



RR 06T FIM EUROPE MINI ROAD RACING EUROPEAN CHAMPIONSHIP 2022

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Everything printed in **BOLD** is new or changed for **2022**.

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-**MINI**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 \emptyset . 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 BIKE 2 STROKE

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 Ohvale European Championship must comply with the provisions of this regulation. As set out in the sporting regulation, this Championship is open to motorcycles produced by the Official Supplier of the Ohvale European Championship (Ohvale S.r.l), divided into the following categories:

- GP-0 110 4Speed
- GP-0 160 4Speed
- **Ohvale 190 Class**

Different types of motorcycles and engines may participate in the above categories, in accordance with the provisions of these regulations.

Please note that in the 190 Class, motorcycles model GP-0 190 Daytona and GP-2 190 Daytona may participate.



If requested, the manufacturer (or distributor for him) is required to deliver to FIM Europe or FMN the material and / or documentation relating to approved motorcycles. All the documentation will be treated confidentially by FIM Europe or FMN.

Except as explicitly authorized by this regulation and in the homologation forms, all components of the motorcycle must be kept original, therefore as originally produced by the manufacturer.

It is allowed to use parts of a specific kit for the model of motorcycle in use and / or make changes as indicated in the fiches deposited by the manufacturer.

If not specified, the front, side and rear views of the motorcycles will conform to the appearance of the model as originally produced by the manufacturer. The physical appearance of exhaust system is excluded from this standard.

ART. 1 - GENERAL

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

a) Gp-0 110 Class:

- GP-0 110 4Speed Kg. 64.
- **GP-0 110 4Speed EVO Kg. 65.**

b) GP-0 160 Class:

- GP-0 160 4Speed Kg. 66.
- **GP-0 160 4Speed EVO Kg. 67.**

c) Ohvale 190 Class:

- GP-0 190 Daytona Kg. 67.
- **GP-0 190 Daytona EVO Kg. 68.**
- **GP-2 190 Daytona Kg. 68.**

Ohvale 190 cc class is divided into the following categories:

- **Ohvale 190 cc Championship**
- **Ohvale 190 cc European Cup (>18 years old)**

1.2 - SEALING AND ENGINE QUOTA

1.2.1 - During the whole season, each rider has the right to use, and therefore may seal, a maximum of three (3) engines. Riders registered as wild cards are allowed to seal a maximum of two (2) engines per event and no more than three (3) during the season.

1.2.2 - The engines must be presented already provided with the identification seal affixed by the Ohvale Technical Service.

1.2.3 - Engines must have the screws already drilled to be tied as follows:

1.2.4 - Categories GP-0 110 4Speed and GP-0 160 4Speed engines, the seal will be applied to the fixing screws of the timing cover.

1.2.5 - **Category Ohvale 190 Class engines**, the seal will be applied on the left side that connects and the cylinder to a screw to the crankcase.

1.2.6 - An engine is considered used the moment the motorcycle with that engine crosses the transponder signal reception point at the pit lane exit.



- 1.2.7 - The engines must be sealed by the Chief Technical Steward or his Staff, as indicated in the following articles.
- 1.2.8 - Each rider has the obligation to seal at least one engine during the first event to which it participates. Use on the track of an engine without seals or with damaged seals involves the immediate affixing of new seals and is equated with technical irregularity.
- 1.2.9 - Sealing of additional engines can occur at the end of the current event or in subsequent events, according to the rider's needs, subject to agreement with the Chief Technical Steward and The Official Supplier's Technical Service.
- 1.2.10 - The engines are sealed in the rider name, so the exchange of already sealed engines among riders is also prohibited within the same team.
- 1.2.11 - 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 Technical Inspections, provided the engine to be submitted for substitution seals within the Technical Inspections of the event following the verification.
- 1.2.12 - 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 rider 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).

ART. 2 - CHASSIS / FRAME

2.1 - FRAME

- 2.1.1 - The frame must be kept original, is only allowed to fit the chassis anti-vibration plate produced in kit by the manufacturer for the model of motorcycle in use. The painting of the frame is free but its polishing is forbidden. The use of shells to protect the swing arm or frame is forbidden.

2.2 - SEAT POST FRAME

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

2.3 - FRONT FAIRING FRAME

- 2.3.1 - The front fairing frame must be kept original. Painting of front fairing frame is free but polishing is forbidden.

2.4 - SWING ARM

- 2.4.1 - Except as authorized in the following articles, the swing arm and swing arm pivot must be kept original.
- 2.4.2 - It is allowed replace the original chain tensioner adjusters with the racing ones produced by the manufacturer for the model of motorcycle in use.
- 2.4.3 - All motorcycle must be equipped with a solid protective chain guard (shark fin) fixed to the swing arm produced by the manufacturer of motorcycle.

2.5 - STEERING PLATES

- 2.5.1 - The upper and lower fork clamps (triple clamp, fork bridges), and the steering axle must remain as originally produced by the manufacturer on the homologated motorcycle, as well as the steering lock stops device.
- 2.5.2 - The steering stem must remain in its original position.

2.6 - HANDLEBARS AND CONTROLS



- 2.6.1 - Except as authorized in the following articles, the handlebars, the handlebar clamps, the manual controls (throttle control, brake and clutch levers and electric controls), and the handlebar terminal must be kept original.
- 2.6.2 - Handlebars and manual controls (clutch and brake levers) must stay original. Can be repositioned, but a minimum clearance of 30 mm must be maintained between the tank and the handlebars, including any accessories attached to it.
- 2.6.3 - Only in the **Ohvale 190 Class** Category, for the GP-0 190 model, it is allowed to replace the original handlebar terminals with those originally fitted on the models produced from 2018. In the remaining Categories, the handlebar terminals must be kept original. **For the GP-2 190 Daytona model** and in the remaining categories, the handlebar ends must be kept original.
- 2.6.4 - Is forbidden to use handlebars without mounted terminals.
- 2.6.5 - It is forbidden to repair the handlebars by welding.
- 2.6.6 - The control levers on the handlebars (brake and clutch) must always have rounded edges and must have a ball-form ending.
- 2.6.7 - In any position of the steering and the front suspension, the control levers on the handlebars must not touch any component of the motorcycle.
- 2.6.8 - Throttle controls must be self-closing when not held by hand.
- 2.6.9 - It is mandatory to use the brake lever protection device supplied in the specific kit for the model of motorcycle in use, which protects the front brake lever from any involuntary actuations resulting from the contact between two motorcycles.
- 2.7 - FOOTREST AND CONTROLS
 - 2.7.1 - Except as authorized in the following articles, the footrests, and foot control must be kept original.
 - 2.7.2 - Footrests and foot controls can be re-positioned only using the setting originally provided by the manufacturer.
 - 2.7.3 - **In all Classes** gear shift pedal and his leverage can be replaced to use one of reverse type.
 - 2.7.4 - The rear brake lever peg may also be re-positioned.
 - 2.7.5 - It is forbidden to repair the footrests by welding.
 - 2.7.6 - It is forbidden to enter in the track with footrests having the original terminal in plastic material plug in high damage or without a mounted terminal.
 - 2.7.7 - It is forbidden to repair the footrest supports by welding.
- 2.8 - START LEVER
 - 2.8.1 - In all Categories, the starting lever of the original engine must remain mounted and running and be equipped with a system that prevents accidental opening (example: elastic).

Art. 3 SUSPENSION

3.1 - FRONT SUSPENSION

- 3.1.1 - With the exception of what is authorised in the following articles, the fork must be maintained as supplied by the manufacturer in all its components.
- 3.1.2 - On motorcycles of the GP-0 110 4Speed and GP-0 160 4Speed categories, it is allowed to replace the original fork with the "+5" fork originally fitted on motorcycles manufactured from 2019 up to and including 2022.



- 3.1.3 - The fork originally fitted on motorcycles to GP-0 110 4Speed EVO and GP-0 160 4Speed EVO and GP-0 190 Daytona EVO MY 2022 cannot be used on motorcycles from previous years.
- 3.1.4 - **In the 190 class, it is allowed to replace the complete original front fork, only for the GP-2 model, with the one supplied in kit with Ø 38 mm stems, included in the specific Kit for the motorcycle model.**
- 3.1.5 - The position of the fork stems in relation to the steering plates is free.
- 3.1.6 - It is allowed to fit the spring pre-load system included in the specific kit for the motorcycle model in use.
- 3.1.7 - The position of the hydraulic adjusters, the spring coefficient (K), the preload of the main springs and the amount and type of hydraulic oil are free.
Valves, pistons and internal slats of the fork are free.
- 3.2 - STEERING DAMPER
 - 3.2.1 - **The use of any type of steering damper is forbidden.**
- 3.3 - REAR SUSPENSION
 - 3.3.1 - Except as authorized in the following articles, the rear suspension must be kept original in every component.
 - 3.3.2 - The adjusting system and attachments of the rear suspension to the frame and swing arm must be kept original.
 - 3.3.3 - The original shock absorber may only be replaced with one of those belonging to the specific kit for the model of motorcycle in use.
 - 3.3.4 - The wheelbase of the shock absorber, the position of the hydraulic registers, the elastic coefficient (K) and the pre-load of the main spring of the shock absorber are free.

Art.4 BRAKE SYSTEM

- 4.1 - BRAKE DISCS
 - 4.1.1 - The brake discs must remain as originally produced by the manufacturer for the motorcycle.
 - 4.1.2 - In all categories, it is not allowed to add air ducts in order to improve the cooling of the braking system.
 - 4.1.3 - **In the Ohvale 190 Category for GP-2 190 Daytona motorcycles, the MY 2022 front brake disc may also be used on models manufactured in 2021.**
- 4.2 - BRAKE CALIPERS
 - 4.2.1 - Except as authorized in the following article, the front and rear brake callipers, as well as all their fixing points and all anchor pieces, must be kept original.
 - 4.2.2 - It is compulsory to fit original brake pads. In all classes, as an alternative, it is possible to fit brake pads from the specific kit for the motorcycle model in use.
- 4.3 - MASTER CYLINDERS
 - 4.3.1 - Brake pumps (front and rear) and the related pipes must be kept original.
 - 4.3.2 - Installation of a protection of the brake pumps positioned on the handlebar is authorized to prevent oil leaks if they break after falling.



- 4.3.3 - **Only on GP-2 190 Daytona MY 2021 motorcycles is it allowed to replace the original front brake master cylinder with the one originally fitted to GP-2 190 Daytona MY 2022 motorcycles.**

Art. 5 - WHEELS

- 5.1 - Wheel rims, inner and outer spacers and their spindles must be kept original. All dimensions of the wheel rims should be as indicated below:
Motorcycles GP-0 models
- Front Wheel 2,50" x 10"
- Rear Wheel 3,00" x 10"
Motorcycles GP-2 models
- Front Wheel 2,50" x 12"
- Rear Wheel 3,00" x 12"
- 5.2 - **GP-0 190 Daytona MY 2020 motorcycles must use the front wheel spindle originally fitted to the motorcycle model. The front wheel spindle on 2020 MY GP-0 190 Daytona motorcycles cannot be used on other motorcycle models.**
- 5.3 - **GP-2 motorcycle models must use the wheel spindles and wheel rims originally fitted to the motorcycle model. The front and rear wheel rims and wheel spindles originally fitted to the GP-2 motorcycle may not be used on other motorcycle models.**

Art. 6 - TYRES

- 6.1 - The only tyres admitted to the championship are those indicated here below:
- 6.1.1 - Motorcycles GP-0 models:
- Front Tire **TBD**
- Rear Tire **TBD**
Motorcycles GP-2 models:
Front tyre **TBD**
Rear tyre **TBD**
- 6.2 - In the event that the qualifying practices or the race are declared "wet" it is allowed the use of rain tires in the measures indicated below:
- 6.2.1 - Motorcycle GP-0 models:
- Front tyre **TBD**
- Rear tyre **TBD**
Motorcycle GP-2 models:
Front tyre **TBD**
Rear tyre **TBD**
- 6.3 - In each event, for the qualifying practices, warm up and races is permitted to use up to a maximum of:
- 2 set of tyres (2 front and 2 rear) for events with a maximum of 2 race.
- 6.4 - Contingent tyres are recognizable and counted by affixing a punching during technical inspection. The tyres should be brought to the park fermé for punching possibly already mounted on the rims. It is forbidden to exchange tyres already punched between riders. Rain tyres are excluded from the counting, so there is no punching for these.



- 6.5 - The rider or the rider's representative is responsible for checking the presence and conformity of the tyre codes/stickers when punching the tyres and before each entry into the track. Failure to check tyres at the time of punching will not be accepted as valid justification for the use of tyres without punching or with non-compliant punching. The ultimate responsibility for the collection and handling of tyres lies with the rider.
- 6.6 - The tyre conformity check is normally carried out at the track entrance. Failure to stop the motorcycle for the time necessary for the check at the track entrance is considered as non-compliance with the riders' obligations. The technical scrutineers have the faculty to carry out additional controls, in the pits, in the pit lane and in the *parc fermé*.
- 6.7 - If one or both marks are missing, the irregular tyres will be marked by the Technical Steward. This operation will be sanctioned with a fine, as specified in Art. 16.3. In the event of repeated or more serious cases, in the unquestionable opinion of the Jury, an additional penalty may be imposed of starting from pit lane on the first race following the infringement, in which the rider takes part.
- 6.8 - In case of exchange of tyres already marked between riders, even if belonging to the same team, or in any case of use of tyres with different punches from those associated with the rider for the event, the irregular tyres will be marked by the Technical Steward. This operation will be sanctioned with a fine, as specified in Art. 16.4, and additionally equated to a technical irregularity.
- 6.9 - At the end of the session (practice or race), the driver must present to the Chief Technical Steward a number of new tyres registered in his name equal to the number of tyres that have been marked as irregular, in order for them to be removed from the list of tyres associated with him. The rider will be allowed to continue the event with the tyre(s) marked by the scrutineer (provided that the make, model, size and compound are those indicated by the Exclusive Supplier). Failure to deliver new tyres will be considered as a technical irregularity, in repeated cases or those considered more serious, at the sole discretion of the Jury, the additional penalty of starting from the last grid place in the first race following the infringement in which the rider takes part may be applied. In the event of exclusion from the event, this article will not be applied.
- 6.10 - In case of tampering with one or both punches, the irregular tyres will be marked by the Technical Steward. This operation will be sanctioned with a fine, as specified in Art. 16.5, and in addition will result in exclusion from the event.
- 6.11 - In the event that a tyre already associated with a rider has defects that compromise its safe use, the tyre supplier may request the Chief Technical Steward to replace the tyre. The final decision on tyre replacement rests with the Chief Technical Steward. Any replacement tyre must have the same characteristics (make, model, compound and size) as the tyre it replaces.
- 6.12 - The punching is placed on the right shoulder of the tyre, it is the responsibility of the rider or his / her agent on his/her behalf, to make sure the presence and the conformity of punching before getting on the track.
- 6.13 - It is specified that when mounting the tyre on the wheel rim it is mandatory to respect the direction of travel indicated by the manufacturer.
- 6.14 - The use of tyre warmers is also allowed on the starting grid.



Art. 7 - TANK AND FUEL SYSTEM

7.1 - TANK

7.1.1 - Tank and tank cap must remain as originally produced by the motorcycle manufacturer.

7.1.2 - In all Categories for GP-0 model motorcycles, it is compulsory to fit the plastic fuel tank fitted to motorcycles from 2017 onwards. Aluminium fuel tanks originally fitted to motorcycles produced up to 2016 are not allowed.

7.1.3 - Fuel tank must be filled with fire retardant material (i.e. fuel cell foam, "Explosafe").

7.2 - FUEL LINE

7.2.1 - The fuel circuit, understood as the set of ducts and devices between the tank and the carburettor, is free.

7.2.2 - Replacement of the fuel cock is allowed.

7.2.3 - The addition of fuel filters is allowed.

7.3.4 - Use of quick connectors for fuel pipes is allowed.

7.3 - FUEL

7.3.1 - The only fuel allowed is the lead-free one specified in the FIM Fuel Annex.

Art. 8 - INTAKE SYSTEM

8.1 - INTAKE SYSTEM GENERAL

8.1.1 - Except as authorized in the following articles, the fuel system must be kept original.

8.2 - CARBURETTOR

8.2.1 - Is mandatory the use of the carburetors indicated in the following points:

- Category GP-0 110 4Speed Mikuni T/A 22 or Dell'Orto PHBL 24
- Category GP-0 160 4Speed Keihin PE 28 or Dell'Orto PHBH 28
- Category Ohvale 190 Class (Daytona engine) KEIHIN PE 28 or Dell'Orto PHBH 28

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

8.2.3 - The use of pumps or power-jet is forbidden.

8.3 - AIR FILTER

8.3.1 - The air filter is mandatory and must be as indicated in the points below.

8.3.2 - Only the standard metal air filter supplied by the manufacturer may be used.

8.3.3 - The use of Air filter made from the spongy material is forbidden.

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

Art. 9 - ENGINE

9.1 - ENGINE GENERAL

9.1.1 - Except as expressly permitted in the following articles, the engine must remain completely original.

9.1.2 - The only engines allowed are those indicated in the points to follow:



- a - Category GP-0 110 4Speed ZONGSHEN W110G ~~–SETTING OHVALE~~
- c - Category GP-0 160 4 Speed ZONGSHEN W155 – SETTING OHVALE
- d - **Category Ohvale 190 Class** DAYTONA ANIMA **FDX 190 4Speed or FSM 190 4Speed – SETTING OHVALE**

9.1.3 - Bore and Stroke must remain original.

9.1.4 - It is compulsory to use the right side engine cover that is part of the specific kit for the model of motorcycle in use supplied by the manufacturer.

9.2 - ENGINE HEAD

9.2.1 - Except as authorized in the articles to follow, Any type of machining for the removal of material (including polishing) and application of material (including surface treatment) is prohibited.

9.2.2 - Intake and Exhaust ducts must remain original.

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

9.2.4 - The springs, half-cones and valve plates must remain original. Valve spring shim are not allowed.

9.2.5 - It is allowed to rectify the head plane to restore the surfaces according to what is indicated in the technical fiches deposited by the manufacturer.

9.2.6 - 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)
Category GP-0 110 4 Speed	10.0 +/- 0.4	1.00
Category GP-0 160 4 Speed	13.5 +/- 0.4	0.60
Category Ohvale 190 Class	14.8 +/- 0.4	1.25

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

9.2.7 - Spark plug is free. None of the parts of the spark plug, beside electrodes, can protrude out the interior of the combustion chamber.

9.3 - VALVES TIMING DIAGRAM

9.3.1 - Any modification of the camshaft is forbidden.

9.3.2 - Timing driven sprocket, must be kept original. Modification or increase of the diameter of the fixing holes are forbidden.

9.3.3 - Chain timing and his timing chain tensioner must be kept original.

9.4.4 - Only in the Ohvale 190 Class category will it be possible to replace the original timing chain with the DID brand chain included in the specific kit for the motorcycle model in use.

9.4 - CYLINDER

9.4.1 - Cylinder must be kept original.

9.4.2 - Any surface treatment of the inner wall of the cylinder is forbidden.

9.5 - PISTON

9.5.1 - Any modification to the piston, including polishing and lightening, is forbidden.



9.5.2 - Any modification to ring set, pins and their holders is forbidden.

9.6 - CONNECTING ROD

9.6.1 - Any modification to the rod, including lightening and polishing, is forbidden.

9.7 - CRANKSHAFT

9.7.1 - Engine crankshaft must remain original, any modification included lightening, balancing and polishing is forbidden.

9.8 - CRANK CASE

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 fiches. **The maximum permissible diameter of the cooling holes is 12 mm.**

9.8.2 - It is forbidden to repair the crank cases and engine covers by applying material.

Art. 10 – TRANSMISSION

10.1 - PRIMARY TRANSMISSION

10.1.1 - The gears of the primary drive (on the crankshaft and on the clutch) must be kept original.

10.2 - CLUTCH

10.2.1 - On motorcycles in the GP-0 110 4Speed and GP-0 160 4Speed categories, all components of the clutch (clutch bell, clutch inner drum, hub clutch, pressure plate, drive friction discs, outer friction discs, push plate and springs) must be kept original.

10.2.2 - On the motorcycles of the **Ohvale 190** Class category, the "EVR by OHVALE" slipper clutch kit included in the specific kit for the model of motorcycle in use is allowed.

10.3 - GEAR BOX

10.3.1 - **In all classes**, any change to the gearbox, understood as the assembly consisting of the gear selection system and drive forks, primary and secondary shafts and their gears transmission is forbidden.

10.3.2 - Any kind of treatment on the surface for reducing friction (including polishing and superfinishing), is forbidden.

10.4 - FINAL TRANSMISSION

10.4.1 - For the final transmission (countershaft sprocket, rear wheel sprocket and chain) the use of components distributed by Ohvale is mandatory.

Art. 11 - COOLING AND LUBRICATION SYSTEM

11.1 - OIL COOLER

11.1.1 - The oil cooler must remain original.

11.2 - OIL CIRCUIT

11.2.1 - Any modification to the oil pump is forbidden.

11.2.2 - The oil pipes that connect the engine to the oil cooler must be kept original. **The engine breather pipes must be put into a tank with a minimum volume of 250cc.**

11.2.3 - The oil inlet and discharge plugs, the delivery and return pipes to the oil cooler and the oil filter cover screws must be perfectly sealed and secured with a binding wire to prevent accidental opening.

**Art. 12 - ELECTRICAL SYSTEM****12.1 - WIRING AND ELECTRIC CONTROLS**

12.1.1 - The main wiring must be kept original.

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

12.1.3 - It is mandatory to keep the ignition kill switch mounted on the right side of the handlebar.

12.2 - ENGINE IGNITION AND CONTROL

12.2.1 - Except as authorized in the following articles, the engine ignition and control system (rotor, stator engine control unit and coil) must be kept original.

12.2.2 - **Only in Category Ohvale 190 Class, on GP-0 190 Daytona motorcycles** it is mandatory to fit the ignition and engine control system equipped with the model produced from 2018. In all remaining categories the ignition system must be kept original.

12.2.3 - At any time of the event, the Chief Technical Steward has the right to request the replacement of any components of the engine ignition and control system mounted on the motorcycle. The refusal to proceed with the replacement is equated with a technical irregularity.

12.3 - ENGINE CONTROL SENSORS

12.3.1 - **The use of electronic shift assistance systems (quick-shifter) is forbidden. Exclusively on GP-2 190 Daytona motorcycles, the only electronic shift assistance system allowed (quick-shifter) is the Ohvale system included in the specific kit for the motorcycle model. The quickshifter components must be installed and connected in accordance with the technical data sheets and instructions supplied with the kit.**

12.3.2 - **No additional ECUs, controller or sensors, other than those originally mounted on the engine and the quick-shifter for the GP-2 190 Daytona, may be added in order to implement engine control strategies. Original engine mounted sensors must be kept original.**

12.4 - ADDITIONAL EQUIPMENT

12.4.1 - With the exception of what is authorized in the following articles, any electrical or electronic components (sensor, control unit, display) that are additional or not originally mounted on the motorcycle, are forbidden.

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

12.4.3 - It is allowed to mount one or more systems (dashboards, displays, etc.) to display the parameters indicated in the points below:

- RPM
- Oil temperature
- Lap Time
- Engine Hours

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

- RPM
- Oil temperature
- Lap Time
- Engine Hours
- Position and speed (by GPS signal).

12.4.5 - All motorcycles must mount the rear safety light included in the specific kit for the model of motorcycle in use. The riders must ensure that the light is switched on whenever Race Director declare wet race or practice.



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

Art. 13 FAIRING / BODYWORK

13.1 - FAIRING GENERAL

13.1.1 - Except as authorized in the following articles, the fairing, the saddle, the front and rear mudguard and all the superstructures that make up the motorcycle body, must be kept original.

13.1.2 - Colour and graphics are free.

13.1.3 - The use of carbon fibre components is not allowed.

13.2 - FAIRINGS

13.2.1 - Except as authorized in the following articles, the fairing must be kept original.

13.2.2 - **In all categories, for all GP-0 models it is allowed to modify the fairing as indicated in the following points:**

a) Replace the original cowl and/or fairing with that originally fitted to motorcycles manufactured from 2019 onwards.

b) Replace the original rear fairing/tank cover with the one originally fitted to GP-0 160 4Speed MY 2022 motorcycles.

13.2.3 - **The original fairing must be used on the GP-2 model.**

13.2.4 - The windshield must remain original. The windshield can be coloured and not transparent in order to accommodate the table and the front race number. **The lower part of the plexi top fixing screws can be used as a support to display the number plate and the front race number.**

13.2.5 – **The size and shape of the oil cooler holes for all GP-0 models built up to 2018 are free.** It is also permitted, as well as recommended to mount protective grilles or wire mesh to protect the oil cooler.

13.2.6 - The original fairing brackets can be replaced with quick-release attachments.

13.2.7 - The lower fairing must have a perfect seal in order to contain lubricant leaks in the event of engine failure.

13.2.8 - The lower fairing must incorporate two holes of 14 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be opened only in wet race conditions, as declared by the Race Director.

13.2.9 - For all GP-0 models manufactured up to MY 2019, the size and shape of the oil cooler holes on the fairing are free.

13.3 - MUDGUARDS

13.3.1 - Only in the categories, **for all GP-0 models**, it is permissible to replace the original fender with the original one fitted on motorcycles produced from 2019. **On GP-2 190 motorcycles the mudguard must be kept original.**

13.3.2 - The distance between the front mudguard and the tyre may be increased.

13.3.3 - The rear mudguard must be kept original.

13.4 - SEAT

13.4.1 - Saddle seat can be changed.

13.5 - NUMBER PLATE AND RACE NUMBERS



13.5.1 - The background colours of the tables and race numbers must be those indicated in the following points:

Category	Background	Number / Figure
GP-0 110 4Speed	Black	Yellow
GP-0 160 4Speed	Black	Red
Ohvale 190 Class		
- Ohvale 190 cc	Black	White
- Ohvale 190 cc European Cup	Black	Light Blue

13.5.2 - Front and side race numbers must have a minimum height of 90 mm.

Art. 14 - EXHAUST SYSTEM

14.1 - Except as authorized in the article to follow, in all categories the exhaust system must be kept original.

14.2 - The use of the silencer with the dB killer fitting is mandatory.

14.3 - In countries where national regulations foresee a noise limit lower than the one allowed in this regulation, the use of the dB killer is compulsory on all motorcycles.

14.4- In all categories, the maximum permissible photometric level is 103 dB / A at a speed of 5500 rpm.

Art. 15 - SCREW, BOLTS AND FIXING ELEMENTS

15.1 - GENERAL

15.1.1 - Bolts and fairing fixing elements are free but must have the same size as the originals and with a strength class equal to or greater than the original. Fairing fixing elements may be replaced by fast fixing ones.

15.1.2 - The use of titanium or aluminium bolts and titanium or carbon fibre and / or kevlar fasteners, if not originally on the motorcycle or part of the specific kit for the model of motorcycle in use is forbidden.

15.2 - ENGINE BOLTS

15.2.1 - The original engine bolts can be replaced with another one of equal size and with a strength class equal to or greater than the original.

15.2.2 - Where required it is permissible to drill holes for the passage of the binding threads, but any modification tending to a lightening is forbidden.

15.2.3 - Resetting the threads with the use of helicoil is allowed.

Art. 16 – FINES AND PENALTY

16.1 - The sanction provided for the technical irregularity of a non-compliant component, for the absence of the seals and/or tampering with the engine seals, is exclusion and will be applied at the official practice session or race in which the irregularity was found. In case of irregularities during the free practice sessions, the Jury will decide the penalty to be applied.



It is the duty of the riders (or their mechanics for them) to ensure that the engine seals are intact and in good condition before each entry to the track.

- 16.2 - If a rider uses more engines than the amount allowed by the Regulations (**03 engines**) he will be penalised by starting from the last grid position in the first race following the sealing request in which the driver takes part.
- 16.3 - The fine for non-conformity of tyres (**Art. 6.7**) is **€ 150.00**.
- 16.4 - The fine provided for the exchange of tyres already matched between riders (**Art. 6.8**) is equal to **€ 150.00**, and in addition there will be the equalization to technical irregularity.
- 16.5 - The fine provided for tampering with one or both codes/ stickers (**Art. 6.10**) is **€ 150.00**, and in addition exclusion from the event is imposed.

The Jury shall decide on all matters not covered by these rules. The Jury's decision is irrevocable and final.