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MOTORSPORTGROEP UNIVERSITEIT TWENTE
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Changes:

- February 2005:
 - New barduty policy.
 - Digital camera policy is deleted.
 - Lay-out changed.
- November 2006:
 - Improved misspelings
 - Environmental policy Achterhorst added.
- January 2009:
 - Tourregulations added.
- October 2009:
 - trailer regulations added
 - Minimotor regulations changed
 - Spelling and language mistakes are corrected.
 - Name SU facilitycard is changed.
 - General practical update
- September 2016:
 - Sportraad changed to Sportkoepel
 - Spelling and language mistakes corrected
 - Barduty plicy is changed
 - Intro enlarged
 - Minimotoren policy deleted
 - First English version
- September 2020:
 - Barshift chapter translated
 - Article 14 changed to 13 in accordance with chapter number
 - Barshift chapter updated in accordance with new policy.
 - Contribution amount changed.

1. DEAR INTERESTED READER

On an institute like University of Twente motorsport must be present. Therefore the MotorSportGroep (MSG) enables and promotes motorsport actively.

We focus mostly on the trialsport. To facilitate this, MSG has her own club trial bikes which can be used for training.

Maintenance on these bikes is done in our own garage under the sports centre, near the bicycle parking. Here, all tools are present and maintaining you own motorbike is also possible.

Furthermore every year we are organising a lot of activities, like clubtrials, trips, clubevenings, regiotrial and camping weekends in the Netherlands and abroad. MSG is also assisting in running and cycling events such as the Batavierenrace.

This book globally describes what MSG is and what to expect of us. On the last pages there are some regulations about the facilities MSG offers you. Don't be frightened by it, those mostly make perfect sense and are very convenient.

2. HISTORY

The establishment of MSG, Motor Sport Groep University of Twente occurred on 1 June 1970, during a meeting held on Calslaan 54. Among the initiators was Herman Looman. At that time motorsport was not really socially accepted. At the (then called) Technische Hogeschool Twente this attitude was rather clear.

One of the possibilities to change this, at least at the THT, was to cooperate in a club context. An initial board was formed with Henk Toonk as chairman, Jörg van Beek as secretary, Jan Bults as treasurer and Rudi Kwantes as general board member. Their job was to get the club started as a part of the organised sports of the TH. An application was sent to the LV&S. On a noisy meeting the rather big opposition was swept aside. The director of LV&S, sir Aarse, which had great difficulties with "racing around campus on old motorbikes" could not oppose any more when we made the remark that we are driving old bikes because we love them, unlike a lot of attendees who were old car owners, they did this out of poverty.

When we started the club was very small, only 15 to 20 members, but they were very active:

- Theo Bult, roadracer 250 en 350 cc, Dutch champion multiple times in both classes (before Wil Hartog) and 2nd and 3rd place at the TT in Assen.
- Herman Looman, roadracer 125 cc national, Dutch champion (for example champion in Tubbergen).
- Sjoerd Cats, participant in reliability trips.
- Mienk Hoekstra was chief publicity. He accomplished that the newspaper Tubantia paid more attention to motorsport (he made the articles himself).

The complete board got its racecertificate on Zandvoort (road race cursus). The club became a member of the KNMV, which is a national acknowledgement.

A 125 cc Suzuki became the first clubmotor. On this motor aspirant drivers could get their licence. This made the number of members grow real fast. We obtained the garage under the sportcenter. This basement had to be shared with the cycling club at first. In 1984 the cycling club got another space, and we could use the whole basement for MSG.

In 1971 a cross-circuit was built on the Bruggemorseweg (Sjoerd Cats). Too bad it was forbidden within a year, because of noise disturbance and nowadays the Business & Science park is located there. The Suzuki 125 is replaced by a Maico 250 crossmotor, because for the insurance it was difficult to let more than one person have lessons on the same motor. Also because of the cross terrain the need for a crossmotor was bigger. This motor however was broken a lot of times. With one jump the triple tree broke off, which was repaired nicely by the CTD. This resulted in a ban on jumping.

However there was a need for a more calm and reliable motor. We chose the in 1974 introduced Honda XL 250. We had a good deal on a second hand exemplar. This motor had all licence plates, so enduro's belonged to the possibilities as well. The first trial was also on this motor, even a clubtrial was organised where the Twentse Cross Club also participated.

Commented [L1]: Geen idee wat de vertaling van "wegrenner" is

Commented [WV2]: Ja prima vertaling

Commented [L3]: Balhoofd brak af???

People got more and more enthusiastic about trial, so a trialbike was needed. We bought a Montesa 247 that needed maintenance, and had a lot of fun with it. We even participated in national races, but the level was quite lower than it is now.

The enduro-enthusiasm even grew and this resulted in a second Honda XL 250l. Most of the time only enduro's in the neighbourhood were visited, because of transport problems. We often went to these events on the bike's themselves, hoping nothing would break on the way. After a few years the Montesa was replaced by a new Bultaco 350 and the Honda's were replaced by XLS motors (more sag etc.)

Later two new Honda's XR 200 are bought, professional motors which we often used to cross on the new TCC terrain. But these Honda's were not made for crossing, the wear was bad. Since the focus moved from pure enduro riding to a combination of enduro and cross, a KTM 350 GS (2-takt) was bought, because this one should be more wear resistant. The first two year it was okay, but after that it was done. In 1990 we bought a Husqvarna WRK 250, which is easier to handle than the KTM, but it was sold again because the cross terrain was closed. Since the closing of the terrain MSG is completely focussed on the trialsport, for which we do not need to leave campus. WE started with a Fantic 300, on the same type world championships were ridden. Then the Montesa's Cota 310 were bought. These motors are quite easy to operate, so both beginners and pro's achieved nice results. Also maintenance was not too hard. These are followed by two gas-gas motors.

During the annual meeting of 1997 the decision was made to revive the racing culture in MSG. The most accessible way to do so were "minimotors". These are small motorcycles with a maximum length, width and high of 100, 50 and 50 cm. The cylinder capacity may not be more than 70cc. We decided to build these motors all by ourselves (we are a technical university after all). Three teams were made that were accessible for all members of the club. These three teams all had their own concept, and with the resulting bikes races were held against each other. The first races were "illegally" on the basketball fields on the Campuslaan. After the UT expressed their discontent with this, we got a parking next to the cinder-path. In 1998 we first participated in national minimotor races in the class of self-build motors. These experiences should lead to results that can be compared with the top of the class.

Too bad the minimotors had to be abolished; they are not legal on the road and therefore could give too much problems with authorities. In 2016 a new sport is added to the activities of MSG: motorgymkhana (and with that also bromkhana). This sport is all about technique ability and speed. A course is laid out with for example slalom, figure-of-eight turns and circles and the idea is that you manoeuvre your own motor, or moped, through the course as smooth, and fast, as possible. Furthermore is decided to organise an open trial event twice a year. Everyone who is interested can try in a non-binding the fantastic trialsport. Experience learns that this creates a lot of publicity and attracts a lot of new members. In 2016 the magical line of 100 members is crossed, and we can rightly call ourselves a "big club" now.

All together several steps are taken towards what we now proudly call "Motorsportgroep of the University of Twente". The work done by all the enthusiastic people in the past was not wasted. The MSG has become a very vivid, prosperous and growing club.

Commented [L4]: Slijtage was hevig?

3. TRIAL AT THE MOTORSPORTGROEP

Trial is a quite unknown sport in the Netherlands. That is a pity because it is one of the nicest motorsports to watch, and of course to practice as well.

The goal of trial is to pass a piece of terrain with obstacles on the motor without putting a foot down or straying outside the predetermined path. Making mistakes like that results in penalty points, time does not matter. Control is the most important thing in this sport. The skills obtained with trial will even help you be a better and safer rider back on the road.

3.1 Starting with trial

MSG is in possession of four professional trial bikes. These are very expensive and before you are going to trial for the first time you need an instruction from a more experienced trialer. Please contact the motorcommissioner to get the instruction. You will learn about the basic techniques of trialling. If you don't know how to start you might not have as much fun as you could and therefore stop quickly after starting. That would be very sad, because the feeling of riding over the steepest hills yourself is really impressive. Even if you don't have a licence you can ride on the trialbikes. Of course there are some regulations about this, these can be found at the end of this book.

3.2 The Achterhorst

The trial instructions, and almost every trialevent where MSG takes part in, take place on former sand deposit at the Achterhorst. (if you go north behind the Horst, go straight and the left). In the club this terrain is just called "The Achterhorst". Sometimes videos are taken; you can watch those on a CARDAN-night.

3.3 Trialraces

A few times a year clubtrials are organised. These are trialraces for members, where you can win a cup. The regiotrial, which is organized by MSG every year, is most of the times in the autumn. At this event, the best trial riders of the region (around 30 to 40 people) will ride four times eight non-stops. The geiotrial is one game in the competition, which determines the regional trial champion. Every year a lot of referees are needed to count the penalty points and arrange the non-stops. At that time you will find a request for help in the clubmagazine and on the mailinglist.

3.4 Finally

You can take a trialbike whenever you want, as long as you make sure you are not alone; for safety reasons. You just have to pay for the fuel you used; after trialling you need to do small maintenance yourself.

4. The garage

The garage (in dutch often called motorhok, or “hok”) is the clubhouse. At this place the clubmotors are parked and maintained. There is also enough space to work on your own motor. The garage is under the main entrance of the sport centre, and is accessible via the bicycle parking left to the entrance. You can enter the garage through a door that lays about ¾ meter below ground level.

4.1 How to enter the “hok”?

When you arrive at the garage and the door is locked, you can retrieve a key from the doorman at the sports centre, or if the sports centre is closed, at the security office near at the head entrance of the University campus. You will be granted permission to borrow a key if you own a MSG garage card (“hokpas”). You may contact the garage commissioner (often called “hoco”) to get such a card. He/She will make an appointment to give basic instructions about using the tools/equipment and how to use the garage facilities. After this you may receive a garage card.

Upon entering, you need to register your name on the entry list which is on the bar to the left of the door. The list will tell you which data to fill in. The most important thing when arriving as the first person in the garage is checking if all the tools are there, at the correct location, and if the previous visitor did not leave a mess. The light switches are located to the left of the door.

4.2 Tools and bolts&nuts

The club has a capital on tools in the garage. The tools wear out due to intensive use. The garage commissioner tries to keep the wear under control. Use the tools like you have learned at the instruction session, or ask an experienced member if you are not sure how to use them properly. Nobody likes broken tools. As a service, the MSG offers bolts & nuts which you can BUY in the garage, by putting your name and quantity on the list below the storage rack.

Commented [WV5]: Moet in originele ook worden aangepast

Commented [L6]: done

4.3 Parking

If you think you won't be able to finish your repair/overhaul job in one day, you can store your motorcycle on the intended location. To be clear, it is only allowed to use this area!

If there's no spot left, you may contact the garage commissioner and discuss potential solutions. If you are unable to contact the garage commissioner or if you don't get permission, it is NOT allowed to just leave your bike in the garage. When storing your bike, you need to mention this on the storage list.

4.4 At last

So far a description of the things you can and have to do in the garage. In the workshop rules at the end of this book are some exact descriptions. Read these rules the first time you enter the garage, so you know what to expect.

Some basic tips:

While your intentions may be good, carelessness may take the better of your project, therefore:

-Clean your bike before you start working on it

-Keep your working area clean

-Ask for advice if you are not sure about something, one can never know everything
Suggestions and comments about the garage are very welcome. If there's something that's bothering you, call or mail the garage commissioner. You can also leave a message in his/her postal box.

5. THE KLEPLICHTER

The Kleplichter is the beautiful yellow clubmagazine of MSG. This magazine is made four times a year. The redaction publishes everything that has some relevance for MSG, even if there is just a small connection. This contains reports and announcements of clubevents, trial experiences of members, stories from the garage, roadtests performed by members (with their own motors), gossip, holiday fun, board announcements, etc. You can probably understand that the redaction cannot make up all these stories on her own. So your own contribution, is very welcome, whether they asked you or not. You can send your contribution by e-mail (the address is in the Kleplichter) or on a USB stick in the post box of the Kleplichter, on the bar in the gagrage. The phone numbers and e-mail addresses of the board members and the redaction of the Kleplichter are at the inside of the cover of the Kleplichter.

6. WEBSITE

MSG has an elaborate website, on which a lot of information can be found, events, advertisements, information about how to become a member and a big archive with photo's as well. Also all the important addresses and phone numbers are on the website. The address is: www.msg.utwente.nl. If you scroll down, you can find a button to display the site in English at the left of the page.

7. MAILINGLIST

MSG has a very vivid mailinglist via which announcements for event are sent, discussions are held about motor subjects and where also a lot of talk about basically nothing is going on. When subscribed to this list, you will always know what's going on in the club. To subscribe, you have to send an e-mail to listserv@lists.utwente.nl with in the body SUBSCRIBE MSG-L your name. The address of the list is: msg-l@lists.utwente.nl

8. TRAILER

The key of the trailer can be obtained via one of the board members. If you borrow the trailer you have to check yourself whether it is in a good condition before you leave. The lending scheme will be put on the website. You can use the trailer for free, donations in-kind are welcome. Fine for returning late: 10 euros per day.

- You are responsible for the condition of the trailer. This means that you check, before you leave, whether everything functions fine and if it meets the requirements for driving on the road.
- Damage or defects need always to be reported to the board
- During the time that you borrow the trailer, MSG is not responsible for any jurisdictional consequences caused by the use of the trailer.
- Club- and trial events have priority over private use
- The club and the board are not responsible for damage to the trailer or cause by the trailer
- The trailer can be used by members or donators, no other parties
- The trailer and its attributes should be returned in the same condition as they were lent.
- Donators pay 5 euros to hire the trailer.
- In case of theft or heavy damage, the replacement value is 500 euro.
- Cases of general wear are a part of standard maintenance which will be done by MSG, as long as it is not caused by carelessness of the user.
- If the trailer has a breakdown on the road, returning it to MSG is your own responsibility and on your own costs.
- Maximum duration of the lending period is one week. Some exceptions can be made by the board.
- In case these rules are not sufficient, the board decides
- By borrowing the trailer you agree with these conditions.

9. MSG EVENTS

Because MSG is also there to be a fun club, it is organizing a lot of activities.

Annual events are for example:

- CARDAN-nights & KETTING-nights
- Small-end
- Touring trips
- Camping weekends

All activities will be announced in the agenda in the Kleplichter and on the membord in the garage. All events will also be announced via e-mail and the website.

9.1 CARDAN & KETTING

CARDAN is for "Club Avond voor Ronkende Dames en Andere Noestelingen". Which is in English something like: Club Evening for Roaring Ladies and Other Rough people. The CARDAN's are held a few times per year. We gather at the garage, where is announced beforehand what is going to happen. This can be various activities, playing snooker, watching a movie, making a trip, all kinds of fun activities. If you have a good idea for such an evening yourself, please inform the events commissioner.

KETTING is for Klein Evenement voor Technische Tukkera voor Inwendig Genot. Which is in English something like: Small Event for Technical Tukkera(people from Twente) for Inner Joy. This is actually the same as a CARDAN night, but this evening does not have a theme.

9.2 After Intro tour

The after intro tour is a trip that takes place at the start of the college year. It is mostly meant as an introduction to MSG for new members.

9.3 Camping activities

Camping events with MSG are about to be famous, the fact that MSG thinks the whole year is camping season might be a cause. Nice weather is of course good to have, but it is definitely not necessary. What kind of motor rider can be hold back by some rain or snow?

The fun thing about the camping events is the huge ability to improvise and the amount of self-support that exist within the group. There are lots of examples:

- It can of course easily happen that you left the sticks of your tent at home, they take a lot of space on your motor.. That might be a disaster for the average camping guy, but nog for someone camping with MSG. So many tools and materials are brought to the camping site, even a circus tent could be easily kept in place.
- The suit of the members of MSG is different to that of the rest of the clubs in the Netherlands in the sense that a lot of different brands are present. Also the age of the motors is remarkable. Mostly because of the latter a lot can happen on the road. But there are almost no cases where the problem could not be fixed while drinking some fresh coffee. Even a complete revision on a Camping is no problem. Whatever happens, if you leave together, you will return together!

- Fire is really essential to all MSG camping events. We will always light a (huge) campfire. The MSG people seem to be real lumberjacks: whipsaw and axe are standard equipment, even when it is raining cats and dogs and the only way to light it is by binding matches to pieces of bark, there will always be fire.
- Cooking and eating is an event on its own. Just join a camping event for once and you will know where “bacon and eggs” comes from. Even “oliebollen” and pancakes are on the menu. Coffee is always there, everywhere.
- Sudden rain is no problem. MSG has shown that 50 people fit easily in a bungalowtent, and on a moment like that everyone can even have his beer in time.

9.3.1 Info evening

Just before a camping event there is always an information evening, then you get to know more about MSG camping. If you are in doubt whether to join or not, you should definitely not come to such an evening, afterwards you are in love with it and have no other choice than to join. If you don't have a motor yourself yet, there is always some space on the back of someone, also an incomplete (or not present at all) camping gear is no problem. These evenings will always be announced in the Kleplichter.

Annual camping events are:

October: The traditional “autumn camping” at the start of the new college year. Most of the times we will puzzle ourselves towards the secret location. On Sunday there is also a secret activity.

December: For the real die-hards we have the “winter camping” in between Christmas and New Year's Eve. Lumber jacking and lighting campfire are the necessary activities, cooking and eating the fun ones.

Spring: Around Easter a trip abroad is organized, mostly to the south: Belgium or Luxembourg.

July: MSG people are usually traveling the world in this month.

10. RACING ASSISTANCE

MSG is assisting in a lot of races and runs. With their motor they make sure the course is free for the participants or they arrange the transport of the referees. MSG assists in the Batavierenrace for example.

11. CONTRIBUTION AND DONATIONS

The contribution for the MotorSportGroep is €40 per year. It is compulsory to have a valid facility card of the Student Union (afterwards facility card).

If you become a member after the first of April, it will only cost you €20 for the rest of the college year (till 1 September). For this you need to be in possession of a facility card as well. If you do not have the rights to have such a card you can assist the club with a donation. The minimum amount to donate is €30, you will receive the Kleplichter and can participate in all events. Please pay attention to the fact that it is not possible to be a donator when you are entitled to a facility card.

Paying the contribution is done by sepa debit. Also the patrol used for trialling, merchandize and the supplies from the garage will be automatically collected multiple times a year. These are relatively small amounts of money that used to be forgotten if people had to pay them their selves that used to cost MSG a lot of money.

You will receive an announcement of the moment of debit collection via e-mail.

The membership will be prolonged every year automatically. You can write to terminate you membership, before 1 August. If the amount is wrong a refund is of course always possible. Donators get a Sepa debit form as well, but we can understand very well that they want to pay more than the minimum of €30, so for them the possibility exists to pay via transfer.

12. DE MOTORSPORTGROEP FINANCIALLY

A sportclub with as many activities as MotorSportGroep needs a rather large budget. This budget is luckily not only bound to the contribution, that would make it too high. For example our club gets some subsidy for sports material of the Sportkoepel. These materials are the clubmotors (insurance, depreciation, maintenance), tools and clothes. The sportkoepel gets a part of this money via the facility card and the incomes from the bar of the sportcentre. That is the reason that it is compulsory to have a facility card to be a member. It is necessary to buy this one as fast as possible since you are using subsidized facilities that are thus paid with the incomes from this card.

Another main form of incomes for MSG are the barduties (please read the part about these duties somewhere else in this magazine). The club also receives money for distributing the UTnews. The members who do this also get some compensation for that. Some of the expenses are:

- Maintenance clubmotors
- Depreciation and insurance clubmotors
- The Kleplichter (the clubmagazine)
- Events

13. BARSHIFTS

As already stated in the financial part of this document, the barshifts are a large source of income for the club. Every club that is connected to the Sportkoepel has the right to serve behind the bar of the sports centre for some periods per year, a day per week. A part of the revenues (about 25%) of the day are for the club that had the duty. For MSG this is an essential source of income.

At the GA of September 8, 2004, the following policy has been drawn up:
At the GA of May 24, 2020, articles 13.1, 13.2 and 13.4 have been edited and article 13.3 has been added concerning the new fining system.

Article 13.1: The barshift year, which runs from August until July, consists of two equal periods (August-January and February-July). In this period any member in possession of a hok- or trial pass, from hereon called hok-pass owner, is required to run at least three hours per period. In total the MSG runs five or six full barshifts throughout the year.

Article 13.2: The "Barco" (Barshift-coordinator) distributes a list with barshift dates at the start of the new period. This list will be published through the MSG mailing list, the MSG website and the MSG-Whatsapp group. Any hok-pass owner can indicate their preference for a time and date concerning the barshifts. The Barco assigns all members a time slot and a shift and communicates this to the members which need to run a shift. The hok-pass owner is required to run their shift in the time slot set by the Barco at this point.

Article 13.3: If a barshift cannot be filled with the members which registered themselves for the shift, the Barco fills the still unassigned slots with members which have not yet completed their mandatory amount of barshift hours.

Article 13.4

In the case the hok-pass owner cannot fulfil their obligation of running a barshift, they will need to provide a replacement themselves. In this case the Barco can provide names and phone numbers of possible candidates, if required. The Barco informs the people concerned about this beforehand. If the hok-pass owner is not able to run their shift and is also not able to provide a replacement, he or she will be charged with a fine covering the costs of a replacement student employee for the hours not run. This fine is collected through direct debit.

Article 13.5 Board members are also required to run the mandatory barshifts.

Article 13.6: Hok-pass owners who are absent for a longer period of time, for example due to an internship abroad, can revoke their hok-pass during their absence. In this case the amount of mandatory hours they need to run is subtracted by ratio of their absence.

Article 13.7: In case a member receives a hok-pass during the barteam period, this member will have to run barshifts in ratio to the time they received the hok-pass.

Article 13.8: The Barco handles the administration and communication concerning barshifts.

Article 13.9: In the case of any discussion, the board, consulting the Barco will make a decision concerning the situation.

Article 13.10:

Start date: second half of academic year 2019-2020, starting January 2020.

14. READING MATERIALS

Our club is subscribed to a number of motormagazines. These magazines are on the shelf in the sitting area of the garage. All volumes are stored in order to give you the opportunity to look up information or tests for your own motor. Except for the newest magazines, they can be borrowed for the maximum of one week. There are some books about motor technique and motorsport as well. You can find these on the shelf as well, but you are not allowed to borrow them.

15. THE BATAVIERENRACE

In the last week of April, the Batavierenrace is held. The "Bata" has the first race in 1973 and is become the biggest relay race of Europe, around 300 teams and 7000 runners are participating. The start is at 12 o'clock in the night in Nijmegen and Saturday afternoon, around 17.00 the first runners finish on the cinder-path of the UT. For organising this event, the presence of MSG is crucial. Because this is a relay race, every team needs to have the next runners ready on the switching points. Most teams use small vans for the transport of people, and you can probably imagine what kind of a mess it becomes with 300 vans around one point. Around 160 motorcyclists for example make sure the parking goes smoothly. Also there are a lot of motorcyclists around the course to guide the runners. They prevent accidents on intersections with the other traffic as well. The Batavierencommissie will ask the members of MSG to help Well ahead. Almost everyone will help because this is a fantastic event.

Commented [L7]: wisselpunt???

16. GARAGE-REGULATIONS

These arage-regulations apply to the garage of the Motorsportgroep University of Twente, which is under the main entrance of the sportcentre.

16.1: Opening and closing the garage

It is very important to prevent theft of materials from the garage. The garage therefor has a special lock. To secure the safety some rules are set.

16.1.1 The key of the garage is available, in the following order:

- At the gatekeeper of the sportcentre, after showing him your hokpas and subscribing in the keybook there.
- At the main gatekeeper (when the sportcentre is closed) after showing your hokpas and subscribing to the keybook.
- At a boardmember.

16.1.2 Return the key where it came from. But if you got the key from the sportcentre and it is closed by the time you want to return it, you have to hand it in at the main gatekeeper (he will arrange that the key goes back to the sportcentre in the morning).

16.1.3 Keeping the key after leaving the garage is not allowed.

16.1.4 It is absolutely not allowed to leave the garage open and unattended.

16.1.5 When the key of the garage gets lost, the one who lost it is responsible for all consequences of that.

16.2: Presence in the garage

To have some insight in the use and state of the garage, there is a subscriptionlist.

16.2.1 Everyone who is presence in the garage should have signed up, when he entered, on the subscription list: surname, date and time.

16.2.2 When you are the first to enter the garage, you have to write down whether:

- All tools are there, and if not which lack;
- There is any damage to the contents of the garage
- The garage is cleaned up and swept.

16.2.3 Before leaving the garage you need to unsubscribe: time of depart. You also need to write down whether tools are lost or damaged.

16.2.4 You have to leave the garage cleaned up.

- All tools should be cleaned and put on the right place.
- There should be no stuff on the workbench
- Your own stuff should be tidied up.
- The floor should be swept.
- No electrical machines may be left on. (Exceptions: compressor, fan, accucharger and refrigerator).
- Spilled oil should be cleaned from the floor immediately. Scatter "cat grit" on the floor, rub the oil in the grid and sweep the floor.

Commented [L8]: Kattekorrels :P

16.3: **Tinkering**

All tools will wear, so on one day they will be broken. But we have to prevent excessive wear and watch for our safety.

16.3.1 It is not allowed to put a too heavy load to the tools. Make sure the part you are working on does not have too much mud or other dirt on it. Please keep in mind the special user guides. Report wear to the hokcommissioner, post box in the garage, thereby any further damage can be prevented.

16.3.2 For personal safety you need to know about the procedure for using the welding machine. For the electrical welding machine you need to bring your own sticks, but there was a donation which can be used as long as it is there.

After using the CO₂ you need to write down how many welding tics you used. Donators need to have permission form the hokocmmissioner in order to be allowed to weld.

16.3.3 Because of a fire insurance regulation it is not allowed to paintbrush in the garage. Also the paint mist precipitates on tools and motors, very undesirable.

16.3.4 Large tools may only be used by people who had a cursus or instruction to use them.

Commented [L9]: Nog steeds geen idee wat een mooie vertaling voor sleutelen is

16.4: **The right to tinker and priority**

Who are allowed to work with the club tools in the garage under which conditions?

16.4.1 The garage's first purpose is to provide a space where clubmembers can work on clubmotors. There can also be worked on other motors. Working with other objects is only incidentally allowed

16.4.2 The priority rules are:

1. Clubmotors
2. Other motors
3. Objects other than motors

Priority means that the one working on that object should not be obstructed by other people working in the garage.

16.4.3 Members can work on every motor, when they have permission form the owner. Donators may only work on their own motorcycle and only with the accompaniment and responsibility of a member with a hokpas. A non-member may work on the motor of a member as long as the member is present, the member has the responsibility.

16.5: Borrowing clubtools from the garage

It might be that if you are tinkering at home, you need some tools of the club from the garage. This is only limited allowed.

16.5.1 Only specialized tools can be borrowed. Only members can borrow it. They can borrow tools for the maximum time of one day.

16.5.2 The borrowed clubtool should be mentioned clearly on the borrowinglist: description and phone number where you can be reached.

16.5.3 It is only allowed to borrow tools when you are actually can be reached, if someone inside the garage need the tool, he has the right to let the tool be returned directly.

16.5.4 If you want some exception to these rules, this should be proposed to the hokcommissioner, he will decide.

16.6: Storing private stuff in the garage

The space in the garage is limited. Therefore there are rules concerning storing private stuff in the garage.

16.6.1 Every member and every donator has the right to store motorcycle parts and own tools in the garage. This however should be stored in a Curverbox (type large) or something equally. Everyone may have one box on the designated shelf: when you enter you see the storage on your left. On the box should be clearly written the name, surname and motor of the owner. You need to buy the box yourself.

16.6.2 When you are working on your motor for a longer time, big part scan be stored in the revision storage, when your name is clearly visible.

16.6.3 It might be the case that you have large parts that need to be stored in the garage, but don't fit in your box. They can be stored when your name is clearly visible, the hokcommissioner will tell you where.

16.7: Storing motorcycles in the garage

The space in the garage is limited. That is why the number of motors that is allowed to be stored inside it is also limited. A storing list has been set.

16.7.1 It is called storing your motor when you want to have it inside the garage over night. You need to have subscribed your motor to the storing list.

16.7.2 Storage of your motor is only then allowed when this is necessary for maintenance. This means that when your motor is stored there, you need to be working on it frequently.

16.7.3 In the storing list, for storage of a motor you need to write down the following things:

- Date of subscription
- Surname of the person storing the motor
- Brand and type motorcycle (or licence plate number)
- Planned duration of the storage
- Reason for storage

16.7.4 A maximum of five motors, besides the clubmotors, may be stored in the garage.

16.7.5 When you make a reservation of the storage the following holds:

1 Order of reservations determines the order of storage

2 A change to his order can only be made by asking the person concerned

3 When you are done storing your motor, you have to inform the next person that has a reservation on the storage space.

16.7.6 Per member only one motorcycle may be stored. A donor may only store his own motor.

16.7.7 The stored motors may only be put in the designated spot.

16.8: Service by selling small parts

As a service to members and donors in the garage some small parts are available.

16.8.1 The small parts like bolts, nuts, plugs and cables are meant for personal use only. A fee is asked to cover the costs.

16.8.2 On the designated list the sort and number of used articles is written down, per user. The costs will be collected annually.

Commented [L10]: moe

16.9: Responsibility

16.9.1 The residence of people and their belongings is at all times at their own risk.

16.10: Final clauses

16.10.1 The hokcommissie can, if there are good reasons, give exemptions to certain parts of these regulations.

16.10.2 The board decides in cases where the regulations do not suffice and in cases of disagreement.

16.10.3 In case the hokcommissie observes a violation of an article of these regulations he is entitled to give a fine of maximum twenty-five euro or another sanction.

17. SAFETY REGULATIONS

These safety regulations are a complement to the tinkering regulations with as purpose to enlarge the safety in the garage.

17.1 Before you start:

- Make sure you know the rules of these regulations.
- Make sure you have had the garage instruction.
- It is forbidden to work in the garage alone.
- Get to know the place of the fire extinguisher and the first aid kit.
- Get to know the escape route.
- When you are going to work with machines you didn't know before, ask someone how it works and which safety precautions should be taken.
- Notify the hokcommissioner if there is any damage to one of the machines.

17.2 When you are working:

- Don't hinder others.
- Always wear safety glasses when welding, grinding or drilling.
- Never aim at people with the airpistol.
- Wear safety glasses when airdrying parts.
- Be neat, keep workbenches clean and keep the floor and safety exits free from obstacles and no mess.
- Put every machine back in place after use.
- Don't use any other dissolvent then turpentine and white spirit in the garage.
- Paintbrushing is forbidden in the garage.

17.3 If something unexpectedly goes wrong:

In case of fire or accident you have to:

- Call the head gatekeeper (Charlie) (nr. 2222, alarmnumber)
- Shut down all electrical devices,
- Extinguish with extinguishing powders,
- Extinguish with water only furniture on fire etc, no electrical fire or burning organic fluids,
- In case of aggressive substances in the eyes, rinse with water immediately. Get the tap running and keep the eyelids open,
- In case of contact of the skin with aggressive substances, rinse with plentiful water,
- If someone inhaled harmful fumes, bring him outside in the fresh air,
- Notify the board of all large and small fires and or accidents. This is in order to improve the safety regulations and materials, as well as supplement the stock of extinguishing materials or if necessary renew them.

18. MOTORREGULATIONS

18.1: Property right

The three Pro and the GasGas motors and possible successors are property of Motorsportgroep University of Twente. The minimotors or any part or construction material are property of MSG UT as well.

18.2: Usage

18.2.1 The motors may be used by members of Motorsportgroep University of Twente.

18.2.2 For clubmotors it is obligated to have an instruction from one of the members of the motorcommittee before you can ride on your own.

18.2.3 Members who use the clubmotors have to know these regulations and behave as such.

18.2.4 Only motors with insurance for the road may be ridden on the road, as long as ridden by one of the members with a suitable licence.

18.2.5 By riding on the road no nuisance may be caused and it is just for the purpose of transport to the Achterhorst.

18.2.6 The motors may only be used for sport on the MSG terrain, unless the motorcommissioner gives permission to use them on another location.

18.2.7 Before use you are obliged to check the items on the list that the motorcommissioner has put in the garage.

18.2.8 You have to be sure that all damage to the motors is written down in the logbook.

18.2.9 The first five minutes you have to ride carefully, in order to get the machine on temperature.

18.2.10 Usage of the motors is completely at your own risk.

18.2.11 Usage of the minimotors on the road is not allowed.

18.2.12 The usage of a minimotor is only then allowed when a member of the board gives permission.

18.2.13 Every user needs to handle a motor with the care of a good motorcyclist.

18.3: Maintenance after usage

- 18.3.1 After usage of a clubmotor, it should be hosed and tanked.
- 18.3.2 After hosing and tanking the maintenance as mentioned on the checklist should be done.
- 18.3.3 After maintenance the clubmotor should be stored in the designated space in the garage.
- 18.3.4 Small defects need to be repaired directly by the user himself, larger defects should be mentioned in the logbook and to the motorcommissioner.
- 18.3.5 Every user is obliged to help with maintenance on the clubmotors, when the motorcommissioner tells him to do so.

18.4: Costs

The user pays for the fuel. This is done by tanking the motor with the designated fuel. The used fuel is written down in the logbook, and the names of the riders and date are mentioned as well.

18.5: Motorlogbook/checklist

Every user has to fill out the motorlogbook or the designated checklist.

18.6: Damage

- 18.6.1 In case of damage by irresponsible behaviour the user can be forced to pay the total damage, or a part of it. Total damage contains also loss of no-claim reduction, damage to MSG clothes etc.
- 18.6.2 In case of damage, the user needs to discuss with the board about a claim settlement. The board will take into account whether the motor was used irresponsibly, serious negligence and the financial capacity of the person who caused the damage.
- 18.6.3 When a claim settlement cannot be reached, it is possible for both the user and the board to call a general member meeting (ALV) to decide for a settlement.
- 18.6.4 The ALV will first decide whether the motor was used irresponsibly. In the case of irresponsible usage the ALV will decide to which extent the total damage has to be paid by the user.
- 18.6.5 A member that is responsible for someone riding a clubmotor who is not authorized to is also responsible and liable for all potential damages that are caused by him.

18.7: Sanctions

When a user is not acting according to these regulations, the board can do the following:

- Exclude the member of usage of the motors, for some specific time,
- Give the member a fine of maximum € 25,-,
- Propose the member for exclusion of the club and/or
- Take jurisdictional steps to force the member to act according to the regulations.

19. REGULATIONS ACHTERHORST

- 19.1 Members of MSG and external people who practice trial have access to the Achterhorst.
- 19.2 It is not allowed to be on the Achterhorst alone.
- 19.3 During training sessions there is always at least one member of MSG present.
- 19.4 The key can be picked up at the head gatekeeper (Charlie) when you are authorized to do so.
- 19.5 The external people who practice trial can only make use of the Achterhorst, no other facilities of MSG.
- 19.6 No road motors are allowed on the Achterhorst.
- 19.7 Besides trial events, no more than 8 motors may ride on the Achterhorst.
- 19.8 The maximum of external people who are practicing trial who can become a member is 10. The first year there will be several moments to review the goals and whether they are met or not.
- 19.9 The external people practicing trial need to have a valid KNMV district license, given by another KNMV approved club. Riders for one day need to use a day-card.
- 19.10 Users of the terrain have to take care of the state of the terrain and should not leave any garbage or make a mess.
- 19.11 The external people practicing trial are in possession of their own motor.
- 19.12 Before the start of a training session or an event the head gatekeeper (Charlie) should be notified.
- 19.13 The disruption should be minimal.
- 19.14 Everyone who uses the Achterhorst should have very clear in mind that it is important to not get a bad reputation, complaints should be taken very seriously and always mentioned to the board.

20. ENVIRONMENT

The KNMV obliges the MSG to use an environment saving mat when performing jobs outside the garage. This is meant to protect the environment against spilled oil and other chemicals due to potential leakage from a trialbike. These should be used when conducting maintenance on a trialbike owned by the association. May chemicals nevertheless penetrate the ground, shovel the contaminated ground into a plastic container, which can be delivered at the municipal dump service.

21. RIDE EVENT REGULATIONS

21.1 *Liability of MSG*

21.1.1. Participating in ride events organized by MSG or where MSG is involved are always at your own risk.

21.1.2. The MSG takes no responsibility for calamities that may occur during these events, nor are they responsible for any damaged involved.

21.2 *The rules*

This section sums up the rules about riding in a tourgroup, let it run as smooth as possible and reduce the risks involved. Every participant of a MSG ride should be informed about and conform to these rules.

21.2.1 Preparation

- Always ride maintaining enabled lights.
- Per definition, start with a full tank of gas. Tankstops will be adjusted to the lowest mileage bikes or the bikes with the smallest fuel tank.
- New riders should be informed by the leading riders of the dangers associated with riding in group.
- Every participant should be sure their bike may technically be able to last the trip.
- We maintain fixed start and end-points (unless notified otherwise), namely the garage. There is little fun in everyone immediately leaving after the ride, especially for the organizers. If you however have to this, inform your fellow riders at a pitstop.

21.2.1 Riding in a group - location

- Everyone follows the leading rider.
- Keep a safe distance. In case of a collision the back rider is always guilty. Also keep an eye at the rider in front of you when accelerating from zero. Be sure he/she is also leaving.
- Ride in a Z or brick formation If the road and circumstances allow it.
- Avoid getting too close to the rider in front of you, especially in corners. He/she may not be able to see you anymore and get scared him suddenly surprised. Therefore, do not overtake the riders in front of you.
- Keep your place during the whole ride. Also after a break keep the same order as you started with, in this way you get to know whether someone misses the fastest.

21.2.2 Riding in a group - stopping

- When a group splits in two (ex. due to a traffic light), the group in front should stop at the first encountered stop opportunity and wait for the group to be complete again. Avoid further scatter caused by unexpected changes of direction.

- Everyone should keep an eye at his mirror to check if the riders behind you are still following. If not, stop at a safe place and wait for the rider(s) arrival. This way, the whole group will eventually come to a hold until everyone has kept up.
- When someones bike breaks down, the riders behind him/her should give a helping hand. The rest of the group should eventually come to a hold on a save place regarding the former rule.
- When the leading rider gives a sign, communicate this to the rest of the group by repeating the sign, so everyone will get informed.
- If waiting is required (ex. in case of reading a map, a breakdown or a split up group) stop at a save location, don't block the road.

21.2.3 Riding in a group - Overtaking

- Overtaking: Do this for yourself and your own risk, not because someone else does so. The ideal moment should be chosen by yourself.
- When a car gets between the riders, give it sufficient space. Stick to the right to let it pass, if necessary.

21.2.4 Riding in a group - Speed

- The leading rider should conform to the country's maximum speed regulation. Smaller groups (<7) can divide from this using their own insight. All riders should at forehand be informed of the maintained tempo.
- Riding at high speeds can cause great dangers. As a lead rider, take this into account, especially when dealing with unexperienced riders.
- Ride at your own pace and do not try to keep up, in case you should have to exceed the limits of your own or your bike.
- For slower and/or less experienced riders holds: Ride in the front of the group, enabling the other riders to adjust to your tempo.g

22. FINAL CLAUSES

22.1 The board has the right to give a temporary exemption to one or more articles within these regulations, if they are for well-grounded reasons.

22.2 For every case these regulations are insufficient to support a decision, it is up to the board barring an appeal to the ALV (general member congress) of MSG UT.

22.3 When the board detects that a member has breached one of the articles, they have the right to impose a fine up to €25 or an alternative penalty.