

WIRRAL HUNDRED MOTOR CLUB

'MINITWIN 650' CLASS – Eligibility Rules

To comply with growing demand we have introduced this class in the hope that it will be affordable and that the riders not only comply with the rules, but also the spirit of them. We have taken account of the eligibility rules of clubs elsewhere in the country and the comments on our website, and consulted with other local clubs and a few riders – the result is the eligibility rules set out below. The broad idea is that riders run stock engines with horsepower limited to that of the homologated machines. We run club racing and we try to keep the costs down; we don't want to resort to the expense and hassle of engine-stripping and dyno-testing, etc, which is why we seek the help of the riders effectively to monitor the class themselves at least in its initial stages. If at a future date we need to modify or clarify any of the rules then so be it. If in doubt, please get advance guidance on any matters not specifically dealt with below from Les Bibby or Martin Crook, the Technical Officers on the Club's committee.

Eligibility Rules

1. Production based four-stroke twin cylinder motorcycles, watercooled up to 650cc or aircooled up to 820cc.
2. Older models may include newer homologated parts and vice versa.
3. The machines must remain as standard, with the exception that modifications / replacements can be made in respect of the following:
 - rear sub frame; fork internal parts, rear suspension units; wheel bearings and spacers; front and rear brake discs and pads, front and rear hydraulic brake lines; footrests and foot controls, handlebars, hand controls and cables; fairings, mudguards and seat units; wiring harness; battery; radiator hoses; air filter element; carburettor jets and needles; gear shift detent spring, clutch springs, friction and drive plates; external drive sprockets and chains; exhaust pipes and silencers; fasteners.
4. No modifications may be made to alter the engine ignition timing. The use of flash RAM for fuel injection mapping is allowed where the capability is homologated. An additional control unit to change fuel mixture may be fitted to the original connections but must not perform any other function. The timing of the camshaft is free.
5. No quickshifters and slipper clutches are allowed.
6. The following may be removed or replaced:
 - original instruments; electrical switch gear; speedometer and wheel spacers, thermostat, radiator fan and wiring, passenger footrests and grab rails, upper chain guard
7. A steering damper may be added but it should not act as a steering lock device.
8. The following must be removed:
 - lamps and indicators, mirrors, side stand
9. Frames, wheel rims, petrol tanks, etc may be refinished to improve appearance.
10. Any moulded treaded tyre is permitted (no slicks or cut slicks).

11. Front and side race numbers should be black on a yellow background.
12. All machines must in addition conform to the Technical Specifications for Road Racing set out in the current ACU Handbook.
13. After due consultation between the Club's Chief Technical Officers and the Clerk of the Course, their decisions over any eligibility matters will be final, subject to the normal rights of appeal.

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