motorsport UK

JUNIOR COMPETITIVE SAFARI GUIDANCE FOR ORGANISERS

19/11/2026



Junior Competitive Safari

Introduction

The Junior Competitive Safari has been introduced as an entry-level Cross Country discipline, providing a progressive route for young competitors to develop the skills, knowledge and experience required for participation in Competitive Safari.

This guidance has been produced to assist organisers in the planning and delivery of Junior Competitive Safari events. It should be read in conjunction with Chapter 20 of the NCR, together with all other applicable Motorsport UK Regulations and safeguarding requirements. Where any discrepancy exists between this guidance and the National Competition Rules, the NCR shall take precedence.

Permission and event planning

Organise only under a valid Motorsport UK Permit in accordance with the NCR. Organisers must have Competitive Safari experience and should contact Motorsport UK early when planning a first event, using a new venue, or making significant course changes. Apply for a Clubmans Cross Country Competitive Safari permit with an appropriate event title, such as Junior Competitive Safari. Motorsport UK may appoint an Observer or Steward; please ensure copies of all documents are sent to the Observer or Steward in good time before the event.
Organisers must submit a course diagram, together with:

- Number of attempts.
- Event timetable including timing of the runs.
- Risk assessment/safety plan.
- Rescue and medical provision.
- Key officials and safeguarding arrangements.
- Appoint a licensed Cross Country Clerk or approved Registered Cross Country Clerk, a licenced Club Safeguarding Officer and a Chief Scrutineer from Motorsport UK Technical Officials.

If the Clerk is not presently licensed, they will have to apply on Sport 80 for Clerk Official Registration, which must be sanctioned by their organising club. (This will be available for 2027). Link to guidance - How to apply for an Event Official Registration

Course design and plans

Organisers are required to select terrain that is non-damaging terrain suitable for novice competitors, avoid deep water, trees, ditches, drops, blind crests, avoid uphill starts, and, where possible minimise woodland and tree-lined tracks.

The Course must be clearly defined throughout, without no splits or merges. The design of the course should limit the potential vehicle speed and restricted straight-line distances before direction changes.

The stop line should be positioned at least 30m from enclosures or paddocks and marshal posts must have clear sightlines of the course and surroundings, competing vehicles remaining visible to marshals.

An example of a course plan is at the end of the guide.

Course plans must show:

- Length.
- Surfaces – e.g. gravel/grass.
- Direction of travel.
- Start/finish.
- Marshals, rescue, fire/emergency/first-aid equipment, recovery access.
- Hazards.
- Rights of way.
- Spectators.
- Paddock.
- Paddock Start/finish and stop line routes.
- Dimensions and surfaces may be supplied separately. Courses must be wholly off-road, with no use of public roads or rights of way.

Annotated OS Maps, Google Maps, or Google Earth imagery are encouraged to show scale, topography, and rights of way.

Vehicle eligibility

Junior Competitive Safari vehicles must comply with the Technical Regulations for Competitive Safari Vehicles contained within Chapter 20, Appendix 10 of the Motorsport UK National Competition Rules.

Competitor Eligibility

Organisers must verify driver eligibility before accepting entries and complete checks before the event.

- Drivers must be aged between 14 and 18 years old and meet the minimum height requirement of 1.35 metres. They must also have successfully completed at least three ASN-permitted Tyro, Trials or Rally events. Entries may additionally be accepted from individuals over the age of 18 who do not hold a full UK driving licence, those registered as physically disabled, or those entering their first Competitive Safari event.
- Navigators must be at least 18 years old and have completed a minimum of three Competitive Safari (including Plus) and/or Hill Rally events, either as a driver or navigator. The Clerk of the Course must be satisfied that the navigator has sufficient experience for the event.

Both the driver and navigator must provide details of their previous event experience on the entry form.

Administration and briefings

Share the event timetable and electronic driver entry/marshal information before the event, ideally through a club communication network allowing questions. The organiser should include all event information and final instructions.

For Junior competitors, their navigator must act as the responsible adult for them throughout the event. Organisers should provide opportunities for junior driver education, including terrain recognition, vehicle positioning, double-driving arrangements and dedicated time for driver development. Consider appointing an experienced Junior Competitor Liaison Officer to act as a point of contact for junior drivers and their families.

Prior to the start of the event, a mandatory briefing must be held for all drivers and navigators, with a separate briefing provided for all marshals and officials. Officials should be introduced, including the Safeguarding officer (s), and the event timetable, procedures and key safety arrangements explained.

First-time drivers should be identified in advance, and a dedicated briefing should be held for first-time junior drivers and their responsible adult. The Clerk of the Course, or a nominated official, should satisfy themselves that each driver is familiar with their vehicle, including its controls, safe operation and general course awareness.

The official running the drivers briefing should cover the following:

- Approved helmet and FHR (Frontal Head Restraint) requirements and checks.
- Procedures to follow if a vehicle becomes stranded or stops on a course, including the use of the horn and Thumbs up.
- The meaning and use of flags, SOS/OK boards.

- Starting, finishing and timing procedures.
- Rules regarding assistance and recovery.
- First-aid arrangements and emergency procedures.

Safety and safeguarding

- No other competition may be live at the venue while drivers are on course unless specifically authorised by Motorsport UK.
- Junior drivers and any permitted drivers may drive during the competition and one vehicle on the course at a time.
- Red warning lights should remain illuminated throughout the event where applicable.
- Vehicles must be visible to marshals and spectators in designated safe areas.
- No live recovery.
- Ensure that parental consent for photography is given at sign-on.
- The identity and contact details of each Safeguarding Officer(s) is clearly shown in the Supplementary Regulations, Final Instructions and any other relevant event documentation.

The Chief Medical Officer/Chief Paramedic must be a doctor or ASN-registered paramedic. Event officials should review and understand the safety plan and their responsibility with it.

Organisers must comply Motorsport UK's Safeguarding Policies and Guidance; include Race with Respect information in the Supplementary Regulations.

The event Safeguarding officer (s) must be licensed and clearly identified to the junior competitors and their responsible adults. Any official whose role involves regular contact with the junior competitors must complete the appropriate safeguarding checks and have an approved DSB Check.

Officials should communicate through the junior competitor's responsible adult. If speaking directly to an under 18 is unavoidable, ensure that an adult is present.

Scrutineering

At scrutineering, drivers must demonstrate pedal/steering operation to a senior official and demonstrate self-extraction within 10 seconds. Scrutineers must check junior drivers' minimum height and PPE, as well as the seat, harness, kill switch and fire extinguisher. Navigators must operate the kill switch. All competitors must wear approved helmets and FHRs, along with clothing covering arms, legs and torso to the neck. Goggles/visors are required unless a laminated-glass windscreen or plastic windscreen at least 4mm thick is fitted.

Sporting limits and scheduling

- The maximum permitted average speed should not exceed 30 mph.
- Individual sections should be limited to a maximum length of 2 miles.
- Junior competitors should complete no more than eight laps in total during the event.
- Back-to-back competitive runs for the same driver must not be permitted.

For the opening two laps, a minimum interval of two minutes should be maintained between competing vehicles. This interval may be reduced to no less than one minute where the Clerk of the Course is satisfied that conditions allow and no additional risk is created. Where conditions deteriorate, or where the course is wet from the outset, the larger interval should be retained or increased as appropriate.

Organisers should allow a minimum 15 minutes from a competitor finishing one run to starting their next. The overall total competition time must accommodate a 30-minutes between competition and allow an adequate rest and preparation period.

Where competitors are seeded or divided into classes, consideration should be given primarily to driver experience and competency, rather than vehicle performance, to promote safe and progressive participation.

Tutorial and sighting laps

We advise officials to schedule a tutorial passenger lap for the drivers competing as a junior where their navigator will drive at approximately 50% of competition speed to teach ground recognition and vehicle control. The Clerk of the Course may permit a second tutorial passenger lap halfway through the event.

Following with the mandatory sighting/look-see lap. The Junior driver must be guided round by their navigator and observed to the satisfaction of the Clerk of the Course or Senior Officials. Official vehicles must control the front and rear of the sighting convoy to maintain a safe speed.

Approved helmets, FHRs and minimum four-point harnesses must be worn during tutorial passenger and sighting/look-see laps.

Navigator mentoring and welfare

- Navigators must manage briefing/start times
- Encourage enjoyment and competition
- Monitor fitness
- Ensure adequate food and hydration
- Give driver instruction and training
- Advise vehicle positioning in changing conditions
- Act as the driver's responsible adult in the event group.
- Remember Race with Respect and ensure that all communication and behaviour is appropriate, in line with the code's expectations.

Example of Junior Competitive Safari Course Diagram:

