



# RR 06 EUROPEAN CHAMPIONSHIP MINI ROAD RACING 2015

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Everything printed in **BOLD** is new or changed for **2015**.

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

## RR06 EUROPEAN CHAMPIONSHIP MINI ROAD RACING

### RR06.1 SPORTING RULES

#### RR06.1.1 DEFINITION

The FIM Europe establishes every year a European Championship, for Riders on Mini Road Racing classes. This rule is an addition to RR 01 and RR 02 with exception of art. RR 02.3; 02.6.4 and 2.6.7.

#### RR06.1.2 ROUNDS

The European Championship will be organised in one, **two or maximum three** events, under jurisdiction of the FIM Europe. The event(s) must be organised in principle in the period between July 15<sup>th</sup> and August 31<sup>st</sup> of each year.

#### RR06.1.3 CLASSES, AGE LIMITS AND RIDERS WEIGHT

| Class                        | Age limits             | The max age for Riders is born not before |
|------------------------------|------------------------|---|
| JUNIOR A 2-stroke + 4-stroke | 7 – 10 years           | <b>01. January 2005</b>                   |
| JUNIOR B 2-stroke + 4-stroke | <b>9 – 13</b> years    | <b>01. January 2002</b>                   |
| SENIOR OPEN 50               | 13 years and up        |   |
| MINI GP 50                   | <b>10 – 14</b> years   | <b>01. January 2001</b>                   |
| NSF 100                      | 10 – 15 years          | <b>01. January 2000</b>                   |
| <b>SCOOTER GP 70</b>         | <b>13 years and up</b> |   |

The limit for the minimum age starts on the date of the Rider's birthday, the limit for the maximum age finishes at the end of the year in which the maximum age is reached. There is no weight limit for the Riders.

#### RR06.1.4 LICENCE

All Riders must have a valid One-Year or a One-Event FIM Europe PromoSport licence and an approval of their FMN.

#### RR06.1.5 BIKES

Only Mini Moto of categories as defined in RR06.2 of the Technical Rules are allowed. For Mini GP Road Racing only bikes of categories as defined in RR06.3 of the Technical Rules are allowed.

#### RR06.1.6 CIRCUIT

The circuit must, in principle, comply with FIM Europe rules RR 07 (SRRC) and must be homologated by the FIM Europe every three years.

It must be in principle between 350 and 800 mtr long for Mini Moto and between 500 and 1250 meters long for Mini GP Road Racing.

In principle there must be minimum two marshals at each post.

##### RR06.1.6.1 Guidelines for maximum number of Riders

| Mini Moto      | Length<br>350 - 450 m | Length<br>> 450 - 500 m | Length<br>Over 500 m | Mini GP<br>Scooter |
|----------------|-----------------------|-------------------------|----------------------|--------------------|
| Width 4 - 5 m  | 16 Riders             | 18 Riders               | 20 Riders            | 18 Riders          |
| Width 5 - 6 m  | 18 Riders             | 20 Riders               | 22 Riders            | 20 Riders          |
| Width Over 6 m | 20 Riders             | 22 Riders               | 24 Riders            | 24 Riders          |

The number of riders will be established during the track homologation and will be as much as possible in conformity with the above schedule.

##### RR06.1.6.2 Starting Grid formation

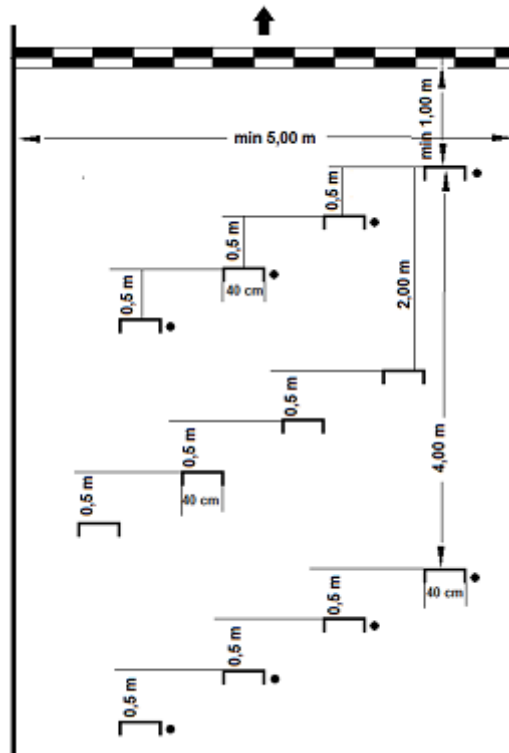
The starting grid should be minimum 5 meters wide. Between any two track sides, the clearance must be at least 4 meters for the rest of the track.

The starting grid will be off set. Between each position will be a ½ mtr. distance.

There must be a 2 meter distance between each row for Mini Moto classes and 4 meter for Mini GP classes.

The start position line must be approximately 40 cm long and 5 cm width. For the Mini GP an extra round dot of appr. 8 cm Ø must be on the right side of the concerning line.

The Pole Position is on the same side as the first turn.



**RR06.1.7 APPLICATION AND ENTRY FEE**

The organising club must receive the applications in writing (by mail is preferred) not later than 14 days prior to the event. The entry fee is maximum € 200,00 (or equivalent in local currency) and will be collected during administrative registration.

**RR06.1.8 ADMINISTRATION AND TECHNICAL CONTROL**

Administrative registration:

All Riders must present their valid and signed FIM Europe racing licence. For Riders younger than 18 years: their Parent or Guardian by Proxy must be present and signing a form before the event. The Parent or Guardian must be present for the duration of the whole event.

Technical control/inspection:

a) **The use of maximum one machine is allowed for each Rider in each class for the entire event. In case of a not repairable damage, the Chief Technical Steward will decide if a second bike may be presented for inspection and use.**

b) The outfit and all personal safety equipment is subject to inspection.

Administrative and Technical verification must be done before participating in the official practices.

**RR06.1.9 RIDERS BRIEFING**

For all Riders and Parents or Guardians of Riders under 18 years of age, a briefing must be held before the first race in each round of the EC. Participation is compulsory.

**RR06.1.10 OUTFIT AND SAFETY EQUIPMENT**

During practice and race, the Riders must wear the following clothing, footwear and protections:

- a) protective full-face helmet (homologated according FIM Technical rules)
- b) leather or other durable anti-abrasion material suit
- c) gloves of durable material
- d) ankle-length boots made of leather or other durable anti-abrasion material
- e) knee protectors
- f) back protector
- g) elbow and shoulder protection
- h) Arm and hip protection are recommended.

All this must fit properly.

**RR06.1.11 RIDERS BEHAVIOUR ON THE TRACK**

1. Riders may not hinder each other on the track.
2. Riders (when riding) must continuously keep their feet in contact with the footsteps, especially in the corners. Failing to do this will be punished by deleting the fastest lap for each infringement during the concerning practice. During the race, the penalty is 1 sec. added to his total race time. Exception: during start procedure and to signal when entering the pit lane.
3. Riding in opposite direction is strictly forbidden.
4. Voluntary stopping on the track is not allowed.
5. Proof starts are only allowed after the chequered flag and on a safe place of the track.
6. The maximum speed in the pit lane is, walking speed.

**RR06.1.12 OFFICIAL FREE PRACTICE**

Each free practice must be between 10 to 15 minutes of duration.

**Unofficial free practice in the week preceding the event is allowed, if it is open for all riders participating in the European Championship. This unofficial free practice could be offered by any organizer or circuit owner. It must not be part of the European Championship event, but it must be mentioned in the respective Supplementary Regulations.**

**RR06.1.13 QUALIFICATION PRACTICE**

Two (2) qualifying practices will take place for each class. Each practice must be at least 15 minutes long. In the case the number of riders in a class exceeds the capacity of the track (according the track homologation), the Jury must program two practice groups. If a class is split into several groups, for the first practice these groups must be determined by ballot. For the second practice the fastest times of the first practice are taking in account. Fastest Rider first, slowest Rider last. Halfway, the group will be split. This total group must be split into smaller groups composed with the same number of Riders plus or minus one for each group. Changing from group is not allowed.

**RR06.1.14 STARTING GRID**

The starting grid will be based on all qualifying practice results and by taking the fastest lap-times of all the qualified Riders of the total class and fill the maximum number of Starters in conformity with the SR. In case of two or more races, the starting grid will be the same for all races.

**RR06.1.15 RACE DISTANCE**

The distance for a race of each class is as follows:

|   |                 |
|---|-----------------|
| JUNIOR A                                  | 9 min + 2 laps  |
| JUNIOR B and MINI GP 50                   | 12 min + 2 laps |
| SENIOR OPEN 50, NSF 100 and SCOOTER GP 70 | 14 min + 2 laps |

The remaining time must be clearly visible shown to the Riders at the start/finish line by a Count-Down clock (recommended) or by count down of minutes indicated by black boards with white numbers.

Depending of the number of Riders, some classes can race together but with a separate classification. The starting grid then will be composed by the Jury.

**RR06.1.16 TIME SCHEDULE**

The EC Mini Road Racing event takes place in three days. The time schedule is as follows:

**FIRST DAY**

Three free Practices  
One Qualifying Practice

**SECOND DAY**

One Qualifying Practice  
Two Races

**THIRD DAY**

One Free Practice  
One Race \*

\* The last race **of the final event** will be awarded with double championship points.

**RR06.1.17 START PROCEDURE**

1. Riders start Sighting lap from the pit lane within 15 seconds after the pit lane opens. Then the pit lane exit will close.
2. Riders take up their position on the grid according to their practice results.
3. If all Riders are on their position, the Start Marshal must show a "30 seconds" board. After this time he will give the start signal for the Warm Up lap with a green flag. Any Rider(s) who are still in the pit lane may start the Warm Up lap from there after a signal of the Pit Lane Official.
4. After coming back on the starting grid, Riders must take up their right position. If a Rider starts from a wrong place, which gives him an advantage, he will be punished with a 10 seconds penalty.

5. When all Riders are on their position the official with the red flag walks to the side of the track. Than the starter will switch on the red light. After 2 to 5 seconds the red light switches off. This is the start of the race.
6. No one may attempt to delay the start.
7. If a Rider delays the start, he can be penalized with 5 sec. added to his total race time.
8. If a Rider causes a re-start, he must start, in case of a re-start, from the last starting position.
9. Any Rider, who is still in the pit lane, may start the race from there after the group has passed the exit or when an official gives the sign that he is allowed to start.
10. If the start is not regular and a restart must be performed, it will start from point 4 of this art.
11. Change of machine is permitted until the leader has passed the finish line after the first lap.
12. Tyre warmers on the grid are not allowed.
13. To run (push) with the bike is not allowed, any Infringements of this rule will be penalised with 10 sec. added to his total race time.

#### **RR06.1.18 ANTICIPATION OF THE START (JUMP-START)**

Anticipation of the start (Jump-start) is defined by the motorcycle moving forward when the red light is on. The Clerk of the Course together with the Jury President will decide if a penalty will be imposed and must inform the team and the Rider within 5 minutes after the start to notify them of such penalty. The penalty is 10 sec. added to the total race time.

#### **RR06.1.19 PRIZES**

Prizes will be assigned to riders based on classification in each race. There must be at least prizes for the first three qualified Riders of each class. Material prizes are recommended. All participants will receive a certificate of participation.

#### **RR06.1.20 FINAL CLASSIFICATION FOR THE CHAMPIONSHIP**

According art RR 02.10, Riders receive points for each race in accordance with points table in article RR 01.15.4. The last race (**of the final event**) will be awarded with double points. Final classification for the EC is based on the results of all races.

**If in any class is less than 4 riders entered 7 days before the first official free practice (Friday), this class will not be part of the European Championship in the current year and this class can be removed from the schedule of each event.**

#### **RR06.1.21 PROTEST**

Protests must be submitted in accordance with the FIM Europe Disciplinary and Arbitration Code, together with a fee of €130,- (or equivalent sum in national currency).

#### **RR06.1.22 INSURANCE**

Insurance must be arranged by the organiser and must carry out a policy in accordance with national legal obligations. Name of insurance company must be published in Supplementary Regulations.

#### **RR.06.1.23 OFFICIALS**

FMNR have to assign the following officials:

- a) Clerk of the course, he must be holder of a valid FIM Europe or FIM licence
- b) Chief of Technical Control
- c) Chief Timekeeping
- d) FMNR delegate

#### **RR06.1.24 MEDICAL SUPPLY**

On each European Championship event a Medical Doctor and an official Ambulance must be present during the whole event.

#### **RR06.1.25 JURY**

According RR 02.4.1



## Technical Rules Mini Moto

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## RR06.2 TECHNICAL RULES MINI MOTO

### RR06.2.1 SPECIFICATIONS

Mini Moto are special racing motorcycles equipped with combustion engines.  
Motorcycles may not contain titanium, beryllium and carbon parts, if not stated otherwise.

### RR06.2.2 DIMENSIONS JUNIOR A and B and SENIOR OPEN 50

|              |             |
|--------------|-------------|
| Wheelbase:   | max 730 mm  |
| Length: **   | max 1060 mm |
| Seat height: | max 460 mm  |
| Max height:  | max 620 mm  |

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

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

### RR06.2.3 ENGINE

- Single cylinder engine with maximum displacement 40 cc (2 stroke) or 90 cc (4 stroke) in Junior A and B. **In SENIOR OPEN 50cc (2 stroke) or 110 cc (4 stroke).**
- Equipped by centrifugal clutch, only single gear.
- 4-Stroke may have only a 2 valve cylinder head.

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

Engine as in RR06.2.4 with power restriction:

- Restriction for 2-stroke and 4-stroke: of minimum 3 mm thick and a maximum cylindrical hole with a diameter of **10 mm** in the exhaust port and before the exhaust header pipe.
- Note: As general for restrictions: All gas must flow through the restrictor(s). A gradually guidance bush or ring before the restrictor is allowed. For all sizes concerning thickness, a tolerance of +/- 0.3 mm and for hole diameters, a tolerance of + 0.03 mm is allowed. The holes will be measured by cross measurement, i.e. left-right and up-down.
- No water cooled engine for 2-stroke.
- No oil cooler for 4-stroke.

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

Engine as in RR06.2.4 with power restriction:

- Restriction for 2-stroke: of minimum 3 mm thick and a maximum cylindrical hole with a diameter of 14 mm in the exhaust port and before the exhaust header pipe.
- Restriction for 4-stroke: of minimum 5 mm thick and a maximum cylindrical hole with a diameter of 15 mm in the inlet port but after the mixing area of the carburettor.
- Note: As general for restrictions: All gas must flow through the restrictor(s). A gradually guidance bush or ring before the restrictor is allowed. For all sizes concerning thickness, a tolerance of +/- 0.3 mm and for hole diameters a tolerance of + 0.03 mm is allowed. The holes will be measured by cross measurement, i.e. left-right and up-down.
- No water cooled engine for 2-stroke.
- No oil cooler for 4-stroke.

#### RR06.2.3.3 Engine for Senior Open 50

Engine as in article RR06.2.3.

Air, oil or water cooled is allowed.

### RR06.2.4 CARBURETTOR

Any serial produced carburettor with max diameter of diffuser:

- 15 mm (cylindrical) for Junior A and **Junior B 2-stroke**
- 15 mm (cylindrical) for Junior A 4-stroke
- 18 mm (cylindrical) for Junior B 4-stroke
- free for Senior OPEN 50

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



**RR06.2.5 MUFFLER**

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

The muffler/silencer may overlap the rear line of the motorcycle for maximum 50 mm.

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

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

The maximum noise limit is: 93 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.

For Mini GP the gear must be in neutral position.

**Scooter muffler of any design that cannot overlap rear line of motorcycle.****Noise limit:**

- **2-stroke 93 dB/A**
- **4-stroke 93 dB/A**

**RR06.2.6.1 Noise test**

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

**RR06.2.6.2 Test equipment**

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

**RR06.2.6.3 Measurements**

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

See FIM Technical Rules Road Racing Art.2.14.

**RR06.2.7 WHEELS AND TYRES**

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

Dimension of wheel with tyre:   Min. Diameter: 240 mm  
   Max. Diameter: 280 mm  
   Max. Wirth:       110 mm

**RR06.2.8 FUEL AND COOLANT LIQUID**

As fuel, only Lead free gasoline may be used. See art. 2.10 of FIM Technical Rules.

Liquid for the cooling circuit may only be clear water with no additives.

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

For all classes, a red coloured kill switch must be placed on the left or right side of the steering bar, easily reachable by riders hand and must securely stop the running engine.

**RR06.2.10 IGNITION**

Ignition must be fixed. Variable ignition is strictly forbidden.

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

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

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

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

**RR06.2.12 FOOTRESTS**

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

**RR06.2.13 BRAKES**

Motorcycle must be equipped by two independent operating brakes. One brake is for the front wheel and another brake is for the rear wheel.

The mounting bolts of the discs must be minimum 5 mm Ø.

The front wheel brake disc must be covered to prevent physical contact with this brake disc.

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

Transmission rates are not limited. The chain must be covered in a responsible way from the footrest.

A chain guard must be fitted in such a way as to prevent any direct physical contact possible between the chain-run and the sprockets.

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

Sharp edges have to be rounded by 10 mm radius.

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

The colour of the numbers and the background of the number plates are free in all classes, but must be clearly contrasted from each other.

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

Number sizes:

|               |             |                         |
|---------------|-------------|-------------------------|
| height 100 mm | width 45 mm | thickness of line 15 mm |
|---------------|-------------|-------------------------|

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

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

## **RR06.3 TECHNICAL RULES MINI GP (and Scooter)**

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

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

Participation in the EC Mini GP is allowed for Mini GP Road Racing motorcycles as defined in art. RR06.3.2. Motorcycles may not contain titanium, beryllium and carbon parts, if not stated otherwise.

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

- a) **MINI GP 50**  
- Maximum 50 cc 2 stroke and maximum 15.5 HP  
- Maximum 100 cc 4 stroke and maximum 14.5 HP  
Only one-cylinder engines are allowed
- b) **NSF 100** (see articles RR06.4)  
- Honda NSF 100 maximum 8.6 HP  
Note: These bikes must conform to the manufacturers homologated technical details.
- c) **Scooter GP 70**  
- **Maximum 70 cc 2 stroke**  
- **Maximum 140 cc 4 stroke**  
Only one-cylinder engines are allowed

### **RR06.3.3 ENGINE**

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

**There are no technical restrictions in Scooter GP 70 class, except especially mentioned and all safety areas.**

### **RR06.3.4 CYLINDER**

The sizes of the gasket at the basis of the cylinder are free.  
4 stroke cylinder head may have maximum 2 valves.

### **RR06.3.5 IGNITION**

Ignition is fixed. Variable ignition is strictly forbidden.

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

Mini GP 50: **The carburettor is free except for the following.**

2 stroke  $\varnothing$  19 mm – 4 stroke  $\varnothing$  26 mm.

**The number of jettings must be as original.** No modifications or additions are allowed to create a "Venturi" effect on the flow.

The lamellar housing has to be original; lamellar substitution is allowed in size and material, carbon included. The air filter and air box **may be modified or replaced but not removed.**

Fuel injection is strictly forbidden.

**Scooter: 2 stroke  $\varnothing$  19 mm – 4 stroke  $\varnothing$  26 mm.**

### **RR06.3.7 FUEL TANK**

**Recommended (compulsory from 2016):**

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

### **RR06.3.8 EXHAUST SYSTEM**

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

### **RR06.3.9 GEARS**

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

### **RR06.3.10 CHASSIS**

All kind of chassis are allowed.

### **RR06.3.11 BREAKS**

Double discs brake on the front wheel are not allowed.

**RR06.3.12 WEIGHT**

Minimum weight of the bike is 64 kilos for 2 stroke and 66 kilos for the 4 stroke.

A 1% tolerance of the minimum weight is allowed and will be measured at the end of the race.

**No minimum weight of Scooter GP 70.**

**RR06.3.13 MAXIMUM POWER**

The maximum power of the bike is according to RR06.3.2. After practice or race, 3% plus is allowed.

Any bike which is over this limit, the concerning rider will loose the results of the past practice or the past race. On every moment during the event, the bike can be measured on a Power Bank.

**RR06.3.14 WHEELS AND TYRES**

Only three (3) sets of slick tyres of any brand or type may be used during the whole event. The number of rain tyres is free.

The rider will receive a set of 6 stickers with a unique number to put on the tyres he wants to use.

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

In case of problems with fixing of the sticker(s), the rider must immediately go to the Chief Technical Steward for further instructions.

In case of doubts, the Chief Technical Steward in cooperation with the Jury, will take a decision.

Use of tyrewarmers is not allowed.

**Scooter only 12" wheels (number of tyres is free).**

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

### **RR06.4.1 General**

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

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

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

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

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

### **RR06.4.3 Carburation**

Only the standard carburettor may be used. Sprayers, gasneedle, needle guide and gas Stewardler assy may be changed. The air box may be replaced by an air filter.

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

**Recommended (compulsory from 2016):**

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

### **RR06.4.5 Ignition**

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

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

From the secondary transmission only the chain and chainwheels may be changed. Chain pitch and size can not be changed.

### **RR06.4.7 Model**

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

### **RR06.4.8 Seat hight**

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

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

The seat position may be replaced maximum 5 cm backwards.

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

Hand grips, brake- and clutch handle, gear- and brake pedal, foot support and brake pads may be changed. Brake fluid, oil, spark plugs and hose clamps are free.

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

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

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

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

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

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

Any bike which is over this limit, the concerning rider will lose the results of the past practice or the past race. On every moment during the event, the bike can be measured on a Power Bank.

### **RR06.4.14 Tyres**

Only three (3) sets of slick tyres of any brand or type may be used during the whole event. The number of rain tyres is free. In a Two Days event, only two (2) sets of slick tyres may be used\*.

The rider will receive a set of 6 (4\*) stickers with a unique number to put on the tyres he wants to use.

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

In case of problems with fixing of the sticker(s), the rider must immediately go to the Chief Technical Steward for further instructions.

In case of doubts, the Chief Technical Steward in cooperation with the Jury, will take a decision.

Use of tyrewarmers is not allowed.

### **RR06.4.15 Suspension**

The original parts must be used. The adjustments of the suspension is free.