

TABLE OF CONTENTS

Membership 2024

Cost of Racing at a Championship Event

Race Procedure

Penalty for Breach of Rules

Technical Inspection

Guidelines Riders Conduct

Race Clothing

Medical Services

Concussion/Suspected

Concussion

Championship Event

Classes and Age Limitations

General Classification of Machinery

Junior Class

Production Class

Open Invitation Class

Amendments

MEMBERSHIP

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

ESKC Annual Membership can be purchased on <https://eskc.alphatiming.co.uk/>

Scottish Minimoto Section membership can also be purchased through the above link, select East of Scotland Kart Club Shop & select Scottish Minimoto Race Membership. The section fee is set at £15 for 2023.

The membership year runs from 1st February 2023 to the 31st January 2024.

COST OF RACING AT A CHAMPIONSHIP EVENT

Race fees are as follows:

Championship meeting	£65
Transponder Hire	£10 per round.
Additional Classes	£10
Non-ESKC Practice fees (Saturday)	£25

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

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 marshal 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 10 seconds after the riders have been sent off on the sighting lap. The circuit will be closed. **Riders will assemble at the rear of the grid with no warm up lap if late.**

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, i.e., 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 or riders 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 marshal. This includes riders, parents and team members. Any authorised person must wear a hi-vis vest or jacket.

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 must cross the line under its own power only to record a lap. 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 & return slowly to the start line and reform in their original grid positions. Only riders who came under the starters orders & took part in the original race will be allowed in a re-run race. During race stoppage if 50% of the race has been completed it will be deemed a result, if less than 50% completed a sprint race will take place for the remainder laps. The grid placings will be from the original grid order.

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 rejoin 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 or riders to receive medical attention – that rider/s will not be allowed in the rerun even if he/she 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 ra

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 technical inspector 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.

TECHNICAL INSPECTION

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

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

A technical inspection sheet will have to be completed by riders over 16 or a responsible parent or guardian for all Minimoto's before they are allowed on track. Technical inspection sheets can be picked up from race control or downloaded before the event. If technical inspection 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 technical inspector's decision will be final. Any grievances must be taken up with the organisers and/or SACU Steward and the problem will then be dealt with.

Competitors protest fees will be £50. They can nominate someone to check the stripping with the technical inspector. 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.

Technical Inspection is the sole responsibility of riders over 16 or responsible parents/guardians. The club technical inspector will not be responsible for undisclosed, missed or arising safety concerns regarding individual bikes.

TECHNICAL INSPECTION GUIDELINES

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

- 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 Gold Approved 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/PARENT CONDUCT

Riders or team members must always conduct themselves in a professional manner 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 Gold Approved 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 must wear a correctly fitting back protector. 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.

MEDICAL SERVICES

The minimum requirements for racing to commence are as follows:

At least 2 First Aiders with a minimum of FREC 3 certification.

Medical: A Land Ambulance (non-blue light) to be in attendance at all permitted events.

A stretcher (preferably scoop), apparatus to immobilise limbs and vertebral column.

First aid medications and materials.

Technical: Radio communication. Visible and audible signals.

First Aid Personnel A person holding a current certificate of First Aid competency of FREC 3 or above. (Where an event is open to the public event organisers should ensure that all First Aid personnel are insured against malpractice for the event concerned).

Special Notes

The minimum medical requirements specific for this discipline also apply to associated Test Days which are under SACU permit. This specifically excludes any practices events promoted by ESKC or other venue which form part of the championship.

CONCUSSION/SUSPECTED CONCUSSION

If a competitor is involved in an incident which results in him being diagnosed by the Medical Officer as

suffering from concussion/suspected concussion, the rider is not permitted to participate any further in that event.

Organisers are to notify ACU Head Office as soon as possible of any concussion/suspected concussion injuries and then will subsequently:

- Place the rider on the ACU Stop List
- Inform Organisers of forthcoming events that the Rider has suffered a concussion/suspected concussion injury and is therefore placed on the ACU Stop List
- Inform the Rider that he needs to see a Doctor and obtain a letter/doctor's certificate which confirms he is fit to resume competitive racing/participate in a practice/test session.

The recovery time for anyone diagnosed with concussion/suspected concussion is as follows:

- Over 20 years: Excluded immediately and suspended for a period of nine days.
- 16–19 years: Excluded immediately and suspended for a period of twelve days.
- 15 and under: Excluded immediately and suspended for a period of twenty three days.

The rider is not permitted to ride during the obligatory suspended periods outlined above and then only once he is in possession of a doctor's certificate/letter after the suspended period has expired. A rider may be signed off to ride by the CMO at an event once he has observed the obligatory suspended period outlined above.

If a competitor has been injured on a Saturday and is suffering from concussion/suspected concussion, and the

Organiser is aware that the rider was intending to ride or is scheduled to ride somewhere else the next day, the Organiser will inform the Organiser of the event being held the next day so they are aware of the rider's injuries and as such he is prevented from participating in that event

CHAMPIONSHIP EVENT

The full year's programme of 7 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 two qualifying sessions to ascertain their grid position and in the case of the juniors also to ascertain their group for their races. Open class will be rotating grid with 4 races.

Any rider failing to do 3 qualifying laps can at the hands of the race director be placed at the rear of the grid in the appropriate Group.

A competitor on his bike must pass the chequered flag in a working order to complete a race or be within 50% of the leader to complete a finish to score points for that race. Any rider found to start in the wrong grid position will receive a 10 second penalty. This is how the points are awarded on the day. 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 in the group. (On the day in the groups you race everyone for points not just the class). These will then be awarded to the Classes for the Championship with Group 1 getting the big points then group 2 and then group 3 in the order of 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1.

The final round of the Championship will be a double points round, mean 50 for a win rather than 25.

A maximum of 25 riders per class is permitted. If the class numbers rise over 25 then the class will be split into 2 groups with the fasters being group 1 and the others being group 2.

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 March.

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

Junior B & C Riders must be aged up to maximum of 15 years old. Two weight categories: up to 44.9kg (B) and 45kg and above (C).

NOTE: *6 to 12 year olds must compete in the junior class if he/she is aged to do so, he/she cannot race in production only.*

Production Featherweight must be 9 years or over. (Organisers discretion. Should have at least one year's Minimoto experience in the junior class if under 10 years old). Weight up to 44.9kg. Open Air/LC 40cc engines.

Production Lightweight must weigh between 45 and 59.9kg Open Air/LC 40cc engines

Production Middleweight must weigh between 60 and 74.9kg. Open engines up to 55cc. No age limitations.

Production Heavyweight must be 75kg and above. Open engines up to 55cc

Open Super Invitation Riders should be 10 years old or over. Riders under 35 kilos must ride their junior air cooled spec bike for this class, all other riders can use their production spec machines.

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 not only be carried over between classes.

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

NO PRACTICE on the circuit 5 days before a Championship round unless the practice is organised by ESKC Limited. Penalty is no points from the event.

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.

DIMENSIONS	MINI	MIDI
Wheelbase	680mm max	880mm max
Length	970mm max	1,200mm 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. The use of tyre warmers is also prohibited.

JUNIOR CLASS

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

Junior A:

1. Polini Series one engine 4.2hp air-cooled only with a max carburettor size 14mm, 4.2hp pipe with 15mm restrictor fitted to the down pipe. No restrictor for any rider over 45 kilos with Polini series 1 engine. Blata, GHR & CS air cooled engines are allowed but must run a 10mm exhaust restrictor. Restrictors are 3mm thick with a plus hole tolerance of 0.3mm

Junior B/C:

1. Any 40cc air-cooled engine with a max carburettor size 15mm, these must have a 14mm (Junior B) 15mm (Junior C) exhaust restrictor fitted between manifold and cylinder head. These are 3mm thick with a plus hole tolerance of 0.3mm. Any Junior C over 60 kilos no exhaust restrictor required.
2. Polini Series 1 air-cooled, with a max carburettor size 14mm these do not need any restrictors with any exhaust fitted. Reed block conversions are allowed.

Junior A, B and C classes will be raced together see Championship event above.

Definition of Polini Series 1 Engine for Junior A.

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- PMT Junior or slick dry tyres only. Junior Rs can only to be used when instructed by the organisers for wet conditions.

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 Heavies 55cc.

Carburettor – Feathers and lights 15mm maximum with any jets. Middles and Heavies 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 any pad material

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 SINCE 2020

1. Riders can be promoted through the junior classes provided they do not gain an advantage. Organisers' discretion.
2. Final Event of the season is a double pointer.
3. Special dispensation can/will be awarded for rules changes upon the organisers consent.
4. Any breach of Junior A rider weight restrictions will result in the points being removed for that event.