

***AUSTRALIAN
MINIMOTO
CHAMPIONSHIP
2010***

Hand Book

Introduction

Welcome to The Australian Minimoto Championship 2010.

The Australian race series being held in 2010 will be a two round series.

All riders placed within the top 10 during the 2009 series are now able to display their race earned number 1 to 10.

Please take an in depth look at this booklet as some new rulings have been put in place to help improve Minimoto racing during the Australian Series 2010.

As with 2009, points can be gained in all rounds, with the winner recognised as Australia's best for 2010.

Please note: Race numbers allocated are a 'first come first served' basis. Your allocated number for the first round is the number used throughout the four round series.

This booklet contains rules and notes on many aspects of Minimoto racing. It can be used as a guide, that you may find useful to browse through the book from time to time to refresh your memory on some of the basics.

Note:

Contents of Australian Minimoto Championship 2010 handbook is subject to change without notice.

REQUIREMENTS FOR ALL COMPETITORS

OPERATIONAL OFFICIALS:

STARTERS

- Responsible for the grid and start of the race.

MARSHALS

- Responsible for flagging the portion of the track they are assigned.

LAP BOARD

- Responsible for lap counting during a race event.

TIME KEEPERS & SCORERS

- Responsible for lap times & end of event CLASS scores.

SCRUTINEERS

- Determines the eligibility of race machines & riding gear.

TECHNICAL INSPECTOR

- Determines as per the rules outlined in this hand book whether the race machine complies with it's CLASS.

KEY OFFICIALS & OPERATIONAL OFFICIALS:

- Must practice safe and fair judgment during race event as outlined in this booklet.

ALL RIDERS AND THEIR PARENT OR GUARDIAN ARE TO ATTEND THE RIDERS BRIEFING BEFORE ENTERING THE RACING SURFACE / TRACK.

YOU MUST BE OVER 18 YEARS OF AGE BEFORE YOU ARE ABLE TO SIGN ENTRY FORMS.

Flags

Green Flag

Go! The race has started. Waving after the race has started indicates that the race is still in progress and there are no issues farther down the track.

Yellow Flag

Caution! We do not differentiate between standing or waving yellow and they are local, good only for the area covered between the corner station showing the flag and the next one down the track. Yellow means that there is something to beware of ahead of you on or just off of the track.

Red Flag

The red flag indicates that there is a major problem on the track. Come to a stop as quickly and safely as possible, put up a warning hand if at all possible. Remain on the track in the place you stopped until an official informs you of the situation. Do not advance position over another racer when the red flag is showing.

Blue Flag

The blue flag is used to let slower racers know that there is a faster racer(s) about to overtake them. It will be pointed at the slower racer to reduce confusion. If the slower racer is on a straightaway they may wave the faster racer(s) by. If they are in a corner they absolutely SHOULD NOT alter their chosen course or brake hard to get out of the way of the overtaking racer. Just be aware of the situation.

Black Flag

The black flag is used to indicate that an individual racer is having a problem, most likely mechanical but possibly in their conduct on the track. The black flag is pointed at the racer in question to reduce confusion. The racer who receives the black flag should finish the lap they are on and come in to the pit area where a track official will inform them of the problem. If a racer ignores a black flag twice they will be expelled from the race and/or practice session.

White Flag

This flag indicates that there is one lap left in the race.

Chequered Flag

Congratulations! The race has successfully ended! Please complete one final cool-down lap at reduced speed and exit the track at the designated area.

REQUIREMENTS FOR ALL COMPETITORS

ALL RIDERS: Must make yourself familiar with the following:

- With the Australian Minimoto series 2010 handbook and rules.
- Be familiar with MA rules booklet 2010.
- Must be fluent in the use and meaning of safety flags used on the track.
- Must have completed all liability and entrant forms before entering the track racing surface.
- Must have ambulance cover.
- Must have Medicare health or private insurance.

It is the responsibility of all riders and members to have their information up to date and current. Proof of insurance and ambulance cover **MUST** be shown before entering every race meeting.

All final decisions made by the Race Director cannot be protested.

MINORS: All minors must have a legal guardian present to sign all waivers and must be present for the duration of the event he or she participates. If a legal guardian is not present, a notarized affidavit indicating the acting guardian will fulfil the legal guardian's duties must be provided.

AGE LIMITATIONS: A rider is classed as a junior when they are aged less than 16 years of age prior to 1st of January 2010.

ALCOHOL OR DRUGS: At no time during the minimoto event is alcohol or any drugs permitted to be consumed by any competitor, team affiliates or visitors. No rider is to be under the influence of alcohol or any drugs during a minimoto event. If a competitor or team affiliate is in breach of the above mentioned, the rider and or team will forfeit and points gained on the day.

LODGEING PROTEST: Protests are to be lodged with the Clerk of Course.

PROTECTIVE GEAR: Helmets must have an Australian approval rating of AS1698 or FIM approval rating. Helmet must have full-face shield or goggles and must be made of a durable material and be in the closed or down position when racing.

Suitable protective attire made of durable road racing type fabric must cover the entire body. Suits made of leather or a combination of leather and durable road racing type fabric with protective armor placed on shoulders, elbows and knees.

Back (spine) protectors are mandatory.

Footwear must cover the ankle fully. Motorcycle or MiniGP racing shoes are recommended. No runners.

Gloves must be made of leather or other durable fabric and must be in good shape without holes except for breathing holes.

Severely damaged or worn gloves are unacceptable.

No sparky sliders.

RIDER ETIQUETTE: A rider must not purposely lift the front wheel, skid or generally show boat during racing. They will be black flagged. No rider is to deliberately cut off another rider. During all racing a rider is to respect their fellow riders and attempt not to place their own or fellow riders safety at further risk. A protest can be lodged by any rider who feels they have been mistreated by another rider during a race if they have sufficient evidence.

JUMP START: If a rider jump starts a race, the Clerk of Course will issue that rider with a five (5) positions reversal from their finishing position. I.e Final finishing position in that race was position three (3) then that rider will be given position eight (8) due to the jump start.

BIKES & RIDERS: No bike can be changed once that bike has entered the race track previous to the start of a race. No bike can be changed once the race has begun.

Any rider not ready when called to the starting grid on time will not be allowed to start that race.

Red Flag, Stopping and Re-running

The Steward or Clerk of Course who has excluded a competitor for unfair conduct and considers that such conduct has:

- a) Given an advantage to the team of which the offender is a member, or
- b) In the case of a non-team event, jeopardized the fair chances of 1 or more of the other competitors in the event, may declare the event void and order a re-run.

If the event continues, any competitor unable to cross the finish line as a result of such conduct on the part of the excluded competitor may be deemed to have finished the race in the place:

- a) Held immediately before such conduct, or
- b) Having regard to any advancement in placing following the exclusion, in some other place.

A Steward or Clerk of Course may stop an event and order it to be re-run if it would be dangerous for it to continue.

In any re-run:

- a) Any competitor who:
 - i) Fell in the stopped event as a result of having been fouled,
 - ii) Intentionally laid down his or her machine in the interests of safety, or
 - iii) Left the course in the interests of safety, may participate.
- b) Any competitor who:
 - i) Caused or contributed to the event being stopped,
 - ii) Failed to start in,
 - iii) Retired from,
 - iv) Was excluded from, or
 - v) Had been lapped during the course of the stopped event, may not participate.

Where the Steward or Clerk of Course has stopped a race due to danger, e.g. Red Flag, the following will apply:

- a) If no more than 2 laps of the stopped race were completed:
 - i) The stopped race will be declared null and void,
 - ii) The race may be re-run,
 - iii) The re-run race will be for the full race distance,
 - iv) The original grid positions will be used,
 - v) The place of any machine unable to take part in the re-run race will be left vacant,
 - vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer.
- b) If more than 2 laps, but less than 75% of the race distance, have been completed:

- i) The race may be re-started, but only once,
- ii) The restart must occur no more than 30 minutes after the race has been stopped,
- iii) The re-started race distance will be equal to the balance of the stopped race distance,
- iv) Positions on the grid for the restarted race will be determined by the order of competitors at the finish line of the last full lap of the stopped race,
- v) Only competitors who have completed at least 75% of the laps completed by the leading competitor at the time of stopping will be permitted to participate in the re-started race,
- vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer,
- vii) The stopped race and any rerun will be deemed to be parts of the 1 race,
- viii) The winner will be the competitor having the highest number of laps at the finish,
- ix) Where 2 or more competitors complete the same number of laps, the winning order will be determined by the time taken by each to complete those laps,
- x) If at least 75% of the scheduled race distance is completed, full points will be awarded,
- xi) If less than 75% of the scheduled race distance is completed, half points will be awarded.

PROTEST:

Protests will be issued at the end of the days proceedings. In a case where a rider protests against another rider's bike, the protesting rider or team is to pay a fee of \$100.00 to the clerk of the course. The accused rider and his/her team/pitcrew will be called to a meeting held by the race director and clerk of course to face the allegation. If the protest is found to be valid or if the accused refuses the bike in question to be checked by the technical director. The accused will be fined as per the rules within this booklet. The rider or team protesting will have their \$100.00 refunded.

If the protest is dismissed: The protester will forfeit their \$100.00. The accused will be given \$100.00 for rebuilding work. All rebuilding work will be complete by the bike owner in both cases.

In the case of a rider protesting against another riders riding etiquette, the protester will be required to pay a fee of \$100.00 to the Clerk Of Course. The Clerk Of Course will call the accused rider and his/her team/pitcrew will be called to a meeting held by the race director and clerk of course to face the allegation. If the protest is found to be valid, the accused will be fined as per the rules within this booklet. The rider protesting will have their \$100.00 refunded.

If the protest is dismissed: The protester will forfeit their \$100.00 which will be given to the club holding the event.

RIDER DISQUALIFICATION AND FINES FOR OFFENSES:

Bike capacities or modification fines.

1ST OFFENSE: Rider will forfeit any points gained at that race meeting; Will be fined \$100.00, which will be kept by the club or track hosting the event and also play no further part in the race meeting. The \$100.00 fine must be paid previous to participating any further in the 2010 series.

2nd OFFENSE: Rider will forfeit any points gained at that race meeting; Will be fined \$200.00, which will be kept by the club or track hosting the event and also play no further part in the race meeting. The \$200.00 fine must be paid previous to participating any further in the 2010 series.

3rd OFFENSE: Rider will forfeit any points gained during the race series; Will be fined \$500.00, which will be kept by the club or track hosting the event and also play no further part in the race

series 2010. The \$500.00 fine must be paid previous to participating any further in the 2010 series.

FINES FOR OTHER OFFENSES:

Rider, pitcrew and team fines

1ST OFFENSE: The offender will forfeit any points gained, at that race meeting: will be fined \$100.00, which will be kept by the club or track hosting the event and also play no further part in the race meeting. The \$100.00 fine must be paid previous to participating any further in the 2010 series.

2nd OFFENSES: The offender will forfeit any points gained, at that race meeting: will be fined \$200.00, which will be kept by the club or track hosting the event and also play no further part in the race meeting. The \$200.00 fine must be paid previous to participating any further in the 2010 series.

3rd OFFENSES: Rider will forfeit any points gained during the race series; Will be fined \$500.00, which will be kept by the club or track hosting the event and also play no further part in the race series 2009. The \$500.00 fine must be paid previous to participating any further in the 2010 series or 2011 race series.

All monies are to be payed into a ' pot' which will go towards the end of series social event, previous to being allowed to participate in any future events once payment or / and banned period is over.

RACE STARTING POSITIONS FOR ENTRANTS:

Practice will be 5 minutes for each class.

Qualifying will be 5 minutes for each class. Your qualifying time will determine your starting position for the first race. Fastest qualifying time starts from pole position, 2nd fastest qualifying time 2nd position and so on.

Race 1: Start positions determined by qualifying time.

Race 2, 3 & 4 Start positions determined by total points gained during the previous race / races.

If no transponders are available at the event, a draw from the hat will determine your first two starting positions.

TECHINICAL INSPECTIONS AND BIKE SPECIFICATIONS

BRAKES: Must have operational front and rear disc brakes which can be cable or hydraulic operated. Cables are not to be frayed.

ENGINE STOP: Operational engine stop (Kill) switch must be fitted to the handle bars.

LEAKS: No oil or fuel leaks.

COOLANT: No Glycol based coolant allowed, must use water wetter/ engine ice or similar additive or straight water in radiators.

FUEL: Fuel permitted maybe leaded or unleaded, Octane rating and manufacturer open. NO, methanol, NOS, Nitro methane or fuel enhancers may be added.

TYRES: Brand or manufacturer of tyres is open for all classes. Tyres must be in good condition and not showing any signs of excessive wear, no canvas showing.

Pocket bike tyre sizes must fall within the below dimensions:

Max. diameter: 280mm

Min. diameter: 240mm

Max. width: 110mm

FRONT FORK ASSEMBLY: No excessive play in steering head assembly and head stocks must be covered.

WHEEL BEARINGS: Wheel bearings must not have excessive play.

AXLES: Front and rear spindle & spindle nuts to be tight.

CHAINS AND GEARS: Chain and sprockets in good condition. Chain guard to be fitted and adequate.

FRAME: No cracks in chassis or wheels. All nuts and bolts to be secure.

BODY: Bike must have a seat fairing. Body fairing is optional, but no sharp or protruding parts of the bike are allowed.

THROTTLE: Throttle must snap shut when released.

FOOT PEGS: Foot pegs must be fitted and may be fixed or spring-up type.

Pegs must be plastic, rubber or plastic coated steel or aluminium only.

Bare steel pegs are not permitted. All outer edges must be rounded.

HANDLEBARS: Handlebar ends must be fitted or bar ends solidly internally plugged.

MUFFLERS & EXHAUST: Mufflers and/or exhaust pipes can not extend rearward past seat fairing and not have any sharp ends.

GEARING: Gearing ratios are open in all classes.

SEALS & BEARINGS: Seals and bearings are open in all classes.

THROTTLES AND LEVERS: Throttles and brake levers, (levers to be blunt ended and not sharp) are open in all classes.

PLUGS: All oil drain or filler plugs must be safety wired.

OVERFLOW BOTTLES AND CAPS:

Overflow bottles are to be fitted to all vented outlets and all fluid caps must be safety wired.

RACE NUMBERS: Race numbers that have been assigned to you from the club, must be a minimum height of 60mm, must be displayed on front and on both rear side of the bike, and must be readable at a minimum of distance of 15 meters.

ADDITIONAL REQUIREMENTS

GEARS: All pocket bikes are to use a centrifugal clutch. Motards can use gears.

NOISE RESTRICTIONS: No bike is to exceed 94 dbL.

SMOKING: No smoking in pit area.

FUELING: No smoking while refuelling of bikes.

WALKING PACE: Walking pace in pit areas at all times and helmets must be worn at all times while riding of bike.

SCRUTINEERING: All bikes to be used on the racing surfaces must pass scrutineering. This includes spare or back up bikes. No bike may enter onto the racing surface during a race meeting without having passed scrutineering. If a bike is involved in an incident, then the bike is to be re-scrutineered to be asset as safe for racing.

All glass lenses, indicator, etc must be removed from bikes.

Oil drain and filler plugs must be safety wired.

Other fluid filler caps must be securely taped.

Kickstands must be removed.

Any hoses carrying fluids must be clamped or safety wired.

Catch tanks must be fitted to any drain hoses.

Dimensions of all bikes, (excluding Motard and Maxi bikes)

Wheelbase: max 730mm

Length: max 1060mm

Seat height: 460mm

Max height: max 620mm

All dimensions are subject to 5% tolerance

DETERMINATION OF PLACING POINTS

1 ST 25 Points	2 nd 20 Points	3 rd 16 Points
4 th 14 Points	5 th 12 Points	6 th 10 Points
7 th 9 Points	8 th 8 Points	9 th 7 Points
10 th 6 points	11 th 5 points	12 th 4 Points
13 th 3 Points	14 th 2 Points	15 th 1 Point

If the accumulative total is equal between two or more riders at the end of race proceedings, the rider who finished further to the front in the last race will be deemed the winner.

TRACKS:

Track surfaces must be in good condition. All racing is to be on a sealed surface only, (no unsealed track racing). All tracks must be Australian Karting Association or Motorcycling Australia or similar governing body approved.

STARTING GRID:

A minimum distance of 1200mm off set between each row on the grid, e.g. row 1 to 2 off set, giving a minimum of 2400mm between row 1 and 3 straight set. Minimum distance left to right is 800mm at a distance set back of 600mm for each starting position, e.g. 1st, 2nd, 3rd, etc.

IMPOUNDMENT OF 1ST TO 4TH PLACES:

At the conclusion of each round of the Australian Minimoto Title events, the 1st to 4th placing machines in all classes **will** be impounded.

A rider and/or team member must be present at all times, and if the rider is under 18 years of age a parent or legal guardian must also be present.

A member of each race team or rider if asked by the Clerk of Course is to remove, the cylinders, and reed cages along with any other parts that maybe required for an inspection to confirm that the bike complies with the rules for their class of bike. This is to be performed by the rider or team when the Clerk of Course indicates, not before.

If a rider refuses to comply within 15 minutes of completion of racing, they will lose all points gained over the event race meeting.

All reassembly work is at owner's expense.

The above rule is at the discretion of the Clerk of Course

AUSTRALIAN MINIMOTO RACE DAY FORMAT:

These events will be run rain or shine.
The Race Director will determine if a dry or wet race will be run.
No refunds will be granted for any reason what's so ever once you have entered the track.

NUMBER OF LAPS FOR EACH CLASS:

Classes 1 & 2 5 laps.

Classes 3, 4, 5 7 laps.

Classes 6 & 7 10 laps.

Classes 8 5 laps.

Class 9 10 laps.

Each event will be held over two days.

Friday:

Gates open: 8.00am

8.00am – 10.00am Registration and riders briefing

10.00am – 12.00pm Open practice

12.00pm - 12.30pm Lunch

12.30pm – 1.30pm Official Practice

1.30pm – 2.30pm Official Qualifying

2.30pm – 4.30pm Race one

Saturday:

8.00am – 10.00am Open practice

10.00am – 12.00pm Race two

12.00pm - 12.30pm Lunch

12.30pm – 4.30pm Races three & four

Riders may pit from their vehicles, but once the vehicles are parked it may not be moved until the event has concluded for that day.

ENTRANT COSTS:

The series charges to the entrants will be:

Entrant costs: \$99.00 for event

Second and all other bikes: No cost

Total cost per entrant: \$99.00

CLASS SPECIFICATIONS

PLEASE NOTE: There must be a minimum of 5 entrants to run any one class. If less than 5 entrants then the class will be combined with another class, but pointed separately. If an entrant has entered both classes, then the entrant must decide which class to run and which class to drop.

CLASS 1: BASIC CAG.

Seniors and juniors.

- 1.01 Capacity: Maximum 51cc
- 1.02 Crankcase: Standard air-cooled CAG only
- 1.03 Crankshaft: Standard half circle CAG only
- 1.04 Connecting rod & piston: Chinese made.
- 1.05 Seals: Bearings, Gaskets: Open
- 1.06 Head/Barrel: Standard CAG only, maximum two intake & one exhaust port without modification, must be cast only.
- 1.07 Coil: Standard CAG only
- 1.08 Timing key allowed.
- 1.09 Flywheel: Standard without modification
- 1.10 Spark Plug: Open
- 1.11 Clutch: Open.
- 1.12 Carburettor: Maximum 15mm bore
- 1.13 Air filter: Open
- 1.14 Reed block: Standard CAG only
- 1.15 Reeds: Material open
- 1.16 Exhaust system: Open
- 1.17 Tyres: Open.
- 1.18 Gear ratios: Open
- 1.19 Machining: Porting, Machining (including polishing) of Barrel/head, Crankcase, Crankshaft, Con-rod, Piston or flywheel is **NOT** permitted.
- 1.20 Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

CLASS 2: PRO CAG.

Seniors and juniors.

- 1.1** Capacity: Up to 51cc.
- 1.2** Crankcase: Standard aircooled cag only.
- 1.3** Crankshaft: Open.
- 1.4** Connecting rod & piston: Chinese made.
- 1.5** Seals: Bearings, Gaskets: Open.
- 1.6** Head/Barrel: Open.
- 1.7** Coil: Standard cag only.
- 1.8** Timing keyway allowed.
- 1.9** Flywheel: Open.
- 1.10** Spark Plug: Open.
- 1.11** Clutch: Open
- 1.12** Carburettor: Open.
- 1.13** Air filter: Open.
- 1.14** Reed block: Open.
- 1.15** Reeds: Material open.
- 1.16** Exhaust system: Open.
- 1.17** Tyres: Open.
- 1.18** Gear ratios: Open.
- 1.19** Chain: Open
- 1.20** Machining: Open.
- 1.21** Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

CLASS 3: ELITE AIRCOOLED.

Seniors and juniors.

- 3.1** Capacity: Maximum 51cc aircooled only.
- 3.2** Crankcase: Open
- 3.3** Crankshaft: Open.
- 3.4** Connecting rod & piston: Open
- 3.5** Seals, Bearings, Gaskets: Open.
- 3.6** Head/Barrel: Open.
- 3.7** Coil: Open.
- 3.8** Timing key: Open.
- 3.9** Flywheel: Open.
- 3.10** Spark Plug: Open.
- 3.11** Clutch: Open.
- 3.12** Clutch Bell: Open
- 3.13** Carburettor: Open.
- 3.14** Air filter: Open.
- 3.15** Reed block: Open.
- 3.16** Reeds: Material open.
- 3.17** Exhaust system: Open.
- 3.18** Tyres: Open.
- 3.19** Gear ratios: Open.
- 3.20** Machining: Open.
- 3.21** Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated

CLASS 4: BASIC CHINESE WATERCOOLED

Seniors and juniors.

- 4.1 Capacity: Maximum 51cc
- 4.2 Crankcase: Chinese
- 4.3 Crankshaft: Chinese
- 4.4 Connecting rod & piston: Chinese made.
- 4.5 Seals, Bearings, Gaskets: Open
- 4.6 Barrel / Head: Standard Chinese for that model
- 4.7 Coil: Standard Chinese
- 4.8 Timing key: Standard Chinese
- 4.9 Flywheel: Original Chinese
- 4.10 Spark Plug: Open
- 4.11 Clutch: Open
- 4.12 Carburettor: Open
- 4.13 Air filter: Open
- 4.14 Reed block: Standard Chinese, reed spacer accepted.
- 4.15 Reeds: Material open
- 4.16 Exhaust system: Chinese made, but can be modified to suit application. Stinger/Muffler open.
- 4.17 Tyres: Open
- 4.18 Gear ratios: Open
- 4.19 Machining: Porting, Machining (including polishing) of Barrel/head, Crankcase, Crankshaft, Con-rod, Piston or flywheel is **NOT** permitted.
- 4.20 Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

CLASS 5: PRO CHINESE WATERCOOLED

Seniors and juniors.

- 5.1** Capacity: Maximum 51cc
- 5.2** Crankcase: Chinese made
- 5.3** Crankshaft: Chinese made
- 5.4** Connecting rod & piston: Chinese made.
- 5.5** Seals, Bearings, Gaskets: Open
- 5.6** Barrel: Chinese made
- 5.7** Head: Open
- 5.8** Coil: Open
- 5.9** Timing key: Open
- 5.10** Flywheel: Open
- 5.11** Spark Plug: Open
- 5.12** Clutch: Open
- 5.13** Carburettor: Open
- 5.14** Air filter: Open
- 5.15** Reed block: Open
- 5.16** Reed Material: open
- 5.17** Exhaust system: Open
- 5.18** Tyres: Open
- 5.19** Gear ratios: Open
- 5.20** Machining: Open
- 5.21** Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

CLASS 6: ELITE OPEN 40CC

Seniors and juniors.

- 6.1** May be air or watercooled.
- 6.2** Origin open, (may be Chinese or European made).
- 6.3** Capacity: Maximum 40cc
- 6.4** Crankcase: Open
- 6.5** Crankshaft: Open, maximum 39.2mm stroke.
- 6.6** Connecting rod & piston: Open
- 6.7** Seals, Bearings, Gaskets: Open.
- 6.8** Head/Barrel: Open.
- 6.9** Coil: Open.
- 6.10** Timing key: Open.
- 6.11** Flywheel: Open.
- 6.12** Spark Plug: Open.
- 6.13** Clutch: Open.
- 6.14** Clutch Bell: Open
- 6.15** Carburettor: Maximum 14mm. Must be marked as 14mm or less by OEM, or Carburettor must be sized before commencement of racing by the Clerk Of Course, then marked and sealed.
- 6.16** Air filter: Open.
- 6.17** Reed block: Open.
- 6.18** Reeds: Material open.
- 6.19** Exhaust system: Open.
- 6.20** Tyres: Open.
- 6.21** Gear ratios: Open.
- 6.22** Chain: Open
- 6.23** Machining: Open.
- 6.24** Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated

CLASS 7: ELITE OPEN 50CC

Seniors and juniors.

- 7.1** May be air or watercooled.
- 7.2** Origin open, (may be Chinese or European made).
- 7.3** Capacity: Maximum 51cc
- 7.4** Crankcase: Open
- 7.5** Crankshaft: Open.
- 7.6** Connecting rod & piston: Open
- 7.7** Seals, Bearings, Gaskets: Open.
- 7.8** Head/Barrel: Open.
- 7.9** Coil: Open.
- 7.10** Timing key: Open.
- 7.11** Flywheel: Open.
- 7.12** Spark Plug: Open.
- 7.13** Clutch: Open.
- 7.14** Clutch Bell: Open
- 7.15** Carburettor: Open.
- 7.16** Air filter: Open.
- 7.17** Reed block: Open.
- 7.18** Reeds: Material open.
- 7.19** Exhaust system: Open.
- 7.20** Tyres: Open.
- 7.21** Gear ratios: Open.
- 7.22** Chain: Open
- 7.23** Machining: Open.
- 7.24** Non-programmable ignition systems must be used.
No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated

CLASS 8: MAXI BIKES

Seniors and juniors.

- 8.1** Capacity: Up to 51 cc two stroke or up to 110cc four stroke aircooled.
- 8.2** Motor: Open two stroke or Chinese four stroke
- 8.3** Maximum 12' wheels.
- 8.4** Gear box: CVT or locked in one gear no manual changing of gears.
- 8.5** All other parts open.
- 8.6** Tyres: Open
- 8.7** No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

CLASS 9: MINI MOTARD FOUR STROKE.

Motard up to 125 cc for 9 to under 13 years

Motards up to 140cc for 13 to under 16 years

Motard up to 160cc for 16 years and older

- 10.1** Capacity: As mentioned above
- 10.2** Motor: Chinese built
- 10.3** Crankcases: Chinese made
- 10.4** Barrel: Chinese made
- 10.5** Engine internals: Open
- 10.6** All other parts open for seniors and juniors.
- 10.7** Tyres: Up to 12' inch Slicks or treaded, no nobbies.
- 10.8** No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated

Code of Conduct

The code of conduct has been developed to provide competitors, officials and parents with a guide to appropriate behaviour at all Minimoto meetings. Please note the following points.

Competitors:

Must Always Comply With These Rules.

- Competitors are responsible for their own conduct as well as the conduct of any person associated with them, such as mechanic, parent and or Team Owner.
- Most officials have volunteered the services for the smooth, efficient and fair conduct of a meeting. Avoid arguing with an official. If you disagree with a ruling quietly check with the official on how the decision was reached.
- Control your temper. Verbal & physical abuse of officials or other competitors, and deliberately distracting or provoking others is not acceptable or permissible behaviour.
- Treat all competitors as you would like to be treated. Do not interfere with, bully or take advantage of another participant.
- Avoid the use of coarse or derogatory language.
- Compete within you skill levels. Only try to extend these skills when there is no likelihood of danger to others, and personal risk is controlled.

Code of Conduct

Parents:

- Encourage children to participate, if they are interested. Do not force any child who is not willing to participate.
- Focus on the child's efforts and performance rather than the overall outcome of the event.
- Assist the child to set realistic goals based on his or hers ability.
- Teach children that an honest effort is as important as victory, so that the results of each heat are accepted without undue disappointment.
- Encourage children to follow the rules and any official's decision.
- Never ridicule or scold a child for making a mistake during a competition. Positive comments are motivational.
- Remember children are involved in Minimoto racing for their enjoyment, not yours.
- Children learn best by example. Applaud good performance by all competitors.
- Respect an official's decision. If you disagree with an official, raise the issue through the appropriate channels. Do not question the official's judgement/honesty in public.
- Support all efforts to remove verbal and physical abuse from sporting activities.
- Recognise the importance and value of the volunteers. They give there time to provide recreational activities for your children and deserve your support.
- Demonstrate appropriate social behaviour by not using foul or derogatory language.
- At no time during the minimoto event is alcohol or any drugs permitted to be consumed by any competitor, team affiliates, visitors or parent.

2010 Australian Minimoto Titles Schedule

Round 1

Warrnambool Victoria
5th & 6th March 2010

Round 2

Nanango Queensland
21st & 22nd May

Round 3

Queanbeyan ACT
6th & 7th August