



# RULES & REGULATIONS

# 2024

© Irish Minibike Championship

## Forward

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 Team believes that competitors should have a say in how their Championship is run. Members are encouraged to maintain an open channel of communication. YOUR input and constructive criticism is both welcome and appreciated.

### *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 a 10 Round Championship beginning April 2024 held at various tracks north and south of the border including Nutts Corner Circuit, Athboy Karting Circuit, Kirkistown Motor Racing Circuit & Adventure Park at Kartworld Cork.

## **Contents**

Getting Started

Membership & Race Entry

Championship Details

Protective Clothing

Timing

Safety Inspection and Competitor Registration

Safety Flags

Red Flag Procedure

General Bike Compliance

Junior BamBam Classification

Junior Gearbox Classification

Junior Elite Classification

Mini GP Classification

Senior Stock Classification

Vets Stock Classification

Senior Open Classification

Stock Classification – Additional Information

Gridding-up & Starting Procedure

Code of Conduct

Control of Exhaust Noise Levels

Fire

Paddock/Overnight Stays

Terms & Conditions of Entry

Lodging a Protest

Non-Compliance

Roving Marshals

Additional/Spare machines

Membership & Entry Fees

## Getting Started

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 very much still young at heart. The IMC have catered for all ages; with Junior Classes ranging from 6 - 14 yrs, and Senior Classes 14+.

Any Rider aged 14 wishing to compete in a Senior Championship must have experience of Minibike Racing AND demonstrate sufficient ability to satisfy Officials of their suitability and competence for competition with Senior Competitors. There will be no cross-over of Junior/Senior Classes for competitors aged 14+. Competitors must decide to complete the full season as a Junior Competitor or (if deemed competent by officials) to upgrade to a Senior Class.

The IMC have structured classes to provide what we believe is a forward-thinking Junior Rider Progression plan. We believe that the classes available will facilitate an appropriate path for progression for youth competitors of all abilities and age.

### ***Breakdown of 2024 Classes is as follows:***

#### Junior Class Details:

- BamBam (age 6-10). Max Capacity 90cc. Entry Level. CONTROLLED - 10TEN 90R Machines ONLY. The BamBam Class is an Entry Level Class. Competitors may compete in the BamBam Class ONLY. Any competitor who finishes in the top 3 of the BamBam Championship in 2 consecutive years must graduate to the Junior Gearbox Class.
- Junior Gearbox (age 7-12). Max Capacity 125cc. (90cc, 110cc allowed). Pitbike style machine only.
- Junior Elite (age 10-14) / (9yrs if a full season has been completed in the Junior Gearbox Class). Max Capacity 140cc /MX 65cc 2-stroke. Pitbike/MX style machine only.
- Junior MiniGP (age 10-14) / (9yrs if a full season has been completed in the Junior Gearbox Class). Max Capacity 140cc/Kayo 150/50cc 2stroke.

#### Senior Class Details:

- Senior Stock 140cc (age 14+). Pitbike only.
- Vets Stock 140cc (age 35+). Pitbike only.
- Senior Open (age 15+) / (14+ for MCUI/ACU 2024 Licence holder with prior experience and at the discretion of Officials). Min Capacity 150cc 4stroke - Max Capacity 212cc 4stroke. 2-stroke Max Capacity 105cc. Pitbike, CRF150, MX Style, Bucci, Ohvale, Metrakit, Conti or similar chassis.
- Senior MiniGP (age 14+). Max Capacity 140cc/Kayo 150. Composite class (aligned class TBC - entrant numbers dependent).

Required Protective Clothing - getting started:

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

- Full Leather Race Suit. No rips or tears.
- A quality, well fitted helmet; Gold Stamp, BSI Kite or MCUI approved.
- Road or Off-road Motorcycle boots.
- Back protectors (COMPULSORY FOR ALL).
- Chest protector – recommended for all riders
- Leather gloves (COMPULSORY FOR ALL).

Please refer to PROTECTIVE CLOTHING SECTION for details.

All Protective Clothing will be subject to checks. Protective Clothing must be presented at least once a year, when requested, and after any crash damage.

A Race License is not required to compete with The IMC. All competitors must have a valid IMC Membership.

All competitors must take out a yearly membership before competing.

## Championship

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

Points will be allocated as follows in all Championship Classes:

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

\* Disqualification will result in elimination from results and 0 points. All other finishing competitors will be elevated accordingly.

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 at least 2/3rds the race distance and finish under power (not applicable to Junior Classes).

## Awards

Trophies will be awarded for *each* Round of the 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, results will be determined by the best place finish in the final race.

In the event of a tie in overall points in a Championship, results will be determined by the most overall Round wins. Furthermore, in the event of a tie in overall Round wins, results will then be determined by most 2<sup>nd</sup> place finishes.

### *Youth Competitors:*

- All youth competitors will receive a 'Finisher Medal'.
- A Custom Trophy will be awarded to the 'BamBammer' of the day, as judged by Officials.

### *Star Rider of the Day*

The 'Star Rider of the Day' as judged by Officials will be awarded a Custom Trophy and prize supplied by the Star Rider sponsor. The 'Star Rider' will be judged across all classes.

### *Perpetual Championship Trophies*

Perpetual Trophies will be presented at the end-of-season Awards Evening. The original historic trophies will remain with the donating family/IMC and will be presented on the evening of the Awards for promotional purposes only. Each recipient of a perpetual award will be presented with a club version of the original which they may keep until the final event of the 2024 season. Recipients are responsible for any trophy while in their possession and it must be returned in the condition it was received - **strictly** no trophies to be engraved/altered without prior consent of Officials.

## Protective Clothing

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

### **HELMETS**

Full-Face Helmets ONLY. Double D-ring fastening ONLY. 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 ensure that both helmets comply with the conditions and are presented for morning safety inspection if requested. Please INSPECT YOUR HELMETS REGULARLY, especially after a fall – whilst the outer shell may look undamaged the inner, which absorbs the impact, may indicate otherwise. It is the rider's responsibility to ensure his/her helmet is compliant and safe for use. Always check the date of manufacture – helmets should be no more than 7 years old based on the manufacturer's date stamp - please refer to the relevant Helmet Manufacturer guidelines for reference. Helmets will be inspected and riders will be issued with a stamp which must be displayed clearly on the helmet. It is the responsibility of riders to ensure that any new helmets are presented to the Scrutineering team prior to using during an event.

### **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. All fastenings should be closed before entering the track. Competitors are strongly encouraged to invest in quality suits which comply (and have proof of) with minimum standards set by governing bodies.

### **BACK PROTECTOR**

A separate **back protector** must be worn by **ALL** riders.

### **CHEST PROTECTOR**

Strongly recommended for all riders.

### **BOOTS**

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:**

Long hair **MUST** always be tucked inside the helmet/leathers.



## Registration & Safety Inspection

**ALL** competitors MUST attend REGISTRATION to confirm their attendance at each event. The Parent/Guardian of all competitors under the age of 18 MUST attend Registration to complete the signing-on register on the youth competitor's behalf.

**ALL** competitors MUST present, together with their *Machine* (and if requested - *Race Kit*), to the Safety Inspection Officers between 07:30hrs and 08:30hrs for Scrutineering.

**ALL** Roving Marshals MUST attend Registration.

Helmets should be presented at least once a year, at any time when requested, and after any crash damage.

If a rider is involved in an accident, all clothing and helmet should be presented along with the machine for inspection.

Riders with more than one machine should present ALL alternatives to Safety Inspection.

On completion of a satisfactory inspection, all competitors will be issued with a marker which must be displayed on your machine. Failure to display the marker 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 marker. 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 marker.

**ALL Riders'** MUST attend the *compulsory* Rider's Briefing. The Rider's Briefing will, where possible, be held in Pitlane at 09.00hrs 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.

Any competitor under the age of 18yrs attending an IMC event who will not be accompanied by their parent/legal guardian MUST produce a completed Parental Consent Form. The person who has been granted guardianship of the competitor must accompany the competitor to Registration.

**The 'Spirit of the Class' Rule:**

The IMC reserve the right to alter Classification Regulations at any time 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

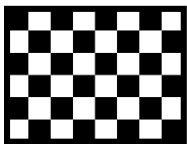
**ALL** Competitors' *MUST* be familiar with and adhere to flag signals indicated by Officials *or may incur a penalty at the discretion of Officials. Flags are used for the safety of all attendees.*



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.

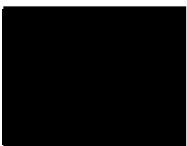


Static - proceed with caution. No overtaking.

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



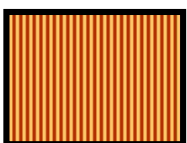
Race or practice is being interrupted. On instructions from the COC Red Flags will be displayed around the circuit. Riders' must come to a safe stop and proceed as instructed by the Marshals



Disqualification - will be displayed 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:

- 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.
- 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.
- 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.
- 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. Other finishing competitors will be elevated accordingly.

## General Bike Compliance

<b>Wheel Bearings</b>	Checked for play at the axle and must be replaced if deemed necessary.
<b>Spokes</b>	Spoked wheels to be checked for play due to loose spokes, and must be adjusted if deemed necessary.
<b>Steering Head Bearings</b>	Checked for play and must be adjusted if deemed necessary.
<b>Steering Stops</b>	Must be present and prevent any part of the rider from becoming trapped between the handlebars and the rest of the bike. Plastic bobbins as steering stops are acceptable.
<b>Bobbins</b>	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.
<b>Kill Switch</b>	All bikes must be fitted with a <i>WORKING</i> Kill Switch.
<b>Hand Guards</b>	Wrap around Hand Guards fitted to Supermoto style machines. No metal part of the Hand Guard or the bar ends may be capable of contacting the tarmac in the event of a crash. If your Hand Guards are not FULLY wrapped in nylon or no Hand Guards are fitted, you will need to fit nylon bar ends.
<b>Rear Brake</b>	ALL bikes must be fitted with a fully functioning Rear Brake.
<b>Sump Plugs</b>	All Bikes must be fitted with a drilled Sump Plug that must be lock wired in place.
<b>Peg Sliders/Bobbins</b>	All Supermoto style bikes must be fitted with either Foot peg Sliders or Bobbins.
<b>Handle Bar Ends</b>	All bikes must be fitted with nylon handle bar ends or bobbins, unless fully nylon wrapped Hand Guards are fitted.
<b>Nylon Peg Ends</b>	All Mini GP Style bikes must be fitted with Nylon Foot peg Ends.
<b>Chain Guards</b>	Rear chain guards are compulsory. Shark-fin type guards, below the swing arm, should be close enough to the rear sprocket to prevent injury. Front sprocket guards are advisable.
<b>Overflow Pipes</b>	All Overflow and Breather Pipes must end in a suitable transparent plastic container. A hard plastic transparent 150ml baby bottle is ideal. The container must be firmly attached to the frame of the bike and must be sealed. Separate Breather Bottles for engine and carburettor are recommended.
<b>Oil Filler Caps</b>	All bikes must be fitted with a drilled oil filler cap that must be lock-wired in place.
<b>Brake &amp; Clutch Levers</b>	Must be complete with ball-ends. Thumb rear brake levers are exempt.
<b>Catch Trays</b>	All 4 stroke Supermoto Style bikes (including CRF) 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. **Number must be as allocated with membership confirmation.**
- Sealed Belly Fairings*** All Mini GP Style bikes must always have the bottom Belly Fairing in place, 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.
- Transponders*** Transponder Hire is LIMITED. Competitors are encouraged to buy their own. Transponders must be fitted to the left-hand fork leg between yokes using a TAG HEURE LS2 Bracket. Brackets are available from The IMC or direct from TAG HEURE. Competitors are liable for any damage to or loss of Transponders. If you lose it – you must replace it or its value. The Transponder has a directional arrow clearly indicating in which direction the signal is sent – this must be pointing to the ground. If a rider does not record a time due to a fault with their personal Transponder or the positioning of an official Transponder they will be allocated a grid position at the back of the grid. In the case of a photo finish timing system results are final.
- Side Stands*** Must be removed.
- Brakes*** Both front and rear must be working and must lock the relevant wheel when the bike is pushed forward. Working thumb rear brakes are acceptable – apart from BamBam class, where the rear brake must be foot-operated.

**Important Notice:**

Officials reserve the right to disqualify and prevent from further competition any competitor whose machine contaminates the circuit through neglect of general bike compliance rules or faulty machine preparation.

## BamBam Class Regulations

- Age 6-10yrs – Entry Level. Entry Level. CONTROLLED - 10TEN 90R Machines ONLY. The BamBam Class is an Entry Level Class. Competitors may compete in the BamBam Class ONLY. Any competitor who finishes in the top 3 of the BamBam Championship in 2 consecutive years must graduate to the Junior Gearbox Class.
- Permissible Bikes:  
10TEN 90R.
- Engine:  
Stock Lifan Model 1P47FMF (semi-automatic engine).  
No engine modification – as per factory specification.  
Electrics CANNOT be altered. Electric starter motor MUST be operational.
- Carb:  
As factory fitted. PZ19 or PZ20
- Air Filter:  
Can be removed and replaced with or without gauze only. No trumpets or extensions.
- Exhaust:  
Standard
- Suspension:  
Standard.
- Controls:  
Standard.  
No clutch levers.  
Footrests can be changed.  
Heel & Toe gear change lever can be fitted.
- Brakes:  
Standard. As factory fitted.  
Rear brake must be foot operated. No Thumb-operated brakes allowed.  
Front Brake lever can be adjustable.  
Front Brake Disc to be as factory fitted. CF101, 190mm slotted round with small twin piston front brake caliper.  
Rear Brake Disc to be as factory fitted. 180mm round.

- Fuel:  
Standard unleaded fuel purchased from a forecourt only. No additives.
- Tyres & Wheels:  
Open tyres - Maximum 10" diameter wheels.
- Gearing:  
Standard 14 Front, 39 Rear.
- Maximum of 2yrs competition within the Class for the top 3 competitors in the Championship.
- ALL items not specifically noted as changeable MUST remain as factory fitted.

This is a stock class. Rules have been devised to create a fair, competitive and economic environment for the development of our 'Grass Roots' competitors and to prepare for progression to the Junior Gearbox Class.



## Junior Gearbox Class Regulations

- Age 7 – 12yrs
- Max 125cc 4stroke
- Pitbike style machine only
- Chassis must be a factory produced, Homologated, 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:  
Standard – as factory fitted.
- Brakes:  
Front brake lever can be adjustable.  
Brakes – no hand or thumb-operated rear brakes. Rear brake to be foot operated.
- Suspension:  
Open.
- Engine must be standard to factory spec with no aftermarket parts. Lifan, GN, YX,ZS,CW or Tokawa allowed. ZS 125HO (High Compression) engines not compliant.
- No gearbox modifications allowed - standard ratios ONLY.
- Camshaft – Z40 allowed.
- Variable cam timing systems are not allowed.
- Cdi - Open.
- No modification to carb or inlet manifold allowed.
- Standard clutch ONLY - no quick shifters.
- 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.
- No high compression piston.
- Fuel must be standard forecourt fuel only. No additives.
- Gaskets:  
Open.
- Open ignition - lightened flywheel allowed.
- No slipper clutches.
- Exhaust:  
Open.
- Valve size must be standard to factory specification.
- Carb - any 22mm (measured at the venturi). No flat sides. No fuel injection.

This is a stock engine class. Rules have been devised to create a fair, competitive and economic environment for the development of our 'Junior Gearbox Class' competitors and to prepare for progression to the Junior Elite Class.

## Junior Elite Class Regulations

- Age 9-14yrs. (9yrs if a full season has been completed in the Junior Gearbox Class). Max Capacity 140cc /MX 65cc 2-stroke. Pitbike/MX style machine only.
- Suitability to be at the discretion of officials. Generally, at least 1 yrs tarmac experience.
- The Junior Elite Class permissible machines include any Standard 140cc Pitbike style machine or any standard mass produced MX style 65cc 2-stroke machine.
- Championship will be Classed 4stroke/2stroke.

## Standard 140cc Pitbike

- Engine - Stock 140cc Horizontal Air or Oil-cooled YX/Zongshen/Tokawa/Lifan/Parker R/CW.
- No engine modifications permitted including polishing and porting.
- No high compression pistons.
- No gearbox modifications allowed - standard ratios ONLY.
- 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. No modifications. No modifications to inlet manifold. No down draft. No fuel injection.
- Open exhaust but must have a noise emission level below 98dB.
- Suspension:  
Open.
- Gaskets:  
Open.
- Controls:  
Quick Action Throttles can be fitted.
- Thumb operated rear brakes are allowed.
- Valve size must be standard to factory specification.
- Brakes:  
Open.
- Fuel must be standard unleaded forecourt fuel only. No additives.

- Tyres/Wheels:  
Open. Maximum 12" diameter wheels.
- Tyre warmers allowed.
- No slipper clutches.

**Standard MX style 65cc machine**

- Standard Carb up to 24mm at inlet.
- No high flow intake on carbs.
- Standard ignition and CDI.
- Crank standard.
- Crankcase standard.
- Head standard.
- Exhaust power valve – standard mechanical power valve only. No electronic controlled power valves.
- Barrell/cylinder standard. No tuning or porting.
- Air filter:  
Open.
- Fuel must be standard unleaded forecourt fuel only. No additives.
- Clutch:  
Open.
- No quick-shifters 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 or crankcases.
- Suspension:  
Open.
- Brakes:  
Open.
- Gaskets:  
Open.
- Exhaust:  
Open.

## Junior Mini GP Stock 140cc Class Regulations

- Age 10-14. (9yrs if a full season has been completed in the Junior Gearbox Class). Max Capacity 140cc/Kayo 150/50cc 2stroke.
- Chassis modifications allowed for strengthening purposes ONLY. No geometry changes allowed.
- Steering dampers allowed.
- Full crash bobbin protection must be fitted.
- Full fairings must always be used.
- Suspension is open.
- Engine and gearbox must be Standard. Engine capacity Max 140cc 4stroke, KAYO 150cc 4stroke STD, Max 50cc 2stroke Metrakit, 70cc Derbi Senda Pre 2005 Engine.
- Head maximum valves 2.
- Standard head and barrell.
- Valves and cam timing must be standard.
- 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 shelve 26mm. No flat sides. No fuel injection.
- Zs150 KAYO Engine Carb is any of the shelf 26mm only.
- No modification to carb or inlet manifold allowed.
- No high compression pistons.
- Engine oil breathers allowed.
- Gaskets: Open.
- No gearbox modifications allowed - standard ratios ONLY.
- Fuel must be standard unleaded forecourt fuel only. No additives.
- Wheels must be standard to that model 10" or 12".
- No slipper clutches.
- Exhaust - Any off the shelf exhaust. NO mod/or custom fit, straight fit only. Max 98dB.
- Catch tanks must be fitted and all overflow pipes must end in a hard clear plastic bottle (min capacity 150ml).

## Senior Stock & VETS (35+) Class Regulations

- Senior Stock Age 14+. Stock VETS Age 35+.
- Pitbike-style only.
- Engine - Stock 140cc Horizontal Air or Oil-cooled YX/Zongshen/Tokawa/Lifan/Parker R/CW.
- No engine modifications permitted including polishing and porting.
- No gearbox modifications allowed - standard ratio's ONLY.
- 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.  
No down draft. No fuel injection. No high compression pistons.
- Open exhaust but must have a noise emission level below 98db.
- Suspension: Open.
- Controls - Quick Action Throttles can be fitted.
- Thumb operated rear brakes are allowed.
- No slipper clutches.
- Brakes: Open.
- Fuel must be standard unleaded forecourt fuel only. No additives.
- Tyres/Wheels – Open. Maximum 12" diameter wheels.
- Tyre warmers allowed.
- Valve size must be standard to factory specification.
- Gaskets: Open.

## Senior Open Class Regulations

- Age (age 15+) / (14+ for MCUI/ACU 2024 Licence holder with prior experience and at the discretion of Officials).
- Permissible Bikes - Any Pitbike/MiniGP.
- Engines - Any Horizontal Pitbike Engine Minimum 150cc up to 212cc. 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.
- Suspension: Open.
- Controls: Open.
- Thumb operated brakes are allowed.
- Brakes: Open.
- Fuel: Open.
- Gaskets - Open.
- No quick shifters.
- Slipper clutches allowed.
- Tyres/Wheels – Open. Maximum 12” diameter wheels.
- Tyre warmers allowed.

## Senior Mini GP Stock 140cc Class Regulations

- Age 14+ (conditions apply). Max Capacity 140cc/Kayo 150/50cc 2stroke.
- Chassis modifications allowed for strengthening purposes ONLY. No geometry changes allowed.
- Steering dampers allowed.
- Full crash bobbin protection must be fitted.
- Full fairings must always be used.
- Suspension is open.
- Engine and gearbox must be Standard. Engine capacity Max 140cc 4stroke, KAYO 150cc 4stroke STD, Max 50cc 2stroke Metrakit, 70cc Derbi Senda Pre 2005 Engine.
- Head maximum valves 2.
- Standard head and barrel.
- Valves and cam timing must be standard.
- 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. No fuel injection.
- Zs150 KAYO Engine Carb is any of the shelf 26mm only.
- No modification to carb or inlet manifold allowed.
- No high compression pistons.
- Engine oil breathers allowed.
- Gaskets: Open.
- No gearbox modifications allowed - standard ratios ONLY.
- Fuel must be standard unleaded forecourt fuel only. No additives.
- Wheels must be standard to that model 10" or 12".
- No slipper clutches.
- Exhaust - Any off the shelf exhaust. NO mod/or custom fit, straight fit only. Max 98dB.
- Catch tanks must be fitted and all overflow pipes must end in a hard clear plastic bottle (min capacity 150ml).



## Gridding-up & Start Procedure

**Only the competitor PLUS 1 assistant** (14yrs +) are permitted in the Holding Area. All assistants **MUST** wear a Hi-Viz vest. (See Roving Marshal section).

- 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 signaling all clear to the Flag Marshall.
- Once all riders are in the correct position the Grid Marshall will, if necessary, blow an air horn to signify that all parents/team members must clear the grid. The Grid Marshall 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 '10 SEC' sign 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 raise the *GREEN FLAG* or *ACTIVATE THE LIGHTS* to signify the start of the race.
- Riders are NOT permitted to join a race once it has started.

### *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 (dependent on time available). If the rider is deemed to have gained an advantage, they will receive a min 5sec penalty.

**Start-line camera** - A Start-line Camera will be in operation and penalties will be applied across all classes as per rules.

*Taking your grid position*

If a Rider purposefully and knowingly takes to the incorrect grid position they will be moved to the back of the grid. If the race starts with a rider knowingly in the incorrect grid position the rider will receive zero points.

## 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, always, show respect and understanding for the safety and welfare of others.

Members are always encouraged to be open and to share any concerns or complaints that they may have about any aspect of the club with the IMC Team. The Team endeavor to make themselves available at all times, however, this may not always be possible during the course of an event. If they feel that an issue needs immediate attention competitors should contact a Senior Official. Alternatively, all concerns may be presented to a Rider Liaison at the close of the event.

Any minor misdemeanors and general misbehavior 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 track must be made by the Rider working alone with 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.

- Entry to the pits during the race 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, clothing and helmet re-inspected by technical control. New wrist bands/stickers 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.
- Any associated persons with a rider who breach safety limits during practice or racing, including side-line coaching will have access to the circuit restricted immediately.
- 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.
- ALL machines are subject to random compliance checks at the discretion of Officials. Any infringement will result in withdrawal of all Championship Points to date (see Non-Compliance section).
- If a rider sustains an injury during competition, not attended to at the time of the incident by Medics, they must report it to Officials by the close of the event.

### **Use of Members Forum**

Members are reminded that the Members Forum is strictly for current IMC Members and/or in the case of Juniors, their parent/guardian. It is a closed group and therefore invites should not be sent to anyone other than a fellow member. Members are encouraged to use the forum to seek advice and ask any questions relevant to an IMC event. Members should not however use the forum to single out individuals, air any grievances, ridicule or cast accusations. All comments should be respectful, appropriate, and in keeping with the conduct of members as if at a live event. Simply, if you wouldn't say it to someone's face – don't put it on social media.

### **IMPORTANT - Drugs and Alcohol**

Competitors must not consume alcohol later than 10.00pm of the evening prior to an event. Use of any illegal drug will result in an immediate exclusion from the paddock and a lifetime ban from all future IMC events. Any competitor associated to persons using drugs will have points for that event removed.

## **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 a reasonable sound level.

## **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 Marshall points.

## **Paddock/Overnight stays**

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

GENERATORS	Generators must be turned off between 00.00am and 06.00am.
NO PADDOCK TOYS	Bikes/scooters and similar should not be brought to an event.
NO RUNNING ENGINES	Race engines must not be started after 8.00pm and before 10.00am (Sunday events).
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. Supervision of children is the responsibility of the parent/guardian at all times. Children should be back in their caravan/motorhome/awning no later than 9.30pm.
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	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.
BEHAVIOUR	Abusive or violent behavior 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 always remain within the Circuit Boundaries.

## Terms & Conditions of Entry

I Understand that by entering I hereby agree with the persons, organisations, Irish Minibikes Championship and Landowners (hereafter called the organisers) that I am by this agreement entitled to participate in the Motorcycle meetings as held for 2024 on the terms and conditions set out in this document.

I am aware of and give permission for inclusion in any photographic/video material at IMC events and am aware that they may be used for the purpose of promotion of The Irish Minibike Championship. If I do not agree or give my permission, then I will make organisers aware by means of a formal letter or email and will make all photographers in attendance aware of my wishes.

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 always 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.

### *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*

- a) By entering my child for an Irish Minibike Championship event, I hereby acknowledge:
- b) That I/we have read the whole of this document and understand it.
- c) That I/we consent to the rider participating in race meetings.
- d) That I/we are aware of the risks, dangers, and obligations. In consideration of the applicant being accepted as a rider.



## **Right to Lodge a Protest**

A protest can be lodged by any member against any machine for a fee of £50. A protest will be treated in the strictest of confidence. A protest should be lodged with the Chief Scrutineer in writing and be signed and dated with the appropriate fee enclosed.

Officials hold the right to check any machine for compliance at any time.

Protests MUST be lodged with the Technical Official (Tim Stott) within 30 minutes of the completion of the race that the machine in question competed.

## **Penalties of Non-Compliance**

If a machine is deemed illegal the competitor will face a fine of £50, will receive a 1 Race Ban and will have all Championship points to that date removed.

The member who lodged the protest will receive a refund of £25. The remaining £25 will be invested in the club to cover associated costs.

If the machine is deemed legal, the competitor will receive £25 to right their machine, the club will receive £25 for carrying out the checks and the protestor will lose their fee.

## **Roving Marshals**

Each Youth Competitor is entitled to their right to be accompanied to the grid by 1 parent/guardian acting as a Roving Marshal. Indeed, this is encouraged especially in our most junior classes. Any person taking on the role of Roving Marshal must agree/comply to the following:

- Roving Marshals must register and sign-on with the Chief Marshal before entering the circuit.
- Roving Marshals must purchase a marked official IMC Hi-Viz vest at a cost of £10. This will be collected at Registration at the first event of which they wish to act as Marshal . The vest is then the property and responsibility of the Marshal.
- Roving Marshals are there to provide aid, if necessary, to ALL competitors.
- Roving Marshals must be aware of their surroundings at all times. There should be no distractions from mobile devices or similar.
- Roving Marshals will be allocated a designated area to observe.
- Roving Marshals are discouraged from excessive side-line coaching of their associated rider which can cause a distraction to others.

- If a person is witnessed to be using a Mobile Phone or similar whilst acting as Marshal they will be excluded from Marshalling in future events.

### **Additional/spare machines**

If a rider has a spare machine they must ensure that it is presented to Scrutineering at the same time as the machine they propose to use. If a rider takes to the circuit on a machine that has not been presented to the Scrutineering team they will be disqualified. If a rider requires to use their spare machine they must make it known to Officials prior to entering the circuit. Failure to do so will result in the rider being disqualified.

### **Paddock Trading**

Applications to tender for paddock trading open prior to commencement of the racing season. Paddock trading is restricted to those who have sought and been granted permission to do so. Any persons who partake in paddock trading without permission will be asked to leave the event. If a rider (or persons associated to a rider) partakes in paddock trading they will lose all Championship points to date.

### **Membership & Entry Fees**

IMC Memberships will be valid from 10.01.2024 - 31.12.2024.

Membership	£40	
Entry Fees	£65	
Additional Class	£25	
Transponder Hire	£20	
Late Entry Fee	£20	(available for a limited time)

An Online Booking System will be used for all 2024 Events which will be available through the Online Members Portal.