



RR 06 EUROPEAN CHAMPIONSHIP MINI ROAD RACING

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Everything printed in **BOLD** is new or changed for **2010**.

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 UEM establish every year a European Championship race, for riders on **Mini Moto and Mini GP 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 or maximum two events, under jurisdiction of the UEM. The event(s) must be organised in principle in the time frame between July 15th and August 31st of each year.

RR06.1.3 CLASSES, AGE LIMITS AND RIDERS WEIGHT

Class	Age limits
JUNIOR A 2-stroke + 4-stroke	7 – 10 years old
JUNIOR B 2-stroke + 4-stroke	10 – 12 years old
SENIOR OPEN 40	12 – 15 years
SENIOR OPEN 50	13 years and up
Mini GP 50	9 – 13 years
Mini GP 70	13 years and up
Mini GP 100	10 - 15

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 **reached**.

There is no weight limit for the riders.

RR06.1.4 LICENCE

All riders must have a valid one Year or one event UEM Promo Sport licence and an approval of their FMN.

RR06.1.5 BIKES

Only **Mini Moto's** 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 UEM rules RR 07 (SRRC) and must be homologated by the UEM every three years.

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

RR06.1.6.1 Guidelines for maximum number of riders

	Length	350 - 450 m	> 450 - 500 m	Over 500 m	Mini GP Road Racing
Width	4 > 5 m	16 riders	18 riders	20 riders	16 riders
Width	5 > 6 m	18 riders	20 riders	22 riders	18 riders
Width	Over 6 m	20 riders	22 riders	24 riders	20 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 whole 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 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 **and signed** 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, a 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 **entered** 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 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.** 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	8 min + 2 laps
JUNIOR B and Mini GP 50	11 min + 2 laps
SENIOR OPEN, Mini GP 70 and Mini GP 100	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. The starting grid then will be composed by the Jury.

RR06.1.16 TIME SCHEDULE

The EC **Mini Road Racing** 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 starts 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 is 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 **within 5 minutes after the start** 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 **three** qualified riders of each class. Material prizes are recommended.

All participants will receive a certificate of participation.

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

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RR06.2 TECHNICAL RULES MINI MOTOS

RR06.2.1 SPECIFICATIONS

Mini Moto's 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 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 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 mm thick and a maximum circular hole with a diameter of 15 mm in the inlet port but after the mixing area of the carburettor and 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 2-stroke.
- **No oil cooler for 4-stroke.**
- 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.**

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 2-stroke.
- **No oil cooler for 4-stroke.**
- 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.**

RR06.2.4.3 Engine for Senior OPEN 40

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

RR06.2.4.4 Engine for Senior Open 50

Engine as in article RR06.2.4.
Air, oil 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 40 and Senior OPEN 50

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

Fuel injection is strictly forbidden.

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.

Strictly forbidden to have valves or other devices in the exhaust system to increase the power.

RR06 2.7 NOISE LIMITS AND NOISE TESTS

The maximum noise limit is: **94 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.

Note: In **2012** the maximum noise is 93 dB/A at **6.000 – 7.000 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 **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.

RR06.2.11 IGNITION

Ignition must be fixed. Variable ignition is strictly forbidden.

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. 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 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 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 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 operating brakes. One brake is for the front wheel and another 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 ROAD RACING TECHNICAL REGULATIONS

RR06.3.1 GENERAL RULES

These rules are an addition to the RR 06.2 Technical Regulations for Mini GP Road Racing Moto's. Participation in the EC Mini GP Road Racing 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. 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.
- c) **MINI GP 100 4 Stroke**
Honda NSF 100

RR06.3.3 ENGINE OF MINI GP

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 may 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 are 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.

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.

Mini GP 100:

Brand indicated by the constructor and as homologated.

In each case the regulation is free; the main body must be as 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 air filter and air box must be as original.

Fuel injection is strictly forbidden.

RR06.3.9 EXHAUST SYSTEM

Strictly forbidden to have valves or other devices in the exhaust system to increase the power. The whole exhaust system and pipe has to be standard as declared in the technical data.

RR06.3.10 GEARS

Only mechanical gears are allowed, no electronic devices may be used. Gear ratios must be as declared in technical data.

RR06.3.11 CHASSIS

Chassis must be original, as declared in the technical data. No modifications are allowed.

RR06.3.12 BREAKS

Double discs brake on the front wheel is allowed.

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

All brands are allowed. The measurements must be in accordance with the technical homologation data of the motorcycle. The choice of tyres is free (Slicks, non Slicks or rain tyres).