

## **RR 06 EUROPEAN CHAMPIONSHIP POCKET BIKE**

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Everything printed in **BOLD** is new or changed for **2009**.

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

## RR06 EUROPEAN CHAMPIONSHIP POCKET BIKE

### RR06.1 SPORTING RULES

#### RR06.1.1 DEFINITION

The UEM establish every year a European Championship **race**, for riders on Pocket Bikes.  
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

A maximum of three (3) rounds with two races each, should be arranged under jurisdiction of the UEM.  
In principle in the time frame between July 1<sup>st</sup> and August 31<sup>st</sup> of each year.

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

Class	Age limits
JUNIOR A 2-stroke + 4-stroke	7 – 9 years old
JUNIOR B 2-stroke + 4-stroke	10 – 12 years old
SENIOR OPEN MINI/MIDI 40	<b>12 – 15</b> years
SENIOR OPEN 50	13 years and up
<b>Mini GP 50</b>	<b>9 – 12 years</b>
<b>Mini GP 70</b>	<b>13 years and up</b>

A class will count only for the Championship if there are more than four (4) riders.

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 current championship year **in which the max. age has been passed**.

There is no weight limit for the riders.

#### RR06.1.4 LICENCE

All riders must have a valid **one Year or one event** UEM Junior licence and an approval of their FMN.  
**This licence will be charged with an administration fee of € 50,- for the UEM.**

#### RR06.1.5 BIKES

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

#### RR06.1.6 CIRCUIT

The circuit must comply with UEM rules RR 07 (SRRC) and must be homologated by the UEM every **three** years.

It must be in principle between 350 and **750** meters long. The starting grid should be minimum 5 meters wide. Between any two track sides, the clearance must be at least 4 meters.

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

	Length	350 - 450 m	> 450 - 500 m	Over 500 m
Width	4 > 5 m	16 riders	18 riders	20 riders
Width	5 > 6 m	18 riders	20 riders	22 riders
Width	Over 6 m	20 riders	22 riders	24 riders

**For the Mini GP classes the track must be at least 500 m long.**

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 width of the Starting Grid is that provided by the UEM homologation, except different decision from the Jury President.

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

There must be a 2 meter distance between each row **for Pocketbikes and 3 meter for Mini GP classes.**

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 Race date. The entry fee is **€ 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 racing licence. For riders younger than 18 years: their Parent or Guardian by Proxy must be present at signing on for the event. The Parent or Guardian must be present for the duration of the whole event.

Technical control/inspection:

- a) the use of maximum two bikes are allowed for each rider;
- b) the outfit and all personal safety equipment is subject to inspection.

Administrative and Technical control 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, briefing must be held before the first race in all rounds 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 leather (or other durable anti-abrasion material) boots
- 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 foot bar, especially in the corners. Failing in 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: is, to sign when entering the pit lane.
3. Riding in opposite direction is absolutely 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 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.

**Only the day just before the event starts, the Organiser may organise a day for free practices. This must be open for all the UEM start licence holders.**

**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 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, these groups must be determined by ballot. Each group must be composed of the same number of riders rounded off to the nearest figure. Changing from group is not allowed.

**RR06.1.14 STARTING GRID**

The starting grid will be based on all qualifying practice results of the first day with the fastest riders on the first row. In case of two races, the starting grid will be the same for both races.

See RR01.8.2 Practice in several groups.

**RR06.1.15 RACE DISTANCE**

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

JUNIOR A	8 min + 2 laps
JUNIOR B and Mini GP 50	11 min + 2 laps
SENIOR OPEN and Mini 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 boards. The numbers must be shown by a good visible black board with white numbers.

Depending of the number of riders, some classes can race together but with a separate classification.

**RR06.1.16 TIME SCHEDULE**

The EC Pocketbikes event takes place in **four** days. The time schedule is as follows:

**FIRST DAY**

**Five Free Practices**

**SECOND DAY**

**Two Free Practices**

**Two Qualifying Practices**

**THIRD DAY**

**One Free practice**

**Two Races**

**FOURTH DAY**

**One Free Practice**

**One Race \***

\* The last race will be awarded with double championship points.

**RR06.1.17 START PROCEDURE**

1. Riders start Sighting lap from the pit lane within 15 seconds. 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 give 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 place.
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 perform again, 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.

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

Anticipation of the start (jumpstart) is defined by the motorcycle moving forward when the red light(s) are on. The Clerk of the Course together with the Jury President, will decide if a penalty will be imposed and must arrange an information to the team and the rider to be notified 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 ten qualified JUNIOR A riders and first five for the other classes. Material prizes are recommended.

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

According art RR 02.10, riders receive points for each race in accordance with points table in article RR 01.15.4. **In case of a one event for the EC, the last race will be awarded with double points.** Final classification is based on the results of all races.

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

Protests must be submitted in accordance with the UEM Disciplinary and Arbitration Code, together with a fee of EURO 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 who must be a holder of a UEM or FIM licence for each event of European Championship ( see Art. RR 02.4) :

- a) Clerk of the course
- b) Chief of Technical Control
- c) Chief Timekeepers

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

On each European Championship race must be a Medical Doctor and an official Ambulance be present during the Official practices and Races.

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

According RR 02.4.1

## Technical Rules Pocket bikes 2009

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## RR06.2 TECHNICAL RULES POCKETBIKES

### RR06.2.1 SPECIFICATIONS

Pocket Bikes are special racing motorcycles equipped with combustion engines.

#### RR06.2.2 DIMENSIONS JUNIOR A and B

Wheelbase:	max 620 mm
Length: **	max 900 mm **
Seat height:	max 385 mm
Max height	Max 570 mm

#### RR06.2.3 DIMENSIONS SENIOR **OPEN** MINI/MIDI 40 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 and 06.2.3 are subject to 5% tolerance.

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

### RR06.2.4 ENGINE

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

Note: By measuring the cylinder capacity, the figure Pi = 3.14.

#### RR06.2.4.1 Engine for Junior A 2-stroke and Junior A 4-stroke

Engine as in RR06.2.4 with power restriction:

- Restriction for 2-stroke: of minimum 3 mm thick and a maximum circular hole with a diameter of 9 mm in the exhaust port and before the exhaust header pipe.
- Restriction for 4-stroke: of minimum 5 thick and a maximum circular hole with a diameter of 15 mm in the inlet port but after the mixing area of the carburettor, one restrictor of minimum 3 mm thick and a maximum circular hole with a diameter of 9 mm in the outlet gate and before the exhaust header pipe.

Note: As general for restrictions: All gas must flow through the restrictor(s).

- No water cooled engine.
- For all sizes concerning thickness, a tolerance of +/- 0.3 mm and for hole diameters a tolerance of + 0.03 mm is allowed.

#### RR06.2.4.2 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 circular hole with a diameter of 14 mm in the exhaust port and before the exhaust header pipe.
- Restriction for 4-stroke: of minimum 5 thick and a maximum circular 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).

- No water cooled engine.
- For all sizes concerning thickness, a tolerance of +/- 0.3 mm and for hole diameters a tolerance of + 0.03 mm is allowed.

#### RR06.2.4.3 Engine for Senior OPEN MINI/MIDI 40

Engine as in RR06.2.4.

Air or water cooled is allowed.

**RR06.2.4.4 Engine for Senior Open 50**

Engine as in article RR06.2.4.  
Air or water cooled is allowed.

**RR06.2.5 CARBURETTOR**

Any serial produced carburettor with max diameter of diffuser:

- 15 mm (circular) for Junior A and B 2-stroke;
- free for Senior OPEN MINI/MIDI 40 and Senior OPEN 50

The diffuser may be oval but the area shall not exceed the maximum size 15 mm.

**RR06.2.6 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.

A cable operated valve in the outlet is not allowed for all categories.

**RR06 2.7 NOISE LIMITS AND NOISE TESTS**

The maximum noise limit is: **95 dB/A at 8.000-9.000 RPM** (4 stroke at **5.000 – 6.000 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.**

Note: In 2010 the maximum noise is 93 dB/A at 8.000 – 9.000 RPM (4-stroke **4.000 – 5.000 RPM**).

**RR06.2.7.1 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.

**RR06.2.7.2 Test equipment**

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

**RR06.2.7.3 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 Art.2.14.

**RR06.2.8 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. width:	110 mm

**RR06.2.9 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 water with 2% additives for protection of the cooling system.

**Glycol is not allowed.**

**RR06.2.10 STOP (KILL) SWITCH**

For all classes, a 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.

**RR06.2.11 IGNITION**

Ignition is fixed. Variable ignition is strictly forbidden. Engine control system (ECU) may not be changed or adjusted.

**RR06.2.12 CONTROL LEVERS / HANDLE BARS**

Max length of levers / handles is 120 mm. Each lever / handle must have a ball ending with min. diameter of 14 mm.

It is allowed to flatten the ball to 10 mm. Borders of flattened surface must be rounded with min. radius of 5 mm. This ending 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 when in maximum positions.

**RR06.2.13 FOOTRESTS**

Minimum length of the footrests, from top view is **29 mm**. Footrests can be of a tip-up type, but must be equipped with a device, which will return them automatically to normal riding position. Each footrest must have integral ball ending cover with min. 8 mm diameter. If footrests are not of tip-up type, they must be equipped with a rubber or Teflon cover.

**RR06.2.14 BRAKES**

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

The mounting bolts of the discs of 6 mm Ø are recommended.

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

**RR06.2.15 TRANSMISSION**

Transmission rates are not limited. The chain must be covered by 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.

**RR06.2.16 LINING AND FAIRING**

Sharp edges have to be rounded by 10 mm radius.

**RR06.2.17 NUMBER PLATES**

The colour of the numbers and the background of the numbers 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 width free space must be around the numbers. Shape of the numbers must meet FIM standards.

Number sizes:

Front number	height 100 mm	width 45 mm	thickness of line 15 mm
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**RR06.2.18 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 UEM MINI GP TECHNICAL REGULATIONS**

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

These rules are an addition to the RR 06.2 Technical Regulations for Pocketbikes.

Participation to the EC Mini GP is allowed for Mini GP motorcycles as defined in art. RR06.3.2 a) and b).

Motorcycles may not contain titanium, beryllium and carbon parts, if not stated otherwise. Motorcycle constructors will provide catalogues that contains general data as: measurements and characteristics. In any case the participant is responsible to adhere the norms stated according to the classes.

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

#### **a) Mini GP 50**

Standard 50cc 2 stroke or 100cc 4 stroke engine, max 14hp; no modifications allowed, only with 12" wheels.

#### **b) Mini GP 70**

Standard 70cc 2stroke or 125cc 4 stroke engine, max 20hp; no modifications allowed, only with 12" wheels.

### **RR06.3.3 ENGINE OF MINI GP 50/70 CC CLASSES**

Only the engine homologated by the Constructors is allowed. The characteristics (measures, weights, etc.) stated in the technical cards cannot be modified. Manufactory/Constructor must provide verification technical cards to the motorcycle.

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

### **RR06.3.4 CYLINDER**

The technical data must contain a drawing of the number and the measurements of the holes of the cylinder.

A tolerance of 0,3 mm is allowed with respect to the measurements as stated in the technical data.

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

In order to not modify the power of the engine, the constructor has to indicate the distance from the head of the piston to the cylinder package.

### **RR06.3.5 CYLINDER HEAD**

The technical data must contain a picture or a drawing of the combustion chamber with shape and volume measures. There is a 0,3 mm tolerance.

### **RR06.3.6 CRANKSHAFT**

On crankshaft, piston, rod and piston-pin there is a tolerance of +/- 2% of the original weight.

### **RR06.3.7 IGNITION**

Ignition is fixed. Variable ignition is strictly forbidden. Engine control system (ECU) may not be changed or adjusted.

### **RR06.3.8 CARBURETTOR AND AIRFILTER**

Mini GP 50: 2 stroke  $\varnothing$  15 mm - 4 stroke  $\varnothing$  26 mm.

Mini GP 70: 2 stroke  $\varnothing$  28 mm. 4 stroke is free.

Brand indicated by the constructor and as homologated.

In each case the regulation is free; the main body must be original. No modifications or additions are allowed to create a "Venturi" effect on the flow.

The lamellar package has to be original; lamellas substitution is allowed in size and material, carbon included.

The airfilter and airbox must be as original.

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

Strictly forbidden to have valves or other devices in the exhaust system to increase the power. Exhaust system and pipe for 50/70 has to be standard as declared in the technical data, with silencer.

#### **RR06.3.10 GEARS**

Mechanical gears, no electronic devices may be used. Gear ratios must be as declared in technical data.

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

Chassis has to be original, with no modifications, as declared in the technical data.

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

Disc breaks both on front and rear wheel. Double disc brake on the front wheel is allowed in all classes.

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

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

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

#### **RR06.3.14 TYRES**

Brands allowed are: Dunlop, Maxxis, Sava, with measurements according to the technical homologation data of the motorcycle. The choice of tyres is free (Slicks, non Slicks or rain tyres).