. Riding gear must be of a standard used in motocross. Helmets must carry an approved gold or silver stamp.
9. All riders must be a club member (£25) or a day member (£10).
10. All riders must complete 2 laps minimum practice.
11. All riders must ensure they have their own riding number on their bike, as issued by the competition secretary, before scrutineering. Any rider using the wrong number will not score points, unless lap scorers, competition secretary and results recorder have been notified in good time beforehand. You may even have your entry refused.
12. All riders are required to carry a fire extinguisher in their vehicle at all times.
13. Any rider that jumps the start or causes a false start will incur a 5 second penalty. The starters decision is final in this and no argument will be entered into.
14. Any rider that is riding erratically or is in danger to other riders will be black-flagged, then excluded from that race or barred from racing that day.
15. Any rider that signs on, then for whatever reason does not race, will not be entitled for a refund of entry money. Riders not turning up for the meeting, or not starting practice, will have their entry money carried onto our next meeting. If this happens at our last meeting of the year, there will be no refunds.
16. To be counted in the race results, a rider must complete at least two thirds of race distance and take the chequered flag within 2 minutes of the last rider crossing the line and must stay on the course i.e. no cheating.
17. In the event of a race being stopped before half-distance it will be re-run.
18. In the event of a race being stopped after half distance the result will be taken from the previous lap. If the cause of the race stoppage is due to a fallen rider, that rider will not be counted as a finisher.
19. In the event of a tie in the overall result, the trophy goes to the best last race score. The championship points will be shared.
20. Riders must be a full member to score championship points.
21. Riders can only score championship points for **ONE** class that they have nominated.

22. Any rider that wins a trophy and does not collect that trophy at the end of meeting presentation will lose the trophy and it will be handed back to our suppliers for a refund.
23. All club members are obliged to help in the building and dismantling of all our tracks.
24. Riding bibs with number front and rear are recommended.
25. All riders are required to complete and sign a participants contract on the day before racing.

#### **MACHINE / RIDER ELIGIBILITY**

26. Pre 1977 – Any motorcycle manufactured before 31/12/1976 or parts thereof.
27. Twinshock – Any motorcycle manufactured up to 31/12/1983, air cooled, with drum brakes and with 2 rear shock absorbers and conventional forks or monoshock up to 31/12/1983 to include early 1984 models.
28. Specials – The use of any air-cooled engine up to 31/12/1983 will be allowed, but must be fitted with drum brakes and be air-cooled.
29. Over 40's – You must be forty or over before the end of the current calendar year and riding a twinshock motorcycle to qualify.
30. Over 50's – You must be 50 or over, before the end of the current calendar and can ride any bike up to evolution class. i.e. 1990 or older. If the rider is over 60, they can ride any bike in this class
31. Monoshock – Any Monoshock motorcycle manufactured after 1990.
32. Evolution – Any Monoshock or specials manufactured before 01/01/1990.
33. Pre '90 125cc – Any 125cc machine manufactured before 01/01/1990

### **THE SCOTTISH TWINSHOCK SCRAMBLES CLUB**

#### **MACHINE ELEGIBILITY RULES**

PRE 1977	ANY MACHINE MANUFACTURED BEFORE 31/12/1976 (OR PARTS AVAILABLE BEFORE THAT PERIOD)
TWINSHOCK	ALL TWINSHOCK BIKES AND BIKES BUILT FROM TWINSHOCK BIKE PARTS. AIR-COOLED, DRUM BRAKED MONOSHOCKS UP TO 1983 TO INCLUDE 1984 MODELS. NO DISC BRAKES OR UPSIDE DOWN FORKS. NO WATER COOLED ENGINES EXCEPT HUSQVARNA 125, 250, 400 '84 MODELS AND CERTAIN EUROPEAN MODELS I.E. CAGIVA, GILERA, BETA, ETC.
EVOLUTION	ANY BIKE UP TO 01/01/90 THAT IS NOT ELIGIBLE FOR EARLIER CLASSES. TO INCLUDE 1990 MODELS
MONOSHOCK	ANY MONOSHOCK BIKE
TWO STROKE	ANY 2 STROKE BIKE, ANY cc, ANY YEAR

IF A BIKE IS DUBIOUS IT WILL GO INTO THE NEXT CLASS UP. I.E. PRE '77 INTO TWINSHOCK

ANY TWINSHOCK BIKE WITH ENGINE / FRAME NUMBERS OR PLATES THAT HAVE BEEN TAMPERED WITH WILL RACE IN THE EVOLUTION CLASS

ANY EVOLUTION BIKE WITH ENGINE / FRAME NUMBERS OR PLATES THAT HAVE BEEN TAMPERED WITH WILL RACE IN THE MONOSHOCK CLASS

THE CLUB HOLDS EXTENSIVE LITERATURE ON MOST MAKES OF SCRAMBLES BIKES, A PHONE CALL TO ANY CLUB OFFICIAL SHOULD BE ENOUGH TO DATE MOST BIKES.