



RR 029 SPORTING AND TECHNICAL RULES
FIM EUROPE European Cup STOCK 250 2016

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Where is written "he" or "his", it means also "she" or "her".
Everything printed in **BOLD** is new or changed for **2016**.

RR 029.1 TITLE AND GENERAL

- RR 029.1.1 The FIM EUROPE, together with the AAMU (Alpe Adria Motorcycle Union), will organise the RRC Road Racing Cup in class: Stock 250 (STK). This series will have 5 events. There will be 2 races in each event.
- RR 029.1.2 This event will run under the jurisdiction of the FIM EUROPE Sporting, Disciplinary and Arbitration Code, the FIM EUROPE Road Racing rules (RR 01, RR 02 and RR 29), the FIM Europe Technical Rules FIM Europe European Cup STOCK 250 2016 (RR 29T), Alpe Adria Road Racing Sporting Rules and the Supplementary Regulations.

RR 029.2 CIRCUIT

- RR 029.2.1 The event must take place on a permanent circuit which must correspond to the FIM EUROPE RR 07 "Standards for European Road Racing Circuits" (SRRC) and must be homologated by the FIM CCR or the FIM EUROPE Road Racing Commission (RRC).

RR 029.3 MOTORCYCLES AND CLASSES

RR 029.3.1 Motorcycles and Technical Info

- RR 029.3.1.1 Races are open to motorcycles as defined by, and must be in conformity with, the FIM EUROPE Technical Rules FIM Europe European Cup STOCK 250 2016.
- RR 029.3.1.2 In this class only brake discs of ferrous materials must be used and the maximum noise level is 105 dB/A.
- RR 029.3.1.3 The starting numbers must be clearly visible and of a good shape.
- RR 029.3.1.4 There is no tyre limit.
- RR 029.3.1.5 Only one motorcycle may be presented to the Technical control and used by each rider to race with. Once the official practice sessions have started, only the motorcycle that has gone under the technical inspection will be allowed to be inside the pit. Only in the case of a serious and/or heavy damage on the used motorcycle (to be decided by the Technical Director), a second motorcycle may be presented for technical control and used.

RR 029.3.2 Classes

- RR 029.3.2.1. The following classes are foreseen:
 - Stock 250 (STK)

RR 029.4 OFFICIALS

See RR 02 General Rules for FIM Europe Championship and CUP Events 2016 in the current version.

RR 029.5 RIDERS

RR 029.5.1 Licence

- RR 029.5.1.1 Riders must be the holder of a valid FIM EUROPE Road Racing licence and a starting permission from his FMN.

RR 029.5.2 Age limits

- RR 029.5.2.1 The minimum and maximum age for participants are:

CLASS	MINIMUM AGE	MAXIMUM AGE
Stock 250	13	18

RR 029.5.2.2 The limit for the minimum age starts on the date of the rider's birthday and the limit for, the maximum age finishes at the end of the year in which the maximum age has been reached.

RR 029.5.3 Entry and Entry Fee

RR 029.5.3.1 The Entry form must be sent to the Organiser as instructed in Supplementary Regulations. The entry fee – look Supplementary Regulations.

RR 029.5.4 Riders Briefing

RR 029.5.4.1 A mandatory riders briefing must be held for all Riders who are participating for the first time in an FIM Europe EC STOCK 250 2016 race event.

RR 029.5.4.2 If necessary Jury President or Race Direction/Clerk of the Course always can organise additional briefing for all or part of riders.

RR 029.5.5 Behaviour during Practice and Race

RR 029.5.5.1 Riders must obey the flag signals, light signals and boards, which convey instructions.

RR 029.5.5.2 Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. The speed limit in the pit lane is 60 km/h. Riders must at all times adhere to the provisions of the Sporting Regulations. All infringements to these rules will be penalized by the Clerk of the Course or the Jury.

RR 029.5.5.3 Riders should only use the track and the pit-lane. However, if a rider accidentally leaves the track then he may re-join the circuit at the place indicated by the marshals or at a place, which does not provide an advantage to him. The marshals may assist the rider in helping him to lift the machine and holding it whilst any repairs or adjustments are made. Any repairs or adjustments must be made by the rider working alone with absolutely no outside assistance. The marshals may then assist him to re-start the machine.
If a rider wants to re-join to race following a crash, the marshals must check the bike's safety, and ensure the track remains free of any gravel or other dirt.

RR 029.5.5.4 If a rider encounters a problem with his machine which will result in his retirement from the race, he may not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.

RR 029.5.5.5 Riders who are returning slowly to the pits during the practice, should ensure that they travel as far as possible off the race line. They must give a signal by raising an arm.

RR 029.5.5.6 Riders may enter the pit-lane during the practice and the race to make adjustments to their machines or change tyres. During the race all such work must be carried out in the pit lane on the working apron in front of the boxes.
Refuelling is strictly prohibited after the leading rider has passed the finish line after the first lap of the race.
During the intervals, if races are interrupted, work and refuelling in the pit boxes is permitted.

RR 029.5.5.7 Riders who stop their motorcycle in the pits may be assisted to re-start it by the mechanics or a starting device.

RR 029.5.5.8 Riders must not transport another person on their machine during the practices and race.

RR 029.5.5.9 Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.

- RR 029.5.5.10 No signal of any kind may pass between a moving motorcycle and the rider's Team and someone in the pit lane, pit box or the paddock except for the signals of the transponder, lap trigger, GPS, legible messages on a pit board or body movements by the rider or team. Helmet-cameras are not allowed.
- RR 029.5.5.11 Voluntary stopping on the track during practices and races is forbidden.
- RR 029.5.5.12 Practice starts are only permitted, when it is safe to do so, at the pit lane exit, before joining the racetrack, or in the cool down lap after the chequered flag and not in the race line
- RR 029.5.5.13 As a general rule, silence in the paddock must be respected during the night between 11.00 pm and 07.00 am except local restrictions (info in Supplementary Regulations).

RR 029.5.6 Starting Numbers

- RR 029.5.6.1 The numbers 1, 2 and 3 in class are reserved for the first three of the Stock 250 European Championship of the previous year.
- RR 029.5.6.2 The rider's numbers will be assigned as requested by the participating riders. In case of a double number, a ballot will decide which rider may hold his number and which rider has to change.

RR 029.6 TIMETABLES

- RR 029.6.1 **Friday**
07.00 – 21.00 Administrative registration, and other formalities
07.00 – 21.00 Technical control

Free Practice
Minimum 2 untimed Free practice of 20 minutes

Saturday
07.00 – 15.00 Administrative registration, and other formalities
07.00 – 15.00 Technical control

Free Practice
One timed Free practice of 20 minutes

First Qualifying Practice
One timed qualifying practices of 25 minutes

Race
First race

Sunday

Free Practice
One timed Free practice of 20 minutes

Race
Second race

- RR 029.6.2 The total time consumption in Free practices, Qualifying time and warm-up must be minimum 50 minutes + Race time.
- RR 029.6.3 All Timetables can only be changed, with approval of the FIM EUROPE Jury. All rounds in the series must have a RRC approved Supplementary Regulations with final time program.

RR 029.7 PRACTICE AND RACES

RR 029.7.1 Practice restrictions

RR 029.7.1.1 To qualify for the race, a rider must achieve at least a time equal to 112 % of the time recorded by the fastest rider of his class.

RR 029.7.1.2 Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the official timed practice sessions he has achieved a time at least equal to 112 % of the fastest rider in the same session.

RR 029.7.2 Results of Qualifying Practice

RR 029.7.2.1 The provisional results must be signed by the Clerk of the Course.

RR 029.7.3 Starting Grid

RR 029.7.3.1 At the Jury meeting following the each qualifying practice session, a provisional starting grid will be determined by the qualifying practice results by the Alpe Adria Road Racing Championship Sporting Rules.

RR 029.7.3.2 The official grid must be signed by the Jury President before it can be published maximum one hour before the start of each race, at the latest.

RR 029.7.4 Distance of Races

RR 029.7.4.1 Races must correspond to the following distances:

CLASS	MINIMUM KM	MAXIMUM KM
Stock 250	30	60

RR 029.7.5 Start of Races

RR 029.7.5.1 Starts must be made with engines running and according to the Start procedure described in the Alpe Adria Road Racing Championship Sporting Rules.

RR 029.8 CHAMPIONSHIP POINTS

RR 029.8.1 The points will be awarded individually to each rider.

RR 029.8.2 For each race the final placing will determine the allocation of points.

25 points to the 1 st	7 points to the 9 th
20 points to the 2 nd	6 points to the 10 th
16 points to the 3 rd	5 points to the 11 th
13 points to the 4 th	4 points to the 12 th
11 points to the 5 th	3 points to the 13 th
10 points to the 6 th	2 points to the 14 th
9 points to the 7 th	1 points to the 15 th
8 points to the 8 th	

RR 029.8.3 There will only be awarded points in a round following:

- Cups Event, minimum of 6 Riders on the starting grid
- Championship Event, minimum of 10 Riders on the starting grid

RR 029.9 PROTEST

- RR 029.9.1 All protests must be submitted in accordance with the FIM EUROPE Disciplinary and Arbitration Code together with a fee of 130,00 EURO.
- RR 029.9.2 For a technical protest art. RR 01.19 (FIM EUROPE Road Race Rules) will apply.

RR 029.10 TECHNICAL RULES STOCK 250 (STK)

RR 029.10.1 Engine / Engine Specification

- RR 029.10.1.1 4-stroke reciprocating piston engines only.
- RR 029.10.1.2 Engine capacity: maximum 250cc.
- RR 029.10.1.3 Single cylinder only.
- RR 029.10.1.4 Maximum bore size: 81mm. Oval pistons are not permitted (refer to Art. 2.4.3.1.1 of the FIM RR Regulations).
- RR 029.10.1.5 Engines must be normally aspirated. No turbo-charging, no super-charging.
- RR 029.10.1.6 Crankshaft speed limited to maximum: **12,500** rpm.**
- RR 029.10.1.7 Maximum of 1 ignition driver.
- RR 029.10.1.8 Pneumatic and/or hydraulic valve systems are not permitted.
- RR 029.10.1.9 Valve timing system drive must be by one chain. An intermediate drive gear which rotates on only one axle or rotation centre is allowed in the system (refer to ANNEX 1 for some examples of permitted systems).
- RR 029.10.1.10 Variable valve timing and/or variable valve lift systems are not permitted.

RR 029.10.2 Inlet & Fuel System

- RR 029.10.2.1 Variable-length inlet tract systems are not permitted.
- RR 029.10.2.2 Only one throttle control valve is permitted to control the power demand by the rider, which must be controlled exclusively by mechanical means (eg. cable) operated by the rider only. No other powered moving devices (except injectors and the idle control air bypass) are permitted in the inlet tract before the engine intake valve. No interruption of the mechanical connection between the rider's input and the throttle are allowed.
- RR 029.10.2.3 Idle speed (including engine braking) adjustment by means of an air bypass system, controlled by the ECU is allowed.
- RR 029.10.2.4 Fuel injectors must be located upstream of the engine intake valves.
- RR 029.10.2.5 Maximum of 2 fuel injectors and 2 independent fuel injector drivers.
- RR 029.10.2.6 Other than engine sump breather gases, only air or air/fuel mixture is permitted in the inlet tract and combustion chamber.
- RR 029.10.2.7 All motorcycles must be fuelled with unleaded petrol. Unleaded petrol must comply with the FIM specification see in annex 3.
- RR 029.10.2.8 Any quality of oil may be used.
- RR 029.10.2.9 Fuel systems can be either fuel injection or use of carburettor.
- RR 029.10.2.10 Fuel pressure cannot be higher than 0,5 MPa.

RR 029.10.3 Exhaust system

- RR 029.10.3.1 Variable length exhaust systems are not permitted.
- RR 029.10.3.2 No moving parts (e.g. valves, baffles) are allowed in the exhaust system.
- RR 029.10.3.3 Noise tests will be according to Article 2.6.5.4 of the FIM Grand Prix Regulations. Test rpm: 5,500. Maximum permitted noise level: 105 dB/A

RR 029.10.4 Transmission

- RR 029.10.4.1 A maximum of 6 gearbox speeds is permitted.
- RR 029.10.4.2 Gearbox systems must be of the conventional type. So-called "seamless shift" transmissions (also known as Automated Manual Transmission, Instantaneous Gear change System) are not permitted.
- RR 029.10.4.3 Electro-mechanical or electro-hydraulic clutch actuating systems are not permitted.

RR 029.10.5 Ignition, Electronics & Data-Logging

- RR 029.10.5.1 The Electronic Control Unit (ECU) is free
- RR 029.10.5.2 The use of a traction control system is not allowed
- RR 029.10.5.3 The use of a Data-Logging system is not allowed.
- RR 029.10.5.4 A battery is compulsory. Battery voltage must be between 10-14 Volts.

RR 029.10.6 Chassis

- RR 029.10.6.1 Chassis design and construction is free. The use of titanium in the construction of the frame, the front forks, the handle-bars, the swinging arm spindles, and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden.
- RR 029.10.6.2 Minimum total weight of Motorcycle + Rider: **140 kg**
- RR 029.10.6.3 Brake discs must be made from ferrous materials, iron-based alloy.
- RR 029.10.6.4 Suspension systems must be of a conventional passive, mechanical type. Active and semi-active suspension systems and/or electronic control of any aspect of the suspension and ride height is not permitted. Springing must be by means of coil springs made of Iron-base alloy).
- RR 029.10.6.5 Referring to Article 2.6.4.7.9 of the FIM Grand Prix Regulations, the lower fairing minimum capacity to retain spilled engine fluids is 2.5 litres.
- RR 029.10.6.6 The lower fairing must incorporate an opening of Ø 25 mm diameter in the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions

RR 029.10.7 Wheels & Tyres

- RR 029.10.7.1 The materials permitted for wheel construction are Magnesium and Aluminium alloys.
- RR 029.10.7.2 The only permitted wheel rim sizes are:
 - Front, 2.50" x 17"
 - Rear, 3.50" x 17"

RR 029.10.8 Materials & Construction

- RR 029.10.8.1 The use of titanium in the construction of the frame, the front forks, the handle-bars, the swinging arm spindles, and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden.
- RR 029.10.8.2 Camshafts, crankshafts, piston pins must be made from ferrous materials. Inserts of a different material are allowed in the crankshaft for the sole purpose of balancing.
- RR 029.10.8.3 Engine crankcases, cylinder blocks and cylinder heads must be made from cast aluminium alloys.
- RR 029.10.8.4 Pistons must be made from an aluminium alloy.
- RR 029.10.8.5 Connecting rods, valves and valve springs must be made from either ferrous or Titanium-based alloys.
- RR 029.10.8.6 Definitions: "X-based alloy" or "X materials" means the element X (e.g. Fe, for ferrous or iron based alloy) must be the most abundant element in the alloy, on a % w/w basis.

RR 029.10.9 General

- RR 029.10.9.1 Number of machines: The team can present only one motorcycle per rider for technical control.
- RR 029.10.9.2 If during the official practice sessions a motorcycle suffers any damages that are difficult to repair in the circuit, the Technical Director could allow a second motorcycle to go under the technical inspection.
- RR 029.10.9.3 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.

RR 029.10.10 Number & Backgrounds

- RR 029.10.10.1 The allocated number (& plate) for the rider must be affixed on the machine as follows:
 - one at the front, either in the centre of the fairing or slightly off to one side;
 - one on each side of the motorcycle.
 The location for the numbers is on the lower rear portion of the main fairing near the bottom (see ANNEX 1). Also the number may be placed on the top of the seat. These numbers must have the same size as the front numbers.
- RR 029.10.10.2 Any outlines must be a of a contrasting colour and the maximum width of the outline is 3mm.
- RR 029.10.10.3 The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted!
- RR 029.10.10.4 Numbers cannot overlap.
- RR 029.10.10.5 Any changes that might be made to these rules must be presented to the Technical Director minimum two weeks before the first race for approval. The Technical Director has the right to approve or deny the design changes. The Technical Director's decision is final.
- RR 029.10.10.6 In case of a dispute concerning the legibility of numbers, the decision of the Chief Technical Steward will be final.
- RR 029.10.10.7 Sizes for numbers:

The sizes for all the front numbers are:	Minimum height	140 mm
	Minimum width	80 mm
	Minimum stroke	25 mm
	Minimum space between numbers	10 mm
The sizes for all the side numbers are:	Minimum height	120 mm
	Minimum width	80 mm
	Minimum stroke	25 mm
	Minimum space between numbers	10 mm

- RR 029.10.10.8 The numbers and backgrounds will be as follows:

Background	Number
Black	White

RR 029.10.11 Additional Equipment

- RR 029.10.11.1 Motorcycles **MUST** be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.
- RR 029.10.11.2 Rear Safety Light

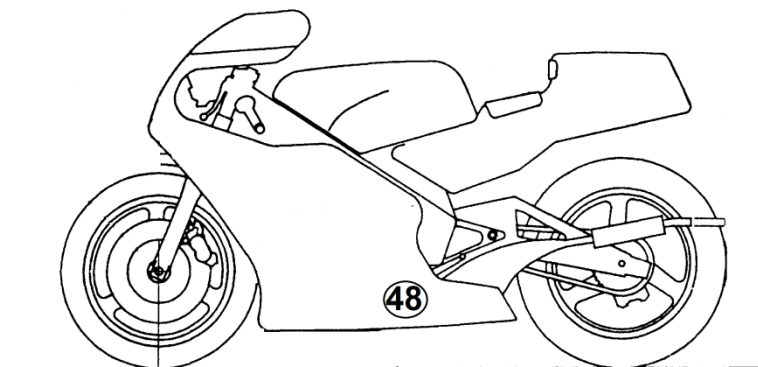
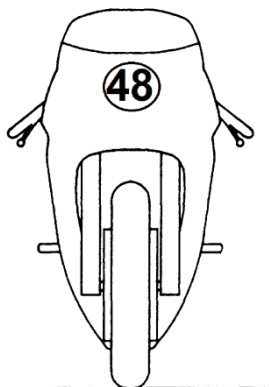
All motorcycles **MUST** have a functioning red light mounted at the rear of the seat, to be used during Wet Races or in low visibility conditions.

The rear safety light must comply with the following:

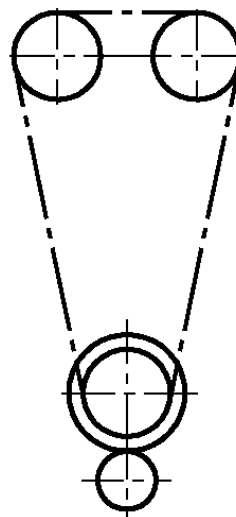
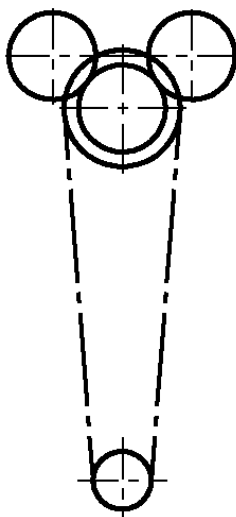
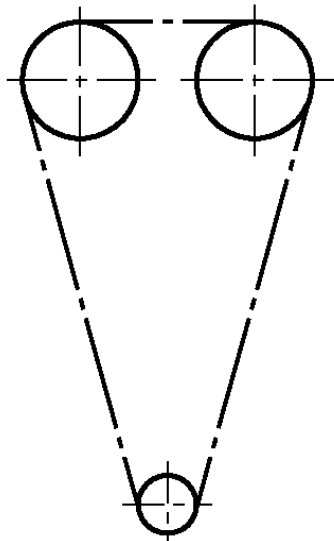
 - a) The lighting direction must be parallel to the centre line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the centre line of the motorcycle.
 - b) It must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle. In case of dispute over the mounting position or visibility of the Rear Safety Light, the decision of the Technical Director will be final.
 - c) The power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 3-5W (led).
 - d) The light must be able to be switched on and off.
- RR 029.10.11.3 Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be RED.

RR 029.11 ANNEXES

RR 029.11.1 ANNEX 1



RR 029.11.2 ANNEX 2



A) Simple chain drive

B) Chain drive + upper gear

C) Chain drive + lower gear

RR 029.11.3 ANNEX 3

Property	Units	Min.	Max.	Test Method
RON		95.0	102.0	ISO 5164
MON		85.0	90.0	ISO 5163
Oxygen	% m/m		2.7	ASTM 4815
Benzene	% v/v		1.0	EN 238
RVP	kPa		90	EN 13016-1
Lead	g/l		0.005	EN 237
Density at 15 °C	kg/m3	720.0	775.0	ASTM D 4052
Oxidation Stability	minutes	360		ASTM D 525
Existent gum	mg/100 ml		5.0	EN ISO 6246
Sulphur	mg/kg		10	ASTM D 5453
Nitrogen	% m/m		0.2	ASTM D 4629
Copper Corrosion	rating		C1	ISO 2160
Distillation:				
At 70 °C	% v/v	22.0	50.0	ISO 3405
At 100 °C	% v/v	46.0	71.0	ISO 3405
At 150 °C	% v/v	75.0		ISO 3405
Final Boiling Point	°C		210.0	ISO 3405
Residue	% v/v		2.0	ISO 3405
Olefins(*)	% v/v		18.0	ASTM D 1319:1998 Gas Chromatography
Aromatics(*)	% v/v		35.0	ASTM D 1319:1998 Gas Chromatography
Total di-olefins	% m/m		1.0	GCMS / HPLC
Appearance		clear and bright		visual inspection

RR 029.12 TECHNICAL CONTACTS

RR 029.12.1 RPM Logger AIM

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