



Motorcycling Ireland

Scrutineering & Technical Requirements

2024

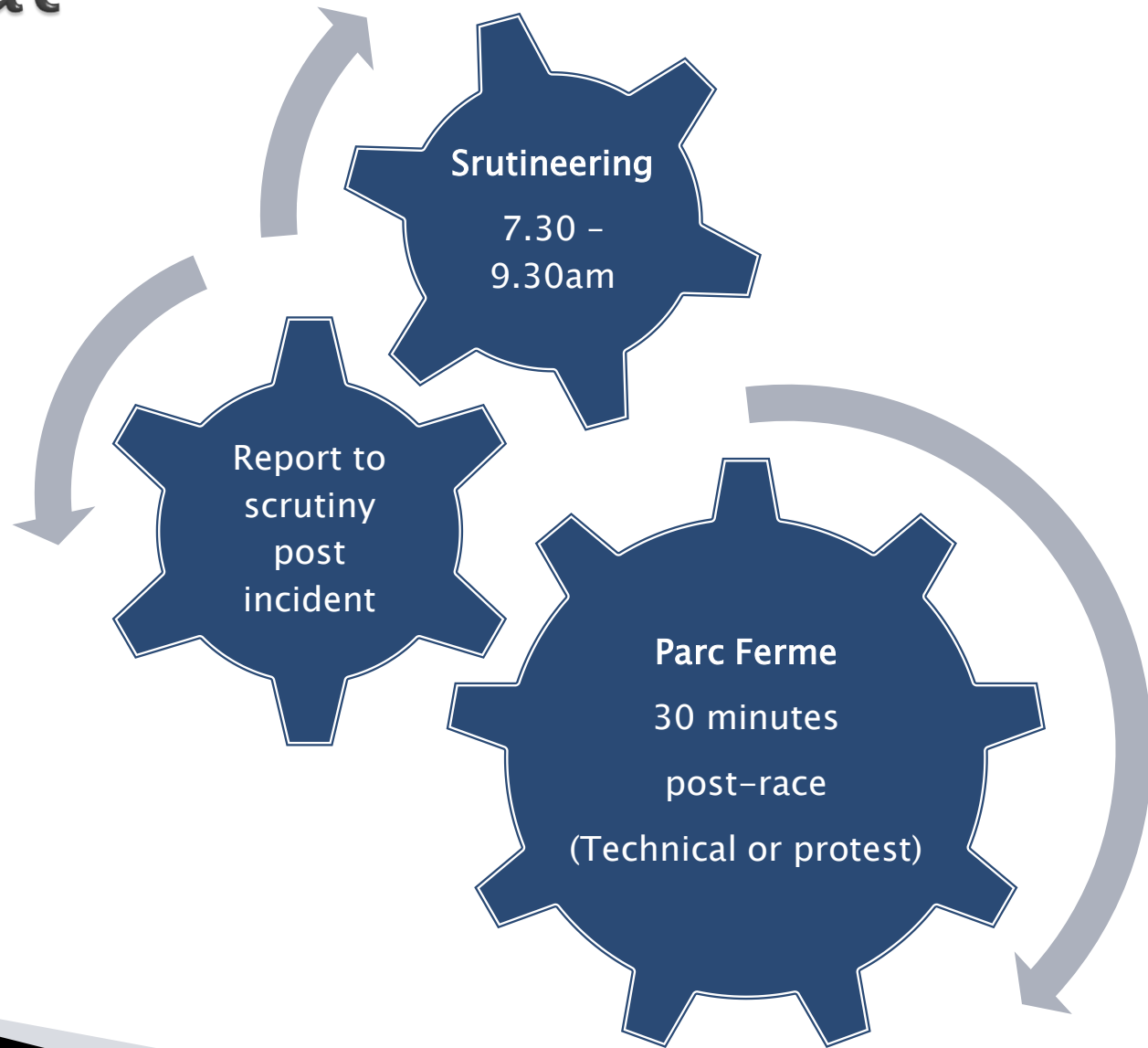
General

Racing puts extra stress on machines due to excessive speeds for extended periods.

Scrutineering puts a system in place to help ensure machines are in good condition and reduce risk to riders and others.

The onus is on rider responsibility – know the rules, ensure good mechanical condition and download individual regulations which are laid down by the MCUI/MCI and FIM.

Format



Procedures

- ❑ Scrutineering takes place at a designated area where all machines must be presented.
- ❑ Anyone can bring a bike or sidecar to scrutiny; however, competitors must attend in person wearing their full PPE and boots. Gloves, chest and back protectors may be carried separately so the scrutineer can check the relevant EU safety standards.
- ❑ Identity tags must also be presented.
- ❑ Scrutiny will run as per timetable (published ahead of each event) and is subject to change. It will run in class order as per the event schedule i.e. if Superbikes are on track first for practice, they will be first in line for scrutineering (Approx 7.30am). We usually run in 30-minute timeslots. Overlapping of these allocated times is fine but please don't present for scrutiny at 7.30am if you are one of the last classes on track – this is to ensure we get everyone out on track in plenty of time to safely allow for other preparations/tyre warmers and avoid delays to the overall event.
- ❑ Please also respect the scrutineering panel who all come from strong mechanical and/or engineering backgrounds to help ensure you have a safe and enjoyable racing event. We are also volunteers who dedicate our time at our own expense. Any inappropriate comments or behaviours will be directed to race control and could end up in penalties and/or exclusion from the event.

From Road Bike...



Remove lights, mirrors & indicators

Remove majority instrument cluster

Modify fairings

R-clips in wheel axles

Remove pillion footrests & seat

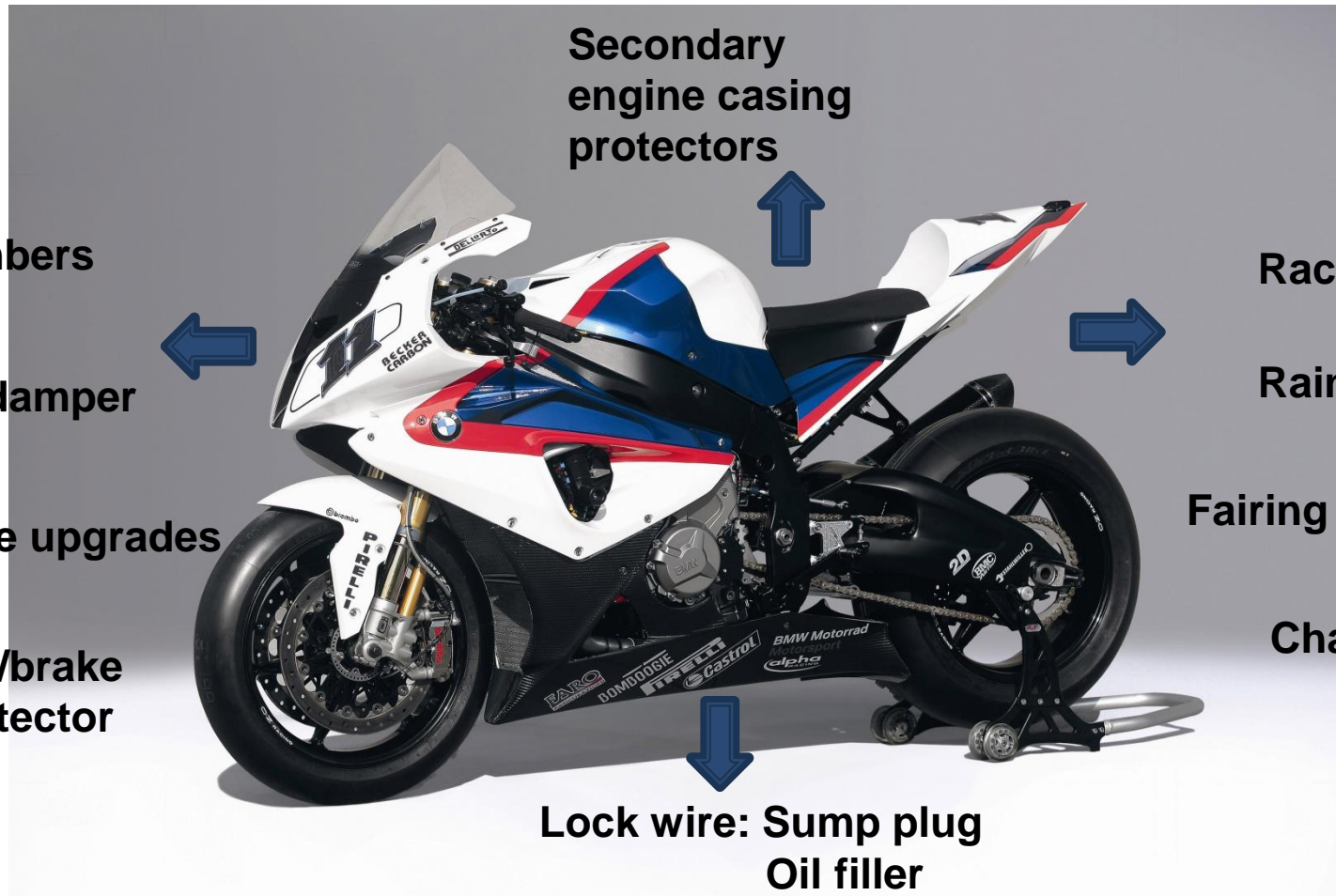
Drain coolant & flush system

Remove registration plate

Remove side stand

Suitable chain/gearing

To Race Bike!



Secondary engine casing protectors

Race fairings

Rain/tail light

Fairing belly pan

Chain Guard

Race numbers

Steering damper

Tyre/Brake upgrades

Bar ends/brake lever protector

Lock wire: Sump plug
Oil filler
Oil filter
Brake caliper bolts (recommended)

Key highlights

- ❑ Handlebars
 - No cracks, bends or welds permitted
 - Bar ends must be rounded or plugged
 - Levers must be rounded or have ball ends
 - Brake lever protectors must be fitted

- ❑ Headstock
 - Bearings must be in good condition.
 - If steering dampers are fitted, the lock stops **MUST** come into effect first and there must be a clearance of 30mm between handlebars and tank & also to front of fairing etc.

- ❑ Engine
 - Engine mountings, exhaust pipes and all bolts and nuts must be tight and secure.
 - Engine & side casings must have no oil leaks.
 - The breather pipe and bottle must be secure, 4 stroke bottles are of 500cc size.
 - All oil filters must be tight, and lock wired or fitted with a jubilee clip and wired.
 - Engine and gearbox oil filler caps must be tight, and lock wired.
 - All engine and gearbox drain, and sump plugs must be tight, and lock wired with no oil leaks.

Key highlights

- ❑ Engine Gearbox sprocket/nuts/lock tabs all must be tight and secure.
Radiator/cap and mountings must be tight and have no leaks.
No coolant or additives are permitted – water only.

- ❑ Brakes The brake master cylinders front & rear and all bolts/nuts must be
tight and secure, with no fluid leaks from cylinders or pipes. Brake
callipers also must be tight and secure. Front brake master
cylinders may be modified.
Brake pads must have sufficient lining and be in good condition.
If the pads are held in with pins and R-clips, the ends of the R-clips
must be lock wired.

- ❑ Wheel/Rims Tyres must be in good condition and from 2024 onwards ALL
classes may run intermediate, slick or wet tyres.

- ❑ Footrests Footrests must be fixed, or they can be of folding type but if so, they
must be spring loaded.
They must have a round solid plug in the ends of at least 8mm.

Key highlights

❑ Fairing

The fairing must be fitted properly with all mountings, bolts, nuts and clips tight and secure.

There should be no sharp or jagged edges on the fairing or screen. The belly pan (4 stroke machines) must contain a catch tray with a 45-degree backward angle at the rear.

Sufficient clearance should be allowed between the front and rear tyres.

Two drain holes must be fitted to the belly pan (front and rear) and also plugged.

❑ Transmission

The chain must not be too tight or too loose, also the split link, if fitted must run with the open end of the clip away from the direction of drive.

The tensioners both sides and bolts/nuts must be tight.

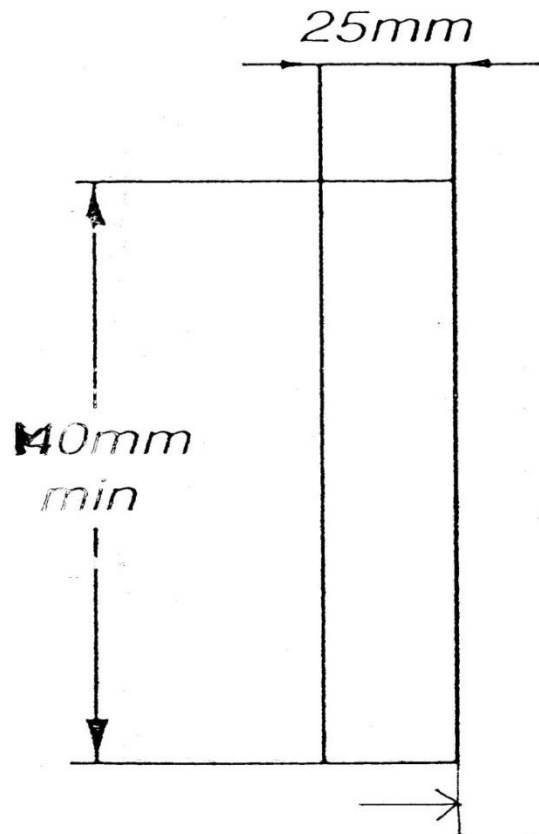
Compulsory fitting of a chain guard to all machinery from the rear fork (swinging arm) in front of the rear drive sprocket to beyond the lower chain run so that nothing can be caught between the chain and sprocket is required.

Approved numbers

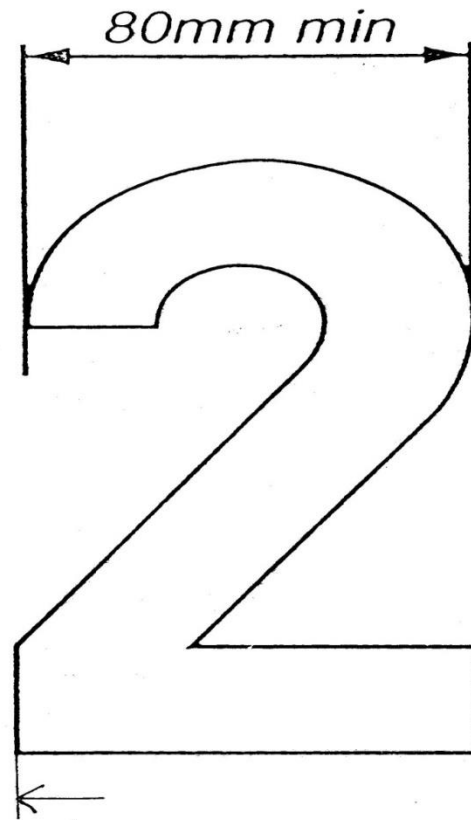


NUMBER PLATES

10	Background: Black Number: White Young Guns Challenge – Moto3/125GP - Junior Cup
10	Background: Green Number: White 250 GP – 250 Classic
10	Background: Blue Number: White 350GP - 350 Classic –Lightweight Supersport - Supertwins
10	Background: Yellow Number: Black 500GP - 500 Classic – Production Twins
10	Background: White Number: Red Pre-Injection
10	Background: White Number: Blue Supersport
10	Background: Yellow Number: Black Supersport Cup – Superbike Cup
10	Background: White Number: Black Superbike - 1000 Classic – Sidecar – F1 Era



15mm



Onboard camera equipment

All onboard camera equipment will be covered by MCI insurance PROVIDED it is passed through scrutineering.

Important notes to remember are;

- All camera mounting brackets must be secured by bolts and the camera and/or housing secured with lock wire or a safety lanyard. Adhesive alone is not permitted.
- Helmet and/or body worn cameras are forbidden.
- Scrutineering sheets must be marked to verify a record of all machines carrying camera equipment.
- Failure to present cameras at Scrutineering will mean they will be removed prior to practice or race.



Helmets



The **European** type approval label prescribed by **ECE 22.05** or **ECE 22.06**

It indicates that the helmet was approved in France (**E2**) according to the most recent standard (**05**), with type approval number (model/spec) **1018**; and that the helmet has a protective lower face cover (**P**) and the production serial number **320678**.



M2020 label released 1st October 2020
SNELL introduces new helmet ratings every five years.

M2015 not valid after 31/12/2023



JIS T 8133:2000 (Japanese Industrial Standards, Japan)

Helmets

- ▶ In all motorcycling competition competitors must wear an approved helmet. For speed events, only helmets which provide **full temporal protection** can be used.
- ▶ Helmets must carry the current **MCUI Helmet Stamp of Approval** and may be stamped on being presented to one of the helmet examiners.
- ▶ Applicable to Speed Events only **All helmets used in competition must be no more than five (5) years old** from the date of manufacture.
- ▶ 104. HELMET STAMP. An MCUI driver using a helmet which does not bear a current MCUI helmet stamp, or has been previously rejected by a helmet examiner or scrutineer, will receive a mandatory penalty of **30 days suspension**. The entire period to be within the racing season

Helmets – Emergency system



EQRS stands for Emergency Quick Release System. It's there to help paramedics more easily remove a helmet by sliding the cheek pieces out before helmet removal.

PPE (GCR's)

▶ Rule 105.5

- ▶ For all Senior & Junior (Under 18 years of age) solo competitors with a license for tarmac events (Road or Short Circuit), the use of a chest and back protector is compulsory and must be clearly marked with the following standard:
 - a) The back protector must comply with EN1621-2, CB (Central Back) or FB (Full Back) Level 1 or 2
 - b) The chest protector must comply with EN1621-3 or EN14021
- ▶ Air Bag Suits & Vests: The use of an air bag suit is strongly recommended but must have its own brand/manufacturers approved chest and back protector. At present (Feb 2022) the only known suits made to this standard are FIM approved at Grand Prix level. We do not recommend the use of airbag suits unless the manufacturer approved the chest and back protector.
- ▶ The responsibility of the suit suitability with the chosen chest & back protector is solely with the competitor/user.

PPE (continued)

- ▶ It is also the responsibility of the competitor to ensure their air suit is functional, ie active GPS account and charged air cylinder, and suit serviced as per manufacturers guidelines in both normal wear & tear and actual suit activation. Air vest worn over conventional 1 piece leather suits must be suitable with chest & back protectors as listed, at present an air vest is additional not instead of separate chest & back protector.
- ▶ **Sidecar Drivers & Passengers**
- ▶ For all sidecar drivers & passengers' competitors with license for tarmac events (Road & Short Circuit), the use of a back protector is compulsory and must be clearly marked with the following standard:
 - a) The back protector must comply with EN1621-2, CB (Central Back) or FB (Full Back) Level 1 or 2
- ▶ The use of a chest protector is highly recommended and should be clearly marked with the following standard: The chest protector must comply with EN1621-3 or EN14021
- ▶ **Medical Exemption**
- ▶ Unless the license holder has a valid medical certificate from his /her GP stating valid reason why they cannot wear chest and/or back protector, all competitors must comply with this rule.

Parc Ferme

- ▶ 141. FINAL EXAMINATION OF MACHINES. Every motorcycle finishing in a competition must, if so required, be submitted for final examination and any motorcycle may be retained by the promoters for such period as may be necessary for its examination; such period shall not be unreasonable.
- ▶ 142. MEASUREMENT OF MACHINES. Where it may be necessary for promoters to verify any fact that this shall be done at the cost of the driver. If the measurement is to determine a protest, the party against whom the decision is made shall bear the costs (as set out in the applicable Standing Regulations) and the motorcycle may, if the engine is found to be oversize, be retained by the promoters until such costs are paid.

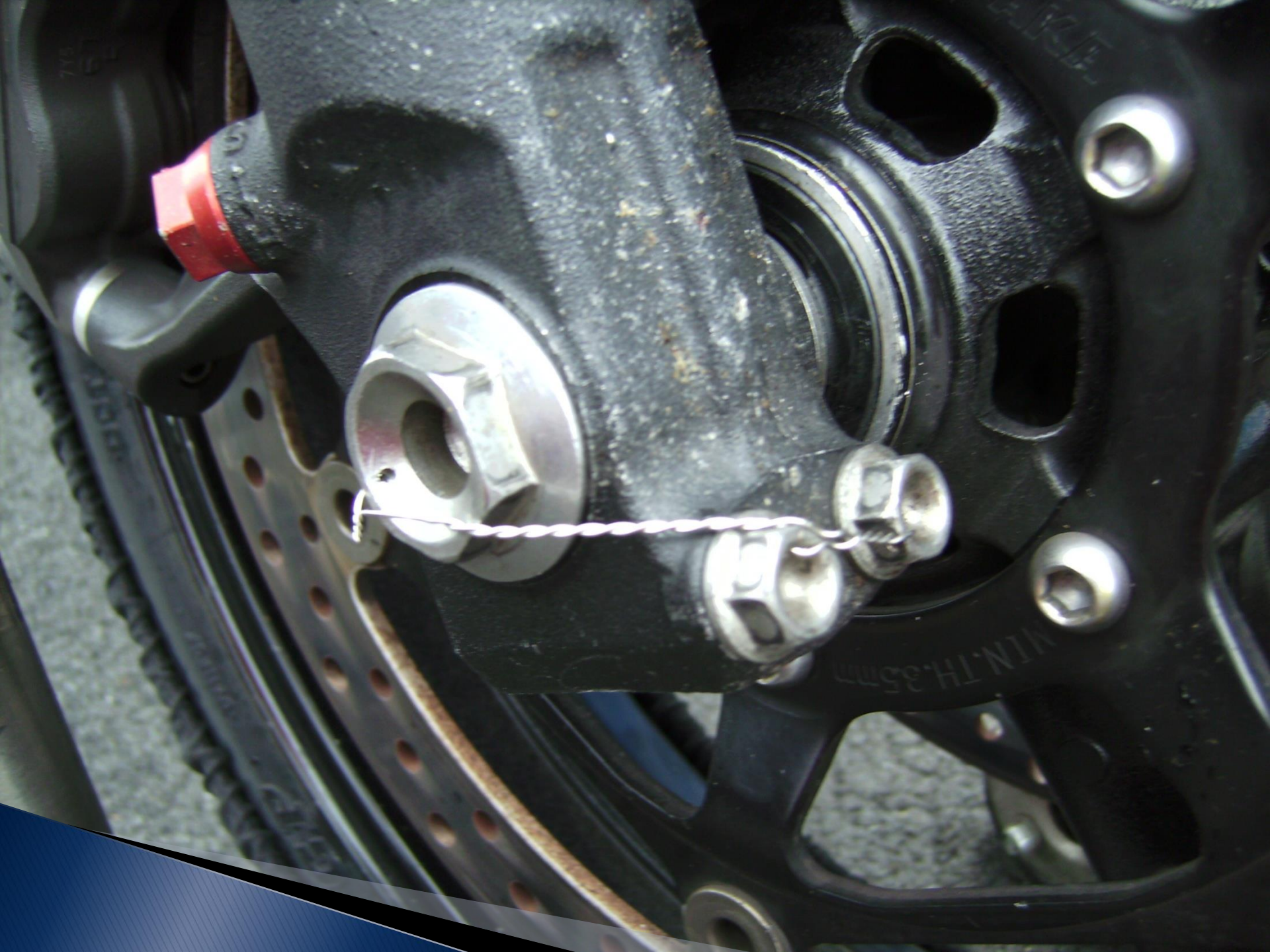


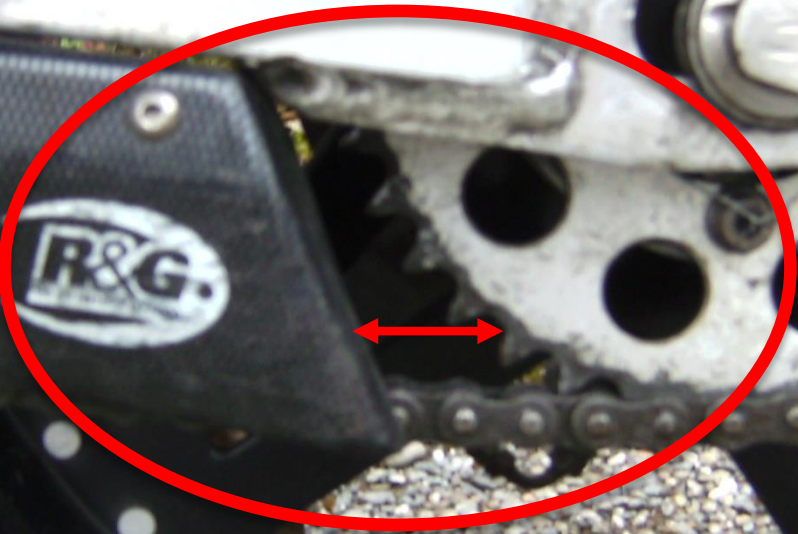
Contacts

- ▶ Technical Steward/Scrutineering Convenor: Sarah Roebuck
- ▶ Email: mcitechqueries@gmail.com
- ▶ Website: www.motorcyclingireland.com & www.mcui-org.co.uk
- ▶ FIM: www.fim-live.com
- ▶ Facebook: MCI Tech Forum (Closed group)

- ▶ www.araihelmet.com
- ▶ www.smf.org
- ▶ <https://shoei-helmets.com/>
- ▶ <https://www.agv.com/ie/en/>

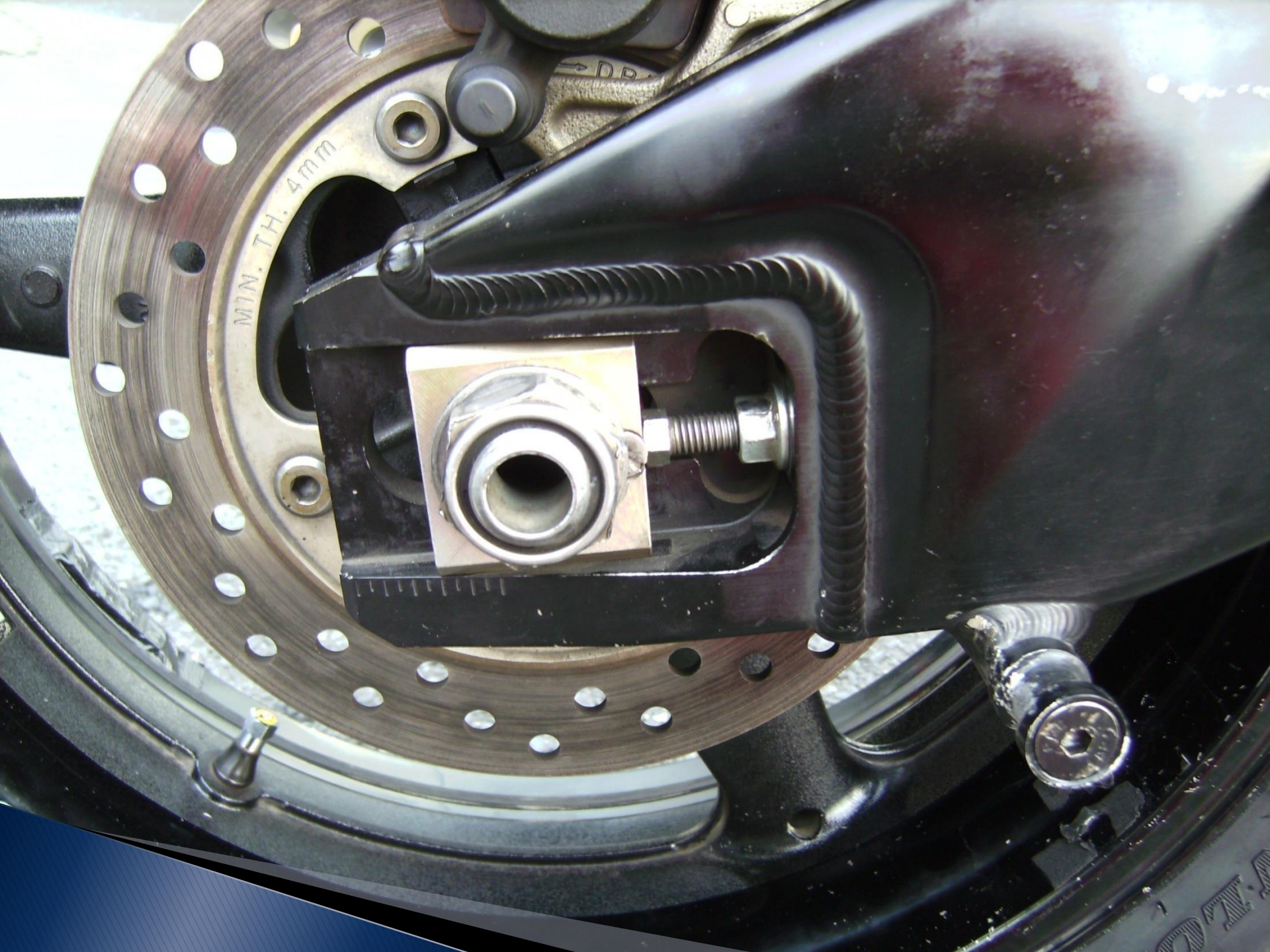






R&G
PROTECTOR





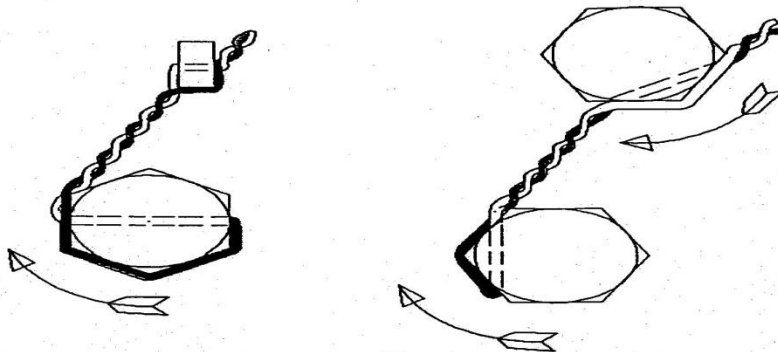
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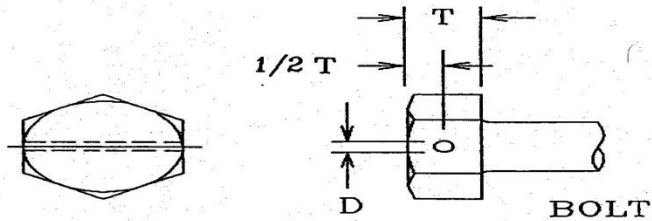
DATA

WIRELOCKING & SPLITPINS

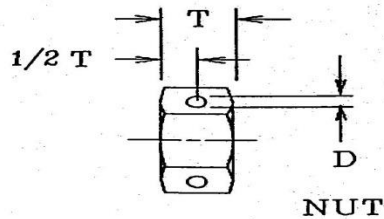
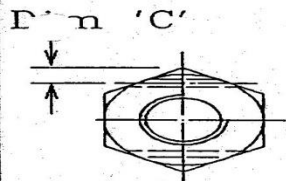
7



WIRE LOCK TO PULL
HEX HEAD 'TIGHT'



BOLT



NUT

DRILLING FOR WIRELOCKING



MOVING COMPONENTS



STATIONARY COMPONENTS

	Dia 'D'	Dim 'C'
Dia 'D' : up to 10mm A/F.	1.1mm	1.6mm
over 10mm A/F.	1.3mm	2.2mm