

MMRCI

Minimoto Racing Championship of Ireland



Rulebook 2008

Mini Moto Racing Club of Ireland - Proposed Rules & Regulations for 2008

Procedure

1. All riders must sign a disclaimer form & pay their race entry fee before being allowed on the circuit and have passed scrutineering. (Fee - juniors £30, seniors £35, extra Class £15 - non members must pay an additional £5 at every meeting, but will be eligible for championship points. MMRCI - Membership fee for the Year, £30 single, £50 family.
2. Riders will not 'practice' on the circuit until they are told to do so & all relevant flag Marshall's are in place.
3. Due to restrictions at certain circuits, engines must not be started until authorized by the Race Organizers.
4. All bikes to be fitted with a standard and working silencer (Noise limit 97 db/a @ 8000-9000 rpm), any machine deemed excessively noisy by the clerk of the course will be black flagged and not allowed back onto the circuit until repaired.
5. Round 1 only (4 races) - Grids will work on a rotating basis. Initial grid positions will be random. After that point the rider is to move forward one place until they have had their turn at the front - from there they will move to the very back of the grid and repeat the process.
From Round 2 (3 races) - grid positioning will be dependant on the riders' championship position, new riders will have to start at the back of the race. Riders position to remain the same for the 3 longer races. This format may change before the start of the season with regard to the timing system, more on which in due course. At the end of the championship all riders will drop their worst performing round.
6. Any rider who fails to attend the briefing or fails to make practice will be made to start from the back of the grid for each race.
7. A rider must be on the circuit within one lap of the start of the race or they will be scored DNS.
8. In order to qualify for points, a rider must finish within 1 lap of the leader failure will result in a DNF.
9. Flags are as follows, Green flag/light - start of race, Chequered - end of race, Red - Race stopped, riders must slow and proceed immediately & safely to paddock area, Yellow - Caution, slow no overtaking, Blue - be aware of faster rider approaching from behind, Black - accompanied by riders race numbers, disqualification. Riders ignoring flags will be penalized by either a deduction of points or disqualification depending on the severity of the offence.
10. Riders must enter the paddock/pits slowly.
11. Points are awarded as follows; 1st = 25 pts, 2nd = 20 pts, 3rd = 16 pts, 4th = 13 pts, 5th = 11 pts, 6th = 10 pts, 7th = 9 pts, 8th = 8 pts, 9th = 7 pts, 10th = 6 pts, 11th = 5 pts, 12th = 4 pts, 13th = 3 pts, 14th = 2 pts & 15th = 1 pts. (These have changed due to higher numbers and to reflect other forms of motorcycle racing).
12. Any decision reached by the clerk of the course is final; any appeal against a decision must be lodged before the end of the meeting. Riders may go to their rider representative (if available) with regards to any complaints on ruling and will look into it on their behalf.
13. A rider may only protest at another rider in his own class, the fee for an engine inspection is £50 and is to be paid by the rider protesting to the rider whose machine is to be stripped. If in breach the sum will be returned to the paying party, if not it will go to the rider under protest.
14. Visiting (overseas) riders will be eligible for trophies but not points or prize money.
15. A rider may not swap machines once the race has started.

Mandatory Scrutineering

All riders must undergo scrutineering before each race meeting and pass the below basic tests, before signing on for the race meeting.

The Club scrutineers are -
Chief Scrutineer - John McConnell
Junior Scrutineers - TBD
Senior Scrutineers - TBD

Bike Check list.

1. Riders numbers to be displayed on two sides and front clearly and must be a minimum of 80 mm high.
2. Wheel bearings no play & brake cables not frayed
3. Brake levers must be clear of bodywork on full lock
4. Kill switch to be bar mounted and working
5. Front and rear spindle & spindle nuts to be tight
6. Chain and sprockets in good condition
7. All bodywork to be adequately fixed
8. Head stocks covered and yolk bolts tight and no play
9. Foot pegs to be rubber shrouded or plastic
10. Throttle must snap shut when released.
11. No fuel or coolant (water) leaks.
12. Tyres must be in good condition - no canvas showing
13. No cracks in chassis or wheels
14. All bikes to be fitted with a standard and working silencer (Noise limit 97 db/a @ 8000- 9000 rpm)

Rider Check List

1. Back protectors must be worn by all juniors
2. Footwear must cover ankles, leather gloves must be worn
3. Riders must wear a 'gold' or 'A' type MCUI/ACU approved full face helmet with visor & in good condition
4. Clothing must include all over cover with knee, elbow & shoulder protection.
5. Suits must be full or half leather and in good condition
6. Rider must be weighed

General Rules/Classification – Machinery

To be eligible for mini moto racing, the machine used must come within the following basic specifications;

- * Must be a recognized/F.M.I homologated 'mini' or 'midi'.
- * Frames must be rigid, no suspension allowed.
- * Capacity limit for all classes - 40cc (50cc for Supers)
- * Must be a pull start 2 stroke engine (or 4 stroke alternative see organisers for details).
- * Must have a handlebar mounted engine kill switch & working.
- * Must have a fairing or headstock protection
- * Wheel sizes as follows, 4", 5", 6.6/6.1" or 6.5".
- * Carburettor for all classes (apart from Supers) must be Dello'orto sha 14/14.
- * Ignition must be standard, nonadjustable (ign timing) coil/flywheel for all Production based & 4.2hp Classes.
- * All 4.2hp Junior Classes do not allow any interior engine work that will benefit performance, this includes porting & flowing. No abrasives may be used to clean interior engine parts and no machining of any description or replacement of standard engine parts for performance parts.
- * Final drive must be single speed via a dry, centrifugal clutch (adjustable or non adjustable).
- * Brakes – any commercially available
- * Fuel – standard forecourt unleaded only no performance fuels.

Weight Classification

Weight is under review for the new season, at the moment they are:

Junior Lights - Up to 39.9kg

Junior Cadets - 40kg and over

Senior Lights - Up to 59.9kg

Senior Heavies -60kg and over

Production Lights - Up to 74.9kg

Production Heavies - 75kg and over.

Weights are based on riders without helmet & protective clothing

Classes

4.2hp Junior Lights/Cadets/Novice - Age 7 - 13, 4.2hp air-cooled mini or midi (Polini Series 1 engine only), standard exhaust only (Exhaust: Original design only. With constant diameter front pipe, minimum length 280mm. outside diameter - Min. 24mm Max 25mm), standard 3tr engine, no modifications as per general rules except any main jet/spark plug, air box open. Tyres/wheels open, gearing open.

Junior Production - 10-13yrs or have 1 year's 4.2hp racing experience. (Rules - same as Senior Production)

4.2hp Senior Lights/Heavies - Age 13 up, 4.2hp air-cooled mini or midi, 3tr engine Polini/BZM (BZM to remain standard) Carb: - Dello'orto sha 14/14. Standard exhaust only (Exhaust: Original design only. With constant diameter front pipe, minimum length 280mm. outside diameter - Min. 24mm Max 25mm)

Senior Production Lights/Heavies (40cc) - Age 13 up, 3tr engine (Polini/BZM/ZPF) Carb: - Dello'orto sha 14/14. Any commercial available Exhaust, no 'one off' exhausts systems allowed.

Supers (50cc) - Age 15 up, or 1 years Senior Production race experience. Any modification to engine/airbox/carb except capacity, exhaust as per Production class, Senior Production riders may also enter their 40cc Production spec machinery.

N.B. - All riders will be allocated a race number by the club, which must be displayed clearly on the front and rear of the bike and must be a minimum of 80 mm high.

Safety

All machines will be required to be scrutineered for safety checks at the all race meetings

Riders must conduct themselves in a safe and responsible manner at all times.

Any Rider deemed by the clerk of the course, to be riding in a manner dangerous to themselves or other riders, will be Black Flagged and points deducted. This will be entirely at the Clerk of the Courses discretion. All riders must stop and switch off before entering the paddock area; bikes must not be started until they are in the holding area.

Spectators

Spectators must stay in the areas designated.

Parents/Guardians/Mechanics

Are not allowed on the circuit unless acting as Marshall's

These are the basic MMRCI rules for the 2008 season and may change during the course of the season.

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The Minimoto Racing Club of Ireland is run and organized by J&S Streetfighter Pocketbike Racing