



## RR 06T FIM EUROPE MINI ROAD RACING EUROPEAN CHAMPIONSHIP 2020

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Everything printed in **BOLD** is new or changed for **2020**.

Where is written "he" or "his", it means also "she" or "her".



## RR06.2 TECHNICAL RULES MINI MOTO

### RR06.2.1 SPECIFICATIONS

MINI MOTO is special racing motorcycles equipped with combustion engines.

Motorcycles may not contain titanium, beryllium and carbon parts, if not stated otherwise.

### RR06.2.2 DIMENSIONS JUNIOR A, B, C and OPEN 50.

Wheelbase: max 730 mm

Length: \*\* max 1060 mm

Seat height: max 460 mm

Max height: max 620 mm

All dimensions in art. 06.2.2 are subject to 5% tolerance.

\*\* Exception for the exhaust muffler, this may overlap the rear line for max. 50 mm.

### RR06.2.3 ENGINE

-Single cylinder engine with maximum displacement 40 cc (2 stroke) or 90 cc (4 stroke) in Junior A, B and C. In OPEN 50cc (2 stroke) or 110 cc (4 stroke).

-Equipped by centrifugal clutch, only single gear.

-4-Stroke may have only a 2 valve cylinder head.

-The cylinder capacity can have a tolerance of 0,60cc.

#### RR06.2.3.1 Engine for Junior A 2-stroke and Junior A 4-stroke

Engine as in RR06.2.4 with power restriction:

-Restriction for 2-stroke: of minimum 3 mm thick and a maximum cylindrical hole with a diameter of 12 mm in the exhaust port and before the exhaust header pipe.

-Restriction for 4-stroke: of minimum 5 mm thick and a maximum cylindrical hole with a diameter of 12 mm in the inlet port but after the mixing area of the carburettor.

-Note: As general for restrictions: All gas must flow through the restrictor(s). A gradually guidance bush or ring before the restrictor is allowed. For all sizes concerning thickness, a tolerance of +/- 0.3 mm and for hole diameters, a tolerance of + 0.03 mm is allowed. The holes will be measured by cross measurement, i.e. left-right and up-down.

-No water-cooled engine for 2-stroke.

-No oil cooler for 4-stroke.

#### RR06.2.3.2 Engine for Junior B 2-stroke and Junior B 4-stroke

Engine as in RR06.2.4 with power restriction:

-Restriction for 2-stroke: of minimum 3 mm thick and a maximum cylindrical hole with a diameter of 15 mm in the exhaust port and before the exhaust header pipe.

-Restriction for 4-stroke: of minimum 5 mm thick and a maximum cylindrical hole with a diameter of 15 mm in the inlet port but after the mixing area of the carburettor.

-Note: As general for restrictions: All gas must flow through the restrictor(s). A gradually guidance bush or ring before the restrictor is allowed. For all sizes concerning thickness, a tolerance of +/- 0.3 mm and for hole diameters a tolerance of + 0.03 mm is allowed. The holes will be measured by cross measurement, i.e. left-right and up-down.

-No water-cooled engine for 2-stroke.

-No oil cooler for 4-stroke.

#### RR06.2.3.3 Engine for Junior C 2-stroke and Junior B 4-stroke

Engine as in RR06.2.4 with no power restriction:

-No water-cooled engine for 2-stroke.

-No oil cooler for 4-stroke.

#### **RR06.2.3.4 Engine for Open 50.**

Engine as in article RR06.2.3. Air, oil or water cooled is allowed.

#### **RR06.2.4 CARBURETTOR**

Any carburettor with max diameter of diffuser:

–15 mm (cylindrical) for Junior A, Junior B and Junior C 2-stroke

–15 mm (cylindrical) for Junior A 4-stroke

–18 mm (cylindrical) for Junior B and C 4-stroke

–free for OPEN 50

The diffuser may be oval but the area shall not exceed the maximum cylindrical size as prescribed above. Fuel injection is strictly forbidden.

#### **RR06.2.5 MUFFLER**

The exhaust system can be of any design. The rear of the silencer may not have sharp edges. A heat-shield must be used to prevent burning.

Strictly forbidden to have valves or other devices in the exhaust system to make the exhaust adjustable during operation of the bike.

#### **RR06.2.6 NOISE LIMITS AND NOISE TESTS**

The maximum noise limit is: 98 dB/A at 6.000-7.000 RPM (4 stroke at 4.000 – 5.000 RPM) for a period of minimum 2 seconds with free running of the rear wheel and with the driving chain mounted.

##### **RR06.2.6.1 Noise test**

Noise tests must be conducted in an open area with a space of at least 10 meter between the motorcycle being tested and walls or other obstacles. There should be a minimum amount of ambient noise in the area.

##### **RR06.2.6.2 Test equipment**

The measuring equipment must be calibrated prior to the test and recalibrated at regular intervals.

##### **RR06.2.6.3 Measurements**

With the microphone placed at 50 cm from the exhaust pipe at an angle of 45° measured from the centre-line of the exhaust end and at the height of exhaust pipe, but at least 20 cm above the ground. If this is not possible, the measurement can be taken at 45° upwards.

See FIM Technical Rules Road Racing Art.2.14.

#### **RR06.2.7 WHEELS AND TYRES**

Rims must be from serial production of motorcycle producer. Tyres can be with or without profile.

Dimension of wheel with tyre: Min. Diameter: 240 mm

Max. Diameter: 280 mm

Max. Wirth: 110 mm

Only two (2) sets of slick tyres of any brand or type may be used during the whole event and must be marked by the Chief Technical Steward. The number of rain tyres is free.

Each time there is no mark on one or more tyres during the practice or race, he will lose the results of his last practice or race.

In case of doubts, the Chief Technical Steward in cooperation with the Jury, will take a decision. Use of tyres warmers is not allowed.



#### **RR06.2.8 FUEL AND COOLANT LIQUID**

As fuel, only Lead free gasoline may be used. See art. 2.10 of FIM Technical Rules. Liquid for the cooling circuit may only be clear water with no additives.

#### **RR06.2.9 STOP (KILL) SWITCH**

For all classes, a red coloured kill switch must be placed on the left side of the steering bar, easily reachable by Riders hand and clearly visible from the marshal in case of accident and must securely stop the running engine.

#### **RR06.2.10 IGNITION**

Ignition must be fixed. Variable ignition is strictly forbidden.

#### **RR06.2.11 CONTROL LEVERS / HANDLE BARS**

Max length of levers / handles is 120 mm. Each lever / handle must have a ball-form ending. These endings must be an integral part of lever / handle. Each lever / handle must be mounted on a separate pivot.

The maximum width of the handlebars (total steer from left to right) is 550 mm.

Handlebars must have at least 20 mm of free space between any part of the bike when in maximum positions.

#### **RR06.2.12 FOOTRESTS**

Minimum length of the footrests, from top view is 29 mm. Footrests can be of a tip-up type, but these must be equipped with a device, which will return them automatically to normal riding position. Each footrest must have an integral ball ending cover. If footrests are not of tip-up type, they must be equipped with a rubber or Teflon cover.

#### **RR06.2.13 BRAKES**

Motorcycle must be equipped by two independent operating brakes. One brake is for the front wheel and another brake is for the rear wheel. The mounting bolts of the discs must be minimum 5 mm Ø. The front wheel brake disc must be covered to prevent physical contact with this brake disc.

#### **RR06.2.14 TRANSMISSION**

Transmission rates are not limited. The chain must be covered in a responsible way from the footrest. A chain guard must be fitted in such a way as to prevent any direct physical contact possible between the chain-run and the sprockets.

#### **RR06.2.15 LINING AND FAIRING**

Sharp edges must be rounded by 10 mm radius.

#### **RR06.2.16 NUMBER PLATES**

The colour of the numbers and the background of the number must respect the following colours:

- Junior A, background blue with white number
- Junior B, background red with white number
- Junior C, background yellow with red number
- Open 50, background brown with white number

Each motorcycle must have one number plate on the front windshield-fairing. A minimum of 10 mm of width, free space must be around the numbers. Shape of the numbers must meet FIM standards.

Number sizes: height 100 mm width 45 mm thickness of line 15 mm



### **RR06.2.17 MOTORCYCLE VERIFICATION**

Each rider is responsible for presenting his motorcycle(s) to the Technical Inspection for verification before the first official practice. It must be in a good state and clean. The compliance of the motorcycle, even if already verified and marked, is under the responsibility of the rider, which will justify differences and modifications identified during post-race verifications.

## **RR06.3 TECHNICAL RULES MINI GP**

### **RR06.3.1 GENERAL RULES**

These rules are an addition to the RR06.2 Technical Regulations for MINI MOTO.

Participation in the EC MINI BIKE GP is allowed for MINI BIKE GP Road Racing motorcycles as defined in art. RR06.3.2.

Motorcycles may not contain titanium, beryllium and carbon parts, if not stated otherwise.

### **RR06.3.2 CATEGORIES AND CLASSES**

a) Mini GP Road Racing

- Maximum 50 cc 2 stroke

Only one-cylinder engines are allowed

### **RR06.3.3 ENGINE**

The use of special materials (Titanium, Carbon, and Beryllium) is forbidden, apart from the lamellar package. Sandblasting and other modifications are allowed, as well as changes, addition or removal of other parts. Exception of this rule is for engines of previous seasons that may be modified/updated according to the norms of the current season.

### **RR06.3.4 CYLINDER**

The sizes of the gasket at the basis of the cylinder are free.

### **RR06.3.5 IGNITION**

Ignition is fixed. Variable ignition is strictly forbidden.

### **RR06.3.6 CARBURETTOR AND AIRFILTER**

Mini Bike Road Racing: The carburettor is free except for the following.

2 stroke 15 mm

The lamellar housing must be original; lamellar substitution is allowed in size and material, carbon included. The air filter and air box may be modified or replaced but not removed. Fuel injection is strictly forbidden.

### **RR06.3.7 NOISE LIMIT**

The maximum noise limit is: 98 dB/A

For Mini Bike Road Racing the gear must be in neutral position.

### **RR06.3.8 FUEL TANK**

All fuel tanks must be completely filled with fire retardant material.

### **RR06.3.9 EXHAUST SYSTEM**

It is strictly forbidden to have valves or other devices in the exhaust system to increase the power.

### **RR06.3.10 GEARS**

Only mechanical gears are allowed, no electronic devices or variomatics may be used.



#### **RR06.3.11 CHASSIS**

All kind of chassis are allowed.

#### **RR06.3.12 BREAKS**

Double discs brake on the front wheel are not allowed.

#### **RR06.3.13 WEIGHT**

Minimum weight of the bike is 64 kilos for 2 stroke and 66 kilos for the 4 stroke. A 1% tolerance of the minimum weight is allowed and will be measured at the end of the race.

#### **RR06.3.14 MAXIMUM POWER**

There is none maximum power of the bike is according to RR06.3.2.

#### **RR06.3.15 WHEELS AND TYRES**

Only two (2) sets of slick tyres of any brand or type may be used during the whole event and must be marked by the Chief Technical Steward. The number of rain tyres is free. Each time there is no mark on one or more tyres during the practice or race, he will lose the results of his last practice or race. In case of problems, the rider must immediately go to the Chief Technical Steward for further instructions. In case of doubts, the Chief Technical Steward in cooperation with the Jury, will take a decision.

### **RR06.4 TECHNICAL RULES NSF100**

#### **RR06.4.1 General**

These rules are an addition to the RR06.2 Technical Regulations for Mini Moto.

The bike must be as standard delivered by Honda Motors Coop. and prescribed in Honda User's Manual, article number: 00X32-NX2-6002 or model number HR01.

Only changes prescribed in these rules may be made. Only the Chief Technical Steward in cooperation with the Jury may decide on additions or changes.

#### **RR06.4.2 Removal of parts**

No parts may be removed unless it is allowed in these rules.

#### **RR06.4.3 Carburettor**

Only the standard carburettor may be used. Sprayers, gas needle, needle guide and gas Stewarded assy may be changed.

#### **RR06.4.4 Fuel Tank**

All fuel tanks must be filled with fire retardant material.

#### **RR06.4.5 Ignition**

Only the standard Honda ECU can be used. The participant can be obliged to use a standard ECU, delivered by the Chief Technical Steward.

#### **RR06.4.6 Secondary transmission**

From the secondary transmission only, the chain and chainwheels may be changed. Chain pitch and size cannot be changed.

#### **RR06.4.7 Model**

The fairing in total, tank and seat must be as original or must strongly look like the original.



#### **RR06.4.8 Seat Height**

The seat Height may be changed, but only by using original Honda homologated parts.

#### **RR06.4.9 Seat position**

The seat position may be replaced maximum 5 cm backwards.

#### **RR06.4.10 Replaceable parts**

Hand grips, brake- and clutch handle, gear- and brake pedal, foot support and brake pads may be changed.

Brake fluid, oil, spark plugs and hose clamps are free.

#### **RR06.4.11 Data log system**

Data Log system is absolute forbidden to use. No additional electronics may be used or mounted on the bike.

#### **RR06.4.12 Weight limits**

The minimum weight limit for the bike is: 75 kg.

#### **RR06.4.13 Maximum power**

The maximum power of the bike is 8,6 HP. After practice or race, 3% plus is allowed.

Any bike which is over this limit, the concerning rider will lose the results of the past practice or the past race. Before the first official practice but also randomly during the event, the bike can be measured on a dyno.

#### **RR06.4.14 Tyres**

Only two (2) sets of slick tyres of any brand or type may be used during the whole event and must be marked by the Chief Technical Steward. The number of rain tyres is free. Each time there is no mark on one or more tyres during the practice or race, he will lose the results of his last practice or race. In case of problems, the rider must immediately go to the Chief Technical Steward for further instructions. In case of doubts, the Chief Technical Steward in cooperation with the Jury, will take a decision.

#### **RR06.4.15 Breaking System**

The breaking system is free.

### **RR06.5 TECHNICAL REGULATION OHVALE**

Motorcycles participating in the European Ohvale GP-0 Championship must comply with the provisions of this Regulation. As set out in the Sporting Regulations, this Championship is divided into the following categories:

- Ohvale GP-0 110 4Speed.
- Ohvale GP-0 160 4Speed.
- Ohvale GP-0 **190** Daytona.

The above-mentioned categories correspond to different types of motorcycles and motorization, in accordance with the provisions of this Regulation. If required, the manufacturer (or distributor for him) is required to deliver to FIM Europe the material and / or documentation relating to approved motorcycles. It is permissible to replace some original components with others that are part of a specific kit for the motorcycle model in use and / or make modifications in accordance with what is stated in the fiches/records filed by the manufacturer. Except as expressly authorized by this Regulation and in the fiches, motorcycles must remain as originally manufactured by the manufacturer.





### RR06.5.1 - GENERAL

6.5.1.1 - Unless otherwise specified, the front, side and rear views of the motorcycles must conform to the look of the model as originally produced by the manufacturer. The appearance of the exhaust system is excluded from this rule.

6.5.1.2 - The weight of the motorcycle in running order shall not be less than values shown below:

- Ohvale GP-0 110 4Speed Kg. 64.
- Ohvale GP-0 160 4Speed Kg. 65.
- Ohvale GP-0 190 Daytona (up to MY 2019) Kg. 68.
- Ohvale GP-0 190 Daytona (from MY 2020) Kg. 68

6.5.1.3 - With regard to sealing and engine quota, the engines used in the European Championship must be sealed by the Technical Commissioner in accordance with what is stated in the following articles.

6.5.1.3.1 - Engines must be presented for sealing already provided with the identification seal affixed by the Ohvale technical service.

6.5.1.3.2 - Motors must be presented for sealing with the holes already laid out.

6.5.1.3.3 - For Ohvale GP-0 110 4Speed and Ohvale GP-0 160 4Speed engines, sealing is the application of a seal on the head cover fixing screws.

6.5.1.3.4 - For the engines of the Ohvale GP-0 190 Daytona category, the sealing consists of the application of a seal on the left-hand side connecting the head and cylinder to a screw of the motor crankcase.

6.5.1.3.5 - Each pilot has an obligation to seal at least one engine during technical inspections of the first event to which it participates. Use in track of a motor without seals or damaged seals involves the immediate affixing of new seals and it is equated with technical irregularity.

6.5.1.3.6 - Sealing additional motors may occur at the end of the current event or in subsequent events, according to the needs of the pilot, subject to agreement with C.T. charge.

6.5.1.3.7 - Engines are sealed in the name of a pilot, therefore the exchange of already sealed engines between pilots is prohibited even within the same team.

6.5.1.3.8 - Applying new seals to an engine with missing, removed or damaged seals is likened to sealing of a new engine. Except for the replacement of seals removed during the checks, provided the engine to be submitted for substitution seals within the Technical Inspections of the event following the verification.

6.5.1.3.9 - The use of each engine, therefore of the sealing, beyond the permissible amount is penalized with departure from last position in the grid, in the first race following the sealing request. In case more than one pilot show up for sealing of an engine above the maximum allowed number, the starting order is the one with which the riders are showed up for the engine sealing (the last showing up will be in the last position, the last but one showing up before the last one, and so on).

### RR06.5.2 - CYCLING

#### 6.5.2.1 - FRAME

6.5.2.1.1 - The frame must be kept original. The painting of the frame is free but its polishing is forbidden.

#### 6.5.2.2 - SADDLE

6.5.2.2.1 - The saddle support must be kept original. Painting of the seat frame is free but its polishing is forbidden.

#### 6.5.2.3 - FRONT FAIRING FRAME

6.5.2.3.1 - The front fairing chassis must be kept original. Painting of the instrument case is free but its polishing is forbidden.

#### 6.5.2.4 - SWINGARM

6.5.2.4.1 - the swing arm, swing ARM pivot and the chain tensioner registers must be kept original.

#### 6.5.2.5 - STEERING PLATES

6.5.2.5.1 - The upper fork plate, the lower one and the steering sleeve must be kept original.



6.5.2.5.2 - The steering tube must remain in its original position.

#### 6.5.2.6 - HANDLEBARS AND CONTROLS

6.5.2.6.1 - Handlebars and manual controls can be repositioned.

6.5.2.6.2 - Manual controls (levers, brake and clutch) and throttle control must stay original.

6.5.2.6.3 - The electric controls on the handlebar can be repositioned, but not replaced or removed.

6.5.2.6.4 - It is mandatory to keep the engine shutdown switch, mounted on the handlebars.

6.5.2.6.5 - The handlebar terminals must be kept original.

#### 6.5.2.7 - FOOTRESTS AND CONTROLS

6.5.2.7.1 - Footrest pedals and pedal controls may be repositioned only using the settings originally provided by the manufacturer.

6.5.2.7.2 - The pedal and its transmission leverage can be replaced by use one of the "inverted" type.

6.5.2.7.3 - The rear brake lever peg may also be positioned on the first lowering slot in the front part of the lever.

#### 6.5.2.8 - START LEVER

6.5.2.8.1 - The engine start lever must remain mounted and running and be equipped with a system that prevents accidental opening (example: elastic).

### RR06.5.3 - SUSPENSION

#### 6.5.3.1 - FRONT SUSPENSION

6.5.3.1.1 - The fork must be kept original, it is possible to mount the fork spring preload system and / or the cartridges that are included in the specific kit provided by the manufacturer for the motorcycle model in use.

6.5.3.1.2 - Position of hydraulic registers, K (elastic coefficient) and preload of the main springs are free.

#### 6.5.3.2 - REAR SUSPENSION

6.5.3.2.1 - Logs and Attachments of the Rear Suspension to the Chassis and swing arm, must be kept original.

6.5.3.2.2 - It is possible to replace the original damper with the one included by the manufacturer in specific kit for the motorcycle model in use.

6.5.3.2.3 - The position of the hydraulic registers, the K (elastic coefficient) and the preload of the main spring of the shock absorber are free.

### RR06.5.4 - BRAKE SYSTEM

#### 6.5.4.1 - BRAKE DISCS

6.5.4.1.1 - Brake disks must remain as originally produced by the builder for the motorcycle.

6.5.4.1.2 - In all categories it is allowed to replace the original disc using the floating disc kit produced by the manufacturer for the motorcycle model in use.

#### 6.5.4.2 - BRAKE CALIPERS

6.5.4.2.1 - Except as permitted in the following article, the front and rear brake callipers, as well as all their fixing points and all the pieces of anchorage, must be kept original.

6.5.4.2.2 - It is mandatory to mount original brake pads or, alternatively, those brake pads which are included in the manufacturer's specific kit for the model of motorcycle in use.

#### 6.5.4.3 - MASTER CYLINDERS

6.5.4.3.1 - The brake pumps (front and rear) and their pipes must be kept original.

### RR06.5.5 - WHEELS

6.5.5.1 - Wheel rims and their spindles must be kept original. In all the dimensions of the wheel rims should be as indicated below:

Front Wheel 2.50 "10"

Rear Wheel 3.00 "10"



### RR06.5.6 - TYRES

6.5.6.1 - The only tires admitted to the championship are those indicated here below:

- Front Tire PMT Slick 100 / 85-10 in the M, S, SS compound
- Rear Tire PMT Slick 120 / 80-10 tire in the M, S, SS compound

In the event that the tests or the competition are declared "wet" it is allowed use rain tires in the sizes and compound indicated as follows:

- Front tyre PMT Rain 100 / 85-10 Tire
- Rear tyre PMT Rain 120 / 80-10 Tire

6.5.6.2 - For the entire duration of the event is permitted to use up to a maximum of:

- 2 sets of tires (2 front and 2 rear) for each event.

6.5.6.3 - Contingent tires are recognizable and counted by affixing a punching during technical inspection. The tires should be brought to the closed park for punching possibly already mounted on the rims. It is forbidden to exchange tires already punched between riders. Rain tires are excluded from the counting, so there is no punching for these.

6.5.6.4 - The punching is placed on the right shoulder of the tire (accelerator control side), it is the responsibility of the pilot or his / her agent on his/her behalf, to make sure the presence and the conformity of punching before getting on the track.

6.5.6.5 - The punching check is normally performed at the entrance of the track. Avoiding to stop the motorcycle for the time needed to control at the track entry, it is considered a failure to comply with the pilots' obligations. Technical inspections have the option of carrying out further checks, in boxes, in the lane box and in the closed park.

6.5.6.6 - In case of absence or non-conformity of one or both punching, irregular tires are marked by technical inspection in charge. This operation is sanctioned with a fine **decided by the Jury**.

6.5.6.7 At the end of the test and/or race round, the rider must deliver to the 1st technical inspection a number of new and punched tires equal to that of tires that have been marked as irregular, so that the punching can be removed. Not to deliver is equated with a technical irregularity.

6.5.6.8 - Final responsibility for retiring and managing the punched tires lies with the pilot.

6.5.6.9 - In case a punched tyre revealed defects such as to compromise the safety of use, the C.T., after having heard the opinion of Tire supplier (if present in circuit), can authorize its replacement. The final decision to replace the pneumatic it is up to the C.T.

### RR06.5.7 - TANK AND FUEL SYSTEM

6.5.7.1 - TANK

6.5.7.1.1 - The tank must remain as originally produced by the manufacturer for the motorcycle.

6.5.7.2 - FUEL LINE

6.5.7.2.1 - Except as specified in the following articles, the fuel line must remain as originally produced by the manufacturer for the motorcycle. Replacement of the fuel cock is permitted.

6.5.7.2.2 - The addition of fuel filters is permitted. Replacement of fuel cock and fuel tube is permitted.

6.5.7.2.3 - Use of quick connectors for fuel pipes is permitted.

6.5.7.3 - FUEL

6.5.7.3.1 - The only fuel allowed is the lead-free one specified in the RTGS and in **FIM** the Annex "Fuels".

### RR06.5.8 - INTAKE SYSTEM

6.5.8.1 INTAKE SYSTEM GENERAL

6.5.8.1.1 - Unless specified in the following articles the Fuel Installation must be kept original.

6.5.8.2 - CARBURETOR

6.5.8.2.1 - It is mandatory to use the following carburetors:

- Category Ohvale GP-0 110 4Speed Mikuni VM 24 and/or T/A22
- Category Ohvale GP-0 160 4Speed KF PZ 27 or KF PE 28 or KEIHIN PE 28 **or Dell'Orto PHBH 28**
- Category Ohvale GP-0 190 Daytona KEIHIN PE 28 **or Dell'Orto PHBH 28**

6.5.8.2.2 - The diffuser section and the number of jets cannot be modified; the remaining carburettor components are free.

6.5.8.2.3 - The use of pumps or power-jet is not permitted.

#### 6.5.8.3 - AIRBOX AND AIR FILTER

6.5.8.3.1 - The air filter must be maintained. It can be used only the metal mesh racing filter included in the specified kit foreseen by the manufacturer, for the motorcycle model in use.

6.5.8.3.2 - Use of systems to increase the pressure inside the box filter using the dynamic air pressure when the motorcycle is in movement is forbidden. VALE GP-10

OHVALE GP-10

### RR06.5.9 - ENGINE

#### 6.5.9.1 - ENGINE GENERAL

6.5.9.1.1 - Except as expressly permitted in the following articles, the engine must remain completely original. The only engines allowed are the following ones:

- Category Ohvale GP-0 110 4Speed ZONGSHEN W110G

- Category Ohvale GP-0 160 4Speed ZONGSHEN W155

- Category Ohvale GP-0 190 Daytona DAYTONA ANIMA FDX 190 4 Speed (up to MY 2019)

- Category Ohvale GP-0 190 Daytona DAYTONA ANIMA FDX 190 5Speed (from MY 2020)

On GP-0 190 Daytona category motorcycles up to MY 2019 it is forbidden to use an engine originally equipped with the MY 2020.

On GP-0 190 Daytona motorcycles from MY 2020 is allowed to use an engine originally equipped with the model until MY 2019.

6.5.9.1.2 - Bore and Stroke must remain original.

6.5.9.1.3 - It is mandatory to use the right side engine cover included in the kit supplied by the manufacturer.

6.5.9.1.4 - It is mandatory the use of recovery tanks for engine breather with minimum capacity of 250cc.

#### 6.5.9.2 - HEAD

6.5.9.2.1 - Any type of machining for the removal of material (including polishing) and application of material (including surface treatment) is prohibited. It is only allowed to straighten the head plane to restore the surfaces in accordance with the technical sheets deposited by the manufacturer.

6.5.9.2.2 - Intake and Exhaust manifolds must remain original.

6.5.9.2.3 - Valves, valve seats, valve guides, tappets, oil seals must be the original. Only normal maintenance provided by the service manual is permitted.

6.5.9.2.4 - The springs, half-cones and valve plates must remain original.

6.5.9.2.5 - The volume of the combustion chamber and the height of the squish must comply with the values indicated in the following table:

Category	Volume (cc.)	Squish* (mm)
Ohvale GP-0 110 4 Speed	10.0 +/-0.4	1.00
Ohvale GP-0 160 4 Speed	13.5 +/-0.4	0.60
Ohvale GP-0 190 Daytona	14.8 +/-0.4	1.25

\*no allowance is admitted on the height of the squish.

6.5.9.2.6- None of the parts of the spark plug, beside electrodes, can protrude out the interior of the combustion chamber.

#### 6.5.9.3 - VALVES TIMING DIAGRAM

6.5.9.3.1 - Any modification of the camshaft is prohibited.

6.5.9.3.2 - The timing chain must be kept original.

6.5.9.3.3 - Timing chain sprocket must remain original. Modification or increase of the diameter of the fixing holes are not allowed.



#### 6.5.9.4 - CYLINDER

6.5.9.4.1 - The cylinder must remain original.

6.5.9.4.2 - Any surface treatment of the inner wall of the cylinder is prohibited.

#### 6.5.9.5 - PISTON

6.5.9.5.1 - Any modification to the piston, including polishing and lightening, is prohibited.

6.5.9.5.2 - Any modification to ring set, pins and their holders is prohibited.

#### 6.5.9.6 - CONNECTING ROD

6.5.9.6.1 - Any modification to the rod, including lightening and polishing, is prohibited.

#### 6.5.9.7 - CRANK SHAFT

6.5.9.7.1 - The engine shaft must remain original, any modification included lightening, balancing and polishing is prohibited.

#### 6.5.9.8 - CRANK CASE

6.5.9.8.1 - The engine crankcase and engine crankcase covers must remain original, even with regard to colour and surface finishing. It is only allowed making holes on the flywheel cover to help the cooling of the internal organs, according to what has been reported in the homologation chips.

6.5.9.8.2 - It is forbidden to repair the crankshafts and engine covers by applying material.

### **RR06.5.10 - TRANSMISSION**

#### 6.5.10.1 - CLUTCH

6.5.10.1.1 - The clutch, including the springs, the friction discs, the driven disks and the Clutch control must remain stock.

#### 6.5.10.2 - GEAR BOX

6.5.10.2.1 - The number of gears, the gear arrangement, the gear selection system and gear activation forks, must remain original. Any kind of treatment on surface for reducing friction (including polishing and superfinishing) is forbidden.

#### 6.5.10.3 - FINAL TRANSMISSION

6.5.10.3.1 - The final transmission (pinion, chain ring and chain) it is mandatory the utilisation of components distributed by Ohvale.

### **RR06.5.11 - COOLING AND LUBRICATION SYSTEM**

#### 6.5.11.1 - OIL COOLER

6.5.11.1.1 - The oil cooler must remain original.

#### 6.5.11.2 - OIL CIRCUIT

6.5.11.2.1 - Oil pipes connecting engine to the oil cooler must stay original.

6.5.11.2.2 - Any modification to the oil pump is prohibited.

6.5.11.2.3 - The engine breathe must be put into a tank with a minimum volume of 250cc.OHVALE GP-10

### **RR06.5.12 - ELECTRICAL SYSTEM**

#### 6.5.12.1 - WIRING AND ELECTRIC CONTROLS

6.5.12.1.1 - Main wiring must remain original.

6.5.12.1.2 - It is allowed to reposition, but not remove, the electrical controls on the handlebar.

#### 6.5.12.2 - ENGINE IGNITION AND CONTROL

6.5.12.2.1 - For all motorcycles, the use of the original ignition unit is compulsory. Any modification is forbidden.

#### 6.5.12.3 - ADDITIONAL EQUIPMENT

6.5.12.3.1 - Except as expressly authorized in the following articles, any additional system, detection or data acquisition and telemetry, is forbidden.

6.5.12.3.2 - Use of electronic equipment with IR (infrared) technology, GPS or radio timing detection is allowed.

6.5.12.3.3 - It is allowed to mount one or more systems for displaying the following parameters:



- Engine speeds
- Oil temperature
- Time on the lap
- Engine Hours

6.5.12.3.4 - Integrated dashboards with electronic tracing function, geolocation and data acquisition, is allowed. The data acquisition must be just limited to the channels listed below:

- Engine speeds
- Oil temperature
- Time on the lap
- Engine hours
- Position and speed (by GPS signal).

6.5.12.3.5 - All motorcycles must be equipped with a rear light (included in the kit supplied by the manufacturer.

6.5.12.3.6 - The use of "quick-shifter" change-over assistance devices is prohibited.

6.5.12.3.7 - The presence of cables or electronic components or of not clear origin are not allowed and is considered as a technical irregularity.

### **RR06.5.13 - FAIRING**

#### **6.5.13.1 - FAIRING GENERAL**

6.5.13.1.1 - Unless authorized in the following articles the fairing, the saddle, the front and rear mudguard and all the superstructures that make up the motorcycle body, they must be kept as provided by the manufacturer. Colour and graphics are free.

6.5.13.1.2 - The use of carbon fibre components is not permitted.

#### **6.5.13.2 - FAIRINGS**

6.5.13.2.1 - The windshield must remain original. The windshield can be coloured and not transparent in order to accommodate the table and the front race number.

6.5.13.2.2 - Saddle seat can be changed.

6.5.13.2.3 - The size and shape of the cooling holes of the oil cooler are free.

6.5.13.2.4 - In all categories, it is allowed to modify the fairing as indicated in the following points:

a) Replace the original windshield and/or fairing with those originally fitted to motorcycles produced from MY 2019.

b) Fit the airfoils included in the specific kit for the motorcycle model in use.

c) Replace the original tail/tank cover with the one originally fitted to GP-0 190 Daytona motorcycles produced from MY 2020.

#### **6.5.13.3 - MUDGUARD**

6.5.13.3.1 - The distance between the front mudguard and the tire may be increased as provided by the manufacturer.

6.5.13.3.2 - The rear mudguard must be kept original.

6.5.13.3.3 - In all categories it is allowed to replace the original mudguard with the one originally mounted on motorcycles produced from MY 2019.

#### **6.5.13.4 - NUMBER PLATE AND RACE NUMBERS**

6.5.13.4.1 - The colours of plate and race numbers must be:

Category	Plate	Number
Ohvale GP-0 110 4 Speed	BLACK	YELLOW
Ohvale GP-0 160 4 Speed	BLACK	RED
Ohvale GP-0 190 Daytona	BLACK	WHITE

6.5.13.4.2 - The use of frontal and lateral racing numbers with minimum height of mm. 90, is authorised.



RR 6.5.14.3 – In all categories it is allowed to replace the silencer of motorcycles produced between 2017 and 2019 with the one with DB Killer predisposition, originally mounted on motorcycles produced from 2020.

**RR06.5.14 - EXHAUST SYSTEM**

6.5.14.1 - Unless specified in the following article in all categories the exhaust system must remain original.

6.5.14.2 - In the Ohvale GP-0 190 Daytona category it is mandatory to replace the silencer of motorcycles produced between 2015 and 2016 with the silencer system equipments of motorcycles produced from 2017.

6.5.14.3 - In all categories, the maximum permissible photometric level is 97 dB / A at a speed of 5500 rpm.

**RR06.5.15 - SCREW AND BOLTS AND FIXING ELEMENTS**

6.5.15.1 - The use of titanium or aluminium bolts and titanium or aluminium and carbon or kevlar fibre fixing elements is prohibited, unless originally mounted on the motorbike or included in the specific kit provided by the manufacturer.

6.5.15.2 - The engine bolts cannot be subjected to any workmanship or change in size compared to the original hardware. The thread recovery is allowed by helicoil.

6.5.15.3 - Fairings fixing elements may be replaced by fast fixing ones.