



2019 Rule Book

Foreword

Welcome to the *Irish Minibike Championship*.

The aim of *The Irish Minibike Championship* (referred to as *The IMC* herein) is to provide all members, regardless of age, ability or ambition with cost effective and much sought after track time in a competitive yet family friendly environment. We are dedicated to making the *Sport of MiniBike Racing* inclusive, accessible and affordable to all and it is our hope to introduce many to this fun form of racing.

The IMC is a Championship organised by a team people who unanimously believe that competitors' should have a say in how their Championship is run... *RIDERS'* input is not only *welcome* but positively *invited!*

Mission Statement:

- To provide a welcoming and inclusive environment for competitors to enjoy their sport in a safe and organised environment.
- To promote racing on a level playing field where genuine talent is both recognised and encouraged.
- To promote enjoyable, economical, and competitive racing to a wider audience and encourage participation from other areas of motorsport.

The *IMC* will provide opportunity to it's Riders' to compete in a 8 Round Minibike Championship beginning March 2019. The Championship Rounds will be held at various tracks, both north and south of the border. In addition we will also facilitate a 3 Round Stand Alone Championship - The IMC Snowflake Showdown.

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Meet the Team



Krystle Black

Clerk of Course
PR Officer



Matthew Patton

Vice-Chairman
Senior Rider Liaison



Michelle Sherman-Boyd

Treasurer
Safeguarding Officer & Junior
Rider Liaison



Mark Boyd

Chairman

How to Get Started with The IMC

Minibike Racing is one of the most affordable and accessible forms of motorsport to get involved in. It attracts riders from all walks of life ~ from as young as 6 years of age to those that are most certainly very much still young at heart.

The IMC have catered for all ages; with Junior Classes ranging from 6 ~ 14 yrs, and Senior Classes 13+. Any Rider aged 13 must have experience of Minibike Racing AND complete a Progression Plan before being deemed eligible to compete in any Senior Class.

Junior Class Details:

- BamBam ~ Max Capacity 90cc (age 6-10) . Entry Level.
 - Junior Pro ~ Air-cooled Minimoto (age 6-14) .
 - Junior Gearbox ~ Max Capacity 125cc (age 7-14), Max Capacity 140cc (9-14), Max Capacity 50cc 2stroke (age 7-14), Max Capacity 70cc 2stroke (age 9-14).
- Includes Pitbike and MiniGP Style. All bikes Max 12" wheels.

Senior Class Details:

- Senior Stock Pitbike ~140cc (age 13+). Any style of Pitbike.
 - Vets Stock Pitbike ~ 140cc (age 35+). Any style of Pitbike.
 - Senior Open Class ~ Max Capacity 190cc (age 14+).
- Includes Pitbikes, CRF150, and any 2-stroke up to 85cc. All bikes must have 12" wheels.
- Senior MiniGP/Moto 4 Class ~ Max Capacity 150cc (age 13+). Any form of MiniGP style bike.

Protective Clothing

In order to compete it is necessary to wear the correct *Protective Equipment*.

- Full Leather Race Suit (2 piece is acceptable) or Leather/Textile Race Suit if in Minimoto Class.
- A good quality helmet; BSI Kite or MCUI marked.
- Motorcycle boots or ankle race boots if riding a Minimoto.
- Back protectors (ESSENTIAL FOR ALL YOUTH COMPETITORS).
- Leather gloves.

All Protective Clothing will be subject to checks at Scrutineering.

Whilst we advise buying new, the listed items can be found on ebay or various Social Media Group Pages for reasonable cost.

A Race Licence is not required to compete with The IMC. We do however ask that all competitors take out a yearly membership subscription. Discounts will be made available for Family Memberships.

Championship

In order to qualify for points ALL riders must be a member of THE IMC.

Points will be allocated as follows in all Championship Classes:

1st - 25	2nd - 20	3rd - 16	4th - 13	5th - 11	6th - 10
7th - 9	8th - 8	9th - 7	10th - 6	11th - 5	12th - 4
13th - 3	14th - 2	15th - 1			

* Disqualification will result in 0 points.

In order to qualify for points in a race a rider must:

- take the start (from either their allocated grid position or the pit lane entrance),
- must pass the chequered flag, and
- must have completed the race within 1 lap of the winner.

Trophies and Prizes

Trophies and Prizes will be awarded at *each* Round of the Summer Championship for the *Overall Winners* in each class as follows:

- Min. 5 Entries in a class = 1st, 2nd and 3rd Overall
- 3 to 5 Entries in a class = 1st Overall only.

In the event of a tie in overall points in a round, final results will be determined by the best place finish in the final race.

Youth Competitors:

- Each Youth Competitor will receive a 'Certificate of Achievement' at each Round.
- The Top 3 placed will receive a trophy.
- Each remaining competitor will receive a well deserved 'Finisher Medal'.

Protective Clothing

All elements of Protective Clothing listed below MUST be used by ALL competitors whilst on track.

HELMETS

Must have the latest ACU gold sticker or marked to comply with ECE 22.05 (Euro equivalent). The helmet and visor must be in good condition and undamaged. If more than one helmet could or will be used during the event it is the responsibility of the rider to that both helmets comply with the conditions and are presented for morning safety inspection.

LEATHERS

Must be in good condition with no holes. Zips and fastenings must work effectively and should be fitted with body armour and back protection. A separate **back protector** must be worn by **ALL** Junior riders and although not compulsory for Senior competitors it is highly recommended. Two piece leathers may be used but must zip together correctly. All fastenings should be done before entering the track.

BOOTS

Boots **MUST** be full length (not ankle boots) on **ALL** geared bikes. Ankle boots should be worn on Minimotos'. All boots must offer good protection, be of acceptable condition and be without holes or splits.

GLOVES

Gloves must be of good quality leather and fitted with adequate knuckle and wrist protection.

IMPORTANT

**Body Piercings and Jewellery* It is recommended that all body piercing, studs, rings etc. are removed. Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident.

***General* The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an incident, e.g. chewing gum.

Long hair must be tucked inside the helmet/leathers at all times.

Safety Sign-on and Inspection

Given the time constraints of both *Officials* and *Competitors* during events we would be grateful if everyone could familiarise themselves with the information included below:

- **ALL Riders** must present to Race Control, together with their completed *Sign-on Form*, *Machine* and **ALL Race Kit**, to the Safety Inspection Officers between 07:30hrs and 08:45hrs.
- A link to download a copy of the Sign-on Forms will be emailed competitors together with their entry confirmation.
- Blank copies of the Sign-on Forms will be available from Race Control however pre-printing and completion will save valuable time on the morning of the event.
- Riders with more than one machine or item of race wear should present ALL alternatives to Safety Inspection.
- On completion of satisfactory inspection all competitors will be issued with a band which must be displayed on your machine. Failure to display the band will result in your exclusion from entering the track.
- If at any time during the event a machine is involved in an incident, Marshalls or Officials may, in the interest of safety, remove the band. Competitors will then be required to re-present their machine to the Safety Inspection Officers for inspection who if satisfied will then issue the competitor with a new band.

Rider's Briefing

- **ALL Riders'** must attend the *compulsory* Rider's Briefing. The Rider's Briefing will, where possible, be held in Pitlane at 09.15hrs on the morning of the event.
- Rider's Briefing allows for vital safety, schedule changes or track relevant information to be conveyed by the COC to competitors.
- Following the briefing **ALL Riders'** will be issued with a *Rider's Pass Wrist Band*. If a competitor is involved in an incident in which they require *Medical Attention* their Wrist Band may be removed at the discretion of the Medic. Only when the competitor is deemed fit by the Medic will they be issued with a replacement band.
- Failure to display the *Rider's Pass Wrist Band* will result in your exclusion from entering the track.

The 'Spirit of the Class' Rule

The IMC reserve the right to alter Classification Regulations at any time so as to disallow any product or machine modification that may on the face of it comply with current regulations but that would otherwise offer a significant advantage to the competitor. Any machine modification that is deemed by Officials to not be in line with the class ethos will be disallowed and their decision will be final.

Safety Flags

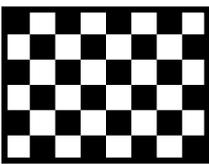
ALL Competitors *MUST* be familiar with and adhere to flag signals indicated by Officials *AT ALL TIMES* or may incur a penalty at the discretion of Officials. Flags are used for the safety of all attendees.



The track is clear - racing can commence.



Last Lap Flag - waved at the Finish Line to indicate that your next lap will be your last.



Chequered Flag - waved on the Finish Line at track level to indicate the end of the race or practice session.



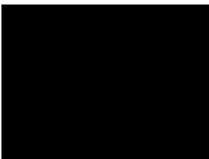
Static - proceed with caution. No overtaking .

Waved - danger ahead. Extreme caution. Rider must be prepared to stop. No Overtaking.



Race or practice is being interrupted.

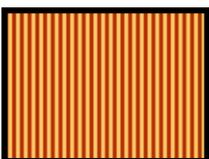
On instructions from the COC Red Flags will be displayed around the circuit. Riders' must come to a safe stop and proceed as instructed by the Marshals.



Disqualification - will be displayed motionless together with the Rider's No. The rider must return to the pits at the end of the current lap and report to Officials. Possible cause - passing under a yellow flag, cutting the track, dangerous manoeuvre.



Faster Rider Approaching - indicates you are about to be passed by a faster rider, be aware and do not intentionally block their progress.



Slippery surface - Rain, Oil or other substance is affecting adhesion at the indicated section of the track.

Red Flag Procedure

If a *RED FLAG INCIDENT* is declared during a race, the following procedure will apply:

1. If **less** than 3 laps have been completed then the race will be restarted from the original qualifying positions and will run the race distance less 3 laps.
2. If **more** than 3 laps, but **less** than 2/3rds race distance has been completed then the race will be restarted from race positions from the finish of the lap before the flag was issued and will run race distance less 3 laps.
3. If **more** than 2/3rds race distance has been completed the race will be deemed finished and the positions taken from the crossing of the line before the flag was issued.
4. If a red flag incident is declared and the rider deemed responsible for the Red Flag Incident cannot be determined until after the race, *ALL* riders will be allowed to take their place on the grid and complete the race. If after investigation, referencing available camera footage and observations by officials, any competitor that is deemed to have caused a Red Flag Incident will be excluded from that race and will not be eligible for points.

General Bike Compliance

- Bobbins** Drilled Axles with Crash Bobbins firmly fitted. You can attach bobbins to the Fork Legs or the Swing Arm but they must be fixed firmly in place and in a position that prevents the axles or any other metal part of the machine digging into the track surface in the event of a crash.
- Kill Switch** All bikes must be fitted with a *WORKING* Kill Switch to the L-H Side Handle Bar.
- Hand Guards** Wrap around Hand Guards must be fitted to all Supermoto style machines. No metal part of the Hand Guard or the bar ends may be capable of making contact with the tarmac in the event of a crash. If your Hand Guards are not FULLY wrapped in nylon you will need to fit Nylon bar ends.
- Rear Brake** ALL bikes must be fitted with a fully functioning Rear Brake.
- Nylon Bar Ends** All Bikes (including Supermoto style if not fitted with fully Nylon Wrap Around Hand Guards) must be fitted with Nylon Ends to the handle bars.
- Sump Plugs** All Bikes must be fitted with a drilled Sump Plug that must be lock wired in place.
- Peg Sliders/Bobbins** All Supermoto style bikes must be fitted with either Footpeg Sliders or Bobbins with NO metal bolt or edge capable of making contact with the tarmac in the event of a crash.
- Nylon Peg Ends** All Mini GP Style bikes must be fitted with Nylon Footpeg Ends with NO metal bolt or edge capable of making contact with the tarmac in the event of a crash.
- Overflow Pipes** All Overflow and Breather Pipes must end in either a suitable plastic or metal container such as a small drinks can, which must be firmly attached to the frame of the bike and must be sealed.
- Catch Trays** All Supermoto Style bikes must be fitted with a Metal Catch Tray that can hold at least 1.3 times the oil capacity of the machine it is fitted to.
- Race Numbers** Race Numbers should be clearly visible and be displayed on both the front number board and the side panels of the machine.
- Sealed Belly Fairings** All Mini GP Style bikes must have the bottom Belly Fairing in place at all times and this must have a sealed section capable of catching the oil contents of the engine should it leak.
- Exhausts** All Machines must have adequately packed and baffled Exhausts to obtain an exhaust noise level of below 98db when tested on a track side drive-by and below 105db when tested in a static test.

Junior Air-Cooled Classification

4.2hp Air-Cooled Mini or Midi (Polini, BZM, Blata, CS or IAME engines only).

Polini Series I / BZM:

- Standard Exhaust only. Original design with constant diameter front pipe, minimum length 260mm. Outside diameter of Min 24mm/Max 25mm.
- 3 Port Barrel with junior or high compression Polini head only.
- No modifications as per general rules except any main jet/spark plug, air box open.
- Standard 36mm Dome piston in Polini engines.
- Carb: Dello'orto sha 14/14 or 15mm Dello'orto Carb
- Standard reed plate with standard Polini reeds with no modification.
- Tyres/wheels open, gearing open.
- No defacing of any factory markings.

CS / IAME:

- As Polini Series I/BZM rules.
- Engines must run a 14mm Restrictor at exhaust port.
- Standard flat top piston in engines.

Air Cooled 4.2hp Junior Pro Class (Age 6-14) (Championship)

- Riders must demonstrate sufficient ability to compete in the Junior Pro Class.
- Riders competing in their first 3 Rounds *MUST* wear a *Hi-Vis Bib* whilst on the track.

Junior BamBam Pitbike 90cc Class

- Age 6-10 years.
- Permissible Bikes:
 - Stomp Juicebox 90/
 - CW SM 90
 - M2R SM 90
 - LuckyMX88cc
 - SDB 90cc
 - 10/10 90cc (Available from The IMC)
 - Honda 50cc, (other models may be considered but must first be approved by the scrutineering team and organisers).
- Engine:
 - Stock YX88cc, Lifan 88cc (semi or fully automatic engine).
 - Electric start engines will be allowed as long as the battery is of sealed type and that the battery is contained within a purpose built box welded to the frame/subframe and held in place with a strap or bracket.
 - No engine modification.
 - Standard cam only.
 - Rotary kits must be standard with standard flywheel.
 - Standard carb up to 22mm with a maximum retail price of no more than £30 and must be readily available from suppliers to all customers.
 - Electrics cannot be altered other than waterproofing but must not be seen as upgraded.
 - Exhaust can be replaced with any brand with a maximum retail price of £80 and must be readily available from suppliers to all customers.
- Suspension:
 - Front forks can be replaced with non adjustable upside down forks with a maximum retail price of £100 when new and must be readily available from suppliers to all customers.
 - Rear shock can be replaced.
- Controls:
 - Quick action throttles can be fitted.
 - No clutch levers.
 - Rear brake must be foot operated.

- Brakes:
Standard Pitbike brakes only with a maximum retail price of £45 and must be readily available from suppliers to all customers.
- Fuel:
Standard unleaded fuel purchased from a forecourt only.
- Tyres & Wheels:
Open tyres - Maximum 10" diameter wheels. Mag wheels are allowed.

This is a stock engine class. Please refer to the individual regulations for your engine type in the *Stock Engines Section*.

Junior Gearbox Classification

- Age 7-14 Maximum 125cc 4stroke, Age 9-14 Maximum 140cc 4stroke.
- Age 7-14 Maximum 50cc 2stroke, Age 9-14 Maximum 70cc 2Stroke.
- Note: 2stroke & KAYO 150R will be classed in the 140cc Class.
- All bikes will run as one group but will be scored in their relevant championship classes.
- If a rider, aged 13 yrs and over, has completed a progression plan they may be allowed to enter a Senior Class by discretion of the Club Officials.
- Chassis must be factory produced, Homologated Mini GP, Pitbike, or Off-Road machine.
- Chassis modifications allowed for strengthening purposes ONLY.
- No geometry changes allowed.
- All bikes must be 10" or 12" Wheels ONLY with NO mixing of wheel size.
- Tyres - Open.
- Tyre warmers allowed.
- Gearing - Open.
- Controls - Open.
- Suspension - Open.
- Brakes - Open.
- Engine must be standard to factory spec with no aftermarket parts. Lifan, gn, yx,zs or tawaka allowed.
- Camshaft - any of the shelf cam readily available from suppliers to all customers.
- Variable timing systems are not allowed.
- Cdi - Open.
- No modification to carb or inlet manifold allowed.
- Engine oil breathers allowed.
- Standard clutch ONLY - no quickshifter.
- No defacing of any factory markings allowed.
- Any off the shelf exhaust, must comply with noise regulations.
- Catch tanks must be fitted to all overflow and open breather pipes.
- Piston must be standard piston to that spec of engine.
- Fuel must be standard forecourt fuel only.
- Gaskets must be standard.
- Open ignition - lightened flywheel allowed.

- Gaskets must be standard and no instant gasket will be used on the barrel, head or were it may be seen to gain an advantage.
- Valve size must be 27mm inlet and 23mm exhaust and must be standard 2 valve head.
- Carb - any 26mm (measured at the venturi). No flat sides. No fuel injection.

Additional info relevant to 2stroke engines:

- Carbs up to 28mm (measured at the venturi).
- Crank can be upgraded.
- Head can be upgraded.
- Gearbox must remain standard, no polished gear drives.
- Clutch is open.
- No quickshifters allowed.
- Engine coolant must be distilled, de-ionised or tap water with no additives.
- Reed valve block/petals open but no signs of machined work around reeds.

Senior Stock Pitbike 140cc Classification

- Permissible Bikes - Any standard Pitbike.
- Engine - Stock 140cc Horizontal Air or Oil-cooled YX / Zongshen/Tokawa/Lifan Pitbike engine.
- No engine modifications permitted including polishing and porting.
- The installation of a Z40 Cam and stronger Spring Sets is allowed.
- Variable Timing Cam Systems are not allowed.
- Open Ignition with variable Stator Plates are allowed including lightened Outer Rotors or Inner Rotors.
- Open Carb up to 26mm (when measured at the venturi). No flat sides (except the OKO 26mm). No down draft. No fuel injection.
- Open exhaust but must have a noise emission level below 98db when tested track side drive-by or 105db static test.
- Suspension - Open.
- Controls - Quick Action Throttles can be fitted.
- Thumb operated rear brakes are allowed.
- Brakes - Open.
- Fuel must be standard unleaded forecourt fuel only.
- Tyres/Wheels - Open Tyres/Maximum 12" diameter wheels (MAG wheels are allowed).
- Tyre warmers allowed.

Please remember that Stock Classes are designed to make the Sport of Minibike Racing as economical and competitive as possible.

If you plan any modification that may improve the performance of the engine, that is not listed above, it is most likely that they will not be allowed. If in doubt, please ask.

Vets Stock Pitbike 140cc Classification

- Age Group 35+.
- Permissible Bikes - Any standard Pitbike.
- Engine - Stock Horizontal 140cc Air or Oil-cooled YX/Zongshen/Tokawa/Lifan Pitbike engine.
- No engine modifications permitted including polishing and porting.
- The installation of a Z40 Cam and stronger Spring Sets is allowed.
- Variable Timing Cam Systems are not allowed.
- Open Ignition with variable Stator Plates are allowed including lightened Outer Rotors or Inner Rotors.
- Open Carb up to 26mm (when measure at the venturi). No flat sides (except OKO 26mm). No down draft. No fuel injection.
- Open exhaust but must have a noise emission level below 98db when tested track side drive-by or 105db static test.
- Suspension - Open.
- Controls - Quick Action Throttles can be fitted.
- Thumb operated rear brakes are allowed.
- Brakes - Open.
- Fuel must be standard unleaded forecourt fuel only.
- Tyres/Wheels - Open Tyres/Maximum 12" diameter wheels (MAG wheels are allowed).
- Tyre warmers allowed.

Please remember that Stock Classes are designed to make the Sport of Minibike Racing as economical and competitive as possible.

If you plan any modifications that may improve the performance of the engine, that is not listed above, it is most likely that they will not be allowed. If in doubt, please ask.

Senior Open Classification

- Permissible Bikes - Any Pitbike or MiniBike.
- Engines: Any Horizontal Pitbike Engine up to 190cc.
Crf150 Engine maximum capacity of 180cc.
2stroke Engine 85cc and maximum capacity 105cc.
- Tuning is allowed.
- Bore kits allowed.
- Variable Timing Systems are allowed.
- Open Ignition.
- Open Carb.
- Open Exhaust but must have a noise emission level below 98db when tested track side drive-by or 105db static test.
- Suspension - Open.
- Controls - Open.
- Thumb operated brakes are allowed.
- Brakes - Open.
- Fuel must be standard unleaded forecourt fuel only.
- Tyres/Wheels - Open Tyres/Maximum 12" diameter wheels (MAG wheels are allowed).
- Tyre warmers allowed.

Senior MiniGP/Moto 4 Classification

- Chassis must be a current 4stroke MiniGP chassis - Any make.
- Chassis modifications allowed for strengthening purposes ONLY. No geometry changes allowed.
- Steering dampers allowed.
- Full crash bobbin protection must be fitted.
- Full fairings must be used at all times.
- Suspension is open.
- Engine and gearbox must be Standard Engine capacity Max 150cc.
- Maximum stroke allowed 57.8mm/57.3mm bore.
- Head maximum valves 2.
- Valves must be standard 23mm/28mm.
- Z40 performance cam and harder springs allowed/KRP - NO OTHER cam is permitted.
- No quick shifters allowed.
- Controls - Open.
- Cdi - Open.
- Carb is any off the shelf 26mm. No flat sides (except OKO 26mm). No fuel injection.
- Zs150 KAYO Engine Carb is any of the shelf 26mm or Nibbi 28mm carb only.
- No modification to carb or inlet manifold allowed.
- Engine oil breathers allowed.
- Gaskets must be standard fit.
- No gearbox modifications allowed - standard ratio's ONLY.
- Fuel must be standard unleaded forecourt fuel only.
- Wheels must be standard to that model 10" or 12".
- Tyre warmers allowed.
- Exhaust - Any off the shelf exhaust. NO mod/or custom fit, straight fit only.
- Catch tanks must be fitted to all overflow and open breather pipes.

Stock Classification - Additional Information

VALVES	These must be as supplied by the engine manufacturer and can only be replaced with a like-for-like product. You CAN lap the valves in using a grinding paste but you CANNOT cut the valves in or re-seat them other than lapping in.
PISTON	Must be standard. High compression pistons are not allowed.
GEARBOX	Must be as supplied as standard for your engine type and can only be replaced with a like-for-like component.
IGNITION	Can be replaced with a lightened inner or outer rotor kit along with a lightened oil spinner if required depending on your class regulations. The oil spinner cannot be removed.
CRANK	The crank must remain STANDARD and must NOT be altered in anyway.
TIMING	The timing sprocket must be non variable but a variable stator plate may be fitted if required, unless stated otherwise in your individual class regulations.
CAM	Only either the standard cam supplied with the original engine, a like-for-like replacement or a Z40 Cam. No other profile cam will be allowed
COMPRESSION	The compression level must be below the level set for the class and will be taken post race.
GASKET'S	Can only be replaced with a like-for-like product as supplied with your engine type; i.e. a Zongshen Z140 gasket cannot be fitted on a YX140 engine or vice versa.
EXHAUSTS	All Machines must have adequately packed and baffled exhausts to obtain an exhaust noise level of below 98db when tested on a track side drive-by test and below 105db when tested in a static text.
MIXED ENGINE COMPONENTS	The engine must remain as supplied by the manufacturer and components from one engine cannot be used with another. For instance using a Z140 Barrel & Head on a YX140 bottom end is NOT permissible. You can only install a replacement part that is like-for-like; i.e. you cannot install a TB head on a Stock 140 or 160 engine.
MAX CUBIC CAPACITIES	YX140 & Z140 = 143.26cc, YX160 = 160.4cc Z155 = 155.88cc, YX150 = 150.15cc, YX88 = 88.90cc YX110 & Z110 = 107.0cc. These figures allow a 0.025% tolerance over the actual capacity, this is to allow for the build quality of the Chinese engines used in the classes.
ENGINE SERIAL NUMBER	All engine serial numbers and markings must be present and can not be removed or defaced.

Gridding-up & Start Procedure

- Riders' must only join the circuit for their Warm-up lap when instructed to do so by the Pit Lane Marshal.
- Riders' will be met by a Flag Marshall holding a *RED FLAG* at the front of the grid.
- Once the first Rider takes their position on the grid the pit lane entrance will be effectively closed. Riders' who fail to take to the circuit before then will be made to start from the pit lane entrance when all riders on the grid have passed.
- All Riders' must make themselves aware of their qualifying position and their place on the grid. In the absence of a numbered grid, Officials will lay out numbered cones where possible to the side of the grid to enable Riders' to identify their grid spot.
- Should there be a dispute relating to grid positions, the involved Rider/Riders' should attempt to attract the attention of the Grid Marshal by the raising of their hand. The Grid Marshal will assign Riders' into the correct position as noted on their Qualification Timing Sheet before signalling the all clear to the Flag Marshall.
- Once all riders are in the correct position the Grid Marshal will if necessary blow an air horn to signify that all parents/team members must clear the grid. The Grid Marshal will then signal the *ALL CLEAR* by the waving of a *GREEN FLAG* from the rear of the grid to the Flag Marshall situated at the front of the grid.
- The Flag Marshall will be positioned in the centre of the track at the front of the grid. Following the *ALL CLEAR* signal, the Flag Marshall will raise the *RED FLAG* high in the air and signal Riders' attention to The Starter whilst moving to the edge of the track. Riders are then under Starters Orders.
- At a time of their choosing The Starter will drop the *GREEN FLAG* to signify the start of the race.

Stalling on the Grid

If a Rider stalls on the grid they must stay in position and hold their hand up high in the air. They must remain on the bike until all riders have passed before attempting to push the bike clear or push start it. All team members must stay clear of the grid until all the Riders' have passed the stricken rider for their own and that of the other Riders' safety.

Jump Start

If a jump start is reported by Officials it will be investigated post race/event (dependant on time available). If the rider is deemed to have gained an advantage they will receive a warning. If any Rider receives more than two warnings for a repeated offence they may, at the discretion of Officials, be issued with a time penalty.

Code of Conduct

The IMC is fully committed to safeguarding and promoting the wellbeing of all its members. The club believes that it is important that members and those associated with it should, at all times, show respect and understanding for the safety and welfare of others. Therefore, members are encouraged to be open at all times and to share any concerns or complaints that they may have about any aspect of the club with the Junior Rider Liaison (Michelle Sherman-Boyd) or the Senior Rider Liaison (Matthew Patton).

Any minor misdemeanours and general misbehaviour will be dealt with immediately and reported to the designated person. Serious or persistent breach of the code will result in disciplinary action and could lead to dismissal from the club.

Dismissals can be appealed with final decisions taken by the club committee.

- *Infringement of Rules* will be *Penalised* by the issuing of a time penalty, disqualification or withdrawal of Championship points.
- Riders' **MUST** obey Flag Signals, Light Signals, and Notice Boards which convey instructions
- Riders' must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane.
- Riders' should use **ONLY** the track and the pit-lane. If a Rider accidentally leaves the track then they may re-join it at the place indicated by the marshals or at a place which does not provide an advantage to them. Any position or advantage gained must be given back by allowing the following Rider/s back through when safe to do so.
- Any repairs or adjustments along the race track must be made by the Rider working alone with absolutely no outside assistance.
- To qualify for points in a race a Rider must take the start (from either their grid position or the pit lane entrance), must take the chequered flag, must have completed at least 2/3rds race distance and finish under power.
- If the Rider intends to retire, then they must park the motorcycle in a safe area as indicated by the marshals.
- If the rider encounters a problem with the machine which will result in their retirement from the practice or the race, then they should not attempt to tour at reduced speed to the pits but should pull off the track and park their machine in a safe place as indicated by the marshals. If possible they can ride the machine back to the pits on the cool down lap after the last rider has taken the chequered flag.
- Riders' are not permitted to 'coast' during a race if a problem occurs with the machine. The Clerk of the Course may issue a Black Flag to the Rider if he/she feels they are becoming a danger to themselves and other riders.

- Riders' may enter the pits during the race, but taking the machine out of the pits into the paddock will be deemed as a retirement.
- Riders' who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- Riders' are not allowed to transport another person on their machine or to be transported by another rider on his machine.
- Riders' who fall from their machine and are treated by the track medic are not permitted to continue with the practice or race until passed fit by the Medical Officer and the machine re-inspected by technical control. New wrist bands will be issued for this purpose.
- Riders' must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- The Code of Conduct extends to persons present in the paddock through association to competitors.
- Misuse of alcohol or illegal substances of any kind within the paddock will not be tolerated and will be considered a serious breach of the code of conduct.

Control of Exhaust Noise Levels

ALL the circuits at which we intend to hold events are under increasing pressure to minimise noise emissions and have been instructed by local councils to impose strict noise level restrictions. The reduction and control of noise emissions are in the interests of all as failure to do so will lead to the limitation or loss of available race circuits.

The Clerk of the Course will disqualify any competitor whose machine exceeds the maximum permitted sound level, or which in his/her opinion is deemed to be excessively loud.

The Noise Limit in force for all machines is a maximum of 98dB when tested track side drive-by and 105dB at a static test.

Any machine which *Does Not* comply with the noise limits may be re-presented at Safety Inspection.

Any Rider who's machine fails a post race Noise Limit test will be excluded from the results. The post race test will include a 3dB post race tolerance.

Fire

- Smoking within the Pitlane area or on the circuit is strictly prohibited.
- Each vehicle and/or awning in the Paddock should have a working 2Kg (minimum) dry powder fire extinguisher available for immediate use in the event of a paddock fire.
- A fire extinguisher will be available at the front of the Pitlane/holding area and at all Marshall points.

Overnight Stays

Overnight stays may be accommodated at the discretion of Circuit Owners. Competitors are asked to be mindful of the of the conditions below:

GENERATORS	Generators must be turned off between 00.00am and 06.00am.
NO RUNNING ENGINES	Race engines must not be started after 8.00pm and before 10.00am.
TRACK WALK	Competitors are encouraged to complete a Track Walk between 07:30 and 08:45am on the morning of the event. Access to the circuit is restricted at all other times.
MINORS SUPERVISION	Please ensure your children are supervised and that you are aware of their whereabouts at all times.
SHOWERS/WC	Facilities are provided by the circuit for your convenience. Please be respectful of Track Owners and fellow competitors and ensure the facilities are left clean and serviceable after use.
RUBBISH/UNWANTED SPARES	Please make sure when vacating your camping/paddock area that you bag up all your waste and either place it in the bins provided or take it away with you. Please take with you any unwanted spares and tyres - they are NOT to be left at the circuit as we will be charged for disposing of them.
UNACCEPTABLE BEHAVIOUR	Abusive or Violent behaviour towards Riders, Officials, Marshalls, Spectators or members of the paddock will not be tolerated. We expect all members of our paddock to behave in a Sportsman-like and orderly manner. Failure to abide by this ethos will result in immediate exclusion of the offending individual.
CIRCUIT BOUNDARIES	Please remain within the Circuit Boundaries at all times.

Terms & Conditions of Entry

I Understand that by entering I hereby agree with the persons, organisations, Irish Minibikes Championship and Land Owners (hereafter called the organisers) that I am by this agreement entitled to participate in the Motorcycle meetings as held for 2018 on the terms and conditions set out in this document.

I also acknowledge and agree that ALL videos or photographs taken by me or a member of my team or associates remain the sole property of Irish Minibikes Championship and that permission should be sought from them before publication (except for personal use).

By entering I acknowledge that I have studied the Rules and Regulations for my class and the event in general and I agree to abide by these Rules and Regulations at all times.

ACKNOWLEDGEMENT OF RISKS, DANGERS AND OBLIGATIONS

I ACKNOWLEDGE that motor racing is dangerous and that by engaging in the sport and PARTICIPATING in events, I take and am exposed to certain risks and dangers and am under certain obligations as follows:

- a) That I may be injured, physically, mentally or fatally.
- b) That my machinery or equipment may be damaged, lost or destroyed.
- c) That other competitors may ride dangerously or with lack of skill.
- d) That track or event conditions may be hazardous and may vary without warning or predictability.
- e) That organisers, officials, landowners/track operators and any agents or representatives of those in charge of race meetings are frequently obliged to make decisions under pressure of time and/or events and that I agree to abide by these decisions.
- f) That any policy of or in respect of my life or physical or mental health may be void.
- g) That I have an obligation to myself and to others to compete safely and within the rules of that competition.
- h) That I am not under the influence of intoxicating drink or drugs.
- i) That I am medically fit to participate in this event/s.

INDEMNITY GIVEN TO ORGANISERS

By entering an event I AGREE TO INDEMNIFY the organisers and each of them in the following manner:

- a) That I participate in the meetings at my sole risk and responsibility.
- b) That I accept the venue as it stands with all or any defects hidden or exposed.
- c) That I indemnify and hold harmless the organisers, landowners, the occupier, their servants and officials against any actions or claims or liability for any damage, loss or injury I/we may suffer arising in any way out of the event(s).

THIRD PARTY INDEMNITY WHERE RIDER IS UNDER 18 YEARS OF AGE

By entering my child for a Irish Minibike Championship event I hereby acknowledge:

- a) That I/we have read the whole of this document and understand it.
- b) That I/we consent to the rider participating in race meetings.
- c) That I/we are aware of the risks, dangers and obligations.

In consideration of the applicant being accepted as a rider.

Membership & Entry Fees

IMC Memberships will be valid from 01.01.2019 - 31.12.2019.

Junior	£30
Senior	£35
Family	£80 (Family Membership holders will avail discounts on entry fees).

Entry Fees

Junior Pro 4.2	£30 (includes Transponder Hire)
Junior	£40
Senior	£45
Additional Class	£10
Family Discount	£45 (1st Rider plus £25 for each additional Rider - Additional Class fee as above).