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# MEMBERSHIP

To be eligible to compete in the Scottish Minimoto Championship you must be a member of the Scottish Minimoto Association.

Association membership costs are valid from the 1<sup>st</sup> March 2015 to the 28<sup>th</sup> February 2016 and are as follows:

## COST OF RACING AT A CHAMPIONSHIP EVENT

### Race fees are as follows:

Senior Championship meeting	£35
Junior Championship meeting	£30
Transponder Hire	£10
Additional Class	£10
Practice fees for extra day	£tba

All riders undertake to ride at their own risk and as such sign a disclaimer at each race meeting.

If a rider has both junior and production machines, the senior price will have to be paid.

All rider numbers will be allocated on a sequential basis upon application.

## **RACE PROCEDURE**

All riders will collect at the designated assembly area when their class is announced. The start line official will notify the assembly area marshall when he is ready and it is safe for the competitors to leave the assembly area. Riders will then proceed on a sighting lap to the grid (depending on circuit, this may not be a full lap).

No competitor will be allowed to leave the assembly area later than 30 seconds after the riders have been sent off on the sighting lap. The circuit will be closed. Riders will assemble on the grid in their allocated grid positions.

When the start line official is satisfied, the race can start. The start line official will leave the grid indicating to the riders to watch for the start flag or lights. A flag will be held then dropped to signal the start. If using lights they will be switched to red, changing to green within five seconds. Grids will be staggered in rows of two to four riders with a minimum of 2 metres between rows.

Riders will be held on the line for no more than 30 seconds. It is at the discretion of the starter how long the riders are held, ie the race may be started within one second of the final person taking their position on the grid or 30 seconds after. If the riders are held for longer than this then the start line official will notify a false start and the riders will be sent round for one more warm up lap. Any movement forward by riders off their allotted grid positions will indicate a jump start. In the event of a jump start the riders will be called back to the grid within one lap. If this is not done within the first lap then a 10 second penalty will be applied to the rider who initiated the jump start. The decision to call a jump start is solely at the discretion of the start line official.

NO PERSON will be allowed on the track at any time unless authorised by an official or a marshall. This includes riders, parents and team members.

Riders are allowed to fix minor problems with machinery at the side of the track, after pulling off the racing line safely. During the race a motorcycle has to cross the line under it's own power only. Bikes cannot be changed over mid-race, ie the bike you start the race on must be the same bike you complete it on.

If a rider is leaving the track, pulling over for any reason or slowing down, he must take every precaution available to them to ensure the safety of other riders on the circuit is not compromised.

When a yellow flag is shown, riders must slow down and not overtake. If they do they will receive a 10 second penalty.

When a red flag is shown either at the finish line or at any other point on the circuit, this indicates that the race is to be stopped for reasons of safety. When these signals are given, ALL RIDERS MUST STOP RACING and return slowly to the start line and re-form in their original grid positions. Only riders who came under the starters orders and took part in the original race will be allowed in a re-run race.

Any rider who needs to make adjustments and needs to return to the pits must indicate their intentions to the start line official. No rider will be allowed to leave the pits to re-join a race after the chequered flag has been shown to the winner.

A rider who is deemed by the organisers to be the cause of a race stoppage will not be allowed to take part in a race re-run, ie a race that has been stopped to allow a rider to receive medical attention – that rider will not be allowed in the re-run even if he is able to do so. If a race is red flagged and the result taken from the previous lap the competitor who caused the stoppage will be excluded from the race results.

In the event of a competitor falling off their bike they must re-join the track at the point at which they fell off and must not cut out sections of the marked track. Penalty is disqualification from that race.

## **PENALTIES FOR BREACH OF RULES**

Any member found to be in breach of the machine classification rules or restrictor guidelines will have all points for the current season deducted from their score up to the point of the breach. The bike will then have to be presented before the organiser and scrutineer for approval before that rider is allowed to race during that season's racing calendar. The penalties extend to all persons who accompany riders and are responsible for machine preparation, ie mechanics, team managers etc.

Ignorance of a situation will not be accepted as an excuse.

## **SCRUTINEERING**

Scrutineering statement – **TO PROMOTE SAFE AND FAIR RACING**

Minimotos will only be allowed on track after a Rider/mechanic has checked over his machine and has conformed to the strict scrutineering guidelines on the scrutineering sheet. Riders must note the following:

A scrutineering sheet will have to be completed for all minimotos before they are allowed on track. Scrutineering sheets can be picked up from race control or

downloaded before the event. If scrutineering sheets are completed but items on the bike have not been checked, this will be deemed a safety issue and you may be excluded from the event.

For each classification of machinery race bikes must be chosen at random at each race meeting to be stripped down and closely inspected.

The Scrutineer's decision will be final. Any grievances must be taken up with the organisers and/or scrutineering and the problem will then be dealt with.

Competitors protest fees will be £20. They can nominate someone to check the stripping with the scrutineer. Riders will be responsible for stripping their own machines. The organisers reserve the right to strip bikes at their own discretion and no fee will be paid.

## **SCRUTINEERING GUIDELINES**

The following list will be used as a guideline by all Scrutineers:

- Noise – not to exceed 96 dba at 8,000 rpm.
- Clear numbers to be displayed on two sides and front.
- Wheel and headstock bearings no play.
- Spindle nuts to be tight.
- Chain guards to be adequate. Must cover bottom of rear sprocket.
- Brake levers must be clear of bodywork on full lock.
- All brakes must be in good working condition. No frayed cables, no leaking brake fluid.
- All bodywork to be adequately fixed. Headstock must be covered.
- Kill switch to be bar mounted and working.
- Foot pegs to be rubber shrouded or plastic with no sharp edges.
- Throttle must snap shut when released.
- Tyres must be in good condition – no canvas showing.
- Clothing must include all-over cover with knee, elbow and shoulder protection. Suits must be full or half leather all in good condition.
- Back protectors must be worn.
- No sparky sliders.
- Footwear must cover ankles.
- Helmet to be ACU stamped full face type. Visor must be fitted.
- All competitors are advised to bring their own fire extinguishers and have these displayed at all times.

## **RIDERS CONDUCT**

Riders or team members must conduct themselves in a professional manner at all times during a race meeting. **No foul language** will be tolerated, either directly or indirectly aimed at race officials or other riders. Direct violation of this will result in a deduction of 10 points per rider. Severe cases of unacceptable behaviour by riders or their associates may result in a direct and immediate disqualification and in extreme cases, banned from any further events. Endorsements will be issued by the organisers in the cases of unacceptable behaviour.

Riders who knock off other riders while overtaking may, at the discretion of the officials, have their points reversed for that heat but not if it is deemed a racing incident.

Only complaints from full race members will be considered valid.

The riding of machines in the pits area is not allowed for safety reasons.

## **RACE CLOTHING**

All helmets must carry an ACU stamp and be of type classification. Riders must wear either one or two piece leathers or minimoto suits. Boots must have good ankle protection (strictly no training shoes). All riders must wear good quality gloves. All riders clothing must be in good condition and the correct size.

Full race clothing must be worn by anyone riding a minimoto at Championship events either during practice or racing. Riders whose clothing does not meet the above requirements will be given a warning. Any subsequent failure to meet these requirements will result in that rider not being permitted to ride.

## **CHAMPIONSHIP EVENT**

The full year's programme of 8 rounds will run at pre-selected circuits in the UK between April and November.

Each championship round is to be run over 3 races per classification of bikes. All riders will do one practice followed by a qualifying session to ascertain their grid position and in the case of the Juniors also to ascertain their group for their races.

If no qualifying time is logged the rider will have to compete from the rear of the grid.

Racers bikes must pass the chequered flag in working order to complete a finish and score points for that race. Any rider found to start in the wrong grid position will receive a 10 second penalty. Points per race to be awarded in the order of 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 for each race. The top points scorers in all 3 races will be given championship points in the order of 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1.

A maximum of thirty riders per class is permitted. Only the top thirty riders in each class plus three reserves will go forward to race. Reserves will only race if less than thirty riders form on the grid at the beginning of the race, ie if one or more of the top thirty riders drop out for any reason. These reserves must therefore present themselves ready to race at the allotted points at the beginning of each race for that class.

When class numbers rise over an acceptable limit, then this will be reviewed.

## **CLASSES AND AGE/WEIGHT LIMITATIONS**

The following outline the age requirements and weight limitations for each race category. Ages are as at the 1<sup>st</sup> of January.

**Junior A** must be a minimum of 6 years and a maximum of 9 years old.

**Junior B & C** must be a minimum of 10 years and a maximum of 15 years old. Two weight categories: up to 39.9kg (B) and 40kg and above (C).

**Production Featherweight** must be 8 years or over and compete in the Juniors. Must have at least one years minimoto experience in the juniors if under 10 years old. Weight up to 44.9kg.

**Production Lightweight** must weight between 45 and 59.9kg

**Production Middleweight** must weigh between 60 and 74.9kg. No age limitations.

**Production Heavyweight** must be 75kg and above

**Open Super Invitation** must be 10 years old or over. Rider must ride their Production spec bike for this class.

All riders will be weighed with minimal clothing and birth certificates must be produced for age verification. If a rider goes underweight for his class after the season starts they will have to move class. Points will only be carried over on agreement with the organisers.

All riders under 16 years of age can only compete with the written consent of their parent or guardian.

Events will only be classified as Scottish Championship provided there are three or more competitors for 7 out of the 8 race meetings.

No practice on the circuit the day before a Championship round unless the practice is organised by McIntosh Minibikes. Penalty is disqualification from the event.

A 8 to 12 year old must compete in the Junior class if he/she is aged to do so, he/she cannot race in production only.

## **GENERAL CLASSIFICATION OF MACHINERY**

All the machines for all the classes are to be chain driven from crank to back wheel through centrifugal clutch. All engines have to be fitted with effective silencers. Capacity limits 40 to 50cc 2-stroke. All bikes must be fitted with fairings sufficient to cover all protruding objects on the minimoto i.e. the headstocks. All machines must be fitted with a working kill switch which must be mounted in an accessible and standard position on top of the headstocks adjacent to the left handlebar. Rider numbers must be displayed and visible from the front of the fairing. Numbers should be a minimum of 7cm high and in a clear font. Foot pegs must be made of plastic or covered with rubber and be rigid. The exhaust must not extend beyond the seat. Brakes can be either hydraulic or cable. No moveable suspension allowed. Bikes will be stripped and checked at the organiser's discretion.

<b>DIMENSIONS</b>	<b>MINI</b>	<b>MIDI</b>
Wheelbase	680mm max	750mm max
Length	970mm max	1,060mm max
Seat Heat	400mm max	470mm max
Foot peg length	60mm max	60mm max
Total height	540mm max	620mm max

## **NOTICE TO ALL RIDERS**

If you are in any doubt about what engine you have, then ask an official for an inspection at the first meeting. It is imperative you have the correct exhaust restrictors. The organisers reserve the right to change a ruling if it is deemed to be giving an unfair advantage.

## **JUNIOR CLASS**

All as per general classification and production class machinery with the following additions.

Junior A:

1. Any air-cooled engine with a max carburetor size 15mm, these must have a 12mm exhaust restrictor fitted between manifold and cylinder head. These are 3mm thick with a hole tolerance 0.03mm plus or minus.
2. Polini Series 1 air-cooled with a max carburetor size 14mm, these must have a 15mm exhaust restrictor fitted between manifold and cylinder head. These are 3mm thick with a hole tolerance 0.03mm plus or minus.

Junior B/C:

1. Any air-cooled engine with a max carburetor size 15mm, these must have a 15mm exhaust restrictor fitted between manifold and cylinder head. These are 3mm thick with a hole tolerance 0.03mm plus or minus.
2. Polini Series 1 air-cooled with a max carburetor size 14mm, these do not need any restrictors.

Junior A, B and C classes will be raced together and scored separately.

### **Definition of Polini Series 1.**

The inlet manifold goes on to the crankcases at 90 degrees. Exhaust: The down pipe will have a cylindrical shape 280mm long (minimum) with an external diameter of 25mm (tolerance +0/-1mm) made of sheet metal with a thickness of 1mm and max 2mm. The regulated exhaust pipe must have the standard ribbing which may only be removed at the point in which it would come into contact with the frame or other parts. A cut may be made in the exhaust pipe to aid assembly but the manufacturer must prove the need.

**Tyres-** Junior treaded tyres only. Junior R only to be used when instructed by the organisers.

**Clutch** – Any dry friction clutch may be used

**Fuel** – Standard pump fuel only. No race fuel being atol or elf

**Brakes** – Standard from manufacturer

**Chassis** - Mini or Midi allowed

## **PRODUCTION CLASS**

**Engine** – Any air or water-cooled engines allowed. Feathers and lights 40cc, Middles and Heavys 50cc.

**Carburettor** – Feathers and lights 15mm maximum with any jets. Middles and Heavys open any size jets.

**Clutch** – Any dry friction clutch may be used.

**Tyres & Wheels** – open

**Fuel** – Standard pump fuel only. No race fuel being atol or elf

**Brakes** – standard from manufacturer

**Chassis** - Mini or Midi allowed.

## **OPEN INVITATION CLASS**

Machinery has to be as per the general classification of machinery and to utilise Production/Junior class Machinery.

**RULE CHANGE AMMENDMENTS 2015:**

Riders can be promoted through the Junior classes provided they do not gain an advantage. Organisers disccussion.