

MOTOAMERICA AMA ROAD RACING SERIES  
FIM NORTH AMERICA CHAMPIONSHIP

# 2020 REGULATIONS

MINI CUP



*For Sporting Regulations, Disciplinary and Arbitration Code, Circuit Standards, Medical Code, Anti-Doping Code and Environmental Code see 2020 MotoAmerica Regulations.*

## **MINI CUP REGULATIONS**

### **A. GENERAL UNDERTAKINGS AND CONDITIONS**

All riders, team personnel, officials, promoters/organizers and all the persons involved in any capacity whatsoever participating in the MotoAmerica AMA Road Racing Series, an FIM North America Championship (hereinafter collectively referred to "Championship") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1.0 SPORTING REGULATIONS

2.0 TECHNICAL REGULATIONS

These Regulations, Codes and Standards may be supplemented and amended from time to time (hereinafter collectively referred to as the "Regulations").

All the persons mentioned above may be penalized in accordance with the provisions of the Regulations.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider or any other person having charge of an entered motorcycle during any part of the event with respect to observance of the regulations is joint and several with that of the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the paddock, pits, pit lane or track, must wear an appropriate pass at all times during the event.

## **1.0 SPORTING REGULATIONS**

### **1.1 INTRODUCTION**

The MotoAmerica/AMA Road Race Series will organize a series of motorcycle races.

### **1.2 THE PADDOCK**

- a. The Paddock, pit boxes and all other facilities should be available to teams at least on the day prior to a race. This is subject to the MotoAmerica event schedule as notified in the Team Handbook.
- b. Access should be available for teams arriving to set up between the hours of 8:00 a.m. and 8:30 p.m. This is subject to the MotoAmerica event schedule.
- c. At all times that the Paddock is occupied there must be 24-hour attendance at the gates providing vehicular access to the circuit and paddock.
- d. When the paddock is occupied there must be an adequate medical and fire-fighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, AMA, MotoAmerica, etc. At minimum medical and fire services must be available from 8:00 a.m. to 6:00 p.m. on the day prior to the "move-in" day, and from one (1) hour before on-track activity begins and two (2) hours after on-track activity ceases.
- e. Full security must be supplied to the paddock area from at least 12:00 a.m. of the day prior to the event until 11:59 p.m. of the last day of the event.

### **1.3 OFFICIALS**

- a. All the following officials must be present and available at the time necessary to ensure smooth and efficient running of the event.
- b. All communications between the individual event officials must be made via the relevant permanent officials.

#### **1.3.1 Permanent Officials**

All permanent officials shall be appointed for the Championship by the Permanent Bureau.

The following officials will be appointed to perform supervisory and executive roles. Except in cases of illness or force majeure, these officials are expected to be present at each event.

##### **a. Race Director**

The Race Director is responsible for:

- Ensuring proper observance of the regulations.
- Communications between the Event Management Committee and the FIM North America Stewards.
- The control of practices, qualifying and races, adherence to the timetable and, if deemed necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations
- The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- All versions of the starting procedures.
- Directing the use of medical cars/fast intervention vehicles.

- Immediate approval and signature with time of provisional results (practices, qualifying, warm-ups, starting grids and races) and presentation of reports to the Event Management Committee.
- b. Safety Officer
- The FIM North America Safety Officer is responsible for the supervision of all aspects of safety.
- c. Technical Delegate
- The Technical Delegate is responsible for:
- Ensuring that technical regulations are correctly enforced
  - Supervising/scrutineering protests of a technical nature

### 1.3.2 Individual event officials appointed by AMA

All individual event officials shall be appointed for each event.

- a. Safety Officer
1. The Safety Officer is appointed in coordination with MotoAmerica and serves as a permanent official. The Safety Officer is responsible for:
    - Ensuring that the circuit is suitably prepared for and maintained during the event.
    - Ensure that all legal requirements applicable for the running of the event have been successfully completed.
    - Ensuring that all officials and services are in place. The stationing of all track personnel and equipment (i.e. marshals, fire-fighting services, medical services, recovery and intervention vehicles, flags, etc.) alongside the circuit no later than 30 minutes prior to all on track activity.
  2. The Race Director and the Safety Officer, will make the final inspection of the circuit to ensure that regulations are being followed 30 minutes prior to the beginning of the day's first practice sessions and/or warm-up.

## 1.4 LICENSE REQUIREMENT AND ELIGIBLE COMPETITORS

- a. United States riders must be in possession of a membership issued by the AMA, **ENTRIES**
- a. The registration form and the entry fees are posted on the website:
    1. [www.motoamericaregistration.com](http://www.motoamericaregistration.com)
    2. The withdrawal of entry from an event must be communicated to MotoAmerica no later than seven (7) days before the event takes place. The communication must be written and sent through e-mail to [registration@motoamerica.com](mailto:registration@motoamerica.com). Riders failing to communicate this circumstance may be penalized.
    3. AMA and MotoAmerica have the right not to accept or to reject an entry.
      - A compulsory rider/entrant briefing will be held for all riders participating in the event.
      - Failure to attend the briefings in full may result in disqualification from the event or penalty.
      - A waiver can be granted to a rider by Race Direction.
  - b. A rider shall be deemed to have taken part in the event when the rider participates in, at least, one practice session.

- c. A rider shall be deemed to have started a race when the rider participates in, at least, the first lap of the race.

## **1.5 STARTING NUMBERS**

- a. Each rider accepted for any class in the MotoAmerica Series will be allocated a specific starting number that will be valid for the entire Championship.

## **1.6 SCHEDULE**

The schedule for the event should be posted no later than 30 days prior to the event at [www.motoamericaregistration.com](http://www.motoamericaregistration.com).

## **1.7 TECHNICAL CONTROL AND MEDICAL CONTROL**

- a. All motorcycles should be checked by the technical stewards on the day preceding the event up to one (1) hour before the first practice session of the event according to the published schedule. At the discretion of the Technical Director, machines and protective clothing may be checked earlier than the schedule if the machines are ready.
- b. Teams may present for technical control one (1) motorcycle per rider for all classes, which will be specially identified by the technical controllers.
- c. Unless a waiver is granted by the Race Direction, teams who do not comply with the schedule for technical or any medical controls will not be allowed to take part in the event.
- d. The procedure for technical control is described in the Technical Regulations, articles 2.0 thru 2.16. The procedure for medical control and doping control is described in articles 5.0 and 6.0 In the 2020 MotoAmerica Regulations.

## **1.8 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

- a. Instructions may be given by the Race Director to teams and/or riders by means of special circulars in accordance with the regulations. Circulars must be posted on the official notice board and available to each team representative. Circulars that are posted on the official notice board and/or delivered to the team representative will be deemed as proof of delivery.
- b. All classifications and results of practice and the race, as well as all decisions issued by the officials, must be posted on the official notice board. Posting on the official notice board will be deemed as proof of delivery and official publication.
- c. Any official communication from the Race Direction or the Permanent Officials to a team or rider must be communicated in writing, by time keeping displays or radio. Similarly, any communication from a team or rider to the Race Direction or the Permanent Officials must also be made in writing.
- d. MotoAmerica Race Control communicates schedule, track, rider and motorcycle status information on the frequency published in the supplementary regulations and/or timing screens throughout each race event. It is mandatory that each team possess either a radio or scanner to monitor MotoAmerica Race Control. Radios must not be capable of broadcasting on the control frequency.

## **1.9 FLAGS AND LIGHTS**

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders.

### **1.9.1 Flags and lights used to provide information:**

- a. Green Flag

The track is clear. This flag must be waved at each flag marshal post for the first lap of each practice and warm-up session also during the sighting lap and warm-up lap of a race. The green flag must be shown waved at the flag marshal post immediately after

an incident that necessitated the use of one or more yellow flags. When the pit-lane exit is open, the green flag must be waved at the pit-lane exit.

b. Yellow and Red Striped Flag

The adhesion on this section of the track could be affected by any reason other than rain. This flag must be shown waved at the flag marshal post.

c. White Flag with diagonal red cross (stroke width of the cross between 10 and 13 cm)

Indicates drops of rain on this section of the track. This flag must be waved at the flag marshal post.

d. Yellow and Red Striped Flag together with the White Flag with diagonal red cross

Indicates it is raining on this section of the track. This flag must be waved at the flag marshal post.

e. White Flag

Indicates the final lap of a race, waved at the finish line.

f. Checkered Black / White Flag

This flag will be waved at the finish line to indicate the finish of race or practice session.

g. Checkered Black / White Flag and Blue Flag

The checkered black/white flag(s) will be waved together with the blue flag at the finish line when a rider(s) precedes closely the leader during the final lap before the finish line

h. Green Light

If used this light must be switched on at the pit lane exit to signal the start of each practice and warm up sessions, the start of the sighting lap(s) and the start of the warm-up lap.

### **1.9.2 Flags which convey information and instructions:**

a. Yellow Flag

1. Waved at designated rows of the starting grid, this flag indicates that the start of the race is delayed.
2. A standing yellow flag at the flag marshal post indicates that there is a danger ahead beside the track. Riders must exercise caution; overtaking is forbidden up until the point where the green flag is waved.
3. Waving yellow flag at the flag marshal post indicates that there is a hazard wholly or partly blocking the track, or other high-risk situation. Riders must slow down and be prepared to stop. Overtaking is forbidden from the first yellow flag up until the point where the green flag is waved. Any infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred.
  - In case of infringement of this rule during the race, the rider must go back the number of positions decided by the Race Direction.
  - A board will be displayed for the rider on the finish line during a maximum of five (5) laps. If the rider does not go back after the board has been presented five (5) times, he may be penalized by the Race Direction. In both cases, further penalties (such as penalty points, fine or suspension) may also be imposed.
  - If immediately after having overtaken, the rider realizes that he made an infraction, he must raise his hand and let past the rider(s) that he has overtaken. In this case, no penalty will be imposed.

4. During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, qualifying, warm-ups and races.
- b. Red Flag and Red Lights
1. When the practice or race is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.
  2. When the pit-lane exit is closed, this flag will be waved at the pit lane exit and the light will be switched on. Riders are not allowed to exit the pit lane. Any infringement of this rule may be penalized by Race Direction.
  3. The red flag will be shown motionless on the starting grid at the end of the warm-up lap. This will indicate that you must stop in your grid position and cannot pass the official holding the red flag.
  4. The red flag may also be used to indicate the track is closed.
  5. The red lights will be switched on at the start line for between two (2) and five (5) seconds to start each race. When the red light has extinguished, the race has begun.
- c. Blue Flag
1. This flag indicates to a rider that he is about to be overtaken and will be waved at the flag marshal post. During the qualifying sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the race, the rider concerned is about to be lapped and must allow the following rider(s) to pass at the earliest opportunity. Overtaking within a group of lapped riders is forbidden under the blue flag.
  2. Any Infringement of this rule may be penalized by Race Direction.
- d. Black Flag
1. This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart when this flag results from a penalty.
  2. This flag can also be presented to a rider for a reason other than a penalty (e.g. to rectify a non-dangerous technical problem such as a transponder issue).
  3. Any infringement of this rule may be penalized by Race Direction.
- e. Black Flag with orange disk (40 cm)
1. This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal posts together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.
  2. Any infringement of this rule may be penalized by Race Direction.

### **1.9.3 Flag Marshals posts**

The location will be assigned during the circuit homologation.

### **1.9.4 Marshals uniforms**

It is strongly recommended the marshals' uniforms to be in white or orange and rain coats be transparent.

## **1.10 PRACTICE AND QUALIFYING**

### **1.10.1 Practice sessions (warm-up inclusive)**

- a. Practice sessions may be conducted as practice or qualifying practice and in all cases, are timed.
- b. Except for competitors must participate in a minimum of one (1) practice session prior to the qualifying session. Exceptions may be approved by Race Direction due to extenuating circumstances.
- c. Riders will commence practice from the pit lane when the green light and/or the green flag is displayed at the exit of the pit lane.
- d. A visible board or count-down may be shown in the pit lane to indicate the minutes of practice remaining.
- e. The end of practice will be indicated by the waving of a checkered flag, at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the official checkered flag at the finish line after the allotted time has elapsed. After the checkered flag riders may complete the lap to the pit entry.
- f. If practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all flag marshal's posts. All riders must return at a safe and controlled pace to the pit lane. If practice is restarted, the time remaining will be that shown on the count-down device.
- g. After practice has started, the condition of the racing surface of the circuit should not be altered except on instruction from the Race Director or the FIM North America Safety Officer in response to a localized change in conditions.
- h. Refueling is allowed in the pit lane. Riders must be off the bike during refueling.
  1. Riders must be off the bike during refueling.
  2. The ignition must be off, and the motorcycle must be on a rear stand before refueling is permitted to start.
  3. A crew member must be standing by with a fire extinguisher with the pin pulled and the nozzle aimed at the motorcycle.
  4. No electrical devices such as battery chargers, fans, or tire warmers may be plugged in during any refueling operations.
- i. Warm-up sessions are only available to riders that have qualified for the race and will not be used to qualify a rider for a race.

### **1.10.2 Lap Times**

- a. All laps for all sessions will be timed. A new lap record for a circuit can only be established by a rider during a race. Both for practice and for races, the lap time is the subtraction of the time between two consecutive crossings of the plane of the finish line indicated by the line painted on the track.

### **1.10.3 Qualifying Results**

- a. The results will be based on the fastest time recorded by the riders in qualifying. In the case where all qualifying has been cancelled, the results will be based on the fastest time recorded by the riders in all practices. In the event of a tie, riders' second and subsequent best times will be taken into account.

### **1.10.4 Qualification for the race**

- a. To qualify for the race, a rider must achieve a time at least equal to 120% of the time recorded by the fastest rider of any of the practice or qualifying sessions. Any decision made to permit a rider to take place in a race is dependent on space available as determined by Race Direction. Provisional starts may be applied for and approved by the Race Direction.



## 1.11 GRID POSITIONS

- a. The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.
- b. For all classes, the grid will be arranged in the "in echelon" 3-3-3 configuration. Each line will be offset.
- c. In the event of a tie, riders' second and subsequent best times will be taken into account.
- d. The final grid will be published after the qualifying session for that class has been completed.
- e. Grid positions for the heat will be based on the fastest time recorded by the riders in all qualifying practices. In the case where all qualifying practices have been cancelled, the grid position will be based on the fastest time recorded by the riders in all free practices.
- f. Grid positions for the main will be based on finishing order of the heat race, with riders not finishing gridded at the back by the number of laps completed. Riders must start the heat race to gridded for the main. Exceptions, in the form of a provisional start, may be applied for and approved by race direction.
- g. If heat races are not conducted, grid positions for the main will be based on the qualifying practices.
- h. Grid procedures may be modified by official bulletin before the start of the event.
- i. Riders that have been given a provisional start by Race Direction will go to the back of the grid regardless of lap times. In the case that multiple riders are given a provisional start their position will be determined by lap time at the back of the grid.

## 1.12 BEHAVIOR DURING PRACTICE AND RACE

- a. Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule may be penalized.
- b. 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. Any infringement of this rule may be penalized with one of the following penalties:
  - fine
  - drop of position(s)
  - ride through
  - time penalty
  - drop of any number of grid positions at the rider's next race
  - disqualification
  - suspension or any other penalty at the discretion of Race Direction
- c. Riders must not tour the track. Touring is defined as riding in a manner not compatible with general safety. This includes being on the racing line and not attempting to produce a fast lap time. A penalty may be imposed on any rider found to be touring. If marshals report that a rider is touring and this is collaborated by video or comparing consecutive sector times, then automatic penalties will apply as follows:
  1. During an race:
    - exclusion
    - ride through
    - time penalty and/or fine, depending on the circumstances
  2. Persistent acts of touring will be deemed more serious and will be penalized accordingly.

- d. Riders should use only the track and the pit lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the officials or at a place which does not provide an advantage. Any infringement of this rule during the practices or warm-up will be penalized by the cancellation of the lap time concerned and during the race, by a drop of position(s) decided by the Race Direction. A board will be displayed for the rider on the finish line during a maximum of five (5) laps. If the rider did not go back after the board has been presented five (5) times, he will be penalized at the discretion of the Race Direction.
- e. Any repairs or adjustments along the racetrack must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the motorcycle and holding it while any repairs or adjustments are made. The marshal may then assist him to re-start the motorcycle.
- f. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
- g. If the rider encounters a problem with the motorcycle, which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his motorcycle in a safe place as indicated by the marshals.
- h. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- i. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- j. Riders are not allowed to transport another person on their motorcycle or to be transported by another rider on his motorcycle (exception: Another rider or by another rider after the checkered flag or red flag).
- k. 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.
- l. No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Championship promoter.
- n. A speed limit of 10 mph will be enforced in the pit lane at all times during the event
- o. Stopping on the track during any session is forbidden with the exception of a practice start outlined in article 1.12/p.
- p. Practice Starts:
  - 1. During the practice sessions and warm-ups, practice starts are permitted.
  - 2. When it is safe to do so, at the pit lane exit before joining the track.
  - 3. After passing the checkered flag at the end of practice sessions and warm-ups when it is safe to do so. The rider must be off the racing line in the designated Practice Start Zone(s) and following the procedure, as communicated to teams prior to the first practice session.
  - 4. Any rider found to have infringed this rule may be subject to a fine of 150 USD. Further penalties may be applied.
- q. After the checkered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.
- r. It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.

- s. Any rider or team whose motorcycle spills oil on the track causing interruption of practice, qualifying, warm-up or race may be penalized with one (1) of the following penalties:
  - fine
  - disqualification
  - suspension or any other penalty at the discretion of Race Direction
- t. Any rider who enters the paddock during a race will be considered to have withdrawn from the race and may NOT re-enter the race.
- u. All riders and team members must conduct himself or herself at all times in an appropriate, morally correct manner and in a manner to advance the positive goodwill and image of the AMA, FIM North America and MotoAmerica.
- v. All riders and team members must follow policies and procedures presented in the Teams Handbook and Entrant Agreement.

## 1.13 START PROCEDURE

### 1.13.1 Normal start procedure

- a. **Approximately seven (7) minutes before the start of a race:**
  1. Pit lane exit opens for sighting lap.
  2. Pit lane will be open for 60 seconds.
  3. Green light on and/or green flag waved at the pit lane exit.
    - Only riders who have completed at least one (1) sighting lap and started the warm-up lap from the grid will be permitted to start the race from their position published on the final grid.
  4. Under no circumstances may they push their motorcycle onto the grid from the pit lane.
- b. **Six (6) minutes before the start of the race:**
  1. Pit lane exit closes, red light on and/or red flag waved at the pit lane exit.
  2. Riders who did not make it out of pit lane before closure may start the warm-up lap from the pit lane under the instructions of the marshal positioned at the pit lane exit.
  3. Riders starting the warm-up lap from the pit lane must start the race from the back of the grid.
- c. When riders reach the grid after the sighting lap, they must take up their positions and may be attended by one (1) person
- d. Following participation in the sighting lap, if a rider does not join the grid due to mechanical issues or otherwise, they may elect to repair their motorcycle.
  1. Repairs can only be made in the hot pit
  2. Under no circumstances may they push their motorcycle onto the grid from the pit lane or ride counter course to proceed to the grid. In this case, riders must start the warm-up lap from pit exit and start the race from the back of the grid.
- e. The Race Director may choose at this time to declare the race as "wet" or "dry". The starter will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a wet/dry board.
  1. If no board is displayed the race will automatically be declared "dry".
- f. **One (1) minute before the start of the warm-up lap:**
  1. One (1) minute board will be displayed on the grid
  2. All team personnel will leave the grid

3. The mechanics will, as quickly as possible, assist the rider to start the machine and will then vacate the grid.
- g. Thirty (30) seconds before the start of the warm-up lap:**
1. Thirty (30) second board is displayed on the grid
  2. All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted.
  3. Any rider who is unable to start his motorcycle must remove it to the pit lane, where accessible, under the control of the grid marshals.
  4. Any rider moved to pit lane may take further attempts to start it.
  5. Such riders may start the warm-up lap from the pit lane and must start the race from the back of the grid.
  6. If pit lane is not accessible from the grid the machine will be moved to a safe area and the rider will be withdrawn from the race.
- h. Approximately two (2) minutes before the start of the race:**
1. Green flag waved to start warm-up lap
  2. In the interest of safety, should a rider stall his motorcycle, he may be assisted to restart by an official. If, after a reasonable period, the engine does not start then the rider will be pushed into the pit lane, where accessible, so his mechanics may provide assistance.
  3. The riders will make one (1) lap, at unrestricted speed, followed by a safety car. The safety car will overtake slow riders.
  4. As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm-up lap. Thirty (30) seconds later the pit lane is closed and a marshal will display a red flag and/or red light.
- i.** On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keep their engines running.
1. If two (2) or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.
- j.** An official will stand at the front of the grid holding a red flag motionless.
- k.** Any rider who arrives after the safety car has taken up its position at the back of the grid, must enter the pit lane and unless directed otherwise will start the race from pit out.
1. Any rider who encounters a problem with his motorcycle on the warm-up lap may return to the pit lane and make repairs in the pit lane only.
  2. Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.
  3. As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered an official at the rear of the grid will wave a green flag. The Starter will then instruct the official at the front of the grid, displaying the red flag, to clear the grid.
- l. Start of the race:**
1. A red light will be displayed for between two (2) and five (5) seconds.

2. The red light will go out to start the race.
- m. Any rider who anticipates the start or who is deliberately not placed in his starting box will be required to carry out the ride through procedure described in article 1.15.
1. Anticipation of the start (jump start) is defined by the motorcycle moving forward when the red lights are on. Race Direction will be the sole judge of whether an advantage has been gained and decide if a penalty will be imposed and must arrange for the team to be informed of such penalty as soon as possible. A board may also be displayed in the pit lane indicating the same. The notification of a jump start on the timing monitor is one of fact.
  2. If, after the start of the race, a rider stalls his motorcycle, then he may be assisted by being pushed along the track until the engine starts by an official. If, after a reasonable period, the engine does not start, then the rider will, where accessible, be pushed into the pit lane where his mechanics may provide assistance.
- n. After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened.
1. Any riders still in the pit lane may then start the race.
    - Riders still in pit lane may not start the race after the lead rider has crossed the finish line to complete the first racing lap.
- o. Should there be a problem that might compromise safety for the start of the warm-up lap or the race the Starter will invoke either the "Start Delayed" procedure or the "Extended Start Delayed" procedure.

#### **1.13.2 "Start Delayed" procedure**

- a. A red flag is waved from the Starter's rostrum and the red light stays on:
  1. The "Start Delayed" board is displayed from the Starter's rostrum and marshals will wave a yellow flag at designated rows of the starting grid.
  2. Riders must stay in their grid position with helmets on, engines may be switched off.
  3. If a machine caused the start delay it will be removed to the pit lane, where accessible, regardless of what work is needed to restart the machine. If it can be restarted the rider may start the warm-up lap from pit lane and will start the race from the back of the grid.
  4. Only essential officials may be allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorized by the organizers.
- b. The start procedure will be re-commenced by a board displayed as soon as possible (normally as soon as all riders on the grid).
- d. If the one (1) minute board is displayed, riders may be attended by a maximum of one (1) mechanics per rider to assist the rider with starting the machine as quickly as possible and then immediately vacate the grid. The start procedure will re-commence as described in section 1.13.1/f-o.
- e. If the thirty (30) second board is displayed, riders may not be attended by mechanics. Any rider who is unable to start his machine must remove it to the pit lane, where accessible, under the control of the grid marshals so he may make further attempts to start it. Such riders may start the warmup lap from the pit lane and will start the race from the back of the grid. The start procedure will re-commence as described in section 1.13.1/g-o.
- f. Approximately two (2) minutes before the start of the race:
  1. Green flag waved to start warm-up lap.

2. In the interest of safety, should a rider stall his machine, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider, where accessible, be pushed into the pit lane where his mechanics may provide assistance.
- g. The race distance will be reduced by one (1) lap if the Start Delayed signal is after the warm-up lap only. Any person who, due to his behavior on the grid is responsible for a "Start Delayed" may be further penalized

### **1.13.3 "Extended Start Delayed" procedure**

- a. A red flag is waved from the Starter's rostrum and the red light stays on.
- b. The "Start Delayed" board is displayed from the Starter's rostrum and marshals will wave a yellow flag at designated rows of the starting grid.
- c. Engines must be switched off.
- d. After display of the Start Delayed, a maximum of two (2) mechanics per rider are allowed on the grid to assist riders in removing their bike to the pit area.
  1. Refueling is allowed in the pit lane.
    - Riders must be off the bike during refueling.
    - The ignition must be off and the motorcycle must be on a rear stand before refueling is permitted to start.
    - A crew member must be standing by with a fire extinguisher with the pin pulled and the nozzle aimed at the motorcycle.
- c. Electrical devices such as battery chargers, fans, or tire warmers may not be plugged in during any re-fueling operations.

### **1.13.4 Restart Procedure (Quick Start)**

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If the race is to be re-started, minor repairs may be carried out. The following procedure will take place:

- a. Upon arrival in the pit lane, riders may make adjustments to their motorcycle, refueling is permitted in the pit lane. (Prior to the start of the race, teams should ensure that all necessary equipment is located in the pit lane service area in a safe position). Tire changes are not permitted unless the Race Director announces a change to the race status (i.e. dry/wet), or the Technical Director authorizes an exceptional tire change due to a verifiable technical problem. In the case of an exceptional tire change, the rider must start the restarted race from the back of the grid.
- b. When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane and the race distance.
  1. The duration between the announcement and the actual opening of the pit exit will be a minimum of five (5) minutes.
  2. The time remaining to the opening of the pit exit will be displayed on timing screens and on the starting grid countdown clock.
  3. The rider should avail himself of his new grid position from the classification displayed on the timing screen or from officials.
  4. When the time period has elapsed, the pit lane exit will be opened for SIXTY (60) SECONDS. Riders will make one (1) lap at unrestricted speed to the starting grid, followed by a Safety Car. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. Any rider arriving behind the Safety Car must go into the pit lane. Such riders will have to start the warm-up lap from the pit lane.

- c. All riders will arrive back on the starting grid, and stop, with engines running, no adjustments may be made. Any rider encountering difficulties on the sighting lap must enter the pit lane.
- d. Upon arrival back at the starting grid each rider may be directed to their grid position by ONE mechanic only (without tools) and the normal start procedure will be followed from 1.13.1/l. as described above with the start signal given in the normal manner.

### **1.13.5 Accelerated Start Procedure**

The start procedure may be accelerated by the Race Direction. This will be notified to teams on the timing monitor and by the display of the boards indicating the time remaining to the closure of the pit lane exit and to the start of the warm-up lap. This will be used in principle when there are time restraints due to television coverage or the circuit has limitations on time.

### **1.14 "WET" AND "DRY" RACE PROCEDURES**

All races will be categorized as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically declared dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

#### **1.14.1 Dry races**

A race classified as dry will be interrupted by the Race Director if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tires.

#### **1.14.2 Wet races**

- a. A race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons except for extraordinary events. Riders who wish to change tires or make adjustment must enter the pits and do so during the actual race.
- b. In all cases where the first race is stopped for climatic reasons, then the restart will, automatically, be a "wet" race.

### **1.15 RIDE THROUGH PROCEDURE**

- a. During the race, the rider will be requested to ride through the pit lane, stopping is not permitted. He may then rejoin the race.
- b. The rider must respect the speed limit in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the rider will be shown the black flag and will be disqualified.
- c. In the case of a race interrupted prior to the penalty being complied with, and if there is a second part, the rider will be required to ride through after the start of the second part of the race.
- d. In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the black flag and will be disqualified.
- e. A yellow board (100cm horizontal x 80 cm vertical) displaying the rider's number (black color) will be shown at the finish line and the information will also be displayed on the time keeping monitors.
- f. Failure by the relevant rider to ride through, having been shown the board five (5) times, will result in that rider being shown the black flag.
- g. In the case where the organization has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of twenty (20) seconds.

## **1.16 PIT STOPS DURING A RACE**

- a. Riders may enter the pit lane (but must not cross the line into the rider's paddock area) during the race.
- b. Refueling is strictly prohibited. Any infringement of this rule will be penalized with a disqualification.
- c. Any rider who enters the paddock, the garage or cold side of the pit lane will be considered to have withdrawn from the race and may not re-enter the race or take part in any re-started race.

## **1.17 INTERRUPTION OF A RACE**

If the Race Direction decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts and the red lights will be switched on around the circuit. Riders must immediately slow down and return to the pit lane.

- a. Any rider who enters the paddock, the garage or cold side of the pit lane will be considered to have withdrawn from the race and may not re-enter the race.
- b. If the results calculated show that one-half of the race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be deemed to have been completed and full Championship points will be awarded.
- c. The results will be based on the order of last crossing the finish line prior to the showing of the red flag.
- d. Exception: After 1/2 distance is complete, if a rider crashes between the last crossing of the finish line and the red flag, the following applies:
  1. Riders found to have not experienced a disadvantage during a crash, mechanical, or other event as determined by Race Direction, after applying the scoring protocol the rider will have a 20 second time adjustment applied by Race Direction.
  2. Race Direction may apply a longer time adjustment, a position adjustment or a penalty if deemed necessary.
  3. The decision may be based on video footage, sector crossing data, or official's observation and will be final.
- e. Exception: If the race is interrupted after the checkered flag; the following procedure will apply:
  1. For all the riders to whom the checkered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
  2. For all the riders to whom the checkered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
  3. The complete classification will be established by combining both partial classifications as per the lap/time procedure.
- f. If less than 1/2 distance is complete, follow procedures in 1.18.4 to restart the race.

## **1.18 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED**

**1.18.1** If a race must be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Race Director will announce a time to begin, which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.

**1.18.2** The results of the first race must be available to teams before the second part of a race can be started.



**1.18.3** The Race Director will decide and announce whether the Normal Start procedure or the Quick Start Procedure will be used.

**1.18.4** Conditions for the re-started race will be as follows:

a. In the case of **less than three (3) laps completed by the leader of the race and by all other riders on the same lap as the leader:**

1. All riders may re-start.
2. Motorcycles may be repaired and refueling is permitted.
3. Tire changes are not permitted unless the Race Director announces a change to the race status (i.e. dry/wet), the race was declared wet, or the Technical Director authorizes an exceptional tire change due to a verifiable technical problem. In the case of an exceptional tire change, the rider must start the restarted race from the back of the grid.
4. The number of laps will be at the discretion of Race Direction respecting schedules with a minimum of two-thirds of the original race distance rounded down to the nearest whole number of laps.
5. The grid positions will be as for the original race.

b. In the case of **three (3) laps or more and less than one-half (1/2) completed**

1. Only riders who are classified as finishers (have completed 75% of the first race distance in the first race may re-start.
2. Any rider who has crashed in the first part of the race who is eligible to take part in the re-start must be determined fit by a Medical Officer if there is suspicion that an injury has been sustained. The Race Director's decision is final in requiring any rider undertake a check to ascertain fitness to ride.
3. Motorcycles may be repaired, a Technical Official must clear repaired motorcycles.
4. Refueling is permitted.
5. Tire changes are not permitted unless the Race Director announces a change to the race status (i.e. dry/wet), or the Technical Director authorizes an exceptional tire change due to a verifiable technical problem. In the case of an exceptional tire change, the rider must start the restarted race from the back of the grid.
6. The number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of one-third (1/3) of the original race distance rounded up. The decision is at the discretion of Race Direction respecting schedules.
7. The grid position will be based on the finishing order of the first race.
8. The final race classification will be established according to the position and the number of laps of each rider at the time he crossed the finish line at the end of the last part of the race.

**1.18.5** Should a re-started race be interrupted and Race Direction deems it possible to re-start, then the conditions for a further re-start will follow, with the race distance and results defined as follows:

- a. If the re-started race is interrupted when one third (1/3) race distance or more has been completed, the race will be deemed to have been completed and full Championship points awarded.
- b. If the re-started race is interrupted when less than one third (1/3) race distance has been completed, the race would be re-started a further time if possible, for the same number of laps as the first re-start.

- c. If that further re-started race (third race) is interrupted when less than one third (1/3) race distance has been completed, Race Direction will determine if it is practical to re-start the race and will define the number of laps to be completed. If it is not possible to re-schedule the race the results will then be determined by the first part of the race and full Championship points awarded, provided that in the first part of the race one third (1/3) race distance or more had been completed.
- d. If the first race is re-started and none of the races (original or subsequent re-starts) have completed one third (1/3) race distance or more, then the race is deemed to be cancelled and no Championship points will be awarded.
- e. Race Direction may reschedule re-started races in the race program as necessary.

### **1.19 FINISH OF A RACE AND RACE RESULTS**

- a. When the leading rider has completed the designated number of laps for the race, a checkered flag will be shown by an official standing at the finish line, behind a first line of protection. The checkered flag will continue to be displayed to the subsequent riders.
  - 1. When the checkered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane.
  - 2. As soon as the checkered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit.
  - 3. If a rider(s) closely precedes the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the checkered flag and the blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the checkered flag.
- b. In case of a photo-finish between two (2), or more, riders, the decision shall be taken in favor of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.
- c. The results will be based on the order in which the riders cross the line and the number of laps completed.
- d. To be counted as a finisher in the race and be included in the results a rider must:
  - 1. Complete 75% of the race distance.
  - 2. In the case of a race interrupted after two thirds (1/2) distance completed, be actively participating at the time the red flag is displayed. For the purposes of these regulations “actively competing” is defined as the rider riding on track, or attempting to repair/restart the machine, or to rejoin the track or return to pit lane. Race Direction will be the sole judge of whether a rider is actively competing.
  - 3. Cross the finish line on the racetrack (not in the pit lane) within five (5) minutes of the race winner. The rider must be in contact with his motorcycle.
- e. The riders classified in the first three (3) positions in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by these riders is compulsory.

### **1.20 CHECK AREA**

- a. At the end of the race, or the final part of a race that has been interrupted, all the classified motorcycles will be directed to a compulsory check area (parc fermé) pending inspection by the Technical Stewards or potential protests. It is the responsibility of the riders to ensure that the machine is in the parc fermé.

- b. Motorcycles will normally be released from the parc fermé 30 minutes after the finish of the race.

**1.21 CHAMPIONSHIP POINTS AND CLASSIFICATION**

- a. Riders and will compete for the FIM North America MotoAmerica AMA Road Racing Mini Cup Championship.
- b. For riders, the points will be those awarded to finishers in each race.
- c. For manufacturers, only the highest placed motorcycle of a manufacturer will gain points, according to the position in the race.
- d. All races will count for the FIM North America MotoAmerica AMA Road Racing Mini Cup Championship classification.
- e. In the event of a tie in the number of points, the final positions will be decided based on the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie then, the date in the Championships at which the highest place was achieved will be taken into account with precedence going to the latest result.

**1.22 Championship Points**

All class championship points awarded for the race will be awarded based on the finishing position listed on the scale.

Position	Points
1st	25 points
2nd	20 points
3rd	16 points
4th	13 points
5th	11 points
6th	10 points
7th	9 points
8th	8 points
9th	7 points
10 <sup>th</sup>	6 points
11th	5 points
12th	4 points
13th	3 points
14th	2 points
15th	1 point

## **2.0 MOTOAMERICA MINICUP - OHVALE TECHNICAL REGULATIONS GP-0**

### **2.1 INTRODUCTION**

Motorcycles participating in the MotoAmerica Mini Cup Ohvale GP-0 must comply with the provisions of this regulation. As set out in the Sporting Regulations, this Championship is divided into categories based on age/machine:

- GP-0 110 Automatic (ages 6-8)
- GP-0 110 4 Speed (ages 6-10)
- GP-0 160 4 Speed (ages 8-14)
- GP-0 190 Daytona Youth (ages 10-14/restricted to 2019 or older model year & 4-speed gearbox)
- GP-0 190 Daytona Adult (ages 15+/all model years allowed as well as 4-speed or 5-speed gearbox)

If the Technical Director requests parts for compliance or dispute, the manufacturer (or distributor for him) is required to deliver to MotoAmerica the part and / or documentation relating to approved motorcycles.

Motorcycle may use parts or kits specified and/or provided by the manufacturer.

Except as explicitly authorized by this regulation and all the components of the motorcycle must be kept original, therefore as originally produced by the manufacturer.

If not specified, the front, side and rear views of the motorcycles will conform to the appearance of the model as originally produced by the manufacturer. The physical appearance of exhaust system is excluded from this standard.

### **2.2 GENERAL**

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

- |   |          |           |        |
|---|----------|-----------|--------|
| - | GP-0 110 | Automatic | 64 Kg. |
| - | GP-0 110 | 4 Speed   | 64 Kg. |
| - | GP-0 160 | 4 Speed   | 65 Kg. |
| - | GP-0 190 | Daytona   | 68 Kg. |

2.2.2 Sealing and Engine Data

- a. During the whole season engines may be sealed or torn down at the direction of the Technical staff at any time and checked for compliance.
- b. The engines must be presented for sealing at the first event that the competitor attend during technical pre-checks. Engine may already have the identification seal affixed by an Ohvale USA approved organization or individual. Only Ohvale engine seals are approved.
- c. Engines presented for technical control sealing, must have the screws already drilled to be tied as follows:
  - 1) Categories GP-0 110 4Speed and GP-0 160 4Speed engines, the seal will be applied to the fixing screws of the timing cover.
  - 2) Category GP-0 190 Daytona engines, the seal will be applied on the left side that connects and the cylinder to a screw to the crankcase.
- d. Serial numbers on the seals will be recorded by technical staff. Sealed engines may be torn down for inspection when they are removed from service or after a race event. If inconsistencies are found, penalties will be applied retrospectively to the first event that engine was put into service.

### 2.2.3 Engine Compliance and Protests

- a. All competitors are subject to random teardowns to check for engine compliance even if engine has been sealed. Failure to comply with will result in disqualification for that event.
- b. Protest and appeals will be conducted per Section 4.5 of the 2020 AMA Racing Rulebook. The rulebook is available at the following link:  
[https://americanmotorcyclist.com/wp-content/uploads/2020/02/AMA\\_Racing\\_Rulebook20.pdf](https://americanmotorcyclist.com/wp-content/uploads/2020/02/AMA_Racing_Rulebook20.pdf)
- c. Engine tags will be tracked from the start of the season, at every round, for every competitor. If, during a random teardown, any violations are discovered, it will result in the cancellation of any results from events in which that engine was used.

## 2.3 CHASSIS

### 2.3.1 Frame

The frame must be kept original, is only permitted to fit the chassis anti-vibration plate produced in kit by the manufacturer for the model of motorcycle in use. The painting of the frame is free but its polishing is prohibited. The use of shells to protect the swingarm or frame is prohibited.

### 2.3.2 Seat Post Frame

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

### 2.3.3 Front Fairing Frame

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

### 2.3.4 Swingarm

- a. Except as authorized in the following articles, the swing-arm and swing-arm pivot must be kept original.
- b. Replace the original chain tensioner registers with the racing ones produced by the manufacturer for the model of motorcycle in use, is permitted.
- c. All motorcycle must be equipped with a solid protective chain guard (shark fin) fixed to the swing-arm produced by the manufacturer of motorcycle and may only be replaced with an aftermarket version with prior written approval from MotoAmerica Mini Cup officials.

### 2.3.5 Steering Plates

- a. The upper and lower fork clamps (triple clamp, fork bridges), and the steering axle must remain as originally produced by the manufacturer on the homologated motorcycle, as well as the steering lock stops device.
- b. The steering stem must remain in its original position.

### 2.3.6 Handlebars and Controls

- a. Except as authorized in the following articles, the handlebars, the handlebar clamps, the manual controls (throttle control, brake and clutch levers and electric controls), and the handlebar terminal must be kept original.
- b. Handlebars and manual controls (clutch and brake levers) must stay original. Can be repositioned, but a minimum clearance of 30 mm must be maintained between the tank and the handlebars, including any accessories attached to it.

- c. Only in the GP-0 190 Daytona Category, it is permissible to replace the original handlebar terminals with those originally fitted on the models produced from 2018. In the remaining Categories, the handlebar terminals must be kept original.
- d. It is forbidden to enter the track without ball end inserts in the handlebar ends.
- e. It is forbidden to repair the handlebars by welding.
- f. The control levers on the handlebars (brake and clutch) must always have rounded edges and must have a ball-form ending.
- g. In any position of the steering and the front suspension, the control levers on the handlebars must not touch any component of the motorcycle.
- h. Throttle controls must be self-closing when not held by hand.
- i. It is mandatory to use the para-lever device supplied in the specific kit for the model of motorcycle in use, which protects the front brake lever from any involuntary actuations resulting from the contact between two motorcycles. In the GP-0 110 Automatic class it is also mandatory to mount the para-lever on the rear brake lever supplied in the specific kit for the model of motorcycle in use.
- j. Handlebars and controls may only be replaced with aftermarket parts with prior written approval from MotoAmerica Mini Cup officials.

### 2.3.7 Footrest and Controls

- a. Except as authorized in the following articles, the footrests, and foot control must be kept original.
- b. Footrests and foot controls can be repositioned only using the setting originally provided by the manufacturer.
- c. Gear shift pedal and his leverage can be replaced to use one of "overturned" type (GP Shift).
- d. The rear brake lever peg may also be positioned on the first lowering slot in the front part of the lever.
- e. It is forbidden to repair the footrests by welding.
- f. It is forbidden to enter the track with footrests having the plastic material plugs in poor condition or without a mounted end plug.
- g. It is forbidden to repair the footrest supports by welding.
- h. Footrests and controls may only be replaced with aftermarket parts with prior written approval from MotoAmerica Mini Cup officials.

### 2.3.8 Start lever

In GP-0 110 4Speed, GP-0 160 4Speed and GP-0 190 Daytona classes, the starting lever of the original engine must remain mounted and running and be equipped with a system that prevents accidental opening (example: elastic).

### 2.3.9 Electric Starting System

In the GP-0 110 Automatic class, the complete electric start system must be kept original and properly mounted and running.

## 2.4 SUSPENSION

### 2.4.1 Front Suspension

- a. Except as authorized in the following articles, the fork must be kept original in every component.
- b. In all Categories it is permissible to replace the original fork with the "+5" fork originally assembled on motorcycles produced from 2019.

- c. Position of the fork stems respect to the steering plates is free.
- d. The fork spring preload system and / or the cartridges that are included in the specific kit provided by the manufacturer for the motorcycle model in use may be used.
- e. Position of the hydraulic registers, the elastic coefficient (K) and the preload of the main springs are free.
- f. Front suspension cartridges/internals may only be replaced with kits other than specified by manufacturer with prior written approval from MotoAmerica Mini Cup officials.

#### 2.4.2 Steering Damper

- a. Steering damper is allowed with approval of chief technical steward at event.
- b. In no case may the steering damper act as a steering lock limiting device

#### 2.4.3 Rear suspension

- a. Except as authorized in the following articles, the rear suspension must be kept original in every component.
- b. Links and mounting points of the rear suspension to the chassis and swing arm, must be kept original.
- c. The original shock absorber may only be replaced with one of those belonging to the specific kit for the model of motorcycle in use.
- d. The length of the shock absorber, the position of the hydraulic registers, the elastic coefficient (K) and the preload of the main spring of the shock absorber are free.
- e. Rear suspension may only be replaced with kits other than specified by manufacturer with prior written approval from MotoAmerica Mini Cup officials.

### 2.5 BRAKE SYSTEM

#### 2.5.1 Brake Disks

- a. The brake discs must remain as originally produced by the manufacturer for the motorcycle.
- b. Only the OHVALE 190 Daytona models are allowed to replace the original disc using the 190mm floating disc kit produced by the manufacturer for the model of motorcycle in use.
- c. Brake discs are open in the Adult 190 class but must retain single disc design.

#### 2.5.2 Brake Calipers

- a. Except as authorized in the following article, the front and rear brake calipers, as well as all their fixing points and all anchor pieces, must be kept original.
- b. It is mandatory to mount original brake pads or, alternatively, those brake pads which are included in the manufacturer's specific kit for the model of motorcycle in use.
- c. Brake pads may only be replaced with kits other than specified by manufacturer with prior written approval from MotoAmerica Mini Cup officials.
- d. Brake calipers and pads are open in the Adult 190 class but must retain single caliper design.

#### 2.5.3 Master Cylinders

- a. Brake master cylinders (front and rear) and the related pipes must be kept original
- b. Installation of a protection of the master cylinder positioned on the handlebar is authorized to prevent oil leaks in a crash.

c. Master Cylinders are open in the Adult 190 class.

## 2.6 WHEELS

Wheel rims and their spindles must be kept original. In all the dimensions of the wheel rims should be as indicated below:

Front Wheel 2.50" x 10"

Rear Wheel 3.00" x 10"

## 2.7 TIRES

a. The only tires admitted to the championship are those indicated here below:

Front tire PMT Slick 100 / 85 – 10 in the M or S compound

Rear tire PMT Slick 120 / 85 – 10 in the M or S compound

b. In the event that the qualifying practices or the race are declared "wet" it is allowed the use of rain tires in the measures indicated below:

Front tire PMT Rain 100 / 85 – 10

Rear tire PMT Rain 120 / 85 – 10

c. It is specified that when mounting the tire on the wheel rim it is mandatory to respect the direction of travel indicated by the manufacturer.

d. The use of tire warmers is allowed on the starting grid.

## 2.8 FUEL TANK AND FUEL SYSTEM

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

The only fuel allowed is the lead-free one specified in the FIM Technical Rules provided by MotoAmerica.

### 2.8.1 Fuel Tank

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

b. Fuel tank must be filled with spongy fire-retardant material (such as "Explosafe").

### 2.8.2 Fuel Line

a. The fuel circuit, understood as the set of ducts and devices between the tank and the carburetor, is free.

b. Replacement of the fuel cock is permitted.

c. The addition of fuel filters is permitted.

d. Use of quick connectors for fuel pipes is permitted.

## 2.9 INTAKE SYSTEM

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

### 2.9.1 Carburetor

a. It is mandatory the use of the carburetors indicated in the following points:

- Category GP-0 110 Automatic KF PZ 19

- Category GP-0 110 4 Speed Mikuni VM 24

- Category GP-0 160 4 Speed KF PZ 27

- Category GP-0 190 Daytona KEIHIN PE 28

b. The diffuser section and the number of jets cannot be modified; the remaining carburetor components are free.



## 2.9.2 Air Filter

- a. The air filter is mandatory and must be as indicated in the points below.
- b. The use of Air filter made from the spongy material distributed by the motorcycle manufacturer.
- c. The use of the metallic air filter is part of the kit specific for the model of motorcycle in use.
- d. Only on the motorcycles of the categories GP-0 110 Automatic and GP-0 110 4 Speed is mandatory to use the standard metallic air filter supplied by the manufacturer.
- e. Use of systems to increase the pressure inside the box filter using the dynamic air pressure when the motorcycle is in movement is forbidden.

## 2.10 ENGINE

### 2.10.1 Engine General

- a. Except as expressly permitted in the following articles, the engine must remain completely original.
- b. The only engines allowed are those indicated in the points to follow:
  - Category GP-0 110 Automatic            ZONGSHEN ZB 110
  - Category GP-0 110 4Speed            ZONGSHEN W110G
  - Category GP-0 160 4 Speed            ZONGSHEN W155
  - Category GP-0 190 Daytona            DAYTONA ANIMA FDX 190
- c. Bore and Stroke must remain original.
- d. Is mandatory to use the right-side engine lateral cover included in the kit included in the specific kit for the model of motorcycle in use supplied by the manufacturer.
- e. It is mandatory to run the engine exhaust pipes into a recovery tank with a minimum capacity of 250cc.

### 2.10.2 Engine Head

- a. Except as authorized in the articles to follow, Any type of machining for the removal of material (including polishing) and application of material (including surface treatment) is prohibited.
- b. Intake and exhaust ports must remain original.
- c. Valves, valve seats, valve guides, tappets, oil seals must be the original. Only normal maintenance provided by the service manual is permitted.
- d. The springs, half-cones and valve plates must remain original. Valve spring shim are not allowed.
- e. It is allowed to surface the head plane to restore the surfaces according to what is indicated in the technical instructions provided by the manufacturer.
- f. The volume of the combustion chamber and the height of the squish must comply with the values indicated in the following table:

Category	Volume (cc)	Squish* (mm)
Category GP-0 110 Automatic	11,2 +/- 0,4	1,6
Category GP-0 110 4 Speed	10.0 +/- 0.4	1.00
Category GP-0 160 4 Speed	13.5 +/- 0.4	0.60
Category GP-0 190 Daytona	14.8 +/- 0.4	1.25

\*no allowance is admitted on the height of the squish.

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

#### 2.10.3 Camshaft and Valves

- a. Any modification of the camshaft is prohibited.
- b. Timing driven sprocket, must be kept original. Modification or increase of the diameter of the fixing holes are not allowed.
- c. Chain timing and the timing chain tensioner must be kept original.

#### 2.10.4 Cylinder

- a. Cylinder must be kept original.
- b. Any surface treatment of the inner wall of the cylinder is prohibited.

#### 2.10.5 Piston

- a. Any modification to the piston, including polishing and lightening, is prohibited.
- b. Any modification to ring set, pins and their holders is prohibited.

#### 2.10.6 Connecting Rod

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

#### 2.10.7 Crank Shaft

Engine shaft must remain original, any modification included lightening, balancing and polishing is prohibited.

#### 2.10.8 Crank Case

- a. The engine crankcase and engine crankcase covers must remain original, even with regard to color and surface finishing. It is only allowed making holes on the flywheel cover to help the cooling of the internal parts, according to what has been reported in the homologation documents.
- b. It is forbidden to repair the crankshafts and engine covers by applying any material.

### **2.11 TRANSMISSION**

#### 2.11.1 Primary transmission

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

#### 2.11.2 Clutch

- a. On motorcycles of the GP-0 Automatic Category all components of the clutch (clutch bell, clutch masses, rotor clutch, clutch springs) must be kept original.
- b. On motorcycles in the GP-0 110 4 Speed category, all components of the clutch (clutch bell, clutch inner drum, hub clutch, pressure plate, drive friction discs, outer friction discs, push plate and springs) must be kept original.
- c. On the motorcycles of the GP-0 160 4 Speed and GP-0 190 Daytona categories, the "EVR by OHVALE" slipper clutch kit included in the specific kit for the model of motorcycle in use is allowed.

#### 2.11.3 Gearbox

- a. On motorcycles of the GP-0 Automatic Category any modification to the transmission shafts (primary and secondary) and the relative transmission gears is forbidden.
- b. On GP-0 110 4Speed, GP-0 160 4Speed and GP-0 190 Daytona motorcycles, any change to the gearbox, understood as the assembly consisting of the gear selection

system and drive forks, primary and secondary shafts and their gears transmission is prohibited.

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

#### 2.11.4 Final transmission

Final transmission (pinion, crown and chain) may only be replaced with kits other than specified by manufacturer with prior written approval from MotoAmerica Mini Cup officials.

### 2.12 OIL COOLING AND LUBRICATION SYSTEM

- a. The oil cooler must remain original.
- b. Any modification to the oil pump is prohibited.
- c. The oil pipes that connect the engine to the oil cooler must be kept original. The engine breather must be put into a tank with a minimum volume of 250cc.
- d. The oil inlet and discharge plugs, the delivery and return pipes to the oil cooler and the oil filter cover screws must be perfectly sealed and secured with a binding wire to prevent accidental opening.

### 2.13 ELECTRICAL SYSTEM

#### 2.13.1 Wiring an electrical controls

- a. The main wiring must be kept original.
- b. The electric controls on the handlebar can be repositioned, but not replaced or removed.
- c. It is mandatory to keep the ignition kill switch mounted on the right side of the handlebar.

#### 2.13.2 Engine Ignition and Control

- a. Except as authorized in the following articles, the engine ignition and control system (rotor, stator engine control unit and coil) must be kept original.
- b. Only on the motorcycles of the GP-0 190 Daytona Category it is mandatory to fit the ignition and engine control system equipped with the model produced from 2018. In all remaining categories the ignition system must be kept original.
- c. At any time of the event, the Chief Technical Steward has the right to request the replacement of any components of the engine ignition and control system mounted on the motorcycle. The refusal to proceed with the replacement is equated with a technical irregularity.

#### 2.13.3 Electrical Infrastructure

In the GP-0 110 Automatic Category, the original battery must remain in the original housing. The battery can be replaced with another that has the same nominal capacity and instantaneous power than the original one.

#### 2.13.4 Engine Control Sensors

The use of electronic shift assistance systems (quick-shifter) is prohibited except in the Adult 190 class.

#### 2.13.5 Additional Equipment

- a. With the exception of what is authorized in the following articles, any electrical or electronic components (sensor, control unit, display) that are additional or not originally mounted on the motorcycle, are forbidden.
- b. Use of electronic equipment with IR (infrared) technology, GPS or radio timing detection is allowed.

- c. It is allowed to mount one or more systems (dashboards, displays, etc.) to display the parameters indicated in the points below:
  - RPM
  - Oil temperature
  - Lap time
  - Engine hours
- d. Integrated dashboards with electronic tracing function, geolocation and data acquisition, is allowed. The data acquisition must be just limited to the channels listed below:
  - RPM
  - Oil temperature
  - Lap Time
  - Engine Hours
  - Position and speed (GPS signal)
- e. All motorcycles must mount the rear safety light included in the specific kit for the model of motorcycle in use. The team must ensure that the light is switched on whenever Race Director declares wet race or practice.
- f. The presence of cables or electronic components or of not clear origin are not allowed and is considered as a technical irregularity.

## **2.14 FAIRINGS**

### 2.14.1 Fairings General

- a. Color and graphics are free.
- b. The use of carbon fiber components is not permitted.
- c. All logos and designs on competitors' motorcycles are subject to final approval by MotoAmerica Mini Cup officials.
- d. Except as authorized in the following articles, the fairing, the saddle, the front and rear mudguard and all the superstructures that make up the motorcycle body, must be kept original.
- e. Only on the motorcycles of the categories GP-0 160 4Speed and GP-0 190 Daytona it is permissible to modify the fairing as indicated in the following points:
- f. Replace the original front fairing and / or fairing with those originally fitted on motorcycles produced from 2019.
- g. Fit the aerodynamic "wings" including the specific kits for the model of motorcycle in use.
- h. The windshield must remain original. The windshield can be colored and not transparent in order to accommodate the table and the front race number.
- i. The size and shape of the cooling holes of the oil cooler are free. It is recommended to mount protective grilles or wire mesh to protect the oil cooler.
- j. The original fairing brackets can be replaced with quick-release attachments.
- k. The lower fairing must have a perfect seal in order to contain lubricant leaks in the event of engine failure.
- l. The lower fairing must incorporate two holes of 14 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be opened only in wet race conditions, as declared by the Race Director.

### 2.14.2 Mudguards

- a. Only in the categories GP-0 160 4 Speed and GP-0 190 Daytona it is permissible to replace the original fender with the original one fitted on motorcycles produced from

2019. In the GP-0 Automatic and GP-0 110 4 Speed classes the front fender must be kept original.

- b. The distance between the front mudguard and the tire may be increased.
- c. The rear mudguard must be kept original.

#### 2.14.3 Seat

Saddle seat can be changed.

#### 2.14.4 Number plate and race Numbers

- a. The colors of the tables and race numbers are free but must be legible and professional. Numbers made from material such as duct tape are prohibited.
- b. Front and side race numbers must have a minimum height of 63 mm.

### 2.15 EXHAUST SYSTEMS

- a. Except as authorized in the article to follow, in all categories the exhaust system must be kept original.
- b. In the GP-0 190 Daytona category it is mandatory to replace the silencer of motorcycles produced between 2015 and 2016 with the silencer system equipment of motorcycles produced from 2017.
- c. In all categories, the maximum permissible photometric level is 97 dB / A at a speed of 5500 rpm.
- d. Exhaust is open in Adult 190 class.

### 2.16 SCREW/BOLTS AND FIXING ELEMENTS

- a. Bolts and fairing fixing elements are free but must have the same size as the originals and with a strength class equal to or greater than the original. Fairings fixing elements may be replaced by fast fixing ones..
- b. The use of titanium or aluminum bolts and titanium or carbon fiber and / or Kevlar fasteners, if not originally on the motorcycle or part of the specific kit for the model of motorcycle in use is prohibited.
- c. The original engine bolts can be replaced with another one of equal size and with a strength class equal to or greater than the original.
- d. Where required it is permissible to drill holes for the passage of the binding threads, but any modification tending to a lightening is prohibited.
- e. Resetting the threads with the use of helicoil is permitted.

