CR07T FIM EUROPE MINI BIKE EUROPEAN CHAMPIONSHIP 2026

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Everything printed in **BOLD** is new or changed for **2026.**
Where is written “he” or “his”, it means also “she” or “her”.

CR07T.2 TECHNICAL RULES MINI MOTO

CR07T.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.

CR07T.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.

CR07T.2.3 ENGINE
a) 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).
b) Equipped by centrifugal clutch, only single gear.
c) 4-Stroke may have only a 2 valve cylinder head.
d) The cylinder capacity can have a tolerance of 0,60cc.

CR07T.2.3.1 Engine for Junior A 2-stroke and Junior A 4-stroke
Engine as in CR07T.2.4 with power restriction:
a) 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.
b) 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.
c) 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.
d) No water-cooled engine for 2-stroke.
e) No oil cooler for 4-stroke.

CR07T.2.3.2 Engine for Junior B 2-stroke and Junior B 4-stroke
Engine as in CR07T.2.4 with power restriction:
a) 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.
b) 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.
c) 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.
d) No water-cooled engine for 2-stroke.
e) No oil cooler for 4-stroke.

CR07T.2.3.3 Engine for Junior C 2-stroke and Junior B 4-stroke
Engine as in CR07T.2.4 with no power restriction:
a) No water-cooled engine for 2-stroke.
b) No oil cooler for 4-stroke.

CR07T.2.3.4 Engine for Open 50.
Engine as in article CR07T.2.3. Air, oil or water cooled is allowed.

CR07T.2.4 CARBURETTOR
Any carburettor with max diameter of diffuser:

a) 15 mm (cylindrical) for Junior A, Junior B and Junior C 2-stroke
b) 15 mm (cylindrical) for Junior A 4-stroke
c) 18 mm (cylindrical) for Junior B and C 4-stroke
d) 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.

CR07T.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.

CR07T.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.

CR07T.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.

CR07T.2.6.2 Test equipment
The measuring equipment must be calibrated prior to the test and recalibrated at regular intervals.

CR07T.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.

CR07T.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 the tyres supplied on track by the official tyre service are permitted. No external tyres, are allowed without the permission of the official tyre service.
Only three (3) sets of slick tyres may be used during the whole event. The number of rain tyres is free.
Each time there is no mark on one or more tyres during the **warm up, qualifying** practice or race, **the rider** 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 **on the grid** is not allowed.
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.

CR07T.2.8 FUEL AND COOLANT LIQUID
As fuel, only Lead-free gasoline may be used. See **CR07T.5.21.2. For fuel sampling and testing see CR07T.5.23.1.1. and CR07T.5.23.2.** Liquid for the cooling circuit may only be clear water with no additives.

CR07T.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 Rider's hand and clearly visible from the marshal in case of accident and must securely stop the running engine.

CR07T.2.10 IGNITION
Ignition must be fixed. Variable ignition is strictly forbidden.

CR07T.2.11 CONTROL LEVERS / HANDLEBARS
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.

CR07T.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.

CR07T.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.

CR07T.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.

CR07T.2.15 LINING AND FAIRING
Sharp edges must be rounded by 10 mm radius.

CR07T.2.16 NUMBER PLATES
The colour of the numbers and the background of the number must respect the following colours:

a) Junior A. background blue with white number
b) Junior B, background red with white number
c) Junior C, background yellow with red number
d) 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

CR07T.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.

~~OHVALE EUROPEAN CHAMPIONSHIP TECHNICAL REGULATIONS~~

~~CR07T.5. TECHNICAL REGULATIONS~~

~~EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN~~

~~CR07T.5.1. INTRODUCTION~~

~~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), with the following categories:~~

- ~~GP-0 110 4Speed~~
- ~~GP-0 160 4Speed~~
- ~~GP-2 190 Daytona~~

~~Ohvale GP-2 Daytona Category is divided into the following categories:~~

- ~~GP-2 190 Daytona~~
- ~~GP-2 190 European Cup~~

~~The Ohvale European Championship is open to Ohvale GP-0 110 4Speed, Ohvale GP-0 160 4Speed motorcycles and GP-2 190 DAYTONA motorcycles manufactured by Ohvale S.r.l. and supplied for the Championship by the Official Supplier.~~

~~Motorcycles and engines allowed to participate in this class must comply with these regulations.~~

~~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.~~

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

~~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.~~

~~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.~~

~~During scrutineering, the FIM Technical Director/Chief Technical Steward can avail themselves of the support of the Technical Service of the Official Supplier of the Ohvale European Championship. The Organizer can avail itself of the Technical Service of the Official Supplier also for scrutineering involving the withdrawal of the engine or one of its components.~~

~~CR07T.5.2. MOTORCYCLE TECHNICAL SPECIFICATIONS~~

~~CR07T.5.2.1. Homologated motorcycles~~

~~The motorcycles homologated for the **2026** Ohvale European Championship are:~~

~~- Category GP-0 110 4Speed:~~

- o OHVALE GP-0 110 4Speed (from 2016 on)
- o OHVALE GP-0 110 EVO 4Speed (from 2022 on)

- Category GP-0 160 4Speed:
  - o OHVALE GP-0 160 4Speed (from 2016 on)
  - o OHVALE GP-0 160 EVO 4Speed (from 2022 on)

- Category GP-2 190 DAYTONA:
  - o OHVALE GP-2 190 DAYTONA (from 2021 on)

CR07T.5.2.2. Sealing engines quota

At any time during the event, each rider may have only one motorcycle (frame) verified and punched in his/her name. Punching consists of applying a sticker, or indelible paint to the motorcycle frame, generally near the steering head on the right side of the motorcycle at the discretion of the Scrutineers. The sticker will be applied at the conclusion of the Motorcycle Verification and indicates that the motorcycle has passed technical inspection and is deemed legal for use by the rider for that race.

Punching of a second motorcycle is granted in case of proven technical reasons (e.g., accident, frame breakage, etc.) and must be agreed with the FIM Technical Director/Chief Technical Steward.

During the whole season each regular rider is entitled to use, then have sealed, a maximum of 3 engines. An engine is considered used at the moment the motorcycle with that engine crosses the transponder signal reception point at the pit lane exit.

Where required by FIM Europe, the engines must be presented for sealing already provided with the identification seal affixed by the Ohvale Technical Service.

Where requested by FIM, engines submitted for sealing in the Ohvale European Championship must have the screws already drilled to be tied as follows.

The Official Supplier's Technical Service seal and, where required, the FIM Europe seal, shall be applied:

- OHVALE GP-0 110 4 Speed: to the fixing screws of the timing cover.
- OHVALE GP-0 160 4 Speed: to the fixing screws of the timing cover.
- OHVALE GP-2 190 DAYTONA: on the left side connecting the cylinder head to a screw to the crankcase

Where required by FIM Europe, engines must be sealed by the FIM Technical Director/Chief Technical Steward or their Staff, as indicated in the following articles.

Each rider has the obligation to seal at least one engine during the technical inspections of 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.

Sealing of additional engines can occur during, at the end of the current event or in subsequent events, according to the rider's needs, subject to agreement with the FIM Technical Director/Chief Technical Steward and the Official Supplier's Technical Service.
The engines are sealed in the rider’s name, so the exchange of already sealed engines among riders is also prohibited within the same team.

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 events following the verification.

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).

CR07T.5.3. Chassis / Frame

CR07T.5.3.1. Frame

The frame must be kept original.

Frames from low-capacity versions (GP-0 110 and GP-2 160) are allowed to be updated to the permitted version (See CR07T.5.2.1.).

- **GP-0 110 updated to GP-0 160, only**
- **GP-0 160 updated to GP-0 110, only**
- **GP-2 160 updated to GP-2 190, only**

On OHVALE GP-0 110 4Speed and OHVALE GP-0 160 4Speed is only permitted 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.

CR07T.5.3.2. Seat post frame

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

CR07T.5.3.3. Front fairing frame

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

CR07T.5.3.4. Swing arm

Except as authorized in the following articles, the swing arm, swing arm pivot and chain tensioner must be kept original.

On OHVALE GP-0 110 4Speed and OHVALE GP-0 160 4Speed it is allowed replace the original chain tensioner adjusters with the racing ones produced by the manufacturer for the model of motorcycle in use.

All motorcycle must be equipped with a solid protective chain guard (shark fin) fixed to the swing arm produced by the manufacturer of motorcycle.

CR07T.5.3.5. Steering plates

The upper and lower 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.

The steering stem must remain in its original position.

It is allowed to fix a protector on the upper fork bridge, for the sole purpose of protecting the upper front forks. The design is free, but the final decision of the safety came from the FIM Technical Director / Chief Technical Steward.

~~CR07T.5.3.6. Handlebars and controls~~

~~Except as authorized in the following articles, the handlebars, the handlebar clamps, the manual controls (throttle control, grips, brake and clutch levers and electric controls), and the handlebar terminal must be kept original.~~

~~Handlebars and manual controls (clutch and brake levers) must stay original. It is allowed to replace the original clutch lever with the optional part produced by the manufacturer for the model of motorcycle in use. They 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.~~

~~Is forbidden to use handlebars without mounted terminals.~~

~~It is forbidden to repair the handlebars by welding.~~

~~The control levers on the handlebars (brake and clutch) must always have rounded edges and must have a ball-form ending.~~

~~In any position of the steering and the front suspension, the control levers on the handlebars must not touch any component of the motorcycle.~~

~~Throttle controls must be self-closing when not held by hand.~~

~~It is mandatory to use the brake lever guard 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.~~

~~CR07T.5.3.7. Footrest and Controls~~

~~Except as authorized in the following articles, the footrests, and foot control must be kept original.~~

~~Footrests and foot controls can be re-positioned only using the setting originally provided by the manufacturer.~~

~~Gear shift pedal and his leverage can be replaced to use one of reverse type that is part of the kit produced by the manufacturer for the motorcycle model in use.~~

~~For OHVALE GP-2 190 DAYTONA it is allowed to replace the original gear shift rod with the optional part to be used with the quick shift system produced by the manufacturer for the model of motorcycle in use.~~

~~The rear brake lever peg may also be repositioned.~~

~~It is forbidden to repair the footrests by welding.~~

~~It is forbidden to enter in the track with footrests having the original terminal in plastic material plug in high damaged condition or without a mounted terminal.~~

~~It is forbidden to repair the footrest supports by welding.~~

~~CR07T.5.3.8. Start lever~~

~~The starting lever of the original engine must remain mounted and running and be equipped with a system that prevents accidental opening (example: elastic).~~

~~CR07T.5.4. Suspension~~

~~CR07T.5.4.1. Front suspension~~

~~Except as authorized in the following articles, the fork must be kept original in every component.~~

Position of the fork sleeve respect to the steering plates is free. Under no circumstances may the top end fork sleeve (excluding the fork cap) be below the upper steering plate.

The settings of the hydraulic adjusters, the spring coefficient (K), the preload of the main springs and the amount and type of hydraulic oil are free.
A steering damper may be added with the specific kit provided by the official supplier. In any case the steering damper cannot act as a steering lock limiting device.

For OHVALE GP-0 110 4Speed, OHVALE GP-0 160 4Speed and OHVALE GP-0 160 EVO 4 Speed**:**

- It is allowed to replace the original forks with the original "+5" forks on motorcycles produced from 2019 onwards
- It is possible to mount the fork spring pre-load system provided by the manufacturer for the motorcycle model in use.
- The front forks from the different models homologated (see also CR07T.5.2.1) cannot be exchanged between them.

For OHVALE GP-0 160 EVO 4 Speed:

- It is allowed to replace the original forks with the "Ohracing" front fork originally mounted from model year 2025.

For OHVALE GP-2 190 DAYTONA:

- It is also allowed to use the fully adjustable front fork kit, as original produced and sold by the manufacturer.
- It is allowed to replace the original forks with the "Ohracing" front fork originally mounted from model year 2025.

CR07T.5.4.2. Rear suspension

Except as authorized in the following articles, the rear suspension must be kept original in every component.

The adjusting system and attachments of the rear suspension to the frame and swing arm must be kept original.

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.

The plastic washers (4 units) cannot be removed or modified.

The mounting position of the rear shock has to be respected, so as sold originally by the Motorcycle Supplier, with the adjustment knob oriented to the top.

CR07T.5.5. Brake system

Except as authorized in the following articles, the parts from different model years cannot be exchanged between them.

For OHVALE GP-0 110 4Speed and GP-0 110 4Speed EVO the only brake system permitted is Formula.

For GP-0 160 EVO 4Speed:
It is allowed to mount all available brake systems sold by the Manufacturer, only if both front and rear brake systems match, except when "Brembo" front brake system is mounted. See table 1.

For GP-0 160 4Speed:

It is only allowed to mount the standard brake systems originally mounted. See table 1.

	160 EVO			160
	OPTION A	OPTION B	OPTION C	OPTION A
FRONT	Formula	J. Juan	Brembo	Formula
REAR	Formula	J. Juan	J. Juan	Formula

Table 1. Permitted brake system combinations.

For OHVALE GP-2 190 Daytona:

It is only allowed to mount the standard brake system originally mounted. See table 2.

	GP-2 190 Daytona	
	OPTION B	OPTION C
Front	J. Juan	Brembo
Rear	J. Juan	J. Juan

CR07T.5.5.1. Brake discs

The brake discs must remain as originally produced by the manufacturer for the motorcycle.

It is not allowed to add air ducts in order to improve the cooling of the braking system.

For OHVALE GP-0 110 4Speed and OHVALE GP-0 160 4Speed:

It is allowed to replace the original front disc with the front disc (ø 180 mm fixed or ø190mm floating) sold and homologated as a kit by the Manufacturer.

For OHVALE GP-0 160 4Speed EVO:

It is allowed to replace the original front disc with the front disc (ø180 mm fixed, 190 mm fixed or ø190mm floating) sold and homologated as a kit by the Manufacturer.

For OHVALE GP-2 190:

It is allowed to replace the original front disc with the front disc (ø230 mm floating) sold and homologated as a kit by the Manufacturer.

CR07T.5.5.2. Brake callipers

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.

It is compulsory to fit original brake pads. It is possible to fit brake pads from the specific kit for the motorcycle model in use.

For OHVALE GP-0 160 EVO 4Speed (from 2023 on) & OHVALE GP-2 190:

It is allowed to add thermal plates between the brake pads and the calliper pistons only if it's part of the kit sold and homologated by the Manufacturer.

CR07T.5.5.3. Master cylinder

Master cylinder (front and rear) and the related pipes must be kept original.

Installation of a protection of the brake pump positioned on the handlebar, is allowed to prevent oil leaks if they break after falling.

CR07T.5.6. Wheels

Wheel rims, inner and outer spacers and their spindles must be kept original. All dimensions of the wheel rims should be as indicated below:

- For OHVALE GP-0 110 4Speed
- Front Wheel 2,50" x 10"
- Rear Wheel 3,00" x 10"

- For OHVALE GP-0 160 4Speed
- Front Wheel 2,50" x 10"
- Rear Wheel 3,00" x 10"

- For OHVALE GP-2 190 DAYTONA
- Front Wheel 2,50" x 12"
- Rear Wheel 3,00" x 12"

CR07T.5.7. Tank and fuel system

CR07T.5.7.1. Tank

Plastic tank and tank cap must remain as originally produced by the motorcycle manufacturer.

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

Fuel tank can have heat reflective material attached to its surface.

CR07T.5.7.2. Fuel line

The fuel circuit, understood as the set of ducts and devices between the tank and the carburettor, must remain as originally produced by the motorcycle manufacturer, except as authorized in the following articles.

Replacement of the fuel cock is not allowed.

The addition of fuel filters is not allowed.

Only the kit quick connectors for fuel pipes, sold and homologated by the Manufacturer, are allowed.

The fixing clamps the fuel circuit pipes are free, as long as they guarantee a perfect seal.

CR07T.5.8. Intake system

CR07T.5.8.1. General

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

CR07T.5.8.2. Carburettor

The use of pumps or power jet is forbidden.

The carburettor's breather pipes must be installed and work properly.

~~Is mandatory the use of the carburettor indicated in the following points:~~

~~- Category GP-0 110 4Speed DELL'ORTO PHBL 24~~

~~For the duration of the event, it is mandatory to use a carburettor calibration (max jet, min jet, model and needle position, needle jet, valve) within the range indicated by the Official Supplier. The next calibration elements can only be replaced with more fuel-rich calibration elements: Jet Needle positions, Main Jet, Idle Jet and Starting Jet only.~~
~~Only original DELL'ORTO components are allowed except main jet and idle jet which are free.-The use of different calibrations (even for a single element) from those indicated by the Official Supplier is sanctioned as a technical irregularity.~~
~~During an event, the Official Supplier can modify the carburetion range as long as it is immediately communicated to the riders within 60 minutes from the beginning of the next session.~~

~~BRAND / MODEL~~	~~Dell'Orto PHBL24~~
~~Float~~	~~6.5 gr.~~
~~Needle & Seat Assy~~	~~250~~
~~Starting Jet~~	~~60~~
~~Idle Jet~~	~~40~~
~~Needle Jet~~	~~264 K~~
~~Main Jet~~	~~104~~
~~Jet Needle model / Position~~	~~D49 / 3rd seat from the top~~
~~Piston Valve~~	~~55~~

~~- Category GP-0 160 4Speed DELL'ORTO PHBH 28 BD~~

~~For the duration of the event, it is mandatory to use a carburettor calibration (max jet, min jet, model and needle position, needle jet, valve) within the range indicated by the Official Supplier. The next calibration elements can only be replaced with more fuel-rich calibration elements: Jet Needle positions, Main Jet, Idle Jet and Starting Jet only.~~
~~Only original DELLORTO components are allowed except main jet and idle jet which are free.-The use of different calibrations (even for a single element) from those indicated by the Official Supplier is sanctioned as a technical irregularity.~~
~~During an event, the Official Supplier can modify the carburetion range as long as it is immediately communicated to the riders within 60 minutes from the beginning of the next session.~~

~~BRAND / MODEL~~	~~Dell'Orto PHBH28-BD~~
~~Float~~	~~6.5 gr.~~
~~Needle & Seat Assy~~	~~250~~
~~Starting Jet~~	~~55~~

~~Idle Jet~~	~~50~~
~~Needle Jet~~	~~262 T~~
~~Main Jet~~	~~120~~
~~Jet Needle model / Position~~	~~X71 / 4th seat from the top~~
~~Piston Valve~~	~~50~~

~~- Category GP-2 190 DAYTONA DELL'ORTO PHBH 28 BD~~

~~For the duration of the event, it is mandatory to use a carburettor calibration (max jet, min jet, model and needle position, needle jet, valve) within the range indicated by the Official Supplier. The next calibration elements can only be replaced with more fuel-rich calibration elements: Jet Needle positions, Main Jet, Idle Jet and Starting Jet only. Only original DELLORTO components are allowed except main jet and idle jet which are free. The use of different calibrations (even for a single element) from those indicated by the Official Supplier is sanctioned as a technical irregularity.~~
~~During an event, the Official Supplier can modify the carburetion range as long as it is immediately communicated to the riders within 60 minutes from the beginning of the next session.~~

~~BRAND / MODEL~~	~~Dell'Orto PHBH28 BD~~
~~Float~~	~~6.5 gr.~~
~~Needle & Seat Assy~~	~~250~~
~~Starting Jet~~	~~55~~
~~Idle Jet~~	~~50~~
~~Needle Jet~~	~~262 T~~
~~Main Jet~~	~~122~~
~~Jet Needle model / Position~~	~~X71 / 3rd seat from the top~~
~~Piston Valve~~	~~50~~

~~CR07T.5.8.3. Intake duct~~

~~Except as authorized in the following articles, the intake duct must be kept original.~~

~~For OHVALE GP-0 110 4Speed and OHVALE GP-0 160 4Speed it is compulsory to replace the intake duct of GP-0 motorcycle models manufactured from My2016 onwards (GP-0 110 and GP-0 160 model) with the one originally mounted on motorcycles manufactured from My2022 onwards (GP-0 110 EVO and GP-0 160 EVO model).~~

~~CR07T.5.8.4. Air filter~~

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

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

The use of air filter made from the spongy material is forbidden.

Use of systems to increase the pressure close to the air filter using the dynamic air pressure when the motorcycle is in movement is forbidden.

The optional air filter cover, sold and homologated as kit by the Manufacturer, is allowed.

CR07T.5.9. Engine

CR07T.5.9.1. General

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

The only engine allowed are those indicated in the points to follow:

- Category GP-0 110 4Speed:
  - o ZONGSHEN W110-G OHVALE SET-UP
- Category GP-0 160 4Speed:
  - o ZONGSHEN W150-G OHVALE SET-UP
- Category GP-2 190 DAYTONA:
  - o DAYTONA ANIMA FDX 190 4Speed – OHVALE SET-UP
  - o DAYTONA ANIMA FSM 190 4Speed – OHVALE SET-UP

Bore and Stroke must remain original.

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.

See also CR07T.5.2.2. Sealing engines quota.

CR07T.5.9.2. Engine head

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.

Intake and Exhaust ducts must remain original.

For OHVALE GP-2 190:

It is allowed to mount the cylinder head breather, using only the original kit supplied by the Manufacturer.

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

The springs, half cones and valve plates spring retainers must remain original. Valve spring shims are not allowed.

It is not allowed to rectify the head plane to restore the surfaces. Only a light cleaning work is allowed, as long as the values described below on volume of the combustion chamber and squish are respected.

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-2 190 DAYTONA	14.8 +/- 0.4	> 1.25

*No tolerance is admitted on the minimum-height of the squish.

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

CR07T.5.9.3. Valves timing diagram

Any modification of the camshaft is forbidden.

Timing driven sprocket and his fixing screws must be kept original. Modification or increase of the diameter of the fixing holes are forbidden.

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

For OHVALE GP-2 190: It is allowed to replace the original timing chain with the DID brand chain.

CR07T.5.9.4. Cylinder

Cylinder must be kept original.

Any surface treatment of the inner wall of the cylinder, is forbidden.

Only the original head and base gaskets, as provided by the manufacturer are allowed.

CR07T.5.9.5. Piston

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

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

CR07T.5.9.6. Connecting rod

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

CR07T.5.9.7. Crankshaft

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

CR07T.5.9.8. Crank case

The engine crankcase and engine crankcase covers must remain original, even with regard to colour and surface finishing. It is only allowed making holes less than Ø12 on the flywheel cover to help the cooling of the internal organs.

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

CR07T.5.9.9 Fly wheel

Any modification of the fly wheel is forbidden.

For OHVALE GP-0 110, GP-0 160, GP-0 110 EVO and GP-0 160 EVO:

It is allowed to replace the original fly wheel with the part originally fitted on the GP-2 190 or GP-0 EVO 160 model 2024.

CR07T.5.10. Transmission

CR07T.5.10.1. Primary transmission

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

CR07T.5.10.2. Clutch

Except as authorised in the following articles, the clutch, including the springs, driven discs and clutch control must be kept original.

For OHVALE GP-2 190 DAYTONA the use of OHVALE slipper clutch kit included in the specific kit for the model of motorcycle in use is allowed.

CR07T.5.10.3. Gearbox

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.

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

For OHVALE GP-2 190 DAYTONA it is allowed to use the quick shift system produced by the manufacturer for the model of motorcycle in use, only when the rider is using the reverse shift lever.

CR07T.5.10.4. Final transmission

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

CR07T.5.11. Cooling and lubrication system

CR07T.5.11.1. Oil cooler

The oil cooler must remain original.

CR07T.5.11.2. Oil Circuit

Any modification to the oil pump is forbidden.

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.

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

CR07T.5.12. Electrical system

CR07T.5.12.1. Wiring and electric controls

The main wiring must be kept original.

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

CR07T.5.12.2. Engine ignition and control

~~Except as authorized in the following articles, the engine ignition and control system (rotor, stator, CDI and coil) must be kept original (see also CR07T.5.9.9).~~

~~The CDI must be the last homologated version distributed by the manufacturer. All the motorcycles must be equipped with the same CDI version.~~

~~At any time of the event, the FIM Technical Director/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.~~

~~CR07T.5.12.3. Engine control sensors~~

~~The use of electronic shift assistance systems (quick shifter) is:~~

- ~~On OHVALE GP-0 110 4Speed is forbidden~~
- ~~On OHVALE GP-0 160 4Speed is forbidden~~
- ~~On OHVALE GP-2 190 DAYTONA is allowed by using only the specific kit for the model of motorcycle in use.~~

~~No additional controllers or sensors other than those originally fitted to the engine may be added in order to implement engine control strategies. Original engine mounted sensors must be retained.~~

~~CR07T.5.12.4. Additional Equipment~~

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

~~Use of electronic equipment with IR (infrared) technology, GPS or radio timing recording for on-board lap timing / data recording purposes is allowed. Telemetry is not allowed (remote signal to or from the motorcycle).~~

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

- ~~RPM~~
- ~~Oil temperature~~
- ~~Lap Time~~
- ~~Engine Hours~~

~~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).~~

~~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.~~

~~The presence of cables or electronic components or of not clear origin are not allowed and is considered as a technical irregularity. The FIM Technical Director / Chief Technical Steward has the final decision.~~

~~CR07T.5.13. Fairing/Bodywork~~

~~**CR07T.5.13.1. General**~~

~~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.~~

~~Colour and graphics are free.~~

~~The use of carbon fibre components is forbidden.~~

~~The only aerodynamic appendices allowed are those sold as original by the Official Manufacturer as a kit, and homologated. Any other appendix, with aerodynamic effect, or not, are forbidden.~~

~~**CR07T.5.13.2. Fairings**~~

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

~~On OHVALE GP-0 110 4Speed and OHVALE GP-0 160 4Speed it is allowed to modify the fairing as indicated in the following points:~~

~~a) Replace the original front fairing and / or fairing with those originally fitted on motorcycles produced from 2018 on (GP-0 or GP0 EVO)~~
~~b) Replace the original tail/tank cover with the one originally fitted to GP-0 EVO motorcycles.~~

~~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 size and shape of the oil cooler holes for all GP-0 models built up to 2017 are free. It is also permitted, as well as recommended to mount protective grilles or wire mesh to protect the oil cooler.~~

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

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

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

~~**CR07T.5.13.3. Mudguards**~~

~~The distance between the front mudguard and the tyre may be increased.~~
~~The front and rear mudguard must be kept original.~~

~~On OHVALE GP-0 110 4Speed and OHVALE GP-0 160 4Speed it is permissible to replace the original front fender with the original one fitted on motorcycles produced from 2018.~~

~~**CR07T.5.13.4. Seat**~~

~~Saddle seat can be changed.~~

~~**CR07T.5.14. Exhaust system**~~

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

~~The use of the silencer with the dB killer fitting is highly recommended. In countries where national regulations foresee a noise limit lower than the one allowed in this regulation; it is compulsory to use the silencer with the dB killer fitting. In this case, the use of the original dB killer is compulsory on all motorcycles.~~

On OHVALE GP-0 110 4 Speed and OHVALE GP-0 160 4Speed it is compulsory to update the silencer manufactured between 2016 and 2019 with the silencer originally fitted to motorcycles manufactured from 2020 onwards that are prepared for the fitting of the DB Killer.

CR07T.5.15. Screw, bolts and fixing elements

CR07T.5.15.1. General

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

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.

CR07T.5.15.2. Engine bolts

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.

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

Resetting the threads with the use of helicoil is allowed.

CR07T.5.16. WEIGHT

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

- Category GP-0 110 4Speed:
  - OHVALE GP-0 110 4Speed MY16 on 64.0 Kg
  - OHVALE GP-0 110 EVO 4Speed MY22 on 65.0 Kg
- Category GP-0 160 4Speed:
  - OHVALE GP-0 160 4Speed MY16 on 66.0 Kg
  - OHVALE GP-0 160 EVO 4Speed MY22 on 67.5 Kg
- Category GP-2 190 DAYTONA:
  - OHVALE GP-2 190 DAYTONA 73.0 Kg

CR07T.5.17. TYRES, FUEL & LUBRICANTS

CR07T.5.17.1. Tyres

(1) The only tyres admitted to the Ohvale European Championship are those indicated here below:

- **OHVALE GP-0 110 4Speed**

  Front tyre: PMT Slick 100 / 85 R10 in M, S, SS compound.

  Rear tyre: PMT Slick 120 / 80 R10 in M, S, SS compound.

- **OHVALE GP-0 160 4Speed**

  Front tyre: PMT Slick 100 / 85 R10 in M, S, SS compound.

  Rear tyre: PMT Slick 120 / 80 R10 in M, S, SS compound.

- OHVALE GP-2 190 DAYTONA

  Front tyre: PMT Slick 100 / 90 R12 in M, S, SS compound

  Rear tyre: PMT Slick 120 / 80 R12 in M, S, SS compound.

(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:

- OHVALE GP-0 110 4Speed

  Front tyre: PMT Rain 100 / 85 R10

  Rear tyre: PMT Rain 120 / 80 R10

- OHVALE GP-0 160 4Speed

  Front tyre: PMT Rain 100 / 85 R10

  Rear tyre: PMT Rain 120 / 80 R10

- OHVALE GP-2 190 DAYTONA

  Front tyre: PMT Rain 100 / 90 R12

  Rear tyre: PMT Rain 120 / 80 R12

(3) **During the warm up, qualifying practices or race,** only the tyres supplied on track by the official tyre service are permitted. No external tyres, even if they comply with point (1) or (2), are allowed without the permission of the official tyre service.

(4) From the beginning of the qualifying practice on, it 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**s**
- 3 set of tyres (3 front and 3 rear) for events with a maximum of 3 race**s**

Contingent tyres are recognizable and counted by applying a punching mark during technical inspections or, if the official distributor is present, by recording the bar codes affixed to the tyres by the manufacturer.

It is forbidden to exchange tyres already punched between riders. Rain tyres are excluded from the counting, so there is no punching for these.

(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) 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 **(see CR07T.5.26.6.)**. The technical scrutineers have the faculty to carry out additional controls, in the pits, in the pit lane and in the parc fermé.

(7) If one or both marks are missing, the irregular tyres will be marked by the FIM Technical Director/Chief Technical Steward. Any tyre controlled unpunched will be sanctioned with a fine **(see CR07T.5.26.3.).** In the event of repeated infraction or more serious cases, an additional penalty may be imposed (such as starting from pit lane on the first race following the infringement, in which the rider takes part).

(8) In case of exchange of tyres already allocated to riders, even if belonging to the same team, or in any case of use of tyres with different technical specifications from those associated with the rider for the event, the irregular tyres will be marked by the FIM Technical Director/Chief Technical Steward. Any tyre exchange will be sanctioned with a fine **(see CR07T.5.26.4)** and additionally equated to a technical irregularity.

(9) At the end of the session (practice or race), the rider must present to the FIM Technical Director/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 FIM Technical Director, 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 an exclusion from the event, this article will not be applied.

(10) In case of tampering with one or both punches, the irregular tyres will be marked by the FIM Technical Director/Chief Technical Steward. This infraction will be sanctioned with a fine **(see CR07T.5.26.5.)** and in addition will result in exclusion from the event.

(11) In the event that a tyre already associated with a rider has defects that compromise its safe use, the official tyre service may request the FIM Technical Director to replace the tyre. The final decision on tyre replacement rests with the FIM Technical Director. Any replacement tyre must have the same characteristics (make, model, compound and size) as the tyre it replaces.

(12) The punching is placed on the right shoulder of the tyre, it is the responsibility of the rider or their agent on their behalf, to make sure the presence and the conformity of punching before getting on the track.

(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.

(14) The use of tyre warmers is also allowed on the starting grid. Every type of electrical feeding is forbidden.

CR07T.5.17.2. Fuel

Fuel shall be liquid at ambient pressure and temperature and shall be used as such.
The only fuel allowed is the lead-free one.
If the fuel is not purchased from a public station, the fuel used for competition is considered as race fuel and must be in accordance with the FIM Fuels Regulations.
(Please refer to the in CR07T.5.21.1 and all CR07T.5.21.).

CR07T.5.18. NUMBER PLATE AND RACE NUMBERS

CR07T.5.18.1. The background colours of the tables and race numbers must be those indicated in the following points:

Category	Background	Number / Figure
GP-0 160 4Speed	Black	Yellow
GP-0 160 4Speed	Black	Red
GP-2 190 Daytona	Black	White
GP-2 190 European Cup	White	Black

CR07T.5.18.2. Front and side race numbers must have a minimum height of 80 mm.

CR07T.5.18.3. In case of dispute concerning the legibility of numbers, the decision of the FIM Technical Director / Chief Technical Steward will be the final

CR07T.5.19. SCRUTINEERING

The motorcycles may be scrutineered and technical checks (including the required disassembly) or noise/performance and weight measurements may be executed before, during or after a meeting.

The FIM Technical Director / Chief Technical Steward may perform random controls during the event.

Violations of the present Technical Regulations and noise levels exceeding the allowed limits shall be sanctioned by loss of result and/or the following penalties:

- For prohibited potentially performance-enhancing modifications of the power unit including intake and exhaust systems = fine up to €250 (incl. VAT) and the rider's suspension for up to two subsequent events. If the offence occurs during the penultimate or last meeting of the season, the suspension may be carried to the next season, no matter in which class the rider shall start in that season.
- Other prohibited modifications = fines up to €150 (incl. VAT) per violation.

Should the officials be unable to determine the compliance/non-compliance of a part with the regulations on the spot, the part or the whole motorcycle will be confiscated for checking and the affected entrant will not be able to make any claims whatsoever. The owner of the motorcycle will be responsible for any costs incurred (disassembly, reassembly).

Non-compliant parts found during Scrutineering will be marked.

For major contraventions to the Technical Regulations, the FIM Stewards may penalise the respective participants by disqualification from one or several races or from the whole Ohvale European Championship.

CR07T.5.19.1. Sanction for Non-Compliance with Fuel Regulations.

Fuel controls may be carried out in accordance with CR07T.5.17.2. of the Technical Regulations. A rider whose fuel does not correspond to the technical requirements will be sanctioned as follows:

1. Exclusion from the whole event in question independent of the moment of the fuel sampling;
2. Fine of 500 €;
3. Payment of all costs connected to the fuel test(s) for his case.

CR07T.5.20. SOUND LEVEL

In all categories, the maximum permissible sound level is: 100 dB/A at an engine revolution of 5500 rpm (+2 dB/A at the end of the race)

CR07T.5.21. GASOLINE, LUBRICANT AND COOLANTS

All motorcycles must be fuelled with:
- unleaded gasoline (from public pump station or race type) OR
- a mixture of unleaded gasolines

The unleaded gasoline or the mixture of unleaded gasolines used must comply with the specifications as set out in CR07T.5.21.1.

CR07T.5.21.1. FIM specifications for unleaded gasolines or mixtures of unleaded gasolines

The following specifications are set for unleaded gasoline or the mixture of unleaded gasolines:

a) The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):

Property	Units	Min.*	Max.*	Test Method
RON		95.0	102.0	EN ISO 5164 or ASTM D2699
MON		85.0	90.0	EN ISO 5163 or ASTM D2700
Oxygen (includes 10% ethanol allowance)	% (m/m)		3.7	EN ISO 228541 or EN 13132 or elemental analysis
Nitrogen	% (m/m)		0.2	ASTM D 46292 or ASTM 5762
Benzene	% (V/V)		1.0	EN ISO 22854 or ASTM D6839 or ASTM D5580
Vapour pressure (DVPE)	kPa		100.0	EN 13016-1 or ASTM D5191
Lead	mg/L		5.0	ICP-OES or AAS
Manganese	mg/L		2.0	ICP-OES or AAS
Density at 15°C	kg/m3	720.0	785.0	EN ISO 12185 or ASTM D4052
Oxidation stability	minutes	360		EN ISO 7536 or ASTM D525
Sulphur	mg/kg		10.0	EN ISO 20846 or ASTM D5453
Distillation:				EN ISO 3405 or ASTM D86
E at 70°C	% (V/V)	20.0	52.0	
E at 100°C	% (V/V)	46.0	72.0	
E at 150°C	% (V/V)	75.0		
Final Boiling Point	°C		210	
Residue	% (V/V)		2.0	
Appearance	Clear, bright and visually free from solid matter and undissolved water			Visual inspection
Olefins	% (V/V)		18.0	EN ISO 22854 or ASTM D6839
Aromatics	% (V/V)		35.0	EN ISO 22854 or ASTM D6839
Total diolefins	% (m/m)		1.0	GC-MS or HPLC
Oxygenates:				EN ISO 228541 or EN 13132
Methanol	% (V/V)		3.0	The only oxygenates permitted are paraffinic mono-alcohols and paraffinic mono-ethers (of 5 or more carbon atoms per molecule) with a final boiling point below 210°C.
Ethanol	% (V/V)		10.0	
Isopropanol	% (V/V)		12.0	
Isobutanol	% (V/V)		15.0	
tert-Butanol	% (V/V)		15.0	
Ethers (C5 or higher)	% (V/V)		22.0	
Others	% (V/V)		15.0	

(1) In cases of dispute EN ISO 22854 will be the reference method.
(2) In cases of dispute ASTM D 4629 will be the reference method.

~~* All reported min. and max. thresholds do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and taken into account to correct the min. and max. thresholds.~~

~~The total of individual hydrocarbon components, present at concentrations of less than 5% (m/m), must constitute at least 30% (m/m) of the gasoline. The test method will be GC-FID (gas chromatography-flame ionisation detector) and/or GC/MS (gas chromatography-mass spectrometry).~~

~~The total concentration of naphthene, olefins and aromatics classified by carbon number must not exceed the values given in the following table:~~

% (m/m)	C4	C5	C6	C7	C8	C9+
Naphthene	0	5	10	10	10	10
Olefins	5	20	20	15	10	10
Aromatics	-	-	1.2	35	35	30

~~Bicyclic and polycyclic olefins are not permitted. The fuel must contain no substances which are capable of exothermic reaction in absence of external oxygen.~~

~~CR07T.5.21.2. FIM specifications for mixtures of unleaded gasoline(s) and lubricant~~

~~The lubricant:~~
~~must not change the composition of the gasoline fraction when added to the gasoline; must not contain any nitro-compounds, peroxides or any other engine power boosting additives; must in no way contribute to an improvement in over performance; during the distillation up to 250°C, must not show a reduction in mass by evaporation of more than 10% (m/m) (test method: simulated distillation GC); must contain a max. content of anti-knock agents (lead, manganese, iron) of 10 mg/kg (test method: ICP-OES).~~
~~Moreover, the following specifications are set for the mixture of unleaded gasoline(s) and lubricant:~~
~~The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):~~

Property	Unit	Min.	Max.	Test Method
RON			102.0*	EN ISO 5164 or ASTM D2699
MON			90.0*	EN ISO 5163 or ASTM D2700
Density at 15°C	kg/m3	690**	815**	EN ISO 12185 or ASTM D4052

~~* Reported min. and max. thresholds do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and taken into account to correct the min. and max. thresholds.~~
~~** Min. and max. thresholds do include the tolerance.~~

~~CR07T.5.22. Air~~

~~Only ambient air may be mixed with the gasoline as an oxidant.~~

~~CR07T.5.23. Sampling and Testing~~

~~The Organiser may require gasoline controls, i.e., controls of the unleaded gasoline, mixture of unleaded gasolines, used by riders/teams at events. These controls involve initial sampling at the event and further testing in the laboratory appointed by the Organiser.~~

CR07T.5.23.1. Sampling

The FIM Technical Director (or the FMNR Chief Technical Steward when there is no FIM Technical Director appointed) is the sole official responsible for the sampling management and supervision.

Sampling may be carried out before, during or at the end of official free practice, Qualifying Practices (qualifying), warm-up and races. Motorcycles selected for sampling may be held in the pits, on the pit lane or in the parc fermé for the time necessary to carry out the sampling. Refusal to submit to fuel sampling is equated with the use of non-compliant fuel and as such sanctioned.

A fuel sample is taken from the motorcycle and placed in the 'A' container. Following the filling of sample 'A' a second fuel sample is taken from the motorcycle and placed in container 'B'. Containers 'A' and 'B' must be labelled and sealed. The containers should preferably be filled directly through the motorcycle's fuel delivery pipe by.

If it is not possible to fill directly from the motorcycle's fuel tank delivery pipe, the FIM Technical Director / FMNR Chief Technical Steward in charge of the sampling operations may ask the team to take the necessary amount of fuel from the tank by means of a suitable instrument (pipette/hand pump, etc.). It is the responsibility of the rider (or person delegated by him) to equip himself with suitable sampling instruments that are not contaminated by substances that could alter the fuel taken.

In any case, the suitability of the instrument used for sampling is at the unquestionable judgement of the assigned FIM Technical Director / FMNR Chief Technical Steward and the non-contamination of the instrument is the sole responsibility of the rider. The sampling procedures and the instruments used cannot be subject to protest.

The date of sampling, the place of the event, the type of session (free, qualifying or race), the rider's name, the rider's number and the class are written on the labels of the containers.

In all classes the Gasoline Sample Declaration Form must be signed, and the labels of both containers must be signed The FIM Technical Director / FMNR Chief Technical Steward or Technical Steward in charge of sampling and countersigned by the rider. The rider may delegate a person from his team. If the rider is a minor, the countersignature must be provided by a person exercising parental authority or by the team leader responsible for the fuel sampling. Refusal to countersign both container labels is equated with the use of non-compliant fuel and sanctioned as such.

CR07T.5.23.1.1. In the Minimoto categories, fuel sampling (both selected motorcycles and following a protest) consists of taking only the "A" sample, following the procedures indicated in the previous article. In the event of an appeal on the result of the analysis of sample "A", it will therefore not be possible to request counter-analysis.

CR07T.5.23.2. Testing

One or more properties to be checked are determined by the FMNR for each selected rider/team.

Sample A will be sent by the Organiser to one of the accredited laboratories. Analyses will concern only those properties which can be analysed according to the quantity of fuel taken, at the sole discretion of the Organiser. The result of the analysis on sample "A" will be communicated to the rider subject to sampling within 90 days from the date of sampling.

The sample "B" will be retained by the Organiser for possible counter-analysis, or alternatively will be taken by the FIM Technical Director / FMNR Chief Technical Steward. The counter-analysis may be requested by the Organiser or by the sampled rider within 5 days from the date of communication of the result of the first analysis.

The sample of the counter-analysis will be handed over to the representative of the analysis laboratory in the presence of a delegate of the Organiser or of the FIM Technical Director / FMNR Chief Technical

Steward and of the rider (or his delegate) who signed the container label (or the Gasoline Sample Declation Form) for the sampling carried out, who will be notified by e-mail of the day, time and place of the operations, as well as of the fact that their presence will not be necessary for the completion of the relevant activities. In any case, the recognition of the sample and its integrity will be verified by the Organiser's delegate or the FIM Technical Director / FMNR Chief Technical Steward, who will record it in a report.

In the event of a request for counter-analysis by the rider, the costs of laboratory examinations, transfers to and from the laboratory and any incidental costs will be borne by the rider.

In case of conflicting results between the result of the first analysis (sample A) and the result of the counter-analysis (sample B), the result more favourable to the driver/team shall prevail. The counter-analysis will only concern the analysable properties depending on the quantity of fuel taken, at the organiser's sole discretion. Any inability to determine the conformity of the fuel due to too few or no properties analysed shall invalidate the counter-analysis, at the sole discretion of the Organiser. In this case, the result of the analysis carried out on sample "A" will be used to determine the conformity of the fuel. In case of absent "B" sample due to lack of residual fuel quantity, it will therefore not be possible to request/perform counter-analysis.

The accredited laboratory for all analyses and counter-analyses is chosen by the organiser.

Costs for shipping and analysis of A-samples are paid by the Organiser.

As soon as possible after completion of the test, the laboratory appointed by The Organiser reports the test results directly to The Organiser.

For negative cases (i.e., conformity of the tested property(ies) with the specification), the rider(s)/Team(s) concerned will be informed individually by the Organiser in due time, informing the rider's FMN/Team, the FIM Technical Director / FMNR Chief Technical Steward, the competent authority (e.g., Race Direction, Jury), the Director and the Coordinator(s) of the relevant Sporting Commission.

Only for positive cases following A or B sample tests (i.e. non-compliance of one or more properties*), the Organiser will inform by e-mail* the rider/Team concerned (including test results) and, 24 hours later, transmit the relevant information to the rider/Team's FMN, the FIM Technical Director / FMNR Chief Technical Steward, the competent authority (e.g. Race Direction, Jury), the Director and the Coordinator(s) of the Sport Commission concerned.
*Note: The non-compliance of a property (except appearance) is sufficient to declare the non-compliance of the petrol or mixture.

If the rider/Team wishes to request a counter-examination, on sample B he must notify the Organiser by e-mail*, within 72 hours after receipt by the Organiser of the notification of the delivery status of the test results to the rider/Team.

The rider/Team has the right to appeal against the decision of the competent authority of the event in question (e.g., Race Direction, Jury) in accordance with the FIM Europe Disciplinary and Arbitration Code applicable to the discipline in question.
*Receipt of a notification of delivery will be considered as proof of delivery.

CR07T.5.23.3. FUEL STORAGE

In the event that fuel is supplied by the organiser, there will be an officially designated and monitored fuel storage area. Outside these areas, fuel may only be stored in metal containers.

The officially designated storage and refuelling area must comply with the construction criteria. Fire-fighting equipment, protective devices and personnel must comply with the requirements of the local authorities and laws.

The organiser must make fire extinguishers of a size and type approved by local laws available to each competitor in the pit area.

CR07T.5.23.4. FUEL REPLACEMENT

At any time during the event the FIM Technical Director / FMNR Chief Technical Steward has the right to request the replacement of all fuel contained in the motorcycle's tank with fuel supplied on the moment by the Official Championship Supplier (if any) or by the Event Organiser.

CR07T.5.24. PROTECTIVE CLOTHING AND HELMETS

The rider is at all times responsible for ensuring that his own protective clothing and helmets are in good condition (undamaged) and comply with the FIM Technical Regulations. In case one part of his protective clothing and helmets is damaged after a crash, the rider must systematically present this equipment to the FIM Technical Director or to the FMN Technical crew for check.
Riders will have to be equipped with the appropriate complete set of undamaged safety racing equipment:

- All equipment must comply with the following requirements
- Each rider must be wearing the following elements:
  - One piece leather suit (2-pieces suits are not allowed)
  - Racing boots (racing shoes for mini moto categories)
  - Racing gloves
  - Back & chest protectors
  - Helmet (must be of the full face type)

CR07T.5.24.1. Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, musters, hips that conform to EN1621-1:2012.
The use of sliders (specific parts of the riders' safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider while cornering), is permitted on the knees, elbows or any other parts of the race suit, where it is deemed necessary. They must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.

CR07T.5.24.2. Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.

CR07T.5.24.3. Riders must also wear leather gloves and boots, which with the suit provides complete coverage from the neck down.

CR07T.5.24.4. Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.

CR07T.5.24.5. Use of a chest and back protector is compulsory (with or without airbag protection in the suit) and must be clearly marked with the following norms:

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.

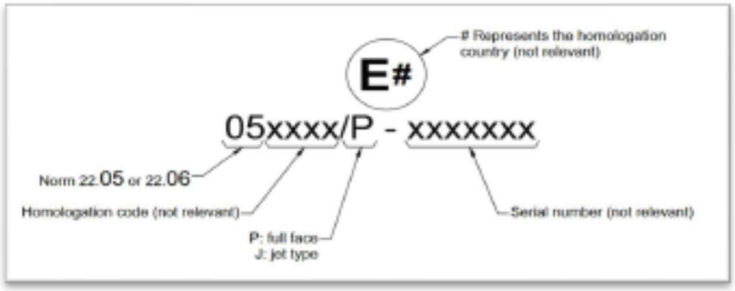
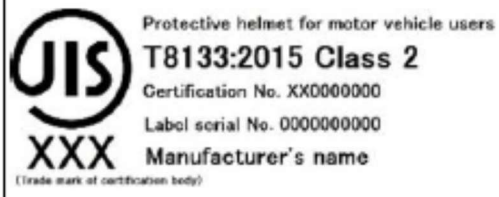
Use of a functional airbag system is strongly recommended.

CR07T.5.24.6. Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.

CR07T.5.24.7. Helmets must conform to one of the following recognised international standards:

EUROPE	ECE 22-05 (only “P” type) ECE 22-06 (only “P” type)
FIM	FRHPhe-01 FRHPhe-02
JAPAN	JIS T 8133.2015 Only “Type 2 Full face”)
USA	SNELL M 2015 SNELL M 2020 R SNELL M 2020 D SNELL M 2025

Examples of labels are reported below:

EUROPE	
FIM	
JAPAN	
USA	

~~**CR07T.5.24.8.** Visors must be made of a shatterproof material.~~

~~**CR07T.5.24.9.** Disposable "tear-offs" are permitted.~~

~~**CR07T.5.24.10.** Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the FIM Technical Director/ Chief Technical Steward, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.~~

~~**CR07T.5.25. Procedures for Technical Control**~~

~~The rider is at all times responsible for his/her motorcycle.~~

~~The Chief Technical Steward must be in attendance for an event at least 1 hour before the technical verifications are due to beginning. He must inform the Clerk of the Course, the Race Director and the Technical Director of his arrival.~~

He must ensure that all Technical Stewards, appointed for the event, carry out their duties in a proper manner.

He shall appoint the Technical Stewards to individual posts for the race, practices and final control.

The rider, or his mechanic, must be present with the motorcycle for Technical Control within the time limits stated in the Time Schedule. The maximum number of persons present at the technical verification will be the rider, plus two others. In addition, the Team Manager will also be allowed.

The FIM Technical Director/Chief Technical Steward must inform the Race Director of the results of the Technical Control. The Technical Director/Chief Technical Steward will then draw up a list of accepted motorcycles and submit this list to the Clerk of the Course.

The FIM Technical Director/Chief Technical Steward have the right to inspect any part of the motorcycle at any time of the event.

Any rider failing to report as required below may be disqualified from the event. Race Direction may forbid any team who does not comply with the rules, or any rider who may be a danger to other participants or to spectators, to take part in the practice sessions or in the races.

The Technical Control must be carried out in accordance with the procedure and times fixed in the General Information of the event.

The rider or the mechanic shall present a clean motorcycle and in conformity to the rules. He shall also present the helmet, gloves, boots and leather.

An overall inspection of the motorcycle must be carried out in conformity with the rules. Accepted motorcycles will be marked with paint or a sticker.

FIM Technical Director/Chief Technical Steward has the final authority in case of a dispute on the conformity of the parts in question and for acceptance thereof.

Before each practice the Chief Technical Steward can confirm that the motorcycle has passed the Technical Control by checking the Technical Control sticker before the motorcycles go on the track.

Only accepted motorcycles may be used in practices and races.

Approximately 30 minutes after the technical control have been completed, the Technical Director/Chief Technical Steward must submit to the Race Direction a list of accepted motorcycles and riders.

If a motorcycle is involved in an accident, the Technical Director/Chief Technical Steward may check the motorcycle, together with the helmet and clothing of the rider involved, to ensure that no defect of a serious nature has occurred. If a motorcycle was stopped with a Black Flag with Orange Disc, the FIM Technical Director/Chief Technical Steward must check the motorcycle. In both cases, it is the responsibility of the team to present the motorcycle (together with helmet and clothing of the fallen rider) for his re-examination in case they wish to continue. If the helmet is clearly defective, the Chief Technical Steward must retain this helmet. The Promotor can send this helmet, together with the accident and medical report (and pictures and video, if available) to the Federation of the rider. If there are head injuries stated in the medical report, the helmet then must be sent to a neutral institute for examination.

The team can scrutineer only one motorcycle per rider.

If during the official practice sessions, a motorcycle suffers any damages that are difficult to repair in the circuit, the FIM Technical Director could allow a second motorcycle to be presented for a technical inspection. The process of authorizing a new machine to be used is not possible during a practice session. Once the starting procedure is initiated, it is not possible to verify a second motorcycle, neither in case of detention by red flag. In case of events with two races, once the first race is finished, the FIM Technical Director may allow the request for verification of a second motorcycle.

Once the official practice sessions have started, only the motorcycle that has gone under the technical inspection will be allowed to be inside the box.

The FIM Technical Director may require a team to provide such parts or sample as he may deem necessary.

In the case that a machine fails post-qualifying or post-race technical checks due to damage or technical issues on-track, the following protocol will apply, always at the sole discretion of the Technical Director.

a) Machines under the minimum weight limit due to:

a. Loss of fluid:
   i. If the FIM Technical Director has verified that there is physical evidence of fluid loss due to an incident or mechanical issue on track, he may approve the fluid to be replenished to the levels as declared by the Manufacturer at the start of the season.
   ii. If it is necessary to replace a damaged part to accommodate the fluid (e.g., radiator), this will be permitted only under the supervision of the FIM Technical Director who will confirm that the new part is identical to the damaged part.

b. Loss of material or parts:
   i. If the FIM Technical Director has verified that the machine has lost a part or material due to an incident or mechanical issue on track, he may approve the replacement of the part(s) with the following conditions:
   ii. The FIM Technical Director must verify that any new parts are identical to the original.
   iii. If the FIM Technical Director determines that there is insufficient physical evidence to prove that a part or material is missing, then the original part must be found before it can be replaced.
   iv. Missing ballast weights will only be permitted to be replaced if they are found and returned to Technical Control by the circuit officials.

b) Machines exceeding the maximum noise levels:

   i. If the FIM Technical Director is satisfied that there is sufficient physical evidence of damage or loss due to an incident or mechanical issue on track, he may approve the replacement of the missing or damaged parts, and the machine to be re-tested.

Noise tests

1. Noise tests must be conducted in an open area with a space of at least 10 metres between the motorcycle being tested and walls or other obstacles.
   There should be a minimum amount of ambient noise in the area.
2. The measuring equipment must be calibrated prior to the test and recalibrated at regular intervals.
3. The measuring equipment should be placed 50 cm from the end of the exhaust pipe and at 45-degree angle to the pipe either to the side or above.

The maximum noise level at all times is prescribed in the Technical Rules of each class.

CR07T.5.26. FINES AND PENALITY

CR07T.5.26.1. 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 official free practice sessions, the Jury will might apply a fine up to € 150,00 for each infringement.~~
~~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.~~

~~**CR07T.5.26.2.** 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.~~

~~**CR07T.5.26.3.** The fine for non-conformity of tyres (CR07T.5.17.1.(7)) is € 180.00.~~

~~**CR07T.5.26.4.** The fine provided for the exchange of tyres already allocated to riders (CR07T.5.17.1.(8)) is equal to € 180,00, and additionally equated to a technical irregularity.~~

~~**CR07T.5.26.5.** The fine for tampering with one or both punches (CR07T.5.17.1.10)) is € 150,00 and in addition will result in exclusion from the event.~~

~~**CR07T.5.26.6.** The fine for non-compliance with the riders' obligations (CR07T.5.17.1.(6)) is € 150,00.~~

~~**CR07T.5.26.7.** A fine for prohibited potentially performance-enhancing modifications of the power unit including intake and exhaust system and other prohibited modifications see CR07T.5.19.~~

~~**CR07T.5.26.8.** For fine concerning Non-Compliance with Fuel Regulations see CR07T.5.19.1. CR07T.5.26. For deposits in case of motorcycle control following a protest, see Art. RR01.19 Road Racing Regulation FIM Europe (RR01).~~

~~**CR07T.5.26.10.** For Deposit in case of fuel controls following a protest € 2.000,00 + protest fee.~~

~~**CR07T.5.26.11.** For deposit in case of engine oil controls following a protest € 2.000,00 + protest fee.~~

MINI BIKE EUROPEAN CHAMPIONSHIP TECHNICAL REGULATIONS

CR07T.6.0 TECHNICAL REGULATIONS

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

CR07T.6.0.1 INTRODUCTION

Motorcycles participating in the European Mini Bike Championship (hereafter referred to as MBEC) must comply with the provisions of these Technical Regulations. The documents (lists, models or fiches) mentioned below are to be considered as an integral part of these Technical Regulations.
The CEMB is open to motorcycles equipped with different engines according to the category they belong to; in compliance with the characteristics described in these Technical Regulations.

For what is not established in these Regulations, all motorcycles are free within the limits established in **CR01.**

All engines must be kept original unless otherwise authorised. All engines must comply with the Technical Fiches which are at the exclusive disposal of the Technical Stewards and which contain the measurements, dimensions, weight and codes (where applicable) of each single engine component.

As stated in the Sporting Regulations, this Championship is divided into the following categories:

- Mini Bike 110
- Mini Bike 160
- Mini Bike 190
- Mini Bike 190 Cup

The above categories correspond to different types of motorcycles and engines, in accordance with these Regulations.

If required by the Chief Technical Steward, the Jury may request that an engine or any of its components be withdrawn and kept on the competition track, in order to carry out more detailed checks to determine its conformity. Refusal to comply with the Jury's request is equivalent to a technical irregularity.

Motorcycles may not contain titanium, beryllium and carbon parts, unless otherwise specified in these Regulations.

CR07T.6.1 - GENERAL

CR07T.6.1.1 - During the entire duration of the event, each rider may only use one (1) complete motorcycle, as presented for Technical Control, with the frame clearly identified with a seal. In case the frame needs to be replaced, the rider or the team must request the use of a spare frame to the Chief Technical Steward.

CR07T.6.1.2 - The weight of the whole motorcycle (including the tank and its contents) in running order, must not be less than the values indicated below:

- Mini Bike 110	Kg. 62
- Mini Bike 160	Kg. 63
- Mini Bike 190	Kg. 66
- Mini Bike 190 Cup	Kg. 66

There is no tolerance on the minimum weight of the motorcycle.

CR07T.6.1.2.1 - The use of ballast is allowed to stay over the minimum weight limit. The use of ballast must be declared to the Chief Technical Steward at the preliminary checks.

The ballast must be made of solid metallic piece/s, firmly and securely connected, either through an adapter or directly to the main frame or engine, with a minimum of 2 steel bolts (min. 8 mm diameter, 8.8 grade or over). Other equivalent technical solutions must be submitted to the Chief Technical Steward for his approval.

Fuel in the fuel tank can be used as ballast. Nevertheless, the verified weight may never fall below the required minimum weight.

CR07T.6.1.3 - The number of engines allowed in the CEMB is limited to three (**3)** engines for the whole Championship. As far as the number of engines admitted is concerned, they shall be sealed by the Chief Technical Steward in accordance with the following articles.

CR07T.5.1.3.1 - Engines shall be presented for sealing with the holes already prepared for the passage of the binding wire for affixing the seal.

CR07T.6.1.3.2 - For engines of Mini Bike 110 category, the seal shall be applied by attaching the fixing screws of the timing cover located on the right side of the engine head.

CR07T.6.1.3.3 - For engines of Mini Bike 160 category, the seal shall be applied by connecting the fixing screws of the timing system cover placed on the left side of the engine head.

CR07T.6.1.3.4 - For engines of Mini Bike 190 and Mini Bike 190 Cup categories, the seal shall be applied on the left side by connecting the head, the cylinder and a screw of the engine crankcase.

CR07T.6.1.3.5 - Each rider is mandatory to seal at least one engine during the Technical Checks of the first event he takes part in. The use on track of an engine without seals or with damaged seals will imply the immediate application of new seals and will be considered as a technical irregularity.

CR07T.6.1.3.6 - The sealing of additional engines may take place at the end of the current event or in subsequent events, depending on the rider's needs, subject to prior agreement with the Chief Technical Steward r on charge.

CR07T.6.1.3.7 - Engines are sealed in the name of a rider, therefore the replacement of already sealed engines between riders, even within the same team, is forbidden.

CR07T.6.1.3.8 - The application of new seals to an engine with missing, removed or damaged seals is considered as sealing a new engine. Except for the replacement of seals removed during checks, provided the engine is resealed as part of the Technical Checks of the event following the check.

CR07T.6.1.3.9 - The use of any engine, therefore of the sealing, beyond the allowed quantity is penalised with the start from the last position on the grid, in the first race following the sealing request. In the event of more than one rider presenting themselves for sealing an engine beyond the maximum number allowed, the starting order will be that in which the riders presented themselves for sealing the engine (the last to arrive will be in last position, the penultimate to arrive before the last, and so on).

CR07T.6.2 - CHASSIS

CR07T.6.2.1- FRAME

CR07T.6.2.1.1 - Except as specified in the following articles, the frame, the swing-arm, the seat post frame and the instrument holder frame are free.

CR07T.6.2.1.2 - The maximum wheelbase of the motorcycles in all categories must be 1300 mm with a tolerance of + mm. 10. The wheelbase measurement is taken with the motorcycle on the ground with no load.

CR07T.6.2.1.3 - The use of adhesive films or shells for the purpose of protecting the sides of the frame is permitted provided that these protections are removable and leave a free area on the steering head for the affixing of the verification punches.

CR07T.6.2.1.4 - Crash protectors may be fitted to the frame using existing points (max. length: 50 mm).

CR07T.6.2.2 - SWINGARM

CR07T.6.2.1 - If present, Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.

CR07T.6.2.3 - STEERING PLATES

CR07T.6.2.3.1 - Stops must be fitted to ensure a clearance of at least 30 mm between the handlebar and the fuel tank, frame and/or bodywork including any accessories attached to it, when at the extremes of steering lock.

CR07T.6.2.3.2 - The minimum angle of rotation of the steering on each side of the centre line or mid position must be of 15° for all motorcycles.

CR07T.6.2.4 - HANDLEBARS AND HAND CONTROLS

CR07T.6.2.4.1 - Handlebars must have a width of not less than 450 mm and their ends must be covered. The width of the handlebar is defined as the width measured between the outside of the handlebar grips or throttle twist grips.

CR07T.6.2.4.2 - The exposed ends of the handlebars shall have a spherical end piece made of plastic, metal or composite material. Repairing by welding handlebars is forbidden.
Composite handlebars are not allowed in all categories.

CR07T.6.2.4.3 - All handlebar levers (clutch, brake, etc.) must be ball ended (diameter of this ball to be at least 16 mm). This ball can also be flattened, but in any case, the edges must be rounded (minimum thickness of this flattened part 14 mm). These ends must be permanently fixed and form an integral part of the lever.

CR07T.6.2.4 - In any position of the steering and front suspension, the control levers on the handlebars and the front wheel must not touch any component of the motorcycle.

CR07T.6.2.4.5 - Throttle Twist grips must be self-closing when not held by the hand.

CR07T.6.2.4.6 - The use of a device (brake lever protection) is compulsory to protect the handlebar front brake lever from any unintentional activation due to contact between two motorcycles. The brake lever protection can be made of plastic, metal, composite material or a combination of these materials. The use of titanium, carbon fibre and/or Kevlar for this component is permitted.
The use of lever guards included in the FIM Approved Safety Devices lists is recommended.

CR07T.6.2.5 - FOOTRESTS AND FOOT CONTROLS

CR07T.6.2.5.1 - The footrest ends must be fitted with a spherical terminal made of plastic material or aluminium alloy. The end of the footrest must be made to have the widest possible contact surface in order to reduce the risk of injury to the rider in the event of an accident. Footrests must have rounded ends with a minimum solid spherical radius of 8 mm.
Repairing footrests and footrests supports by welding is forbidden.

CR07T.6.2.5.2 - The rear brake lever, if articulated on the axis of the footrest, must function under all circumstances, even if the footrest is bent or deformed. On motorcycles it is recommended to add protection (toe guard) mounted on the footrests. Toe guards can be constructed from metal, plastic or composite material, with sufficient thickness to provide a protective function. The use of carbon fibre and/or Kevlar for these components is permitted.

CR07T.6.2.6 – KICK STARTER LEVER

CR07T.6.2.6.1 - The kick start lever of the engine must remain fitted and functional and be fitted with a system to prevent its accidental opening (e.g. elastic).

CR07T.6.3 - SUSPENSIONS

CR07T.6.3.1- FRONT FORK

CR07T.6.3.1.1 - Except as specified in the following articles, the front fork is free.

CR07T.6.3.1.2 - The dust seals can be replaced, modify or remove.
It is allowed replace or modify the dust seals provided that the fork remains perfectly oil-sealed.

CR07T.6.3.1.3 - It is allowed modify or replace the fork caps in order to allow calibration adjustments from the outside.

It is allowed modify or replace all internal parts of the fork such as springs, valves, pistons and slats.

CR07T.6.3.2 - STEERING DAMPER

CR07T.6.3.2.1 - The steering damper and its fixing brackets are free, i.e. they can be added, modified or replaced with other material provided that it complies with the following article.

CR07T.6.3.2.2 - The steering damper cannot act as a steering lock limiting device.

CR07T.6.3.2.3 - The use of any electronic device to control the steering damper is forbidden.

CR07T.6.3.3 - REAR SUSPENSION

CR07T.6.3.1 - Except as specified in the following articles, the rear shock absorber(s) is (are) free.

CR07T.6.3.2 - It is allowed to modify or replace all the internal parts of the shock absorber such as springs, valves, pistons and slats.
The elastic elements (springs) of the front and rear suspension must be of helical type.
Modify or replace the main spring, spring preload and shock absorber length adjustment systems.

CR07T.6.3.3 - Replace or modify the dust seals and oil seals provided that the shock absorber remains perfectly sealed.
Modify the position of the rear suspension adjusters (if any) on the frame, shock absorber or suspension linkage.

CR07T.6.3.4 - The rear suspension must be single-jointed, i.e. the shock-absorbing elements must be connected to the frame (or seat frame) and the swingarm, without the interposition of kinematics (connecting rods and/or linkages).

CR07T.6.3.4 - SUSPENSION ELECTRONICS

CR07T.6.3.4.1 - The use of any electric/electronic device to control the suspension is forbidden.

CR07T.6.4 - BRAKING SYSTEM

CR07T.6.4.1 - GENERAL

CR07T.6.4.1.1 - Except as specified in the following articles, the front and rear braking system is free.

CR07T.6.4.1.2 - The addition of air ducts to improve the cooling of the braking system is forbidden.

CR07T.6.4.2 - BRAKE CALLIPERS

CR07T.6.4.2.1 - It is allowed to modify the brake callipers (front and rear) as indicated in the following points.

a) Modify the rear brake calliper support to make it integral with the swingarm.
b) Replace original pad fixing pins in the brake calliper with pins that permit quick pad replacement, provided that such replacement does not require alteration of the brake calliper body.
c) Replace light alloy pistons with iron alloy pistons manufactured by the calliper manufacturer in order to reduce heat transfer to the brake fluid. It is forbidden to insert metal plates between brake pads and calliper pistons with radiating surfaces protruding from the calliper body.
d) Replace, modify or remove dust seals.
e) Replace the piston seals. The modifications mentioned in the previous points must be carried out in a workmanlike manner and must not interfere in any way with the correct functioning of the braking system.

CR07T.6.4.2.2 - Only steel bolts (screws, pins, nuts) with a minimum strength class of 8.8 are permitted for fixing the brake callipers. Aluminium bolts are not permitted for this application. It is recommended, but not compulsory, to secure these bolts with a tie-wire to prevent accidental unscrewing.

CR07T.6.4.3 - MASTER CYLINDER AND BRAKE CIRCUIT

CR07T.6.4.3.1 - Master cylinders (front and rear) are free.

On all motorcycles, an additional or replacement rear Master cylinder may be mounted on the motorcycle handlebars.

CR07T.6.4.3.2 - The position or type of brake fluid container, both front and rear, is free on condition that the fastenings are made "in a workmanlike manner".

CR07T.6.4.3.3 - Brake hoses containing brake fluid under pressure must be of the reinforced type with an external braid and have crimped or threaded iron alloy terminals. The use of terminals, banjos and fixing bolts made of iron alloy is mandatory.

CR07T.6.4.3.4 - The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp). It is permitted to connect the front brake callipers to each other by means of a pipe (bridge or jumper) which passes over the wheel and is integral with the lower part of the fork.

CR07T.6.4.4 - BRAKE DISCS

CR07T.6.4.4.1 - The front braking system must have at least one disc; with the following outside maximum diameters:

a)	**Mini Bike 110**	**mm 190**
b)	**Mini Bike 160**	**mm 190**
c)	**Mini Bike 190**	**mm 230**
d)	**Mini Bike 190 Cup**	**mm 230**

CR07T.6.4.4.2 - The rear braking system must have at least one disc; brake discs must be with the following outside maximum diameter:

a)	**Mini Bike 110**	**mm 160**
b)	**Mini Bike 160**	**mm 160**
c)	**Mini Bike 190**	**mm 180**
d)	**Mini Bike 190 Cup**	**mm 180**

CR07T.6.4.5- ELECTRONIC BRAKES

CR07T.6.4.5.1 - The use of any electric/electronic brake assist device (e.g. ABS) is forbidden.

CR07T.6.5 - WHEEL RIMS

CR07T.5.6.1 - Except as authorised in the following points, any modification to the wheel rim and spokes of an integral (cast, forged or riveted) or traditional (spoked) wheel as produced by the manufacturer is forbidden. Any modification aimed at altering the geometry or reducing the weight of the wheel rims is prohibited.

a) It is allowed to surface treat the rim channel in order to prevent tyre movement relative the rim (anti-slip treatment).

b) The valve (or inner tube), the wheel spokes (for traditional rims), rubber dumpers (if present), bearings, seal and the balancing weights are free.

c) Wheel spacers (internal and external) may be modified or replaced with spacers that remain in place during tyre changes.

CR07T.6.5.2 - Wheel rims must have the following size:

a) Mini Bike 110 and Mini Bike 160 with 10" rims and a maximum width of

Front: 2.75” x 10”

Rear: 3.50” x 10”

b) Mini Bike 190 and Mini Bike 190 Cup with 12” rims and a maximum width of

Front: 2.75” x 12”

Rear: 3.50” x 12”

CR07T.6.5.3 - Wheel rims shall be made of aluminium alloy. It is forbidden to use wheel rims made of magnesium or carbon.

CR07T.6.5.4 - It is allowed, and recommended, to insert at the ends of the wheel axles protective pads with rounded edges and with a maximum projection of 30 mm from the ends of the wheel axles.

CR07T.6.6 - TYRES

CR07T.6.6.1 - The only tyres admitted to the championship are those indicated below:

a) Mini Bike 110 and Mini Bike 160

- PMT Slick 100 / 85 R10 front tyre in M, S, SS compound.
- PMT Slick 120 / 80 R10 rear tyre in M, S, SS compound.

In case the practice or the race is declared "wet" it is allowed to use rain tyres in the sizes and compounds indicated below:

- PMT Rain 100 / 85 R10 front tyre.
- PMT Rain 120 / 80 R10 rear tyre.

b) Mini Bike 190 and Mini Bike 190 Cup

- PMT Slick 100 / 90 R12 front tyre in M, S, SS compound.
- PMT Slick 120 / 80 R12 rear tyre in M, S, SS compound.

In case the practice or the race is declared "wet" it is allowed to use rain tyres in the sizes and compounds indicated below:

- PMT Rain 100 / 90 R12 front tyre.
- PMT Rain 120 / 80 R12 rear tyre

CR07T.6.6.2 - During Warm Up, Qualifying Practices and Races, the use of up to a maximum of the following is permitted:

- 2 sets of tyres (2 front and 2 rear) for events with maximun 2 race.
- 3 sets of tyres (3 front and 3 rear) for double events (with 3 race).

CR07T.6.6.3 - The contingency tyres are recognizable and counted by applying a mark during scrutineering. Tyres must be presented at scrutineering for punching, if necessary, already mounted on the rims. It is forbidden to change already marked tyres between riders. Rain tyres are excluded from counting, so there is no punching for them.

CR07T.6.6.4 - The marking is placed on the right shoulder of the tyre (throttle grip side), it is the responsibility of the rider or of the person in charge on his behalf, to ensure the presence and the conformity of the marking before entering the track.

CR07T.6.6.5 - The check of the punching 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 (CR07T.6.22.6). The stewards have the possibility to carry out further controls, in the pits, in the pit lane and in the parc fermé.

CR07T.6.6 - In case of absence or non-conformity of one or both punctures, the irregular tyres are marked by the Technical Steward in charge. This operation is sanctioned with a fine, decided by the Jury.

CR07T.6.6.7 - At the end of the practice and/or race, the rider must hand over to Chief Technical Steward a number of new and marked tyres equal to that of the tyres marked as irregular, so that the marking can be removed. Failure to do so will be considered as a technical irregularity.

CR07T.6.6.8 - Final responsibility for the collection and handling of punched tyres rests with the rider.

CR07T.6.6.9 - In the event that a punctured tyre presents defects that compromise its safe use, the Chief Technical Steward., having consulted the tyre supplier (if present on the circuit), may authorize its replacement. The final decision to replace the tyre is at the discretion of the Chief Technical Steward.

CR07T.6.6.10 - Tyre changing on the starting grid is forbidden.

CR07T.6.6.11 - The use of tyre warmers on the starting grid is permitted.

CR07T.6.6.12 - The use of generators on the starting grid is forbidden.

CR07T.6.7 - FUEL TANK AND FUEL SYSTEM

CR07T.6.7.1 - FUEL TANK

CR07T.6.7.1.1 - The fuel must be contained in a single tank.

CR07T.6.7.1.2 - It is recommended to fix the tank with screws.

CR07T.6.7.1.3 - In all Classes, the fuel tank cap is free provided that, when closed, it guarantees a perfect seal.

CR07T.6.7.1.4 - In all categories the fuel tank breather pipes are free but must discharge into a catch tank and must be equipped with a non-return valve between the fuel tank and the catch tank. The non-return valve must be fitted in such a way as to prevent the passage of fuel to the catch tank. The minimum capacity of the catch tank is 250 cc.

CR07T.6.7.1.5 - Regardless of the construction material used for the tank, it shall be completely filled with spongy fireproof material (type "Explosafe®").

CR07T.6.7.1.6 - Bulkheads may be fitted inside the tank in order to slow down or limit the movement of the fuel.

CR07T.6.7.1.7 - Fit a bulkhead with purpose of insulating the tank from the heat coming from the engine is permitted provided that the bulkhead is made of fireproof material and is firmly secured to the motorcycle (engine, tank or frame). The use of heat-reflecting films glued to the bottom of the tank is allowed.

CR07T.6.7.1.7 - Tanks made of composite materials (e.g. fibreglass, carbon and/or Kevlar) are forbidden.

CR07T.6.7.2 - FUEL CIRCUIT

CR07T.6.7.2.1 - The fuel circuit refers to the pipes and devices between the tank and the carburettor. The fuel circuit is free but must be positioned on the motorcycle in such a way as to be protected in the event of a fall. The fuel circuit is free as long as it complies with what is specified above and in the following articles.

a) The use of fuel filters is allowed.
b) The use of quick connectors with automatic closing system (dry-break) is allowed.
c) The use of fuel pumps is forbidden.

CR07T.5.7.3 - FUEL

CR07T.5.7.3.1 - The only fuels permitted are unleaded fuels complying with the specifications of the Fuel Annex.

CR07T.6.8 - FUEL SUPPLY

CR07T.6.8.1 - GENERAL FUEL SUPPLY

CR07T.6.8.1.1 - Except as specified in the following articles, the fuel supply system is free.

CR07T.6.8.1.2 - The use of a carburettor is compulsory. The use of fuel injection systems or vacuum controlled carburettor or membrane carburettors is forbidden.

CR07T.6.8.2 - CARBURETTOR

CR07T.6.8.2.1 - The following carburettors must be used:

- Category Mini Bike 110	Mikuni VM 24 or Dell'Orto PHBL 24
- Category Mini Bike 160	KEIHIN PE 28 or Dell'Orto PHBH 28
- Category Mini Bike 190	KEIHIN PE 28 or Dell'Orto PHBH 28
- Category Mini Bike 190 Cup	KEIHIN PE 28 or Dell'Orto PHBH 28

CR07T.6.8.2.2- The diffuser section and the number of jets cannot be modified; the carburetion components (valve, needle, seat assy, jets and float) are free.

CR07T.6.8.2.3 - The use of power pumps or power-jet is not allowed.

CR07T.6.8.2.4 - The intake manifold and (if any) the rubber carburettor fitting to the intake manifold are free.

CR07T.6.8.3 - AIRBOX AND AIR FILTER

CR07T.6.8.3.1 - The use of an air filter on the carburettor intake duct or (if any) on the air box is mandatory. Only filters made of paper, cotton fibre, sponge or metal mesh with holes having a maximum surface area of 2 mm² are permitted.

CR07T.6.8.3.2 - The use of systems to increase the pressure inside the filter or air box using dynamic air pressure when the motorcycle is in motion is forbidden.

CR07T.6.9 - ENGINE

CR07T.6.9.1 - ENGINE GENERAL

CR07T.6.9.1.1 - In all categories, only motorcycles equipped with single-cylinder, air-cooled, naturally aspirated engines as described in the following points are allowed. Except as expressly allowed in the following articles, the engine, in all categories, must remain completely original.
The only engines allowed are the following

- Category Mini Bike 110	ZONGSHEN W110G
- Category Mini Bike 160	ZONGSHEN W155

-	Category Mini Bike 190	DAYTONA ANIMA FDX 190 4 Speed
		DAYTONA ANIMA FSM 190 4 Speed
-	Category Mini Bike 190 Cup	DAYTONA ANIMA FDX 190 4 Speed
		DAYTONA ANIMA FSM 190 4 Speed

In all Categories, the use of Engines with FIM MotoMini World Series Set-Up Engines is also allowed.

CR07T.6.9.1.2 - Bore and Stroke must remain original.

CR07T.6.9.1.3 - It is compulsory to use an engine side cover protection to be applied on the right crankcase on the clutch side. Engine protection cover must be fixed with at least 3 iron alloy screws. The use of adhesives or glues cannot be considered as an alternative fixing method to screws. The protective cover may be made of metallic material (steel or aluminium) with a minimum thickness of 3 mm.

CR07T.6.9.1.4 - It is compulsory that the engine's breather pipes must discharge into a catch tank with a minimum capacity of 250cc.

CR07T.6.9.2 - CYLINDER HEAD

CR07T.6.9.2.1 - Any type of machining for the removal of material (including polishing) and the application of material (including surface treatment) is forbidden. It is only allowed to grind the head plane to restore the surfaces in accordance with the Technical Fiches.

CR07T.6.9.2 - The intake and exhaust ducts must remain original.

CR07T.6.9.2.3 - Valves, valve seats, valve guides, tappets, oil seals must be original. Only normal maintenance is allowed.

CR07T.6.9.2.4 - Springs, valve lockers and spring seats are free.

CR07T.6.9.2.5 - It is allowed to grind the surface of the head in contact with the cylinder in order to restore the surfaces as indicated in the technical fiches, provided that the limits of the volume of the combustion chamber and of the squish height indicated in the following article are respected. The combustion chamber volume and squish height must comply with the values given in the table below:

	Category	Volume (cc.)	Squish* (mm)
-	Mini Bike 110	10.0 +/-0.4	1.00
-	Mini Bike 160	13.5 +/-0.4	0.60
-	Mini Bike 190	14.8 +/-0.4	1.25
-	Mini Bike 190 Cup	14.8 +/-0.4	1.25

*No tolerance on squish height is allowed.

CR07T.6.9.2.6- The spark plug is free, but once the spark plug is fixed on the head, no part of the spark plug, other than the electrodes, can protrude into the combustion chamber.

RR.06.6.9.2.7 - The head gasket must remain original, also in number, nothing may be removed or added to the gasket as originally supplied by the manufacturer, with the exception of mastics, glues, silicone pastes, etc.

CR07T.6.9.3 - VALVES TIMING DIAGRAM

CR07T.6.9.3.1 - Any modification of the camshaft is forbidden.

CR07T.6.9.3.2 - The timing chain must be kept original.

In the Mini Bike 190 and Mini Bike 190 Cup categories, it is permitted to replace the original timing chain with a DID timing chain.

CR07T.6.9.3.3 - The timing chain sprockets must remain original. Modifications to the screws or increases in the diameter of the fixing holes is forbidden.

CR07T.6.9.4 - CYLINDER

CR07T.6.9.4.1 - The cylinder must remain original. It is permitted to grind the cylinder plane in contact with the head to restore the surfaces as indicated in the technical fiches, provided that the limits of the combustion chamber volume and squish height given in these regulations are respected.

CR07T.6.9.4.2 - Any surface treatment of the inner wall of the cylinder is forbidden.

CR07T.6.9.4.3 - The cylinder base gasket must remain original, also in number, nothing may be removed or added to the gasket as originally supplied by the manufacturer with the exception of mastics, glues, silicone pastes etc.

CR07T.6.9.5 - PISTON

CR07T.6.9.5.1 - Any modification to the piston, including polishing and lightening, is forbidden.

CR07T.6.9.5.2 - Any modification to the ring set, pin and retainers is forbidden.

CR07T.6.9.6 - CONNECTING ROD

CR07T.6.9.6.1 - Any modification of the connecting rod, including lightening and polishing, is forbidden.

CR07T.6.9.7 - CRANKSHAFT

CR07T.6.9.7.1 - The crankshaft must keep original, any modification is forbidden, including lightening, balancing and polishing.

CR07T.6.9.7.1 - Lightening or weighting the crankshaft or any of its components (e.g. generator rotors, flywheel masses, primary gears) is forbidden.

CR07T.6.9.8 - ENGINE CRANK CASE

CR07T.6.9.8.1 - The engine crank case and engine side covers must remain original, also as regards colour and surface finish. Only holes may be drilled in the flywheel cover to aid cooling of the internal parts.

CR07T.6.9.8.2 - The original engine breather must remain in its original size. It is allowed to drill a hole in order to apply an additional vent on the timing cover on the head (Mini Bike 110 and Mini Bike 160 engines) or on the valve cover (Mini Bike 190 and Mini Bike 190 Cup engines).

CR07T.6.9.8.3 - The use of systems to reduce the pressure inside the engine crankcases is forbidden.

CR07T.6.9.8.4 - It is forbidden to repair crankcases, and engine covers by welding or applying material.

CR07T.6.10 - TRANSMISSION

CR07T.6.10.1 - PRIMARY TRANSMISSION

CR07T.6.10.1.1 - The primary transmission gears (on the crankshaft and on the clutch) must be kept original.

CR07T.6.10.2 - CLUTCH

CR07T.6.10.2.1 - The clutch, including springs, driven discs, clutch control must remain original. The drive friction discs are free.

CR07T.6.10.2.2 - Only on motorcycles in the Mini Bike 160 and Mini Bike 190 and Mini Bike 190 Cup Categories is it permitted to fit a slipper clutch kit, the primary drive gear, clutch bell, springs, driven discs and clutch control must be kept original.

CR07T.6.10.3 - GEARBOX

CR07T.6.10.3.1 - The number of gears, the gear arrangement, the gear selection system and the gear activation forks must be original. Any kind of surface treatment to reduce friction (including polishing and superfinishing) is forbidden.

CR07T.6.10.3 - FINAL TRANSMISSION

CR07T.6.10.3.1 - The final transmission (countershaft sprocket, rear wheel sprocket, and chain) is free, but the chain pitch and size must be "420".

CR07T.6.10.3.2 - On all motorcycles, if it is not an integral part of the swing-arm, a solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swing-arm and the rear wheel sprocket; irrespective of the position of the rear wheel, to prevent the rider from being trapped between the chain and the rear wheel sprocket.

CR07T.6.10.3.3 - The chain guard (shark fin) must be made of metal or rigid plastic material provided that it is thick enough to guarantee its protective function.

CR07T.6.11 - COOLING AND LUBRICATION SYSTEM

CR07T.6.11.1 - OIL COOLER

CR07T.6.11.1.1 - The oil cooler may be fitted but cannot be mounted on or above the rear mudguard. The use of protective grilles to protect the oil cooler is allowed and recommended.

CR07T.6.11.2 - OIL CIRCUIT

CR07T.6.11.2.1 - All the external components of the oil circuit, all fill and drain plugs, the oil filter and the pressurised oil hoses screws and bolts that enter an oil cavity must be safety wired. The use of gaskets is mandatory, to ensure a perfect tightness of the circuit.

CR07T.6.12 - ELECTRICAL SYSTEM

CR07T.6.12.1 - GENERAL ELECTRICAL INSTALLATION

CR07T.6.12.1.1 - The electrical system is understood to be all the devices, instruments, electrical and/or electronic wiring necessary for the operation of the motorcycle, engine management, display, transmission and acquisition of data. Except as specified in the following articles, the electrical system is free.

CR07T.6.12.2 - ELECTRICAL WIRING AND CONTROLS

CR07T.6.12.2.1 - The main wiring harness is the set of connections (cables and connectors) necessary to connect the components of the engine control system.
Electrical controls are the switches and buttons connected to the Engine Control Unit (ECU) or other devices. Included among the electrical controls are the handlebar mounted buttons, the instrument panel switches, the ignition switch. The main wiring harness is free.

CR07T.6.12.2.2 - On the right half handlebar or on the right or left side of the handlebar, a red switch or button (kill-switch) must be installed, which allows the engine to be switched off. The kill-switch must be positioned in such a way as to be easily operable by the rider when holding the handlebars and must be kept operational and functional at all times during the event.

CR07T.6.12.3 - IGNITION AND ENGINE CONTROL

CR07T.6.12.3.1 - The ignition and engine control system is the set of devices that manages and regulates the operation of the engine. The ignition and engine control system includes the engine control unit (ECU), the ignition coil, the spark plug, the flywheel and stator.

In all categories, the use of ignition and engine control systems with FIM MotoMini World Series Set-Up is also permitted.

CR07T.6.12.3.2 - The ignition and engine control system (flywheel, stator, engine control unit (ECU) and coil) must be kept original. Rotating the flywheel or stator or and moving the pick-up beyond what is allowed by the original fixing slots is forbidden.

CR07T.6.12.3.3 - All motorcycles must be equipped with original control units (ECU) and ignitions fitted as standard on the engines admitted to the Championship. Daytona replica ECUs and ECUs that can be mapped or interfaced with a PC are forbidden.

CR07T.6.12.4 - SENSORS AND ENGINE CONTROL

CR07T.6.12.4.1 - The use of electronic quick-shifter systems is forbidden.

CR07T.6.12.4.2- No additional control unit or sensor other than those originally mounted on the engine may be added in order to implement the engine control strategies. The sensors originally mounted on the engine must be kept original.

CR07T.6.12.5 - ADDITIONAL EQUIPMENT

CR07T.6.12.5.1 - With the exception of what is authorized in the following articles, any additional electrical or electronic component (sensor, display unit) is forbidden.

CR07T.6.12.5.2 - The use of electronic equipment with IR (infrared), GPS or radio technology for timing (electronic finish lines) is allowed.

CR07T.6.12.5.3 - It is allowed to mount one or more systems (dashboards, displays, etc.) for the visualization of the parameters indicated in the following points.

a) Engine revolutions
b) Oil temperature
c) Lap time
d) Engine hours

CR07T.6.12.5.4 - The use of integrated dashboards with electronic finish line function, geo-localization and data acquisition is permitted. Data acquisition must be limited to the channels indicated in the list below.

a) Engine revolutions
b) Oil temperature
c) Lap time
d) Engine hours
e) Position and speed (via GPS signal)

CR07T.6.12.5.5 - On motorcycles it is mandatory to fit a rear light with the following characteristics:

a) Having a red coloured beam with a power of 10-15 Watts, for incandescent lamps and 0.6-1.8 Watts, for LED lamps.
b) When the motorcycle is on the track the light beam should be continuous (not intermittent).

c) Be securely mounted under or above the tail, at the rear, close to the centreline of the motorcycle and be oriented so as to be clearly visible to those behind the motorcycle at an angle of 15° to the right and left of the longitudinal plane of the motorcycle.

d) It must be powered by a battery (internal or external), which can be activated by a switch preferably located on the handlebars or half handlebars so as to allow the rider to switch the rear light on or off while riding the motorcycle.
At the sole discretion of the Chief Technical Steward, rear lights with a switch that can be activated by the rider while riding the motorcycle may be allowed.

e) Have a watertight casing that prevents water from penetrating and impairing its operation.

The light must only be switched on when:

1) The Clerk of the Course declares the practices or race wet.
2) In case of reduced visibility conditions at the discretion of the Clerk of the Course.

CR07T.6.12.5.6 - The presence of cables or electronic components which are not allowed or of indeterminate nature is considered as a technical irregularity.

CR07T.6.12.5.7 - The use of electronic equipment of any kind for the purpose of transmitting information (data or voice) to or from a motorcycle while it is in motion with the engine running (telemetry) is forbidden.
Exceptions to this are lap time display devices on board the motorcycle and any data transmission and/or reception devices (e.g. video devices, timing equipment, etc.) provided by the organiser and authorised by the marshal.

CR07T.6.13 - BODYWORK

CR07T.6.13.1 - BODYWORK GENERAL

CR07T.6.13.1.1 - The bodywork of motorcycles is free but must comply with the requirements specified in the following articles.

CR07T.6.13.1.2 - No part of the motorcycle shall exceed the vertical plane tangent to the rear of the rear tyre. No part of the motorcycle shall exceed the vertical plane tangential to the front of the front tyre.

CR07T.6.13.1.3 - All exposed edges of the bodywork must be rounded. Each component of the bodywork must be presented in a good state of preservation and with systems of attachment to the motorcycle such as to prevent detachment when the motorcycle is on the track, in compliance with the norms of these Regulations.

CR07T.6.13.2 - FAIRING

CR07T.6.13.2.1 - The edges of the windscreen (plexi) must be rounded. The windscreen may also be made of non-transparent material and be used to place the race number.
The front of the fairing must include a surface that is as central as possible and sufficiently large to expose the number plate.

CR07T.6.13.3 - LOWER FAIRING

CR07T.6.13.3.1 - All motorcycles must be fitted with the lower fairing must to be constructed to hold, in case of an engine breakdown.
The lower fairing must have a minimum capacity of 2.5 litres and comply with the following points:

a) The upper edge of the rear transverse wall of the lower fairing must be at least 50 mm above the bottom.

b) The rear and front transverse wall of the lower fairing must be vertical or slightly inclined towards the inside of the lower fairing, so as to prevent liquids from escaping when the motorcycle

accelerates or brakes. The tank must not have any openings due to cuts or abrasions that would allow liquids to escape.

c) The lower fairing must incorporate a maximum of two holes of Ø 25 mm diameter in the front lower area or, alternatively, two holes with a minimum diameter of Ø 14 mm. These holes must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Clerk of the Course. The sealing system of the hole must guarantee a perfect seal and resistance to temperature.

CR07T.6.13.4 - MUDGUARDS

CR07T.6.13.4.1 - The use of the front mudguard is compulsory only if the Clerk of the Course declares practices or race wet.

CR07T.6.13.5 - SEAT

CR07T.6.13.5.1 - The rear of the seat must not exceed the vertical tangent plane of the rear of the rear tyre.

CR07T.6.13.6 - RACE NUMBERS

CR07T.6.13.6.1 - The background colours and figures (numbers) must be as indicated in the following points.

	CATEGORY	BACKGROUND	NUMBER
a)	Mini Bike 110	Black	Yellow
b)	Mini Bike 160	Black	Red
c)	Mini Bike 190	Black	White
d)	Mini Bike 190 Cup	White	Black

CR07T.6.13.6.2 - The characters used for the race numbers must be clearly legible.
Front and side race numbers must have a minimum height of 80 mm. The width and thickness of the numbers, the distance between the numbers, the distance of the numbers from the edge of the plate must be such as to guarantee perfect legibility when the motorcycle is on the track. Reflective or mirror type numbers are not permitted. Numbers cannot overlap.
In case of disputes concerning the legibility of the number plates, the decision of the Chief Technical Steward will be final.

CR07T.5.13.6.3 - The background must be displayed at the front and on both sides of the motorcycle in such a way as to be clearly visible to spectators, timekeepers and marshals present on both sides of the track and must be positioned on the motorcycle in accordance with the following articles.

CR07T.6.13.6.4 - The front number must be displayed centrally in the front part of the fairing, if possible, on a number plate with a maximum inclination of 30° with respect to the vertical.

CR07T.6.13.6.5 - The side number must be displayed on the central or lower part of the fairing. The rider's legs, while riding the motorcycle, must not cover (even partially) the numbers and side number plates.

CR07T.6.14 - EXHAUST SYSTEM

CR07T.6.14.1 - By exhaust system, we mean the set of exhaust pipes, silencers and their fixing elements.

CR07T.6.14.2 - Except as specified in the following articles, the exhaust system is free.

CR07T.6.14.3 - The exhaust gases must be expelled backwards in such a way that they do not raise dust, do not dirty the brakes or the tyres, nor constitute in any way a disturbance for the riders following.

CR07T.6.14.4 - The end of the exhaust pipes of a motorbike must not protrude beyond the vertical tangent to the rear tyre. All the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.

CR07T.6.14.5 - Exhaust systems of variable length are forbidden.
With the exception of an area in contact with the fairing and the parts which may come in contact with the rider's feet (or other parts of the body), wrapping material around the exhaust pipes is not allowed.

CR07T.6.14.6 - In all categories, the maximum noise limit is 100 dB/A at an engine speed of 5500 rpm (with a 3 dB/A tolerance after the race only).

CR07T.6.15 - BOLTS, FASTENERS AND BEARINGS

CR07T.6.15.1 - Except as provided for in the following articles, bolts, fasteners and bearings are free.

CR07T.6.15.2 - The use of titanium or aluminium bolts and fasteners made of titanium or aluminium and carbon or Kevlar fibre is forbidden.

CR07T.6.15.3 - The bearings must have the same technical characteristics as the original ones. Bearings with ceramic coatings and/or Teflon cages are forbidden.

CR07T.6.15.4 - The original engine bolts may be replaced with others of equal size and with a class of resistance equal to or greater than the original.

CR07T.6.15.5 - Engine bolts may not be machined or their dimensions modified in any way from the original bolts. Where required, holes may be drilled for the passage of the safety wires, but any modification aimed at lightening them is forbidden.

CR07T.6.15.5 - Thread recovery is permitted using helical or time-sert.

CR07T.6.16 - ENVIRONMENTAL PROTECTION

CR07T.6.16.1 - Even on paved or asphalt surfaces or inside the boxes, the use of environmental mats is compulsory in the paddock areas where motorcycles are stored and/or where maintenance work is carried out on the motorcycles themselves. The mats must be of a size and material such as to avoid leakage of liquids, solvents, oils, paints or any other product harmful to the environment onto the ground.

CR07T.6.17 GASOLINE, LUBRICANT AND COOLANTS

All motorcycles must be fuelled with:
- unleaded gasoline (from public pump station or race type) OR
- a mixture of unleaded gasolines

The unleaded gasoline or the mixture of unleaded gasolines used must comply with the specifications as set out in CR07T.6.17.1.

CR07T.6.17.1. FIM specifications for unleaded gasolines or mixtures of unleaded gasolines

The following specifications are set for unleaded gasoline or the mixture of unleaded gasolines:

b) The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):

Property	Units	Min.*	Max.*	Test Method
RON		95.0	102.0	EN ISO 5164 or ASTM D2699
MON		85.0	90.0	EN ISO 5163 or ASTM D2700
Oxygen (includes 10% ethanol allowance)	% (m/m)		3.7	EN ISO 228541 or EN 13132 or elemental analysis
Nitrogen	% (m/m)		0.2	ASTM D 46292 or ASTM 5762
Benzene	% (V/V)		1.0	EN ISO 22854 or ASTM D6839 or ASTM D5580
Vapour pressure (DVPE)	kPa		100.0	EN 13016-1 or ASTM D5191
Lead	mg/L		5.0	ICP-OES or AAS
Manganese	mg/L		2.0	ICP-OES or AAS
Density at 15°C	kg/m3	720.0	785.0	EN ISO 12185 or ASTM D4052
Oxidation stability	minutes	360		EN ISO 7536 or ASTM D525
Sulphur	mg/kg		10.0	EN ISO 20846 or ASTM D5453
Distillation:				EN ISO 3405 or ASTM D86
E at 70°C	% (V/V)	20.0	52.0	
E at 100°C	% (V/V)	46.0	72.0	
E at 150°C	% (V/V)	75.0		
Final Boiling Point	°C		210	
Residue	% (V/V)		2.0	
Appearance	Clear, bright and visually free from solid matter and undissolved water			Visual inspection
Olefins	% (V/V)		18.0	EN ISO 22854 or ASTM D6839
Aromatics	% (V/V)		35.0	EN ISO 22854 or ASTM D6839
Total diolefins	% (m/m)		1.0	GC-MS or HPLC
Oxygenates:				EN ISO 228541 or EN 13132
Methanol	% (V/V)		3.0	The only oxygenates permitted are paraffinic mono-alcohols and paraffinic mono-ethers (of 5 or more carbon atoms per molecule) with a final boiling point below 210°C.
Ethanol	% (V/V)		10.0	
Isopropanol	% (V/V)		12.0	
Isobutanol	% (V/V)		15.0	
tert-Butanol	% (V/V)		15.0	
Ethers (C5 or higher)	% (V/V)		22.0	
Others	% (V/V)		15.0	

(1) In cases of dispute EN ISO 22854 will be the reference method.

(2) In cases of dispute ASTM D 4629 will be the reference method.

* All reported min. and max. thresholds do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and taken into account to correct the min. and max. thresholds.

The total of individual hydrocarbon components, present at concentrations of less than 5% (m/m), must constitute at least 30% (m/m) of the gasoline. The test method will be GC-FID (gas chromatography-flame ionisation detector) and/or GC/MS (gas chromatography-mass spectrometry).

The total concentration of naphthene, olefins and aromatics classified by carbon number must not exceed the values given in the following table:

% (m/m)	C4	C5	C6	C7	C8	C9+
Naphthene	0	5	10	10	10	10
Olefins	5	20	20	15	10	10
Aromatics	-	-	1.2	35	35	30

Bicyclic and polycyclic olefins are not permitted. The fuel must contain no substances which are capable of exothermic reaction in absence of external oxygen.

CR07T.6.17.2. FIM specifications for mixtures of unleaded gasoline(s) and lubricant

The lubricant:
must not change the composition of the gasoline fraction when added to the gasoline; must not contain any nitro-compounds, peroxides or any other engine power boosting additives; must in no way contribute to an improvement in over performance; during the distillation up to 250°C, must not show a reduction in mass by evaporation of more than 10% (m/m) (test method: simulated distillation GC); must contain a max. content of anti-knock agents (lead, manganese, iron) of 10 mg/kg (test method: ICP-OES).
Moreover, the following specifications are set for the mixture of unleaded gasoline(s) and lubricant:
The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):

Property	Unit	Min.	Max.	Test Method
RON			102.0*	EN ISO 5164 or ASTM D2699
MON			90.0*	EN ISO 5163 or ASTM D2700
Density at 15°C	kg/m3	690**	815**	EN ISO 12185 or ASTM D4052

* Reported min. and max. thresholds do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and taken into account to correct the min. and max. thresholds.
** Min. and max. thresholds do include the tolerance.

CR07T.6.18 Air

Only ambient air may be mixed with the gasoline as an oxidant.

CR07T.6.19 Sampling and Testing

The Organiser may require gasoline controls, i.e., controls of the unleaded gasoline, mixture of unleaded gasolines, used by riders/teams at events. These controls involve initial sampling at the event and further testing in the laboratory appointed by the Organiser.

CR07T.6.19.1. Sampling

The FIM Technical Director (or the FMNR Chief Technical Steward when there is no FIM Technical Director appointed) is the sole official responsible for the sampling management and supervision.

Sampling may be carried out before, during or at the end of official free practice, Qualifying Practices (qualifying), warm-up and races. Motorcycles selected for sampling may be held in the pits, on the pit lane

or in the parc fermé for the time necessary to carry out the sampling. Refusal to submit to fuel sampling is equated with the use of non-compliant fuel and as such sanctioned.

A fuel sample is taken from the motorcycle and placed in the 'A' container. Following the filling of sample 'A' a second fuel sample is taken from the motorcycle and placed in container 'B'. Containers 'A' and 'B' must be labelled and sealed. The containers should preferably be filled directly through the motorcycle's fuel delivery pipe by.

If it is not possible to fill directly from the motorcycle's fuel tank delivery pipe, the FIM Technical Director / FMNR Chief Technical Steward in charge of the sampling operations may ask the team to take the necessary amount of fuel from the tank by means of a suitable instrument (pipette/hand pump, etc.). It is the responsibility of the rider (or person delegated by him) to equip himself with suitable sampling instruments that are not contaminated by substances that could alter the fuel taken.

In any case, the suitability of the instrument used for sampling is at the unquestionable judgement of the assigned FIM Technical Director / FMNR Chief Technical Steward and the non-contamination of the instrument is the sole responsibility of the rider. The sampling procedures and the instruments used cannot be subject to protest.

The date of sampling, the place of the event, the type of session (free, qualifying or race), the rider's name, the rider's number and the class are written on the labels of the containers.

In all classes the Gasoline Sample Declaration Form must be signed, and the labels of both containers must be signed The FIM Technical Director / FMNR Chief Technical Steward or Technical Steward in charge of sampling and countersigned by the rider. The rider may delegate a person from his team. If the rider is a minor, the countersignature must be provided by a person exercising parental authority or by the team leader responsible for the fuel sampling. Refusal to countersign both container labels is equated with the use of non-compliant fuel and sanctioned as such.

CR07T.6.19.1.1. In the Minimoto categories, fuel sampling (both selected motorcycles and following a protest) consists of taking only the "A" sample, following the procedures indicated in the previous article. In the event of an appeal on the result of the analysis of sample "A", it will therefore not be possible to request counter-analysis.

CR07T.6.19.2. Testing

One or more properties to be checked are determined by the FMNR for each selected rider/team.

Sample A will be sent by the Organiser to one of the accredited laboratories. Analyses will concern only those properties which can be analysed according to the quantity of fuel taken, at the sole discretion of the Organiser. The result of the analysis on sample "A" will be communicated to the rider subject to sampling within 90 days from the date of sampling.

The sample "B" will be retained by the Organiser for possible counter-analysis or alternatively will be taken by the FIM Technical Director / FMNR Chief Technical Steward. The counter-analysis may be requested by the Organiser or by the sampled rider within 5 days from the date of communication of the result of the first analysis.

The sample of the counter-analysis will be handed over to the representative of the analysis laboratory in the presence of a delegate of the Organiser or of the FIM Technical Director / FMNR Chief Technical Steward and of the rider (or his delegate) who signed the container label (or the Gasoline Sample Declation Form) for the sampling carried out, who will be notified by e-mail of the day, time and place of the operations, as well as of the fact that their presence will not be necessary for the completion of the relevant activities. In any case, the recognition of the sample and its integrity will be verified by the Organiser's delegate or the FIM Technical Director / FMNR Chief Technical Steward, who will record it in a report.

In the event of a request for counter-analysis by the rider, the costs of laboratory examinations, transfers to and from the laboratory and any incidental costs will be borne by the rider.

In case of conflicting results between the result of the first analysis (sample A) and the result of the counter-analysis (sample B), the result more favourable to the driver/team shall prevail. The counter-analysis will only concern the analysable properties depending on the quantity of fuel taken, at the organiser's sole discretion. Any inability to determine the conformity of the fuel due to too few or no properties analysed shall invalidate the counter-analysis, at the sole discretion of the Organiser. In this case, the result of the analysis carried out on sample "A" will be used to determine the conformity of the fuel. In case of absent "B" sample due to lack of residual fuel quantity, it will therefore not be possible to request/perform counter-analysis.

The accredited laboratory for all analyses and counter-analyses is chosen by the organiser.

Costs for shipping and analysis of A-samples are paid by the Organiser.

As soon as possible after completion of the test, the laboratory appointed by The Organiser reports the test results directly to The Organiser.

For negative cases (i.e., conformity of the tested property(ies) with the specification), the rider(s)/Team(s) concerned will be informed individually by the Organiser in due time, informing the rider's FMN/Team, the FIM Technical Director / FMNR Chief Technical Steward, the competent authority (e.g., Race Direction, Jury), the Director and the Coordinator(s) of the relevant Sporting Commission.

Only for positive cases following A or B sample tests (i.e. non-compliance of one or more properties*), the Organiser will inform by e-mail* the rider/Team concerned (including test results) and, 24 hours later, transmit the relevant information to the rider/Team's FMN, the FIM Technical Director / FMNR Chief Technical Steward, the competent authority (e.g. Race Direction, Jury), the Director and the Coordinator(s) of the Sport Commission concerned.
*Note: The non-compliance of a property (except appearance) is sufficient to declare the non-compliance of the petrol or mixture.

If the rider/Team wishes to request a counter-examination, on sample B he must notify the Organiser by e-mail*, within 72 hours after receipt by the Organiser of the notification of the delivery status of the test results to the rider/Team.

The rider/Team has the right to appeal against the decision of the competent authority of the event in question (e.g., Race Direction, Jury) in accordance with the FIM Europe Disciplinary and Arbitration Code applicable to the discipline in question.
*Receipt of a notification of delivery will be considered as proof of delivery.

CR07T.6.19.3. FUEL STORAGE

In the event that fuel is supplied by the organiser, there will be an officially designated and monitored fuel storage area. Outside these areas, fuel may only be stored in metal containers.

The officially designated storage and refuelling area must comply with the construction criteria. Fire-fighting equipment, protective devices and personnel must comply with the requirements of the local authorities and laws.

The organiser must make fire extinguishers of a size and type approved by local laws available to each competitor in the pit area.

CR07T.6.19.4. FUEL REPLACEMENT

At any time during the event the FIM Technical Director / FMNR Chief Technical Steward has the right to request the replacement of all fuel contained in the motorcycle's tank with fuel supplied on the moment by the Official Championship Supplier (if any) or by the Event Organiser.

FIM EUROPE

MINI BIKE

Gasoline Sample Declaration Form

Discipline	
IMN	
Class	
Riders'/Teams' name	
Riders'/Teams' number	
Riders'/Teams' Email/Telephone nr.	
Vehicles' make	
Gasolines' make and type	
Gasolines' origin (public station or race supplier)	
Gasoline' samples taken on date (dd/mm/yy)	

Gasoline samples taken at (right before or after)

FP	QP1	QP2
Warm UP	Race 1	Race 2

	Seal Sample n°
Sample A	
Sample B	

The above listed details refer to gasoline samples taken from the fuel tank of the motorcycle specified.

Sample A is the first testing sample to be used bu the Organizer appointed laboratory. Sample B can be used if a counter-expertise is required by the Organizer or the Rider/team.

Riders'/Teams' responsable name	
Riders'/Teams' responsable signature	
FIM Technical Directors'/FMNR Chief Technical Stewards' name	
FIM Technical Directors'/FMNR Chief Technical Stewards' signature	
Date and Time (dd/mm/yy, hh/mm	

Failure to sign this form by the rider, his delegate, subject to fuel sampling, shall be penalised as provided for in the class or discipline regulations.

The Above listed details refere to gasoline samples taken from the fuel tank of the motorcycles specified

CR07T.6.20 PROTECTIVE CLOTHING AND HELMETS

The rider is at all times responsible for ensuring that his own protective clothing and helmets are in good condition (undamaged) and comply with the FIM Technical Regulations. In case one part of his protective clothing and helmets is damaged after a crash, the rider must systematically present this equipment to the FIM Technical Director or to the FMN Technical crew for check.

Riders will have to be equipped with the appropriate complete set of undamaged safety racing equipment:

- All equipment must comply with the following requirements
- Each rider must be wearing the following elements:

  - One piece leather suit (2-pieces suits are not allowed)
  - Racing boots (racing shoes for mini moto categories)
  - Racing gloves
  - Back & chest protectors
  - Helmet (must be of the full-face type)

CR07T.6.20.1. Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, musters, hips that conform to EN1621-1:2012.
The use of sliders (specific parts of the riders' safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider while cornering), is permitted on the knees, elbows or any other parts of the race suit, where it is deemed necessary. They must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.

CR07T.6.20.2. Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.

CR07T.6.20.3. Riders must also wear leather gloves and boots, which with the suit provides complete coverage from the neck down.

CR07T.6.20.4. Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.

CR07T.6.20.5. Use of a chest and back protector is compulsory (with or without airbag protection in the suit) and must be clearly marked with the following norms:

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.

Use of a functional airbag system is strongly recommended.

CR07T.6.20.6. Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.

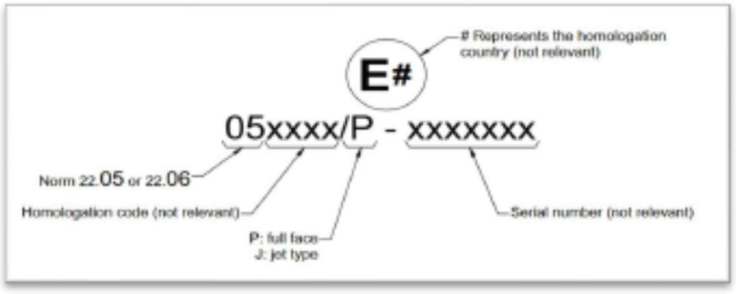
CR07T.6.20.7. Helmets must conform to one of the following recognised international standards:

New FIM helmet standards FRHPhe-01 and FRHPhe-02 are highly recommended for 2026. The use of FRHPhe-02 helmet is compulsory for 2027.

EUROPE	ECE 22-05 (only "P" type) ECE 22-06 (only "P" type)
FIM	**FRHPhe-01** **FRHPhe-02**

JAPAN	JIS T 8133.2015 Only “Type 2 Full face”)
USA	SNELL M 2015 SNELL M 2020 R SNELL M 2020 D SNELL M 2025

Examples of labels are reported below:

EUROPE	
FIM	
JAPAN	
USA	

CR07T.6.20.8. Visors must be made of a shatterproof material.

CR07T.6.20.9. Disposable "tear-offs" are permitted.

CR07T.6.20.10. Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the FIM Technical Director/ Chief Technical Steward, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.

CR07T.6.21 Procedures for Technical Control

The rider is at all times responsible for his/her motorcycle.

The Chief Technical Steward must be in attendance for an event at least 1 hour before the technical verifications are due to beginning. He must inform the Clerk of the Course, the Race Director and the Technical Director of his arrival.

He must ensure that all Technical Stewards, appointed for the event, carry out their duties in a proper manner.

He shall appoint the Technical Stewards to individual posts for the race, practices and final control.

The rider, or his mechanic, must be present with the motorcycle for Technical Control within the time limits stated in the Time Schedule. The maximum number of persons present at the technical verification will be the rider, plus two others. In addition, the Team Manager will also be allowed.

The FIM Technical Director/Chief Technical Steward must inform the Race Director of the results of the Technical Control. The Technical Director/Chief Technical Steward will then draw up a list of accepted motorcycles and submit this list to the Clerk of the Course.

The FIM Technical Director/Chief Technical Steward have the right to inspect any part of the motorcycle at any time of the event.

Any rider failing to report as required below may be disqualified from the event. Race Direction may forbid any team who does not comply with the rules, or any rider who may be a danger to other participants or to spectators, to take part in the practice sessions or in the races.

The Technical Control must be carried out in accordance with the procedure and times fixed in the General Information of the event.

The rider or the mechanic shall present a clean motorcycle and in conformity to the rules**.** He shall also present the helmet, gloves, boots and leather.

An overall inspection of the motorcycle must be carried out in conformity with the rules. Accepted motorcycles will be marked with paint or a sticker.

FIM Technical Director/Chief Technical Steward has the final authority in case of a dispute on the conformity of the parts in question and for acceptance thereof.

Before each practice the Chief Technical Steward can confirm that the motorcycle has passed the Technical Control by checking the Technical Control sticker before the motorcycles go on the track.

Only accepted motorcycles may be used in practices and races.

Approximately 30 minutes after the technical control have been completed, the Technical Director/Chief Technical Steward must submit to the Race Direction a list of accepted motorcycles and riders.

If a motorcycle is involved in an accident, the Technical Director/Chief Technical Steward may check the motorcycle, together with the helmet and clothing of the rider involved, to ensure that no defect of a serious nature has occurred. If a motorcycle was stopped with a Black Flag with Orange Disc, the FIM Technical Director/Chief Technical Steward must check the motorcycle. In both cases, it is the responsibility of the team to present the motorcycle (together with helmet and clothing of the fallen rider) for his re-examination in case they wish to continue. If the helmet is clearly defective, the Chief Technical

Steward must retain this helmet. The Promotor can send this helmet, together with the accident and medical report (and pictures and video, if available) to the Federation of the rider. If there are head injuries stated in the medical report, the helmet then must be sent to a neutral institute for examination.

The team can scrutineer only one motorcycle per rider.

If during the official practice sessions, a motorcycle suffers any damages that are difficult to repair in the circuit, the FIM Technical Director could allow a second motorcycle to be presented for a technical inspection. The process of authorizing a new machine to be used is not possible during a practice session. Once the starting procedure is initiated, it is not possible to verify a second motorcycle, neither in case of detention by red flag. In case of events with two races, once the first race is finished, the FIM Technical Director may allow the request for verification of a second motorcycle.

Once the official practice sessions have started, only the motorcycle that has gone under the technical inspection will be allowed to be inside the box.

The FIM Technical Director may require a team to provide such parts or sample as he may deem necessary.

In the case that a machine fails post-qualifying or post-race technical checks due to damage or technical issues on-track, the following protocol will apply, always at the sole discretion of the Technical Director.

c) Machines under the minimum weight limit due to:

b. Loss of fluid:
   i. If the FIM Technical Director has verified that there is physical evidence of fluid loss due to an incident or mechanical issue on track, he may approve the fluid to be replenished to the levels as declared by the Manufacturer at the start of the season.
   ii. If it is necessary to replace a damaged part to accommodate the fluid (e.g., radiator), this will be permitted only under the supervision of the FIM Technical Director who will confirm that the new part is identical to the damaged part.

b. Loss of material or parts:
   i. If the FIM Technical Director has verified that the machine has lost a part or material due to an incident or mechanical issue on track, he may approve the replacement of the part(s) with the following conditions:
   ii. The FIM Technical Director must verify that any new parts are identical to the original.
   iii. If the FIM Technical Director determines that there is insufficient physical evidence to prove that a part or material is missing, then the original part must be found before it can be replaced.
   iv. Missing ballast weights will only be permitted to be replaced if they are found and returned to Technical Control by the circuit officials.

d) Machines exceeding the maximum noise levels:

   ii. If the FIM Technical Director is satisfied that there is sufficient physical evidence of damage or loss due to an incident or mechanical issue on track, he may approve the replacement of the missing or damaged parts, and the machine to be re-tested.

Noise tests

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

5. The measuring equipment must be calibrated prior to the test and recalibrated at regular intervals.
6. The measuring equipment should be placed 50 cm from the end of the exhaust pipe and at 45-degree angle to the pipe either to the side or above.

The maximum noise level at all times is prescribed in the Technical Rules of each class.

CR07T.6.22 FINES AND PENALITY

CR07T.6.22.1. 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 official free practice sessions, the Jury will might apply a fine up to € 150,00 for each infringement.
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.

CR07T.6.22.2. 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.

CR07T.6.22.3. The fine for non-conformity of tyres (CR07T.6.17.1.7)) is € 180.00.

CR07T.6.22.4. The fine provided for the exchange of tyres already allocated to riders (CR07T.6.17.1.8)) is equal to € 180,00 and additionally equated to a technical irregularity.

CR07T.6.22.5. The fine for tampering with one or both punches (CR07T.6.17.1.10)) is € 150,00 and in addition will result in exclusion from the event.

CR07T.6.22.6. The fine for non-compliance with the riders' obligations (CR07T.6.17.1.6)) is € 150,00.

CR07T.6.22.7. A fine for prohibited potentially performance-enhancing modifications of the power unit including intake and exhaust system and other prohibited modifications see CR07T.5.19.

CR07T.6.22.8. For fine concerning Non-Compliance with Fuel Regulations see CR07T.6.19.1. CR07T.6.26.
For deposits in case of motorcycle control following a protest, see Art. CR01.19

CR07T.6.22.10. For Deposit in case of fuel controls following a protest € 2.000,00 + protest fee.

CR07T.6.22.11. For deposit in case of engine oil controls following a protest € 2.000,00 + protest fee.

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