

Mission:

NJ MiniGP exists mainly to help the young road racer succeed in the sport of motorcycle road racing using on track coaching, controlled racing environments, progressive race classes with machines that grow with the rider, as well as providing direction towards possible opportunities that otherwise would not have existed. NJ MiniGP offers practice days for those just looking to have a good time, and racing for those that are looking for the highest level of mini competition. Our format will offer the safest environment possible for your little racer to learn through experience while being carefully followed or led each and every lap by our coaching staff.

You have to start somewhere. Now's the time and NJ MiniGP is the place. Let's have some fun.

Rules and Regulations:

This document has been created to allow current and new members to understand the basic rules, regulations and guidelines at any NJ MiniGP event. These rules are an outline only and all racers/ members are explicitly advised that the NJ MiniGP officials will have the final say on any situation that may arise at any event.

CLASSIFICATION OF RIDERS, CLASSES, POINTS, AND SERIES

A wide range of classes are offered by NJMiniGP to ensure adequate opportunities for most types of motorcycles. All of the classes, except for the NSR/NSF spec class, are to follow Superbike rules, which means that unlimited modifications to both the engine and chassis are allowed. The bike must only comply with the maximum allowable displacement and wheel size when applicable.

The class structure for the 2010 season is as follows:

RACE CLASSES:

MINIGP

- Ages 5-17 with little to no track riding experience
- Wheel size can vary
- Bikes limited to:
 - 50cc 2stroke
 - 110cc 4stroke

STOCK 100

- Ages can vary (under 17 requires coach endorsement)
- Motorcycle must be a Honda XR100/CRF100F production year 1981 to present.
- Stock OEM exhaust must be used. Baffle may not be removed. Spark arrestor screen not required.
- Stock OEM airbox, complete and intact, must be used
- Stock OEM airfilter or any aftermarket direct replacement part. Must fit in stock location with NO modification.
- Stock OEM carb must be used. Jets/needle may be changed
- Shift lever may be changed
- Clutch lever and front brake lever may be changed
- Handlebars may be changed. Drop/clubman-style bars may not be used. Clip-ons may not be used
- Grips may be changed
- OEM handguards may be removed. Aftermarket barkbusters/handguards may be added
- Brake cable and clutch cable may be changed
- Spark plug may be changed
- Front rim may be changed to 16" OEM XR80 front rim
- Stock OEM rear XR100 rim must be used
- Any tires may be used
- Stock OEM Front forks, Internals may be changed.
- Stock OEM rear shock, spring may be changed.
- Front and rear sprockets may be changed. Must run OEM sized chain
- Clutch plates and springs may be changed

F1

- Ages can vary (under 17 requires coach endorsement)
- Wheel size can vary
- Bikes limited to:
 - 63cc 2stroke
 - 125cc 4stroke (horizontal)
 - 120cc 4stroke (vertical)

NSR/NSF SPEC

- Must be 17 yrs old or older
- Bike must be a stock Honda NSR50 or NSF100
- Only suspension internals and jetting modifications allowed period.

F2

- Ages can vary (under 17 requires coach endorsement)
- Wheel sizes no smaller than 12"
- Bike types no larger than:
 - 65cc 2stroke
 - 150cc air cooled 4stroke
 - 130cc liquid cooled 4stroke

SUPER MINI

- Ages can vary (under 17 requires coach endorsement)
- Wheel sizes can vary
- Bikes no larger than:
 - 105cc 2stroke
 - 187cc air cooled 4stroke
 - 150cc liquid cooled 4stroke

SUPER MOTO

- Must be 17 yrs old or older
- Wheel sizes can vary
- Bikes **no smaller than:**
 - 125cc 2stroke
 - 249cc liquid cooled 4stroke

4 HOUR ENDURANCE RACES

- 2 riders min 4 riders max per team
- 2 bikes per team max
- F2 motor displacement max (very strict)
- OutLaw bikes can only compete for an overall 1st place position
 - Outlaw displacement is 190cc AIR cooled 4 stroke and 72cc 2 stroke (No Honda 150R)
- Mandatory rider change every half hour
- Bike must be entirely in pit stall prior to second bike leaving
- Bikes must be off when fueling
- One transponder per team

POINTS

Points will be awarded for each race based on rider finish in the main event only. Qualifying times will be used only to set the grid for the mains, no points will be awarded. The rider must start the main event to receive any points. Points will be given for each position as follows:

1 st 25 points	9 th 3 points
2 nd 20 points	10 th 3 points
3 rd 16 points	11 th 3 points
4 th 13 points	12 th 3 points
5 th 11 points	13 th 3 points
6 th 9 points	14 th 3 points
7 th 7 points	15 th 3 points
8 th 3 points	and so on...

The points will be kept and totaled in order to determine a class champion at the end of the season.

MEMBERSHIP FEES

1. A NJ MiniGP membership will be required to compete in any NJ MiniGP event. This membership can be obtained by filling out an application. Also, the required fee is to be sent to Ryan Fleming via Paypal at info@njminigp.com or a mailed check.

2. The cost for the membership will be \$99 for the entire year plus \$39 for each additional family member under the age of 15 requiring a membership. (*discount membership only available to immediate family signed up at the same time as primary \$99 membership is purchased*)

3. A single day membership can be purchased for \$20. This membership is good for only one NJ MiniGP event. The remaining balance or another daily membership will be required to participate in any additional events during the same year.

4. No reimbursements will be made for membership/entry fees for any reason during the calendar year. NJ MiniGP has the right to invalidate any license for any justifiable cause including but not limited to:

- Rough riding or intent to cause injury to any other racer or spectator
- Unsportsmanlike conduct
- Disregard for any safety regulations or procedures
- Obscene or obnoxious behavior
- Suspension or membership termination due to illegal bike modifications

ENTRY FEES (may be revised)

1. The entry cost for racing is as follows:

First Class entered	\$65
Second Class entered	+\$15
Each additional class entered	+\$10 each

The entry cost for practice days is as follows:

Full day of practice	\$65
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Endurance Racing will be \$300 per team (max 4 riders per team – min 2 riders per team)

2. Pre-entry for each NJ MiniGP race is always open prior to the event with the info available via the website. The racer is urged to fill-out the entry form and Paypal the money prior to the event. If this is not fulfilled then the racer must pay in cash at registration the day of the race.

3. Entry fees are non-refundable. Should a rider have an unforeseen circumstance, which causes their inability to attend a pre-entered event, their fees may be forwarded as a credit for the next event (given the event is within 90 days of the missed event.) It is the responsibility of the racer to advise the Registration Director of the missed event in order to receive the credit.

**INCLEMENT WEATHER details will be announced during the cancelled event.

4. Should a racer suffer an injury or mechanical failure, which results in their inability to compete, the following accommodations or credit may be issued at the discretion of Registration & the Race Director on a case by case basis.

- If failure prevents any participation or should failure/injury occur during the first practice, up to 100% of fees may be credited towards the next round
- Failure/injury any time after practice will not be applicable for any credit.

RACE OFFICIALS

The below mentioned positions are NJ MiniGP Officials. Those filling these positions at each event are representing NJ MiniGP and their instructions must be followed when participating in any NJ MiniGP event.

Race Director – The Race Director shall be in charge of overseeing all aspects of the event. This can include but is not limited to preliminary track preparation and event schedule. The Race Director makes the final verdict on all matters concerning the event including but not limited to registration, rider classification, current license status, protests or penalties, technical inspections, appeals, and disqualifications.

Track Marshall – The Track Marshall is responsible for maintaining a safe racetrack by observing all track incidents. It is the job of the Track Marshall to make sure all practice and qualification sessions run according to NJ MiniGP protocol. The Track Marshall will be in charge of aligning the grid for each race, overseeing the starting procedure, and realigning the grid in case of a red flag restart. The Track Marshall will make rulings on all starting infractions such as false starts. Also, the Track Marshall will coordinate all the corner marshals and their activities.

□ Chief Technical Inspector – The Chief Technical Inspector is responsible to ensure that all motorcycles meet the minimum safety requirements set forth by NJ MiniGP in the Technical Requirements section. It will also be the Chief Technical Inspector's duty to make rulings on all technical protests.

□ Registration Director – The Registration Director shall handle all aspects of registration and dispersion of transponders (if being used). It is the job of the Registration Director to make sure all racers are registered for the appropriate class.

□ Chief of Timing and Scoring – The Chief of Timing and Scoring will be in charge of timing all qualifying sessions and provide the grid sheets. Also, the Chief of Timing and Scoring shall time and score all of the main events. No racer shall contact or discuss a scoring issues with the Chief of Timing and Scoring without the prior approval of the Race Director.

□ Corner Marshals – The Corner Marshals will be in charge of flagging their assigned portion of the track. They are under the guidance and directions of the Track Marshal.

RACE START PROCEDURE AND FLAGS

1. There will be a rider's meeting prior to practice and qualifying. This meeting will address such things as length of the practice and qualifying sessions, possible safety hazards, the track's entrance and exit points (Pit Out and Pit In), and other general points of interest to ensure a safe and efficient event.

2. An event schedule will be provided by the NJMiniGP staff at the beginning of the day's event. This schedule will be followed for practice, qualifying, and the main events.

3. The first practice will start immediately following the rider's meeting.

4. The qualifying sessions (grid set by random draw in the morning) will immediately begin after the last practice session has concluded. This session will be scored for position only with each racer's finish being used to set the main event's starting grid.

5. Typically, an hour lunch break will be taken at around 12:30pm.

6. Prior to the start of the finals, there will be another rider's meeting. At this point, the starting procedure will be discussed. Any track developments or potential hazards will be discussed at this time. If any rider sees a potential hazard please bring it to an NJ MiniGP officials attention immediately at this time.

7. The races will begin immediately after the second rider's meeting concludes. It is the job of the rider to be prepared for his race and know his grid position. If a rider doesn't know his grid Position, he or she can be sent to the back row at the Track Marshal's discretion.

START PROCEDURE

1. All riders will enter the track at Pit In and perform a partial warm-up lap by riding around the track to the starting grid.
2. At the beginning of each main event, the Track Marshall will be located in front of the grid on the track. It is the rider's responsibility to know where his/her starting position is prior to the race.
3. The Track Marshall will start with row 1 and work his way towards the back of grid making sure that all riders are lined up correctly.
4. At anytime, the Track Marshall can wave all riders for a second warm-up lap. This is done if unforeseen events in the starting procedure are taking too long to prevent these high performance engines from overheating.
5. The Track Marshall can send a rider to the back of the grid at anytime for not knowing his/her assigned grid position.
6. When the Track Marshall has confirmed the grid is correct, he will start the signal process to start the race.
7. He will do this by walking towards the side of the track and climbing up onto the starting box.
8. The Track Marshall will turn and look at the riders with the green flag held still by his side. Once he looks towards the grid, the green flag will be waved within 3 to 8 seconds.
9. The race begins at the lifting of the green flag.
10. The motorcycle cannot move forward at anytime before the flag is waved. There are no rolling starts allowed. The bike cannot move forward until the green flag is moved.
11. The Track Marshall and other trackside NJ MiniGP officials will be responsible for calling false starts.
12. In the event of a Red Flag, the race will be stopped and the grid will be set based on rider position from the last completed lap. The rider(s) responsible for the red flag will be allowed to restart the race, but they must do so from the back of the grid.

FLAGS

1. Green Flag: The green flag will be used to start the race.
2. Yellow Flag: The yellow flag will be used to warn riders of hazards on the track such as a down rider. There are two types of yellow flags: waving and standing.
 - Waving Yellow – Is when a yellow flag is being waved by the Track Marshal or the Corner Marshals. This signals that a HAZARD is located in this area of the track. NO PASSING ALLOWED.

□ Standing Yellow – Is when the yellow flag is displayed to the riders by the Track Marshal or the Corner Marshals, but not waved. This signals that a HAZARD exists somewhere on the track, but not a this portion. Normal race pace and passing are allowed under the Standing yellow.

3. White & Green Flag Crossed: The Track Marshal will cross the white and green flags and display it to the riders at the start/finish line to signal that the race has reached the halfway point.

4. White Flag: The white flag is a courtesy flag that signals 1 lap remains in the race.

5. Checkered Flag: This flag is waved by the Track Marshal at the start/finish line to signal the end of the race.

6. Red Flag: The red flag is displayed by the Track Marshal to signal that the race has been stopped due to a HAZARD on the track, i.e. Down rider or bike that cannot be moved or HAZARDOUS materials such as oil. All riders shall slowly reduce speed and hold up their left hand to signal to other riders their reduced pace. The riders shall then slowly circulate the remaining portion of the circuit and go to pit lane. They will be directed what to do from there.

7. Black Flag: The black flag will be waved at a rider to signal that a HAZARDOUS situation exists with their bike or that they have been penalized. The rider must go to pit road to have the problem repaired or serve the penalty.

PENALTIES

1. Should the racer fail to acknowledge the black flag, they will be issued a one-lap penalty at the conclusion of the race.

2. Should a jump start occur on a restart where only 1 or 2 laps remain in the event, the NJMiniGP officials may determine an appropriate time penalty in lieu of a black flag.

3. Continual disregard for starting procedures may result in additional penalties.

TECHNICAL REQUIREMENTS AND INSPECTIONS

1. All race motorcycles must pass technical inspection prior to participating in any NJMiniGP event. Motorcycles need only be inspected once per event. The exception to this is motorcycles that have been black flagged for mechanical reasons or have been involved in a crash. A Tech Sticker will be placed on the front number plate of all bikes passing Tech. No motorcycle will be allowed on the track during an event without a Tech Sticker

2. The Chief Technical Inspector may at his/her discretion allow a "temporary fix" for non safety related problems for a particular race weekend. The following items will be checked during tech inspection. These items are safety related and pertain to all bikes in all classes.

1. Throttle must return freely
2. Working engine kill switch
3. Bar ends to protect throttle
4. Levers must have ball ends unless protected by hand guards
5. Working front brakes
6. Tires and rims in good condition
7. No turn signals or mirrors
8. Headlights taped or removed
9. No tail light or tail light brackets
10. Oil drain plug and fill cap safety wired
11. Numbers on front (Minimum 5")
12. Numbers on sides (Min 3")
13. Exhaust pipe securely mounted
14. Master link clip safety wired or secured with Permatex, etc.
15. NO ANTI-FREEZE -- Water wetter, Engine Ice, or Liquid Performance only.
16. No sharp edges that would be hazardous to your fellow competitors or yourself
17. No leaking fluids. No leaking fluids. No leaking fluids.
18. Coolant and Fuel Catch Cans – This can be a combined catch tank for both the engine coolant and fuel or two separate systems. Here are the official guidelines for the catch cans.

Deemed Unacceptable:

- No Red Bull Type Cans or any other type of Soda Can of any type.
- No flimsy and/or weak container of any kind/any material.
- No container that would allow a significant amount of fuel to be spilled in a crash.

Acceptable Guidelines:

- All hosing associated with the fuel system must be in good condition, of a proper material, and fastened securely. All fuel overflow hoses must terminate in the catch can. One-way breather vents on the gas cap will be permitted.
- Your container should be able to withstand a substantial impact, be of a quality material, large enough and able to contain all of its contents in the event of a crash, be heat-resistant and mounted securely to your bike. Preferably in a location that would reduce and/or eliminate it's exposure to damage.
- 8oz capacity

19. A one way valve must be functional on dirt bike style gas caps.
20. Last but not least...NO KNOBBIES! Only road tread tires are acceptable.

Any motorcycle not meeting these Technical Requirements WILL NOT BE ALLOWED ON THE TRACK. Please make sure you understand all of the requirements prior to the event. Technical questions can be asked at anytime. Please do not expect the necessary items or required service to be available at the track.

SAFETY REQUIREMENTS

1. Full leathers with armor are highly recommended for all classes. A minimum of Kevlar race suits (1 piece or zip together), heavy duty (enduro) jacket, with leather or motocross pants with armor is required. Motocross type riding apparel with knee pads (no sparking sliders) and a full chest/back protector may also be allowed if fitted properly. All children under the age of 15 yrs

old are required to wear a full chest protector under their racing apparel. Examples are motocross style or Impact Armor (www.impactarmor.com)

2. SNELL and DOT approved full-face helmet or motocross helmet are required. All helmets must be in good undamaged condition.

3. Helmet face shields, eyeglasses or goggles must be made of shatterproof material. NO SUNGLASSES!

4. Approved full fingered leather or Kevlar gloves in good condition, with no holes or other openings except for breathing holes.

5. Road racing boots, motocross boots or leather boots that cover the rider's ankles are required.

PIT AREA AND RACE SAFETY

Note: The New Jersey Motorsports Park Pits are COLD PITS. This means, no operation of any motorized vehicles of any sort in the pits.

1. There will be NO ALCOHOLIC beverages allowed while bikes are on the track. This is not restricted to just the rider, but to all who attend any event. If someone is caught with an open ALCOHOLIC beverage during an event, that individual and everyone that he/she is with will be asked to leave the event.

2. It is the rider's responsibility to understand all the rules such as track entrance and exit points.

3. Rough riding will not be tolerated at anytime. Please keep in mind that we are racing for a trophy not our lives.

4. Rough riding can be penalized by the NJ MiniGP officials at their discretion by any means, i.e. Dock Points or Position, Banning, etc...

5. In the event of a crash, the rider shall try to remove himself and his motorcycle from the track if possible.

6. All riders will be responsible for their crew, which includes all family and friends.

7. No PARENT shall run onto the track at anytime! If your child falls please wait until the track has been cleared and, when SAFE, a NJ MiniGP official will escort you to your down rider.

8. There will be proper medical staff at every event. Please do NOT interfere with the care the medical staff provides to an injured rider.

9. No loud cursing or obnoxious behavior will be allowed at anytime during an NJ MiniGP event. This is a FAMILY sport and NJ MiniGP provides a FAMILY atmosphere.