



MINI MOTO RACING 2023
INFORMATION & RULES



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INTRODUCTION

1ST RULE OF SAFETY: BIKES MUST BE SAFE, ALWAYS CHECK YOUR BIKE BEFORE YOU GO RACING.

Compliance with these rules is mandatory and is the responsibility of each Rider. Enforcement of these rules is the responsibility of designated 2WTD MINI RACING officials.

MOTORCYCLE RACING IS EXTREMELY DANGEROUS.

EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION RESPONSIBILITY FOR ALL RISKS OF COMPETITION INCLUDING DAMAGE OR LOSS OF PROPERTY, INJURY, OR DEATH. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND INDIVIDUAL CONDITIONS AND MUST ASSUME ALL RISKS OF COMPETITION.

2WTD MINIRACING rules are written to ensure that all riders have the opportunity to compete in motorcycle road racing as impartially and as safely as possible. Not all circumstance that may come up during a race event can be cover in this rulebook and, common sense and a regard for fairness will be the fundamental principle in interpretation and enforcement of the rules by 2WTD MINIRACING officials. 2WTD MINIRACING officials will enforce these rules and regulations and will make the final decision at the scene.





RACE CLASSES

Race classes evolve over time. If you don't see your bike listed, contact race direction. New classes can be added if (5) or more rider register with the same bike or "as equal" and will be provided a race or added as a wave to an existing class as time permits.



BEGINNER 12 & UNDER

OPEN CC BEGINNER CLASS FOR 12 & UNDER. NO POINTS AWARDED OR ACCUMULATED FOR THE RACE SEASON.

- No cc restrictions
- Intended for first time or beginner racers looking to get involved in a racing series
- Suspension modifications are allowed
- DOT or slicks are allowed



BEGINNER 12 & OLDER

OPEN CC BEGINNER CLASS FOR 12 & OLDER. NO POINTS AWARDED OR ACCUMULATED FOR THE RACE SEASON.

- No cc restrictions
- Intended for first time or beginner racers looking to get involved in a racing series
- Suspension modifications are allowed
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LIGHTWEIGHT STOCK

CRF/XR100, DRZ125, TTR125, CRF125, CRF/XR80, KLX110, CRF110, GROM / Z125

- Air cooled 4-Stroke, Max 125cc
- No internal engine modifications
- Chassis modifications allowed
- Aftermarket exhaust is allowed
- Suspension modifications are allowed
- DOT or slicks are allowed



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LIGHTWEIGHT OPEN

CRF/XR100, DRZ125, TTR125, CRF125, CRF/XR80, KLX110, CRF110, GROM / Z125

- Air cooled 4-Stroke, 125cc +
- Engine modifications allowed
- Big-bore kits allowed
- Chassis modifications allowed
- Aftermarket exhaust is allowed
- Suspension modifications are allowed
- DOT or slicks are allowed



65GP

2-STROKE KX65, YZ65, KTM65
4-STROKE CRF150F, CHINESE YX-ENGINE
BASED PITBIKES 150cc-170cc, 2 VALVE
MOTO, PIRHANA, OHVALE 160, KLX140, YCF
SM150, GROM / Z125

- Air Cooled 4-Stroke, 2-valve, Max 125cc
- Air Cooled 2 Stroke max 75cc
- Chassis and suspension mods are allowed
- YCF SM F150, SM F155 and KAYO MR150R allowed in crate form
- DOT or slick tires allowed



FORMULA 8

ANY LIQUID COOLED 2-STROKE WITH A
DISPLACEMENT OF NO MORE THAN 85cc

- Chassis and suspension modifications are allowed
- DOT or slicks are allowed
- All rim sizes allowed



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OPEN GP

CRF150R, CR/YZ ETC. 85S BORED UP TO 105CC WITH NO POWERVALVE, KTM/RM85 YZ85 UP TO 100CC OVER BORE WITH POWER VALVE, KX100, OHVALE 190, DAYTONA 4 VALVE 190CC MOTORS

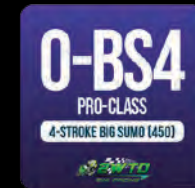
- Chassis and suspension modifications allowed
- CRF150R aftermarket cams allowed
- Exhaust modifications allowed
- DOT or slicks allowed



SUPER STOCK 150R

CRF150R, CR/YZ STOCK FORM.

- 149CC max, no over bore
- Engine modifications NOT ALLOWED
- No Big-Bore Kits
- Chassis modifications allowed
- Aftermarket exhaust is allowed
- Suspension modifications are allowed
- DOT or slicks are allowed



PRO-CLASS SUMO [450cc]

450CC AND UP SUPERMOTO

- High level racing for advanced racers
- Chassis and suspension modifications allowed
- Engine modifications allowed
- Exhaust modifications allowed
- DOT or slicks allowed



RACE CLASSES

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AMATEUR-CLASS SUMO [450cc]

450CC AND UP SUPERMOTO

- Beginner to intermediate racing
- Chassis and suspension modifications allowed
- Engine modifications allowed
- Exhaust modifications allowed
- DOT or slicks allowed



VET 30 CLASS

MINI RACING 65 AIR COOLED AND
MODED 4-STROKE UP TO 186CC

- Must be at least 30 years old
- Max displacement 65cc 2-stroke
- Max displacement 186cc air cooled 4-stroke
- Chassis and suspension modifications allowed
- Engine modifications allowed
- Exhaust modifications allowed
- DOT or slicks allowed



2WTD EXTREME FURY OPEN

UP TO 450cc SUPERMOTO

- Chassis and suspension modifications allowed
- Engine modifications allowed
- Exhaust modifications allowed
- DOT or slicks allowed

POINT STRUCTURE

Points earned at all Sprint Events count toward the season championship points for each individual class.

Only riders taking the checkered flag at the start/finish line under power on the racetrack will be awarded points. Points are not awarded for heat races

Each class will have a heat race to determine grid position.

Points, for each class, will be awarded for each Final Sprint Race using the following table:

1st..... 25 pts	9th.....8 pts
2nd.....20 pts	10th.....7 pts
3rd..... 15 pts	11th6 pts
4th..... 13 pts	12th5 pts
5th..... 12 pts	13th4 pts
6th..... 11 pts	14th.....3 pts
7th.....10 pts	15th2 pts
8th.....9 pts	16th1 pts





GENERAL RULES

1. Rule creation and changes to existing rules will take place when there is a need in the organization due to either safety concerns, member/ rider feedback, or in effort to build, create, and sustain competition. Requests should be submitted in writing or via email for review by 2WTD MINIRACING officials. Rider feedback will be the main consideration in creation or modification to a rule.
2. 2WTD MINIRACING officials may revoke the racing privileges of any rider for acting improperly, cheating, being abusive, fighting, or affecting overall race operations or event/race safety.
3. Any disagreements between competitors or pit crews, on or offtrack during a race event should be brought up to the attention of 2WTD MINIRACING officials for resolution. Abusive or violent behavior will not be tolerated and may be grounds for disqualification.
4. Only race officials and competitors are allowed on track during race events.
5. All events will run rain or shine unless the track is impassable or unsafe as determined by race officials. When an event is canceled by 2WTD MINIRACING the un-run races, their points and awards may be moved to the next event and/or a credit for unused entries will be issued from 2WTD MINIRACING for future events.
6. Race direction will determine when it is safe to retrieve a down motorcycle.
7. Riders must always follow track direction.
8. The track should only be entered at the designated track entrance. When entering the racetrack, Riders must observe any blend line procedures as established by each facility. Riders must never use any other access point to enter the track.
9. Competitors must clearly signal their intentions to exit the track by raising a hand and safely leaving the race line before changing pace to exit the track at the designated track exit. Once a rider has signaled that they will exit the track, that rider must exit and not come back into the racing line.
10. By attending 2WTD MINIRACING events as a rider, pit crew, or spectator, you understand that you may be filmed and/or photographed at such events, and agree that 2WTD MINIRACING may use these images for any purpose.
11. SPEED LIMIT ON THE PIT IS 5MPH
12. Alcohol consumption is prohibited while participating in a race event, whether you are riding or working, until you are 100% done touching the bike or on track.
13. In the event that a series sponsor requires a decal to be run to qualify for contingency or purse, 2WTD MINIRACING reserves the right to apply said decal anywhere on a participant's machine
14. COMMON SENSE SHOULD ALWAYS PREVAIL.

RACE DAY PROCEDURES

1. Race events will generally follow a format of one heat race, plus two final races.
2. Grid positions for heats will be determined by random draw at the time of sign up. Any rider that does not sign up by the scheduled time will grid at the rear. Grid positions for Main #1 will be determined by each rider's finishing position in the Heat Race.
3. Grid positions for Main #2 will be determined by each rider's finishing position in Final #1. For e It is up to each Rider to know their grid position prior to entering the track. If you arrive on the grid and don't know your grid position, you will be gridded at the back at the discretion of the Race Director.
4. Riders may be given a first, second and third call for each class over the track loudspeaker system. It should be noted that this is a courtesy and all Riders are responsible for knowing the schedule at each event. 2WTD MINIRACING is not responsible for riders missing their race due to no announcement being made. When calls are made, they will most likely be announced using the following timing: The first call will be made at the beginning of the previous race. The second call at the halfway point of the previous race. The third and final call at the checkered flag of the previous race.
5. A 2WTD MINIRACING race official will instruct riders in the assembly area to leave the pit area, and enter the racetrack. Competitors will take one warm-up lap and report directly to their assigned grid position. If a Rider is not on the track before the first rider of the group crosses the half-way point during their warm-up lap, he/she forfeits their warm-up lap and must report directly to the grid. The Race Director will determine the method of start used for each race. All Riders will be notified at the Riders Meeting and on the grid sheets which races, if any, will have multiwave starts.





RACE DAY PROCEDURES

6. There are two basic procedures used for starting a race: 1- A group or groups of machines may be separated on the grid by a multi row break and started simultaneously with one green flag. 2- A group or groups of machines may be separated into two or more waves. These waves may or may not also contain multi row breaks. These waves will be started with each wave getting a separate green flag.
7. The use of flags will be discussed at the rider's meeting for each event.
8. The typical meaning and usage of each flag is as follows:

Green Flag: Waived at the start of the race. Any downward movement of the green flag indicates the start of the race. For multi-wave starts the green flag may be raised and lowered multiple times.

White and Green Flags Crossed: May (or may not) be shown at start finish line. Indicates completion of one-half race distance. Improper use or failure to show the white and green crossed flags by race officials is not grounds for a protest of race results.

White Flag: The white flag indicates the final lap has begun. Improper use or failure to show the white flag by race officials is not grounds for a protest of race results.

Checkered Flag: Waved at the start finish line. The race is has finished.

Yellow Flag: Standing (held stationary) indicates a hazard on or near

the track. When waved, the yellow flag indicates that the hazard is just ahead, between the waving flag station and the next flag station. Passing between the waving yellow flag and the hazard is not allowed and will result in penalties or disqualification.

Red Flag: The race is stopped at once due to a serious hazard, incident or emergency situation. All Riders must exit the track at the designated track exit and report to hot-pit as soon as possible. Passing under a red flag is not allowed and will result in penalties or disqualification.

Black Flag: Indicates a mechanical or other problem with your equipment or machine. The black flag will be pointed or waived at one Rider. If you think a black flag might be waived at you, it is. Signal that you are exiting, get off the racing line, if your bike is smoking or leaking, reduce speed and stop OFF THE TRACK at the first safe position, preferably a corner station that can notify you of the nature of the equipment problem.

9. FLAG NOTE: Passing under a red flag or waving yellow flag will result in penalties or disqualification.
10. If a sprint race is red-flagged after half of the total distance has been completed (half distance being defined as the entire field has received the half way flags), the race will be declared completed. In that case, riders shall be scored according to their position on the last lap that was completed by the entire field preceding the red flag. Any rider(s) not

RACE DAY PROCEDURES

running on course at the time of the red flag, as well as any rider(s) deemed by officials to have caused the red flag will not be scored in the final race results.

11. If a race is red-flagged before the entire field has completed one full lap the race will be restarted. In this case, all riders will assume their original positions on the grid for the restarted race.
12. If a race is red-flagged after the entire field has completed one full lap but before the entire field has completed half race distance the race will be restarted. In this case, all riders will report to their original grid position.
13. In the event of a restart, any rider(s) deemed by officials to have caused the red flag will not be allowed to enter the restarted race.
14. In the event a race has been red flagged and restarted by race officials, the restarted event may be shortened at the discretion of the Race Director
15. In the event of a crash, the rider and machine may re-enter the race if the machine is safe to race.
16. The race is considered complete when the checkered flag is waived, regardless of number of laps complete





PENALTIES & PROTESTS

1. The purpose of these Rules is to run an orderly, competitive and fair race, emphasizing the safety of all involved.
2. Any bike visibly not legal for the class will not be awarded points, prizes, or position for the race. If the bike is not legal for the class due to modifications or a higher level of performance it may race up a class.
3. All protests must be made directly to the race director as soon as possible, or within 30 minutes of the completion of a race. If a protest cannot be resolved at the time of the event, the awards, points and prizes for that class may be held pursuant to the decision of 2WTD MINI RACING officials.
4. When a protest is made, the burden of proof is with the protested rider and/or team.
5. Protests can only be made by a rider in the same class, as the rider being protested.
6. Unsafe and unsportsmanlike riding should be reported to a 2WTD MINIRACING official. At the discretion of the Race Director penalties may be assessed to a rider found guilty of unsafe or unsportsmanlike riding.
7. Jumping the start: Forward movement of a bike or rider that provides an advantage before the official start of the race. If a Rider jumps the start while the green flag is raised, the Rider may be assessed a penalty of five seconds or two positions added to the Rider's final race finishing results at the discretion of the Race Director
8. Any rider who runs off the track must re-enter the course safely and without attempting to cut the course unless instructed to do so by an official or corner worker. If an advantage is gained, a rider will be subject to penalties, at the discretion of the Race Director,
9. Passing under yellow will result on a 2-lap penalty levied against the offending rider.

RIDER, PROTECTIVE EQUIPMENT

All competing riders must meet the following requirements:

1. All participants and spectators acknowledge that racing is dangerous and accept the inherent risks including but not limited to: damage or loss of property, serious injury or death.
2. All riders are strongly urged to carry comprehensive medical insurance.
3. All participants must sign 2WTD MINIRACING liability waiver in order to participate, for minor parents must fill the required waivers.
4. Attendance at all Riders Meetings is mandatory.
5. All riders must comply with the following protective equipment requirements:
 - a. All riders must wear helmets which Snell 2010 (or newer) or ECE approval and must be in good condition. It is strongly recommended that all Riders wear a full-face road-specific helmet. Boots must fully protect the ankle and lower shin area. Gauntlet style gloves must be worn. Riders must wear protective suits made primarily of leather. All suits must be a one-piece garment specifically designed for racing. 2-piece suits are acceptable only if they completely zip together at the waist. Back protectors are strongly recommended.





TECHNICAL INSPECTION & GENERAL MACHINE REQUIREMENTS

1. Every machine must be ready to race when it is brought to technical inspection. Passing Technical Inspection does not give a machine immunity from protest.
2. The Technical Inspector must inspect and pass every machine before it will be allowed on the track. Tech will reject any machine that does not meet requirements.
3. The Technical Inspector may at his discretion allow a “temporary fix” for a particular race event. That temporary fix must be resolved by the next race event.
4. The following items must be safety wired, or secured in a manner approved by the Technical Inspector (RTV silicone may be acceptable): Oil Drain Plug, Oil fill cap Radiator Caps, Axle Nuts, Master clip link, any bolt that retains any fluid.
5. A fuel catch can or overflow reservoir is required to be securely fastened on all carbureted bikes.
6. A coolant catch can on the radiator overflow is required on all water-cooled machines without an OEM overflow reservoir. Water cooled engines may use plain water, or water with Water Wetter or any racetrack approved coolant. Ethylene glycol-based antifreezes are prohibited.
7. All machines must have an operating engine kill switch on the handlebars.
8. All machines must have a self-closing throttle.
9. All machines must have fully operational front and rear brakes.
10. Cameras must be safely secure to the motorcycle; no cameras are allowed on helmets.
11. Race numbers must be clearly displayed in the front, left and right side of the motorcycle. The number can be chosen by each rider but if a conflict occurs the later rider to register for the event must change his/her number prior to the machine entering the track. In this case, adding an “X” to the end of the number will generally be considered sufficient. Number plates, or number display areas, must be of adequate size and proportion so that the number is easily distinguishable at speed by officials and other riders.

