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2021 FAB-Racing Minibike British Championship General Rules & Regulations

ENTRY COSTS

Registration fee to the FAB-Racing British Championship race series will be £40. Registered riders Entry Fee for the 3 day Double Round 1 & 2 will be £110 & £55 per additional class. Sidecars £120.

The Entry Fee for non registered riders at this Double round will be £170 & £60 per additional class.

All the 2 day Championship rounds from then will be £110 and £55 for an additional class for all entries.

Entries to be made online: Click on the "ENTRIES" tab on the Home Page of www.fab-racing.co.uk .

The cost of online entries not received by noon on the Wednesday before a meeting will be an additional £10.

On the day entry will only be accepted if there is sufficient space on the grid and payment can only be accepted in cash and the £10 late entry fee will be added. Pre-entered riders will be given priority at sign on.

FAB-Racing reserves the right to cancel a meeting or amend classes at any meeting for safety reasons or other circumstance(s) beyond its control either before or during an event. It would always endeavour to continue the meeting if possible.

ALL RIDERS (AND OR THE PARENT OR GUARDIAN FOR RIDERS UNDER 18) MUST READ, UNDERSTAND, AGREE TO, AND COMPLETE THE ONLINE "DECLARATION & AGREEMENT" BEFORE COMMENCING ANY PRACTICE, QUALIFYING, OR RACES.

THE LINK TO THE ONLINE FORM IS FROM THE "DECLARATION" BUTTON ON THE HOMEPAGE OF www.fab-racing.co.uk IF YOU DO NOT AGREE TO ANY PART OF THE DECLARATION AND AGREEMENT THEN YOU MUST NOT PARTICIPATE IN ANY FAB-Racing EVENT OR EVENTS.

RACE CALENDAR

The **2021 British Championships** will be run over 8 rounds from April to October. Each round will normally run as Practice, 2 Qualifiers, and 3 Races for each class over the 2 days. The first round is a Double and will run over 4 days. There is the possibility of 1 or more non Championship events for specific classes. Riders will earn points for each race on the following scale: 25,20,16,13,11,10,9,8,7,6,5,4,3,2,1 for each race.

At most or all events there will be optional Friday Practice. This will normally be scheduled from 11pm to 6pm depending on the circuit and will cost £40 per class with an additional £10 per additional class. Some classes may run together at these sessions.

AWARDS

First to third overall placed riders in each race will receive a medal, and first to third overall class winners a trophy. Any points tie at an individual event, or for an overall Championship, is automatically resolved by the MyLaps computer programme.

First to third placed riders in the overall British Championship in each class will receive trophies.

TIMING

Competitors are advised to have their own transponders. These can be any MyLaps or AMB transponder except Motocross versions. For more information click the "Transponders" button at www.fab-racing.co.uk.

Transponders will be available to hire at meetings, but having your own transponder for the full season will cost you no more than hiring on 4 occasions. It also makes your, and our, life much easier!!

CONTINUED:

TIMING (Continued):

You must use the holder and mount the transponder on the machine in a suitable position (if you are unsure about that please ask) so that it is secure and facing down towards the track.

It is the riders responsibility to ensure that the times are appearing on the result sheets and report immediately if there is any problem. Timekeeping requires concentration and enquiries should be restricted to only those that are completely necessary. **If a rider starts a race or qualifier with no transponder fitted it will not be possible to include them in the results.**

N.B. Any rider deemed to have gained an advantage by jump starting, cutting through a section of race track, or to have taken unfair advantage in any other way will be penalised with a **minimum** 5 second penalty that will be applied during a race or on completion of a race.

CONDUCT:

FAB-Racing will operate a zero tolerance policy. We expect all who attend to behave in a responsible and considerate manner both on and off the circuit.

No foul language or abusive behaviour to be aimed at staff, organisers, officials, riders or their representatives whatever the reason.

Any person caught damaging or harming the track, its facilities, or associated facilities, etc before, during, or after the event will be asked to leave and points taken away. We hope that it will never be necessary to take this action. It is the responsibility of all to ensure venue owners are happy to have these Championships back at their circuits again.

PADDOCK & PIT AREA:

MACHINES MUST NOT BE RIDDEN IN THE PADDOCK, they must be pushed to and from the holding area, with engines running if required. **Ignoring this regulation cannot be tolerated and could lead to exclusion from the meeting and points taken away.** The Circuit Owners are now more and more aware of this and we need to keep in line with their rules.

Work on a machine at ANY TIME must only be carried out in the Paddock or Pit area.

The ONLY permitted means of moving around the paddock at any time during the event is on foot. Bicycles etc must not be used. At this time bicycles and similar, but not powered versions, will be permitted to be used when the circuit is not "live". We will keep this under review, and at some circuits the owners are now banning them anyway.

Dogs are not permitted at events. Please arrange for dogs to be cared for away from the circuit or at home.

Ball games of any sort, in any part of the circuit pit or paddock areas, are not permitted at any time that the circuit is "live", usually this will be between 8.45am and 6pm.

Children (including those riding at the event) must be supervised at all times. Unruly children are a risk to safety. If bad behaviour persists, and following a verbal warning, they and their parents will be asked to leave the circuit and will not be accepted at future events.

Junior riders, and their brothers and sisters should be back, and in bed, in their Motorhome / Caravan or etc NO later than 10pm.

Generators are permitted but their use must be restricted to between the hours of 7am to 10.45pm.

Circuit fencing and signs are there for safety reasons and must be observed.

No open fires allowed. Barbecues, if permitted by the circuit, must be raised off the ground and extinguished after use.

No smoking or naked flames within 10 metres of a bike that is being re-fuelled, which must only take place in the pit or paddock area. Engines must be stopped and ignitions switched off during refuelling.

Each paddock working area must have a 2kg (minimum) dry powder **fire extinguisher** available for immediate use. Noncompliance with this regulation will incur a penalty imposed by the organiser.

Everyone must ensure that their personal property is securely stored at ALL times. FAB-Racing cannot, and does not, accept liability or responsibility for damage to, or loss of, any items or machinery or vehicles during any event.

CONTINUED:

PADDOCK & PIT AREA (Continued):

Only the rider and one helper (minimum 16 years of age) are allowed in the holding area.

If possible riders left arm should be raised to indicate when touring or returning to the pits.

Please help to keep the venue tidy. There will be bins at every venue. If the bins are full let us know. Tyres, waste oil, damaged awnings, etc must not be left at the circuit and must be taken away to be disposed of.

EVENT PROCEDURE

RIDERS MUST SIGN ON TO CONFIRM THEY ARE PRESENT AT THE EVENT BEFORE TAKING PART

For riders under 18 years of age this must be done together with or on their behalf by the Parent or Guardian

ALL riders aged under 16 must take their machine and all race clothing (helmet, leathers, boots, gloves, and back protector) for **Technical Inspection** before the start of official event practice. **Leathers and boots must be worn to aid inspection and to check fit.**

If a rider has a spare helmet, leathers, boots, or gloves these must be presented for inspection at the same time. A sticker will be applied to the machine to show that this has been completed.

Riders 16 or over will be responsible for making sure their machines are correctly prepared for race competition and FULLY COMPLY with the technical regulations and that ALL of their race clothing is entirely suitable per the regulations and in good condition. We will make random inspections over the period of the meeting. These any rider in this catagorie can opt to present themselves with their bike(s) and race clothing for inspection they prefer for that to happen.

START PROCEDURE

Race starts will be engine running clutch starts either by a dropped flag or start lights. Starting grid positions will be determined by qualifying times and will apply for all races.

Riders will leave the holding area, complete a sighting lap and come to the start grid. Dependant on time constraints a further sighting lap may be completed. The procedure will be confirmed at the riders briefing.

Riders will, when possible, be pre-gridded in the holding area, prior to their first race and should remember their grid positions for following races.

Any rider arriving more than 10 seconds after the last rider leaves the holding area on the sighting lap will be required to start from the back of the grid where this is viable or must start from the pit lane exit. Riders are NOT permitted join a race after it has started.

General: A riders briefing will be held prior to the start of each race day. ALL riders must attend this briefing. Alternatively this may be an online briefing sent out before the event.

N.B: All riders must complete at least 6 (six) laps of practice and or qualifying before being allowed to race unless given official dispensation.

RACE PROTECTIVE CLOTHING

Helmets must have the latest ACU gold sticker or marked to comply with ECE 22.05 (the 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 meeting both must comply with these conditions and must be presented for inspection & approval.

One-piece race leathers with body armour and back protector must be used for all Junior geared bike classes . A good quality Minimoto suit with back protector will be accepted for the Junior Minimoto classes. Senior riders must use one piece or full zip together race leathers and a back protector.

Race boots are required for all geared bike classes and Minimoto boots for Minimoto classes and good quality race gloves must be worn.

All Junior race clothing will be inspected and it is requested that riders present themselves wearing their leathers and boots as this speeds up inspection considerably. Parents / Guardians will be responsible for ensuring that Junior rider clothing complies with the regulations **and is in good condition**. Random checks may be made during race weekends.

CONTINUED:

RACE PROTECTIVE CLOTHING (Continued):

It is strongly recommended that all body piercing, studs, rings etc. are removed as these can be extremely hazardous in the event of an accident. 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.**

ALL COMPETITORS (including Sidecar Passengers) MUST WEAR A NECK "DOG TAG" WITH THEIR NAME & DATE OF BIRTH CLEARLY WRITTEN OR ENGRAVED. THE TAG CAN BE PLASTIC OR METAL.

MACHINE GENERAL REGULATIONS

A handlebar mounted "kill" switch must be fitted. The switch is to be located not more than 50mm from the normal hand location. An Official can ask you to demonstrate that the "Kill" switch can stop the engine at any time - If the "kill" switch does not function correctly, you will not be permitted onto the track.

The point at which the chain / drive belt engages with the rear sprocket / pulley at the lowest point must have a robust chain guard to prevent fingers or any other body part from being trapped. It is also recommended that the front sprocket / pulley should be fully enclosed.

Oil drain and filler plugs must be lock-wired.

Catch bottles / tanks must be fitted to the gearbox breather pipe, fuel tank breather pipe, carburetor overflow pipe(s), and the radiator overflow pipe (if applicable).

A close fitting metal catch tray must be fitted under the motor of all unfaired 4 strokes, its capacity must be 50% greater than the total lubricant content of the motor. Glass fibre or carbon fibre will be an accepted alternative for MotoTeam bikes, Sidecars, and other fully faired machines. Petrol tanks must have secure, spill proof filler caps.

All liquid cooled machines must use only water as a coolant - no additives are permitted.

All levers must be of the ball-ended type and must remain intact throughout use during the event.

Foot pegs must be nylon or nylon ended (sufficient not to be worn away during a race). Non metallic crash bobbins sufficient to prevent any part of a fallen machine (spindle ends, spindle nuts, etc.) that could damage the surface of a circuit **MUST** be fitted. The handlebar ends must have ally or nylon end protectors fitted, and if held on by screws or bolts, these must be recessed and not capable of coming into contact with the surface of the track.

Any projections, sharp corners or edges must be removed, protected or rounded off. There can be no exceptions, and non-compliance with these rules will lead to the machine not being allowed on to the circuit. Random checks will be carried out in the holding area prior to a race and after any race.

Only fuel obtained from a roadside fuel station is permitted. No race fuels, Av Gas, or Octane Booster etc.

Front race numbers are compulsory and must be not less than 120mm high. These numbers **MUST** be single colour and in strict contrast to a single colour background and **clearly visible**.

Side number plates should be used where possible to aid timekeepers, commentators, spectators, and photographers. The font used must be able to be clearly read, nothing fancy. You will be turned away at technical inspection if you do not comply. If you are able to fit similar side number then even better. See specific regulations regarding this for the MK-GP50 / 70 Class.

Exhaust noise levels must not exceed 98db on a full throttle pass checked as per MSA Kart regulations. If your machine does comply with this limitation you cannot practice, qualify or race. Don't just think it complies, please make sure it complies. Well packed 2T silencers should have no problem with this level but 4T machines have been caught out, particularly Pit bikes, MotoTeam, and MiniF1 Sidecars.

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FLAG RULES:

Green: Safe to Race.

Red: Race Stopped. **IMMEDIATELY SLOW (with care)** & proceed at touring pace to a stop area as indicated. This will, where possible, be pointed out at riders briefing. The stop area may in certain circumstances be indicated by a circuit marshal.

Any rider or riders involved in a Red Flag incident, even if not the direct cause of the incident, are not permitted to take part in a re-started race or given a position or points if the race is declared as completed.

Yellow (Stationary): Proceed with caution - **no overtaking until beyond the incident**. Riders not observing the caution or overtaking rule will be penalised.

Yellow (Waved): Extreme caution. Be prepared to stop - **no overtaking until beyond the incident**. Riders not observing the caution or overtaking rule will be penalised.

Black: Mechanical / Riding Fault - Return to Pits and consult official.

Yellow (With stripes): Caution, slippery surface - Ride accordingly.

Yellow (With Black Cross): Start of Last Lap.

Chequered: End of race Return to Paddock or Park Fermē.

IMPORTANT NOTES:

Competitors must not practice at a circuit (or a variation of that circuit) to be used for a FAB Racing Race event less than 7 days before that event. The start day of an event is to be taken as Friday. Competitors in breach of this regulation and competing at the event will lose any points gained.

FAB-Racing reserves the right to disqualify a competitor from competing in any further races at any meeting, and to disallow any points scored in any race, if their motorcycle contaminates the circuit through negligent or faulty machine preparation, and a race has to be stopped and/or racing is delayed.

It is never possible to cover every eventuality in general rules and regulations but the use of common sense and consideration for race and circuit officials and fellow competitors is really all that is required to keep everything running smoothly.

Infringement of Class Technical Regulations:

Loss of all points for that event and any further infringement to loss of all points.

TRADING:

Trading of any form is not allowed without prior permission from FAB-Racing. Cost will be £200 per 2 day event or £220 per 3 day event. Permission will be on the basis that no other trader has been authorised to trade products, or services, of the same or similar nature at the same event and there is sufficient space.

FAB-Racing reserves the right to make changes at any time to General or Class Regulations if needed or necessary for any reason

BE SURE TO READ THE SEPARATE REGULATIONS APPLICABLE TO YOUR CLASS(ES)