

2015

150cc Mini Speedway Motorcycle Racing Class Standards

Purpose of the Class

The purpose of the 150cc Mini Speedway motorcycle racing class is:

- To introduce new riders to the sport of Speedway motorcycle racing.
- To encourage Speedway motorcycle racing skill development.
- To increase the enjoyment of Speedway motorcycle racing for young riders.
- To provide level technical standards to encourage new rider participation in Speedway motorcycle racing.

1. Engine

1.1 Engine Homologation

Engines must be homologated for the 150cc Mini Speedway motorcycle racing class. The following engine is homologated. No other engines are eligible.

- YX 1P56FMJ (140cc)

1.2 Engine Modifications

No engine modifications are allowed unless specifically noted here.

- Mikuni, Keihin, Molk, OKO or TB carburetor up to 28mm may be used.
Replacement jetting such as main jet, pilot jet, needle jet, jet needle, slide, etc. may be changed. No other modifications to the carburetor may be made.
- Aftermarket intake manifold, *heat insulators and intake gaskets* may be used.
- Aftermarket air cleaner may be used.
- Aftermarket ignition components may be used. No programmable ignitions.
- Any spark plug may be used.
- Aftermarket friction and steel clutch plates may be used.
- Final drive sprocket may be changed.
- *The following two camshafts are allowed only. The camshaft cannot be modified.*
 - *The standard camshaft with three-bolt sprocket mounting. The standard camshaft has YX part number 208F020.*
 - *The following optional camshaft with two-bolt sprocket mounting. It must be used with the two-bolt sprocket with 32 teeth.*

<i>Company</i>	<i>Item Number</i>	<i>Notes</i>
<i>Wholesale Cycle</i>	<i>1638</i>	<i>Includes two-bolt sprocket and valve springs</i>
<i>T Bolt USA</i>	<i>WHS-1638</i>	<i>Includes two-bolt sprocket and valve springs</i>
<i>T Bolt USA</i>	<i>TBW-9004</i>	<i>Includes two-bolt sprocket</i>
<i>Firepower Minis</i>	<i>TBW-9004</i>	<i>Includes two-bolt sprocket</i>
<i>Pitster Pro</i>	<i>TBW-9004</i>	<i>Includes two-bolt sprocket</i>

- *Camshaft sprocket mounting holes may be slotted.*
- Aftermarket steel valve springs may be used. Valve springs made of titanium or other materials may not be used.
- External oil coolers with hoses and fittings may be used.
- Kickstarter lever may be removed.
- Shift lever may be removed. No shifting (gear changing) during the race. *Shift shaft length may be shortened, however at least 1 inch of the shift shaft must remain on the left side of the engine as measured from the oil seal.*
- *Aftermarket oil level dipstick, cam cover, tappet covers, head cover, oil port cover (right side) and ignition cover may be used.*
- Painting, polishing and plating to exterior engine surfaces are allowed for cosmetic purposes. No internal modifications unless noted here.

1.3 Engine Claiming

- The purpose for engine claiming is to maintain cost effective racing and to foster a level technical playing field for the Mini Speedway class.
- For the purposes of engine claiming, the engine is defined as the entire engine as contained in the crankcases including the head, cylinder and all covers, intake manifold, carburetor, final drive sprocket and ignition system (including stator, flywheel, CDI box, high-tension coil and wiring harness).
- Any qualified Mini Speedway rider who has taken the checkered flag in the main event, has the right to claim any engine raced in the same main event. The engine may be claimed during or no later than 30 minutes after the same Mini Speedway main event. If the event is a multi-day event, then the claim will be processed after the final event.
- The claim form must be accompanied by \$700 in cash and presented to the referee. Only a qualified rider may make a claim.
- The owner of the claimed engine must immediately deliver the engine intact (with no intentional damage inflicted on the engine) with a bill of sale.
- If more than one claim is received for the same engine, the referee will hold a drawing to determine the new owner. A rider may not enter a claim for his own engine.
- A rider can only claim the same rider's engine once during a season.
- A rider's refusal to comply with the engine claim will cause the rider to forfeit any cash, trophy and points awarded for that event as well as a fine of \$200 for the first failure to comply. Stronger penalties including suspension of racing privileges may be incurred for subsequent failures to comply.

1.4 Exhaust System

- *Exhaust pipe must be equipped with one of the following silencers.*
 - Power Pros exhaust silencer, model number HG140-YX
 - *Coast Fabrication exhaust silencer, model number TBD*
- The discharge end of the exhaust system may not extend beyond the rear edge of the rear tire.

1.5 Fuel

- Mini Speedway motorcycles must only use pump gasoline that does not exceed 91 AKI (Anti-Knock Index). No other fuels such as racing gasoline, methanol and nitro methane are allowed.

2. Chassis

2.1 Frames and Front Fork

- Frames and front fork must be homologated for the 150cc Mini Speedway motorcycle racing class. The following frames are homologated. No other frames are eligible.
 - 4 Robin
 - Antig
 - Hagon
 - Jawa
 - JHR
 - Junior Speedway Engineering
 - McDougal
 - Shupa
 - Stuha
 - Trak Plus
 - Trak Plus Cadet
- Repairs and modifications to the frame and fork may be made as long as they are performed in a workmanlike manner. Painting and plating are allowed for cosmetic purposes.

2.2 Handlebars and Controls

- Handlebars must be constructed of steel or aluminum.
- Handlebar ends must be plugged or rubber covered.
- Clutch lever must have a minimum 0.5-inch diameter ball end.
- Throttle controls must be self-closing.
- An engine stop switch that is activated when the rider leaves the motorcycle is required. The switch must be located on the handlebar mount or the right half of the handlebar and be operated by a non-elastic lanyard attached to the rider's right wrist. Maximum extended length of the lanyard is 18 inches.

2.3 Fenders and Rear Wheel Cover

- Front and rear fenders are required.
- A cover must be fitted to the right side of the rear wheel that covers the spokes from rim to hub.

2.4 Chain Guards and Rear Wheel Sprocket

- A guard must cover the front sprocket.

- A rear sprocket chain guard is required covering all teeth on the sprocket that are not fully engaged by the chain and covering at least 3.0 inches of the chain as it meets the sprocket.
- The rear wheel sprocket may be changed.

2.5 Wheels

- Any size front and rear wheels may be used.

2.6 Tires

- The tires approved for Mini Speedway motorcycle racing must be speedway or trials type tires. No motocross tires.
- The overall width of the rear tire must not exceed 4 inches.
- Rear tires may not be modified. No material may be removed from tires. Tire sipes may not be cut deeper and additional sipes may not be cut. Tires may not be chemically treated.
- Two new rear tire edges and any number of used rear tire edges may be used in a single race meeting.

3. Equipment Inspection

3.1 Technical Inspection

- The referee has the authority to disqualify any motorcycle that does not conform to the rules and may inspect any part of a motorcycle entered in a Mini Speedway racing event. A motorcycle that passes a pre-race inspection is subject to further inspection any time during the event.

3.2 Penalty

- A rider may be penalized for failing a technical inspection where it is determined by the referee that the infraction allowed the rider to gain a racing advantage. Penalty may include forfeiture of cash, trophy and points awarded for that event. Stronger penalties including fines and suspension of racing privileges may be incurred for subsequent failures to comply.