

Pocket Bike

Standing Regulations

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The National Sporting Code of the ACU and these Standing Regulations shall apply to all Minimotos, MiniGP, Pitbikes, and MiniF1 Sidecars Meetings, together with the Supplementary Regulations and any final instructions.

Definition A sport where Minimotos, MiniGP, Pitbikes, and MiniF1 Sidecars propelled by single or multi speed internal combustion engines compete in massed start races around a specially designed metalled road circuit.

SECTION 1 GENERAL

1.1 ELIGIBILITY

- Race Circuits** These can be either permanent or temporary courses. The Circuit must be suitable for Mini Bike racing, typically Pro Kart circuits or a shorter motorcycle race circuit. The circuit should ideally have a minimum length of 800 metres and minimum width of 6 metres.
- Competitors** All competitors must hold a current competition licence for Road Racing or Pocket Bike Racing issued by the Auto Cycle Union.
- Categories**

Class	Machine	Age Limits Years
AC40R (Rookie)	40cc Air Cooled 2-Stroke (exhaust restrictor as per regulations)	6 to 11
AC40PRO	40cc Air Cooled 2-Stroke (exhaust restrictor as per regulations)	6 to 13
Junior LC40	40cc Liquid Cooled 2-Stroke	7 to 13
Senior AC40	40cc Air Cooled 2-Stroke or 110cc 4-Stroke	14 & over
Senior LC40	40cc Liquid Cooled 2-Stroke or 110cc 4-Stroke	14 & over
SUPER	50cc Liquid Cooled 2-Stroke	14 & over
MiniGP50 MK	50cc Liquid Cooled 2-Stroke – 6 speed gearbox	9 to 15 (note 1)
MiniGP70 MK	70cc Liquid Cooled 2-Stroke – 6 speed gearbox	11 to 16 (note 2)
PB140	Up to 140cc 4-Stroke Pitbike – 4 speed gearbox	16 & over (note 3)
PB-Open	Up to 200cc 4-Stroke or 90cc 2-Stroke – 4 to 6 speed gearbox	16 & over (note 3)
MiniF1 Sidecars		Driver 18 & over Passenger 16 & over

Notes

- From 8 years with good experience on Minimotos.
- From 10 years with good experience on MiniGP50.
- Younger riders with geared bike experience or ACU Race Licence will be considered to ride. FIME Mini Road Racing Championship. Junior riders wishing to compete in the FIME Mini Road Racing Championship, or any other mini road race abroad, will be assessed individually based on their own proven ability.

SECTION 2 CLOTHING

2.1 PROTECTIVE CLOTHING

Protective Clothing: Minimoto (Pocket Bike), MiniGP/Pitbike, MiniF1Sidecars.

- Protective Clothing: Minimoto (Pocket Bike)**
One piece leather race suits or proprietary Minimoto (Pocket Bike) race suits are acceptable for Junior riders. A back protector must be included in the suit or worn separately. Adult riders

must use either a one piece leather race suit or can use a two piece leather suit that fully zips together at the waist. A back protector must be built into the suit or worn separately.

2. **Protective Clothing: MiniGP/Pitbike**

One piece leather race suits. A back protector must be included in the suit or worn separately. Adult riders must use either a one-piece leather race suit or a two-piece leather suit that fully zips together at the waist.

3. **MiniF1 Sidecars**

All competitors must wear a helmet as described in Road Race Technical Regulations.

Driver and passenger must wear an all in one leather race suit. Two piece leather suits can be permitted if they are fully zipped together. Back protectors must be worn.

4. **Race Boots**

Must be leather and have good ankle protection. There must be no gap between the top of the boots and the bottom of race suit when in a riding position. Leather must be worn. Trainers/trainer boots will NOT be allowed.

2.2 JEWELLERY

It is recommended that all body piercing, studs, rings etc. are removed.

Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident. 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. This includes removing dentures.

2.3 HELMETS

All competitors must wear a helmet as described in Road Race Technical Regulations.

2.4 IDENTIFICATION DISCS

While practising and racing riders and passengers are required to wear an identification disc around the neck, attached by a material approved by the technical official. Thin chains should be avoided. The disc must be permanently marked with the wearer's full name and date of birth. Identification discs shall be of durable material, circular in shape, between 20mm and 25mm in diameter and having rounded edges with no sharp or ragged projections.

SECTION 3 SOLO SPECIFICATIONS

3.1 MINI/MIDI MOTO (POCKET BIKE) BASIC DIMENSIONS IN MILLIMETRES

Wheelbase	730mm maximum
Length	1060mm maximum
Saddle Height	450mm maximum
Total Height	620mm maximum
Footrests	Non Folding 60mm minimum Plastic or Rubber – Round Tipped

A tolerance of 5% is allowed.

Minimotos must have dry centrifugal clutch keyed into the crank shaft. The engine for solo machines must have a recoil cord pull starting device.

3.2 CARBURETTORS

1. **Junior Minimoto** AC40 Rookie and Junior LC40 (Production) Class – Dellorto Standard SHA 14/14L or 15mm with any jet. This may be mounted on a rubber manifold.
2. **Senior Minimoto** AC40, LC40 and SUPER Classes. No restrictions.
3. **MiniGP50** Dellorto SHBG 19mm – Main jet, pilot jet, slide, and slide needle, may be changed.
4. **MiniGP70** MRD or BRK 28mm – Main jet, pilot jet, slide, and slide needle, may be changed.
5. **PB140 Pitbike** Maximum 26mm.

6. **PB-Open** No Restriction.

3.3 SPARK PLUGS

No restrictions but must be “R” (resistor) type to prevent interference with transponders used for timing.

3.4 FUEL

Only unleaded fuel, that can be obtained from a roadside petrol station can be used.

3.5 KILL SWITCH

A kill switch must be located on the handlebars adjacent to the headstock.

3.6 COOLANT

Water with no additives is the only coolant permitted in water cooled (LC) engines.

3.7 OIL AND COOLANT CONTAINMENT

1. All 4 stroke machines must have a metal catch tank mounted directly below the engine or, for machines fitted with a full fairing, a catchment “tray” constructed in the lower cowling to hold at least 1.5 times the volume of the engine oil capacity.
2. Oil lines containing positive pressure must, if replaced, be metal or metal reinforced construction, with swagled or threaded connectors.
3. Any oil, fuel, or, coolant, breather pipes must must discharge into a catch tank in an easily accessible position. Must be empty before the start of the meeting, minimum capacity 500ml.
4. ALL machines, 2 and 4 stroke must have drilled and wire locked oil drain and oil filler plugs.

3.8 WHEELS

1. **Minimotos** Any make of wheel is permitted. The diameter of wheel and tyre is 6.5ins maximum. The width of the wheels is 110mm maximum.
2. **MiniGP** Standard 12ins MK wheels.
3. **PB140** Any make of 10ins or 12ins wheel.
4. **PB-Open** Any make of wheel 10ins to 17ins.

3.9 TYRES

1. **Minimotos** Any make of 6.5ins tyre, slick or treaded, is permitted unless otherwise specified.
2. **MiniGP** EC Homologated 12ins tyres restricted. Make as per event supplementary regulations.
3. **PB140** Any make of 10ins or 12ins tyre, slick or treaded unless otherwise restricted.
4. **PB-Open** Any make of 10ins to 17ins tyre, slick or treaded unless otherwise restricted.

3.10 BRAKES

Cable or hydraulic operated disc brakes are required on front and rear wheels.

3.11 TRANSMISSION

By chain with any ratios. A chain guard must be fitted in such a way as to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

3.12 EXHAUST

1. **Minimoto AC40R (Rookie)**: Standard or aftermarket exhaust supplied for the make and model. Must be one piece back to the silencer connection. A 10mm restrictor of a type approved by the class organiser to be fitted directly between the cylinder and exhaust pipe. Supplementary regulations may also require a seal being fitted to the restrictor. Organisers MAY, if considered

necessary, specify a variation in the size of the restrictor to allow for power differences in some older models.

2. **Minimoto AC40PRO (Production):** As per AC40R except that the restrictor will be 14mm. No size variation permitted.
3. **Minimoto LC40:** Any exhaust permitted except "SUPER" pipes.

3.13 NOISE CONTROL

Maximum permitted level will be as specified by the circuit used. In general this will be 98dba measured at a specific location on the circuit.

3.14 BODYWORK

1. **Minimotos** Fairing and streamlining are permitted. Covering of the headstock is compulsory.
2. **MiniGP** Must use full fairing as per original supply by MK. Copies of all original body work permitted in GRP (fibreglass) only.
3. **PB140** Full fairings not permitted.
4. **PB-Open** Full fairings not permitted.

3.15 NUMBER PLATES

1. Front numbers are compulsory and must be minimum 70mm high. They must be of a contrasting single colour to the number plate (e.g. white numbers on a black plate).
2. Side number plates should be used where possible to aid timekeepers, spectators and film crews.
3. The font for all numbers must be in accordance with the ACU Road Race Standing Regulations.

SECTION 4 MINIF1 SIDECAR

4.1 PASSENGER

A passenger must be carried and must always be protected from the road wheels and both primary and final drive trains.

4.2 CONSTRUCTION

Suspension is not permitted. The chassis must be of good quality steel or aluminium (6082 grade or higher) tube with a maximum external diameter of 2 inches (50.8mm) or box with a maximum dimension of 2 inches measured at 90 degrees to any edge. Metal parts of the chassis must not come in contact with the road surface during normal racing. The non-metallic frame protectors and or crash bobbins should be fitted to areas of the chassis where this might occur. Any fixings must be sunken into the protectors or bobbins.

4.3 BASIC DIMENSIONS

Maximum overall length (including bodywork)	1727mm
Maximum overall width (including bodywork)	1122mm
Maximum overall height (including bodywork)	616mm
Maximum wheelbase	1144mm
Maximum track	759mm

(The track is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel).

4.4 WHEELS

Must be of metal construction with a maximum diameter of 6 ins.

4.5 SIDECAR WHEEL

The sidecar wheel must be offset to the left of the driver with the sidecar axle forward of the rear wheel axle. This wheel must not steer, steering must be operated through the front wheel only.

4.6 TYRES

Any make of tyre, slick or treaded, is permitted. Kart tyres are permitted.

4.7 BRAKES

All sidecar outfits must have two independent braking systems. One system operating on the front wheel and the other on the rear wheel. At least one of these systems must be of the hydraulic type. A sidecar wheel brake is optional.

4.8 ENGINES

1. Single cylinder 2-stroke road derived petrol motorcycle or scooter engine with a maximum capacity of 86cc. Tuning allowed to a maximum of 26bhp.
OR
Single cylinder 4-stroke road derived petrol motorcycle or scooter engine with a maximum capacity of 200cc. Tuning allowed to a maximum of 26bhp.
OR
Single cylinder 2-stroke moto-cross engine to a maximum capacity of 85cc (maximum 26bhp). Tuning not permitted. Engine, gearbox, carburettor, ignition and induction system to remain as manufacturer's standard. The use of aftermarket reeds (petals) is permitted. Exhaust may be an after market type designed to fit your engine and must be readily available to any member of the public to buy.
OR
Single cylinder 4 stroke moto-cross engines to a maximum capacity of 150cc (maximum 26bhp). Tuning is not permitted. Engine, gearbox, cam shaft, carburettor, ignition to remain as manufacturer's standard. The use of high compression pistons is not permitted. Exhaust may be an after market type designed to fit the engine and must be readily available to any member of the public to buy.
2. Transmission Maximum 6 speed gearbox.

4.9 ENGINE POSITION

The engine may be positioned anywhere between the front and rear wheel. The drive must be transmitted through the rear wheel only.

4.10 OIL AND COOLANT CONTAINMENT

1. In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres).
2. The surrounding edges of the tray must be at least 50mm above the bottom of the tray.
3. ALL Four stroke machines must use this tray.
4. Oil lines containing positive pressure must, if replaced, be of a metal construction, with swaged or threaded connectors.
5. Oil coolers must not be mounted on or above the body of the sidecar.
6. The location of the oil tank and oil cooler should not be placed in a location likely to be damaged in an accident.
7. Any oil breather pipes must discharge into a catch tank in an easily accessible position. Must be empty before the start of the meeting, minimum capacity 500ml.

4.11 KILL SWITCH

A lanyard type ignition cut-out must be fitted to kill the engine when the driver leaves the machine. The cut-out must be placed as near to the centre of the handlebars as possible and must be operated by a non-elastic cord or spiral cable of adequate length and thickness. It must have a maximum extended length of 1 metre and be securely attached to the driver's body. Any electrically operated fuel pumps must be wired in such a way as to cut out if the engine kill device is operated.

4.12 AIR INTAKES

Air or cooling ducts must not project outside the maximum allowable length, width or height of the outfit.

4.13 FUEL

Only unleaded fuel that can be obtained from a roadside petrol station may be used. Race fuels are not permitted.

4.14 COOLANT

Water only no additives may be used.

4.15 FAIRINGS/BODYWORK

All sidecars are required to have a full front fairing. The sidecar wheel must be enclosed from the sidecar platform, level with the platform on the outside and right around the periphery. A cut out to check the tyre pressure is permitted. The bodywork, fairing and sidecar wheel arch (and seat unit if applicable) must be constructed of GRP (fibreglass) or similar. All exposed edges must be rounded. Whatever the position of the handlebars there must be a space of at least 20mm between the fairing and the ends of the handlebars and/or control levers. Ball ended handlebar control levers must be used. The wheels and tyres must not foul any bodywork. All passenger handholds must be rigid and of the closed loop type. All fairings and bodywork must be easily removable for technical inspection scrutineering if required.

4.16 NUMBER PLATES

Front numbers are compulsory and must be 70mm high. They must be of a contrasting colour to the number plate (e.g. white numbers on a black plate). The font for all numbers must be in accordance with the ACU Road Race Standing Regulations. Side numbers should also be used where possible to aid both timekeepers and film crew.

SECTION 5 MEDICAL SERVICES

5.1 MEDICAL SERVICES. MINIMUM REQUIREMENTS FOR POCKET BIKE MEETINGS

The minimum requirements for practice or racing to commence are as follows:

1 Doctor and 1 Paramedic or 2 Paramedics, 1 Rapid Response Vehicle, 1 Ambulance.

If one Ambulance has to leave the venue for any reason, the event can continue provided that there are a minimum of 1 ambulance and 2 Paramedics present and available.

Whenever possible a First Aid Technician and a second Ambulance should be made available.

An ambulance may act as a Medical Centre BUT must not be allowed to leave the circuit.

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

Special Notes

The minimum medical requirements specific for this discipline also apply to associated Test Days.

Concussion/suspected concussion

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

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

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

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

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

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

The rider is not permitted to ride during the obligatory suspended periods outlined above and then only once he is in possession of a doctor's certificate/letter after the suspended period has expired.

A rider may be signed off to ride by the CMO at an event once he has observed the obligatory suspended period outlined above.

If a competitor has been injured on a Saturday and is suffering from concussion/suspected concussion, and the Organiser is aware that the rider was intending to ride or is scheduled to ride somewhere else the next day, the Organiser will inform the Organiser of the event being held the next day so they are aware of the rider's injuries and as such he is prevented from participating in that event.

SECTION 6 ACU MINI BIKE CHAMPIONSHIP

The National Sporting Code of the ACU, the Pocket Bike Standing Regulations together with these Mini Bike Championship Conditions and the Disciplinary Section of the Road Race Standing Regulations shall apply to all rounds of the ACU Mini Bike Championship together with the Supplementary Regulations and any final instructions

6.1 CHAMPIONSHIP STATUS

The Championship will be held under the auspices of the ACU Ltd.

6.2 CHAMPIONSHIP ROUNDS AND VENUES

There will be 6 two day events between March and October.

6.3 CIRCUITS

The circuit should be inspected and approved by the ACU Track Inspector. The circuit licence will be valid for a period of three years. The minimum width should be 6 metres. The minimum length should be 500 with the maximum length to be set at the track inspection.

6.4 GRID AND STARTING NUMBERS

The grid should be set out during the track inspection, but should in principle be a 3 × 3 solo grid with 6 metres between each row. In principle the grid capacity should be a maximum of 28 machines with a 50% additional allowance for qualifying or practice unless the ACU Track Inspector sets a lower limit during the inspection.

6.5 PRACTICE AND QUALIFYING

There will be a minimum of 15 minutes practice/qualifying allocated to each class at each event. Participation in these sessions is compulsory for a minimum of 3 laps. On the 2nd day of a two day meeting a minimum of 10 minutes practice must be made available to every competitor. Participation in the 2nd days free practice is not compulsory.

Testing or practice at the same venue is prohibited for the 72 hours preceding each championship round.

Each grid will be set based on lap times recorded during each qualifying practice.

6.6 CHAMPIONSHIP LICENCE

An ACU Mini-Bike Championship Licence will be required in order to take part in the series. This will be available for a fee of £10 from the ACU and will only be valid for participation in this championship. An eyesight report is not required for this licence, but the Clerk of the Course or Chief Medical Officer may require any competitor at random to submit an eyesight test before competing. Any competitor holding an ACU Road Race or Supermoto Licence may add Mini Bike Championship eligibility with no extra charge.

6.7 COMPETITOR TRAINING

As this is an entry level to tarmac racing, no previous competition experience is required, but every competitor must attend a riders briefing and induction course before participation in their first event. Once the induction course has been received, a validation sticker will be added to the back of the competitor's ACU Licence.

6.8 CHAMPIONSHIP POINTS

Points will be awarded for each championship race on the scale 25.20.16.13.11.10.9.8.7.6.5.4.3.2.1. If at the end of the season, there is a tie on the points then the highest number of wins will determine the winner, should that be equal then the 2nds, 3rds, etc will be taken into account until a winner is established.