

Cool FAB Racing

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2016 Cool FAB-Racing British Championships General Rules & Regulations

ENTRY COSTS

Entry Fee £90 2 day per round - £30 per additional class. Sidecars £110. The 3 day Rd.1 is the same cost.

Entries to be made on line at www.motokitz.com (click on "Enter the Shop" button then on "Race Entries").

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

FAB-Racing reserves the right to cancel or amend classes at any meeting for safety reasons or any 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 SIGN THE DECLARATION & AGREEMENT BEFORE COMMENCING PRACTICE, QUALIFYING, OR RACES. IF YOU DO NOT AGREE TO ANY PART OF THE DECLARATION AND AGREEMENT THEN YOU MUST NOT PARTICIPATE IN THE EVENT OR EVENT.

THE COOL FAB-Racing BRITISH CHAMPIONSHIP SERIES

All classes will be run over 8 rounds from April to October 2016 and points will be awarded on the following scale: 25,20,16,13,11,10,9,8,7,6,5,4,3,2,1 for each race. Rounds 2 to 8 will be held over two days with the usual format being, practice, qualifying, and 1 race on Saturday and this will usually be the race filmed for MotorsTV and the FABonline TV Channel on YouTube.

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. No rider may join a race after it has come under starter orders.**

AWARDS

First to third overall placed riders in each class at each round will receive a trophy (all races at each round to count) with the following conditions. **NO trophies will be given for classes with 3 or less entries and a FIRST place trophy only for classes with 4 to 6 entries.** Fastest race laps will be taken into account in the event of a points tie. First to third placed riders in the overall year series of races in each class will receive trophies for classes that have had **6 or more competitors completing at least 6 rounds.**

No end of year trophy will be given to any rider that does not complete 5 or more meetings.

TIMING

A transponder will be issued for each class entered. **If a transponder is damaged in any way the competitor will have to pay £75 as a repair cost, more if it has to be replaced with new. Transponders should be returned in good, clean condition at the end of each meeting.** Do not use solvents to clean them, WD40 or similar will work well. FAB-Racing uses Chronolec transponders and cannot time from AMB transponders. This transponder requires a matched holder and you will be required to purchase one of these **for each of the machines you race** at a cost of **£6.00 each** if you don't already have one. **You must use the holder and mount the transponder on the machine so that it is secure and facing down towards the track.** It is the riders responsibility to ensure that his times are appearing on the sheets and report immediately if there is any problem. Please be aware that time keeping requires concentration and enquiries should be restricted to only those that are completely necessary.

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.

Continued:

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 for whatever reason. Any person caught damaging or harming the track, its facilities, or associated facilities or 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 the venue owners are happy to have these Championships back at their circuits again, please don't lose them. **Machines must not be ridden in the paddock, they must be pushed to and from the holding area. Ignoring this regulation will not be tolerated and could lead to exclusion from the meeting and points taken away.**

KEEPING THINGS TIDY

Please can everybody help keep the venue tidy; there will be bins or bags available at every venue.

EVENT PROCEDURE

ALL RIDERS MUST SIGN ON AT RACE CONTROL

All riders under 18 must take their machine and race clothing for technical inspection before the commencement of official event practice. A sticker will be applied to the machine to show that this has been completed. If a rider has a spare helmet or leathers these must be presented for inspection at the same time.

Riders 18 or over will be responsible for making sure their machines FULLY COMPLY with the technical regulations and that all of their race clothing is entirely suitable per the regulations and in good condition.

Start Procedure: Race starts will be engine running clutch starts either by a dropped flag or if available 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, come to the start grid and immediately come under starters orders. 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. No rider may join a race after it has come under starter orders.**

General: A riders briefing will be held prior to opening the circuit and **all riders must attend this briefing.**

N.B: All riders must complete at least 5 (five) laps of practice before being allowed to race unless given 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 both must be presented for approval.

One-piece 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 may use full zip together leather suits.

Race boots for all geared bike classes and Minimoto boots for Minimoto classes, good quality race gloves.

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. Adults will be responsible for ensuring that their clothing complies with the regulations and is in good condition. Random checks may be made during race weekends.

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. Long hair must be tucked inside the helmet.

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 feet from being trapped. It is 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, carburettor overflow pipe(s), and the radiator overflow pipe (if applicable). **A close fitting all metal catch tray must be fitted under the motor of all 4 strokes, its capacity must be 50% greater than the lubricant content of the motor.** Glass fibre or carbon fibre will be an accepted alternative for MotoTeam bikes, Sidecars, and 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.

Exhaust noise levels must not exceed 98db on a full throttle pass checked as per MSA Kart regulations. If your machine does not fall at or under this limit you cannot practice, qualify or race. Don't just think it complies, please make sure it complies. The circuits themselves are now sending Kart officials to check the levels and are not giving any tolerance. Well packed 2T silencers should have no problem with this level but 4T machines have been caught out, particularly pit bikes and MotoTeam bikes which have arrived with noisy "performance" silencers.

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

Front race numbers are compulsory and must be not less than 70mm high. They must be of a single contrasting colour to the background to be clearly visible. Side number plates should be used where possible to aid timekeepers, spectators, and film crews. 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.

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 handle bars ends must have ally or nylon end protectors fitted, and if held on by screws or bolts these must not be capable of coming into contact with the surface of the track on a fallen machine. There will be no exceptions, and non-compliance with these rules will lead to the machine not being allowed on to the circuit. Any projections, sharp corners or edges must be removed, protected or rounded off.

Random checks will be carried out in the holding area prior to a race and after the race.

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

PADDOCK & PIT AREA

All teams must have a good condition dry powder fire extinguisher of reasonable size that is sited for immediate use if necessary.

Any work on a machine during a race, or otherwise, must only be carried out in the Paddock or Pit area.

There must be 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.

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

The only allowable means of moving round the paddock is on foot ie NO bicycles, scooters, roller skates, roller blades, skateboards, "healies" etc, etc. Race machines must be pushed, with engines running if required, to and from the holding area.

No ball games of any sort in any part of the circuit, pit or paddock areas at any time that the circuit is "open" - (usually between 9am and 6pm).

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Dogs are permitted at circuits, unless circuit regulations specify otherwise, but must be controlled (eg a dog must be on a lead or contained) at ALL times.

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

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

N.B It is strongly recommended that everybody ensures that all their personal property is securely stored when not in use, (i.e. between races and at night). FAB-Racing cannot and does not accept liability or responsibility for damage to or loss of any items or machinery during any event.

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 be pointed out at riders briefing.

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

Yellow (Stationary): Proceed with caution - **no overtaking until passed the incident.**

Yellow (Waved): Extreme caution. Be prepared to stop - **no overtaking until passed the incident.**

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

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

TRADING

Trading of any form is not allowed without prior permission from FAB-Racing. Permission will normally be given at a cost of £100 per 2 day event or £120 per 3 day event as long as no other trader has already been authorised to trade products of a same or similar nature at the same event and there is sufficient space.

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

IMPORTANT NOTES

NOISE LEVEL MUST NOT EXCEED 98dbs ON ANY MACHINE IN ANY CLASS.

THIS WILL BE CHECKED BY BOTH FAB-Racing AND THE KART CIRCUIT OWNERS &
ANY BIKE NOT COMPLYING WILL NOT BE PERMITTED TO CONTINUE AT THE MEETING

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

YOU MUST READ THE SEPARATE REGULATIONS APPLICABLE TO YOUR CLASS(es)

FAB-Racing reserves the right to make changes to general or class regulations if needed or necessary for safety or any other reason.