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# **SCOTTISH MINIMOTO CHAMPIONSHIP**

## **RULES & REGULATIONS 2010 / 2011**

The Scottish Minimoto Championship is organised on behalf of the  
Scottish Minimoto Association by McIntosh Moto Limited



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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 1st March 2010 to the 28th February 2011 and are as follows;

Full Race Membership	<b>£15 fees</b>
Junior Race Membership	<b>£15 fees</b>
Family Membership	<b>£20 fees</b>

## COST OF RACING AT A CHAMPIONSHIP EVENT

### Race fees are as follows:

Senior Championship meeting	<b>£35</b>
Junior Championship meeting (4.2hp)	<b>£30</b>
Family Championship meeting	<b>see organiser</b>
Additional Class	<b>£10</b>
Practice fees for extra day	<b>£tba</b>

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 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 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 false start. In the event of a false 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 false start. The decision to call a false 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.

A jump start will result in the rider being given a 10 second penalty. If a race is stopped for any reason, riders must proceed cautiously back to the start line or pits if indicated. Any queries/complaints by riders must be taken up immediately with the organisers.

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 its own power only. Bikes cannot be changed over mid-race; i.e. 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. (i.e. 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 result.

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 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 i.e. 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 be allowed to race only after a scrutineering has taken place - scrutineering will adhere to strict guidelines. As well as checking machines within the machine classification guidelines 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 downloaded [here](#). 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 may 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 Scrutineer 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 bearings no play.
- ⦿ Spindle nuts to be tight.
- ⦿ Chain guard to be adequate. Must cover bottom of rear sprocket.
- ⦿ Brake levers must be clear of plastic on full lock.
- ⦿ All plastic to be adequately fixed.
- ⦿ Kill switch to be bar mounted and working.
- ⦿ Foot pegs to be rubber shrouded or plastic.
- ⦿ 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.
- ⦿ Back protectors must be worn.
- ⦿ **No sparky sliders.**
- ⦿ Footwear must cover ankles. **Trainers no longer acceptable.**
- ⦿ Helmets to be ACU A stamped full face type.
- ⦿ 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 to be issued by the organisers in 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 Gold stamp and be of type A 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 to 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. All clothing will be scrutineered. 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 Scotland 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 for the race.

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

50% of race distance must be completed to record a finish. Any rider found to start in the wrong position would 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.

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 i.e. if one or more of the top thirty riders drops 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 1st of April (i.e. at the start of the season).

**Junior A** Must be a minimum of seven years and a maximum of 9 years old on the 1st April.

**Junior B & C** Must be a minimum of 10 years and a maximum of 14 years old on the 1st April. Two weight categories: up to 39.9kg [B] and 40Kg and above [C].

**Production Featherweight** Must be 10 years or over and compete in the Junior B or C if aged to do so. Must have at least one years minimoto experience in the Juniors if under 12 years old. Weight up to 44.9kg. Machine must have 14/14 carb.

**Production Lightweight** Must weigh 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. Weight up to 44.9kg. Production specification bike with 14mm carb. Weight 45 - 59.9kg, 40cc open specification. Over 60kg, 50cc super specification bike.

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 five 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 Moto Ltd. Penalty is disqualification.

A 10 to 12 year old must compete in the 4.2hp class if he/she is aged to do so, he/she cannot race in production only.

## GENERAL CLASSIFICATION OF MACHINERY

All machines for all classes to be chain driven from crank to back wheel through centrifugal clutch. All engines to be fitted with effective silencers. Capacity limit to be 40cc 2-stroke excluding Super which is 50cc. All bikes must be fitted with fairings sufficient to cover all protruding objects on the minimoto eg 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 (typeface) in either black or white. Foot pegs must be made of plastic or covered with rubber and be rigid. The exhaust must not extend beyond the seat. Brakes to be cable operated. No moveable suspension allowed. Bikes will be stripped and checked at the Organisers discretion.

DIMENSIONS	MINI	MIDI
Wheelbase	680 mm Max	750 mm Max
Length	970 mm Max	1,060 mm Max
Seat Heat	400 mm Max	470 mm Max
Foot Peg length	60 mm Max	60 mm Max
Total Height	540 mm Max	620 mm Max

### NOTICE TO ALL RIDERS

If you are in any doubt about the condition of your engine, then ask an official for an inspection at the first meeting. Any omissions from the rules mean standard. The Organisers reserve the right to change a ruling if it is deemed to be giving unfair advantage.

An additional clause in the Production / Junior class rules:

**If it is not mentioned in the rules it means standard from the factory.**



## JUNIOR CLASS

All as per general classification and production class machinery with the following additions: Junior “A” 14 mm restrictor in down pipe.

**Minibike or Midibikes:** 4.2hp Air Cooled Polini only with 4.2 regulated exhaust. Engines in standard specification. Standard coil and flywheel. Polini new GP6 Junior engine with 12 mm inlet restrictor.

**Exhaust:** The down pipe will have a cylindrical shape 280 mm long (minimum) with an external diameter of 25 mm (tolerance +0/-1 mm) made of sheet metal with a thickness of 1 mm and max 2 mm. 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.

Junior “A” - 6 to 9 years including novice to 13 years, scored separately.

Junior “B and C” - 10 to 14 years. “B” up to 39.9Kg and “C” 40kg and above. These will be raced and scored separately.

All Juniors must have back protectors to compete.

***Riders numbers to be WHITE or BLACK no less than 7cm high.***

## PRODUCTION CLASS

Machinery to be as per the general classification of machinery and production rules. Air or water-cooled 6.2hp 3-transfer engine. Mini or Midi allowed. Air Cooled 5-transfer engine allowed.

***Riders numbers to be WHITE or BLACK no less than 7cm high.***



## PRODUCTION CLASS SPECIFICATION

<b>Engine</b>	3 port water-cooled or 5 port air-cooled. All internal components must be standard. All internal surfaces must remain as factory finish. Cleaning must be done using solvents not abrasives. <b>Absolutely no machining of any internal surfaces. Standard means untouched.</b>
<b>Crank</b>	Any crankshaft, standard from Polini.
<b>Ignition</b>	Any standard Polini ignitions No modification to bracket or woodruff key
<b>Carburettor</b>	Standard PHBG 15mm Dellorto with any jet or SHA 14/14. This may be mounted on a rubber manifold if preferred. Manifolds open. Inserts allowed.
<b>Reed Block</b>	Polini reed and block open.
<b>Clutch</b>	Any dry friction clutch may be used.
<b>Exhausts</b>	Any exhaust system designed for minibikes.
<b>Tyres &amp; Wheels</b>	Open.
<b>Gearing</b>	Open.
<b>Air Boxes</b>	Open.
<b>Fuel</b>	<b>Standard pump fuel only.</b> No race fuel being atol or elf
<b>Brakes</b>	Standard from manufacturer.

## OPEN INVITATION CLASS

Machinery to be as per general classification of machinery and to include 3 and 5 port reed valve engines any make. No restrictions to tuning, carburettor size or gearing. Mini or Midi allowed. 50cc Max.

***Riders numbers to be WHITE or BLACK no less than 7cm high with RED back plates***



## AMENDMENTS

Added 22.04.10

- ⦿ All Production bikes with the exception of Featherweight will be allowed to run PHBG 15mm carburettors.
- ⦿ Junior A GP6 will have to run both the 12mm inlet restrictor and the 14mm exhaust restrictor.
- ⦿ Junior C GP6 over 50kg's will be allowed to run the 13mm inlet restrictor instead of the 12mm.
- ⦿ Classes and Age Limitations: Junior A's may run in the Featherweight class from the back of the grid provided they have at least one years experience on minimoto and at the discretion of the organisers.

Added 19.07.10

- ⦿ Junior bikes will be allowed to run in the production class