2026

MotoMini USA World Series

TECHNICAL REGULATIONS

Version 1:15 April 2026

VERSION	DATES	CHANGES
1	15 April 2026	Original Version

Articles amended as from 4.6.2026 are in bold
Articles amended during the 2026 season are in bold and red type

2. TECHNICAL REGULATIONS

The following technical rules are written for the MotoMini USA Series and only apply to the Ohvale 160 and Ohvale 190 classes. Certain provisions are drafted with the aim of providing consistency for National federations. These rules are specific to the MotoMini USA Series and may differ in some areas from other FIM MotoMini World Series and the FIM MotoMini World Final technical rules. The interest and the goal being that the machines have the same technical provisions. All other MotoMini USA classes shall use the 2026 MotoAmerica Mini Cup Regional/Qualifier Regulations.

EVERYTHING THAT IS NOT MotoMini USA Series AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

2.1. INTRODUCTION

Motorcycles participating in the MotoMini USA Series must comply with the provisions of this regulation. As set out in the Sporting Regulation, this Championship is open to motorcycles produced by the Official Supplier of the FIM MotoMini World Series, with the following categories:

- GP-0 160 4Speed
- GP-2 190 DAYTONA

The MotoMini USA Series is open to Ohvale GP-0 160 4 Speed motorcycles and GP-2 190 DAYTONA motorcycles manufactured by Ohvale S.r.l. and supplied for the Championship by the Official Supplier.

If requested, the manufacturer (or distributor for him) is required to deliver the material and / or documentation relating to approved motorcycles. All the documentation will be treated confidentially.

It is allowed to use some parts of the specific kit for the model of motorcycle in use and / or make changes as indicated in the homologation forms deposited by the manufacturer.

Except as explicitly authorized by this regulation and in the homologation forms, all 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.

During technical inspection, the MotoMini USA Technical Director can avail themselves of the support of the Technical Service of the Official Supplier of the MotoMini USA Series. The Organizer can avail itself of the Technical Service of the Official Supplier also for technical inspection involving the withdrawal of the engine or one of its components.

2.2. MOTORCYCLE TECHNICAL SPECIFICATIONS

2.2.1. Homologated motorcycles

The motorcycles homologated for the **2026** MotoMini USA Series are:

- Category GP-0 160 4Speed:
    - OHVALE GP-0 160 4Speed (from 2016 on)
    - OHVALE GP-0 160 EVO 4Speed
- Category GP-2 190 DAYTONA:
    - OHVALE GP-2 190 DAYTONA

2.2.2. Sealing engines quota

At any time during the event, each rider may have only one motorcycle (frame) verified and punched in his/her name. Punching consists of applying a sticker, or indelible paint to the motorcycle frame, generally near the steering head on the right side of the motorcycle at the discretion of the Scrutineers. The sticker will be applied at the conclusion of the Motorcycle Verification and indicates that the motorcycle has passed technical inspection and is deemed legal for use by the rider for that race.

Punching of a second motorcycle is granted in case of proven technical reasons (e.g., accident, frame breakage, etc.) and must be agreed with the MotoMini USA Series Race Director od Technical Director

During the whole season each regular rider is entitled to use, then have sealed, a maximum of 3 engines. Wild card riders are allowed to have a maximum of 2 engines sealed per event and no more than 3 during the season. An engine is considered used at the moment the motorcycle with that engine crosses the transponder signal reception point at the pit lane exit.

Where required by MotoMini USA, the engines must be presented for sealing already provided with the identification seal affixed by the Ohvale Technical Service.

Where requested by MotoMini USA, engines submitted for sealing in the MotoMini USA Series must have the screws already drilled to be tied as follows.

The Official Supplier's Technical Service seal and, where required, the MotoMini USA seal, shall be applied:

- OHVALE GP-0 160 4 Speed: to the fixing screws of the timing cover.
- OHVALE GP-2 190 DAYTONA: on the left side connecting the cylinder head to a screw to the crankcase

Where required by MotoMini USA, engines must be sealed by the MotoMini USA Technical Director/Chief Technical Steward or their Staff, as indicated in the following articles.

Each rider has the obligation to seal at least one engine during the technical inspections of the first event to which it participates. Use on the track of an engine without seals or with damaged seals involves the immediate affixing of new seals and is equated with technical irregularity.

Sealing of additional engines can occur during, at the end of the current event or in subsequent events, according to the rider's needs, subject to agreement with the MOTOMINI USA Technical Director and the Official Supplier's Technical Service.

The engines are sealed in the rider’s name, so the exchange of already sealed engines among riders is also prohibited within the same team.

Applying new seals to an engine with missing, or damaged seals is likened to sealing of a new engine. Except for the replacement of seals removed during the Technical Inspections, provided the engine to be submitted for substitution seals within the Technical Inspections of the events following the verification.

The use of each engine, therefore of the sealing, beyond the permissible amount is penalized with departure from last position in the grid, in the first race following the sealing request. In case more than one rider show up for sealing of an engine above the maximum allowed number, the starting order is the one with which the riders are showed up for the engine sealing (the last showing up will be in the last position, the last but one showing up before the last one, and so on).

2.2.3. Chassis / Frame

2.2.3.1. Frame

The frame must be kept original.

Frames from low capacity versions (GP-0 110 and GP-2 160) are allowed to be updated to the permitted version. See 2.2.1.

- GP-0 110 updated to GP-0 160, only
- GP-2 160 updated to GP-2 190, only

On OHVALE GP-0 160 4Speed 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 forbidden. The use of shells to protect the swing arm or frame is forbidden.

2.2.3.2. Seat post frame

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

2.2.3.3. Front fairing frame

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

2.2.3.4. Swing arm

Except as authorized in the following articles, the swing arm, ~~and~~ swing arm pivot and chain tensioner must be kept original.

All motorcycles must be equipped with a solid protective chain guard (shark fin) fixed to the swing arm produced by the manufacturer of motorcycle.

For OHVALE GP-0 160 4Speed:

It is allowed to replace the original chain tensioner adjusters with the racing ones produced by the manufacturer for the model of motorcycle in use.

For OHVALE GP-2 190 DAYTONA:

It is allowed to mount on all models the 2026 onwards swingarm pivot kit.

2.2.3.5. Steering plates

The upper and lower 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.

The steering stem must remain in its original position.

It is allowed to fix a protector on the upper fork bridge, for the sole purpose of protecting the upper front forks. The design is free, but the final decision of the safety came from the MOTOMINI USA Technical Director / Chief Technical Steward.

It is allowed to replace the steering stem with the adjustable kit produced and homologated by the manufacturer for the model of motorcycle in use.

2.2.3.6. Handlebars and controls

Except as authorized in the following articles, the handlebars, the handlebar clamps, the manual controls (throttle control, grips, brake and clutch levers and electric controls), and the handlebar terminal must be kept original. The grips can be secured using wire.

It is allowed to replace the handlebars with the kit produced and homologated by the manufacturer for the model of motorcycle in use.

Handlebars and manual controls (clutch and brake levers) may be replaced with levers specifically made for the make and model. They can be repositioned, but a minimum clearance of 30 mm must be maintained between the tank and the handlebars, including any attached accessories.

Is forbidden to use handlebars without mounted terminals.

It is forbidden to repair the handlebars by welding.

The control levers on the handlebars (brake and clutch) must always have rounded edges and must have a ball-form ending.

In any position of the steering and the front suspension, the control levers on the

handlebars must not touch any component of the motorcycle.

Throttle controls must be self-closing when not held by hand.

It is mandatory to use the brake lever guard 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.

2.2.3.7. Footrest and Controls

Except as authorized in the following articles, the footrests, and foot control must be kept original.

Footrests and foot controls can be re-positioned only using the setting originally provided by the manufacturer.

Gear shift pedal and lever can be replaced with one of reverse type.

For OHVALE GP-2 190 DAYTONA it is allowed to replace the original gear shift rod with the optional part to be used with the quick shift system produced by the manufacturer for the model of motorcycle in use.

The rear brake lever peg may also be repositioned. It is forbidden to repair the footrests by welding.

It is forbidden to enter in the track with footrests having the original plastic terminal in damaged condition or without a mounted terminal.

It is forbidden to repair footrest supports by welding.

2.2.3.8. Start lever

The starting lever of the original engine must remain mounted and be equipped with a system that prevents accidental opening (example: elastic).

2.2.4. Suspension

2.2.4.1. Front suspension

Except as authorized in the following articles, the fork must be kept original in every component.

Position of the fork sleeve with respect to the steering plates is free. Under no circumstances may the top end fork sleeve (excluding the fork cap) be below the upper steering plate.

The settings of the hydraulic adjusters, the spring coefficient (K), the preload of the main springs and the amount and type of hydraulic oil are free.

For OHVALE GP-0 160 4Speed and OHVALE GP-0 160 EVO 4Speed:

- It is allowed to replace the original forks with the original "+5" forks on motorcycles produced from 2019 onwards
- It is possible to mount the fork spring pre-load system provided by the manufacturer for the motorcycle model in use.

- The front forks from the different models homologated (see also 2.2.1) cannot be exchanged between them.

For OHVALE GP-0 160 EVO 4Speed:

- It is allowed to replace the original front fork with the “Ohracing” front fork originally mounted from model year 2025 onwards.

For OHVALE GP-2 190 DAYTONA:

- It is also allowed to use the fully adjustable front fork kit, as original produced and sold by the manufacturer.
- It is allowed to replace the original front fork with the “Ohracing” front fork originally mounted from model year 2025 onwards.

A steering damper may be added with the specific kit provided by the official supplier. In any case the steering damper cannot act as a steering lock limiting device.

2.2.4.2. Rear suspension

Except as authorized in the following articles, the rear suspension must be kept original in every component.

The adjusting system and attachments of the rear suspension to the frame and swing arm must be kept original.

The wheelbase of the shock absorber, the position of the hydraulic registers, the elastic coefficient (K) and the pre-load of the main spring of the shock absorber are free.

The plastic washers (4 units) cannot be removed or modified.

The mounting position of the rear shock has to be respected, so as sold originally by the Motorcycle Supplier, with the adjustment knob oriented to the top.

2.2.5. Brake system

Except as authorized in the following articles, the parts from different model years cannot be exchanged between them.

For OHVALE GP-0 160 EVO 4Speed:

It is allowed to mount all available brake systems sold by the Manufacturer. See table 1.

For OHVALE GP-0 160 4Speed:

It is only allowed to mount the standard brake systems originally mounted.

See table 1.

	160 EVO					160
	OPTION A	OPTION B	OPTION C	**OPTION D**	**OPTION E**	OPTION A
Front	Formula	J.Juan	Brembo	**Brembo**	**J.Juan**	Formula
Rear	Formula	J.Juan	J.Juan	**Formula**	**Formula**	Formula

Table 1. Permitted brake system combinations

. **For OHVALE GP-2 190 DAYTONA:**

It is allowed to mount all available brake systems sold by the Manufacturer.

See table 2.

	GP-2 190 DAYTONA			
	OPTION A	OPTION B	OPTION C	OPTION D
Front	**J.Juan**	**Brembo**	**Brembo**	**J.Juan**
Rear	**J.Juan**	**J.Juan**	**Formula**	**Formula**

Table 2. Permitted brake system combinations

2.2.5.1. Brake discs

The brake discs must remain as originally produced by the manufacturer for the motorcycle.

It is not allowed to add air ducts in order to improve the cooling of the braking system.

For OHVALE GP-0 160 4Speed:

It is allowed to replace the original front disc with the front disc (ø190mm fixed or ø190mm floating) sold and homologated as a kit by the Manufacturer.

For OHVALE GP-2 190 DAYTONA:

It is allowed to replace the original front disc with the front disc (ø230mm **or ø240mm** floating) sold and homologated as a kit by the Manufacturer. **For the ø240mm version, 2 spacers (5 mm) are required.**

2.2.5.2. Brake calipers

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.

It is compulsory to fit original brake pads. It is possible to fit brake pads from the specific kit for the motorcycle model in use.

For OHVALE GP-0 160 4Speed (from 2023 on) & OHVALE GP-2 190 DAYTONA:

It is allowed to add thermal plates between the brake pads and the caliper pistons only if it's part of the kit sold and homologated by the Manufacturer.

For OHVALE GP-2 190 DAYTONA:

It is allowed to mount on all models the 2024 brake system.

2.2.5.3. Master cylinder

Master cylinder (front and rear) and the related pipes must be kept original.

Installation of a protection of the brake pump positioned on the handlebar is allowed to prevent oil leaks if they break after falling.

For OHVALE GP-2 190 DAYTONA:

It is allowed to mount on all models the 2024 brake system.

2.2.6. Wheels

Wheel rims, inner and outer spacers and their spindles must be kept original. All dimensions of the wheel rims should be as indicated below:

- For OHVALE GP-0 160 4Speed
  - Front Wheel 2,50” x 10”
  - Rear Wheel 3,00” x 10”

- For OHVALE GP-2 190 DAYTONA
  - Front Wheel 2,50” x 12”
  - Rear Wheel 3,00” x 12”

2.2.7. Tank and fuel system

2.2.7.1. Tank

Plastic tanks and tank cap must remain as originally produced by the motorcycle manufacturer.

Fuel tank must be filled with fire retardant material (i.e., fuel cell foam, "Explosafe").

Fuel tank can have heat reflective material attached to its surface.

2.2.7.2. Fuel line

The fuel circuit, understood as the set of ducts and devices between the tank and the carburetor, must remain as originally produced by the motorcycle manufacturer, except as authorized in the following articles.

Replacement of the fuel cock is not allowed.

The addition of fuel filters is not allowed.

Only the kit quick connectors for fuel pipes, sold and homologated by the Manufacturer, are allowed.

2.2.8. Intake system

2.2.8.1. General

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

2.2.8.2. Carburetor

The use of pumps or power-jets is forbidden.

The spring of the piston valve must be maintained as originally equipped.
The carburetor’s breather pipes must be installed and work properly.

Is mandatory the use of the carburetor indicated in the following points:

- Category GP-0 160 4Speed DELL'ORTO PHBH 28 BD

For the duration of the event, it is mandatory to use a carburetor calibration (max jet, min jet, model and needle position, needle jet, valve) within the range indicated by the Official Supplier. The next calibration elements can only be replaced with more fuel-rich calibration elements: Jet Needle positions and Starting Jet only. Only original DELLORTO components are allowed. The use of different calibrations (even for a single element) from those indicated by the Official Supplier is sanctioned as technical irregularity.
During an event, the Official Supplier can modify the carburetion range as long as it is immediately communicated to the riders within 60 minutes from the beginning of the next session.

BRAND / MODEL	Dell'Orto PHBH28-BD
Float	6,5 g
Needle & Seat Assy	250
Starting Jet	55
Idle Jet	50 **or 55**
Needle Jet	262 T
Main Jet	120 **or 122**
Jet Needle model / Position	X71 / 4th seat from the top
Piston Valve	50

- Category GP-2 190 DAYTONA DELL'ORTO PHBH 28 BD

For the duration of the event, it is mandatory to use a carburetor calibration (max jet, min jet, model and needle position, needle jet, valve) within the range indicated by the Official Supplier. The next calibration elements can only be replaced with more fuel-rich calibration elements: Jet Needle positions and Starting Jet only. Only original DELLORTO components are allowed. The use of different calibrations (even for a single element) from those indicated by the Official Supplier is sanctioned as a technical irregularity.

During an event, the Official Supplier can modify the carburetion range as long as it is immediately communicated to the riders within 60 minutes from the beginning of the next session.

BRAND / MODEL	Dell'Orto PHBH28-BD
Float	6,5 g
Needle & Seat Assy	250
Starting Jet	55

Idle Jet	50 **or 55**
Needle Jet	262 T
Main Jet	122 **or 125**
Jet Needle model / Position	X71 / 3rd seat from the top
Piston Valve	50

2.2.8.3. Intake duct

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

For OHVALE GP-0 160 4Speed it is compulsory to replace the intake duct of GP-0 motorcycle models manufactured from Model year 2016 onwards (GP-160 model) with the one originally mounted on motorcycles manufactured from Model year 2022 onwards (GP-0 160 EVO model).

2.2.8.4. Air filter

The air filter is mandatory and must be as indicated in the points below.

Only the standard metal air filter supplied by the manufacturer may be used.

The use of air filters made from the spongy material is forbidden.

Use of systems to increase the pressure close to the air filter using the dynamic air pressure when the motorcycle is in movement is forbidden.

The optional air filter cover, sold and homologated as a kit by the Manufacturer, is allowed.

2.2.9. Engine

2.2.9.1. General

Except as expressly permitted in the following articles, the engine must remain completely original.

The only engine allowed are those indicated in the points to follow:

- Category GP-0 160 4Speed:
    - ZONGSHEN W150-G OHVALE SET-UP
- Category GP-2 190 DAYTONA:
    - DAYTONA ANIMA FDX 190 4Speed – OHVALE SET-UP
    - DAYTONA ANIMA FSM 190 4Speed – OHVALE SET-UP

Bore and Stroke must remain original.

It is compulsory to use the right-side engine cover that is part of the specific kit for the

model of motorcycle in use supplied by the manufacturer.

See also 2.2.2. Sealing engines quota

2.2.9.2. Engine head

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.

Intake and Exhaust ducts must remain original.

For OHVALE GP-2 190 DAYTONA:

It is allowed to mount the cylinder head breather, using only the original kit supplied by the Manufacturer.

Valves, valve seats, valve guides, oil seals must be the original. Only normal maintenance provided by the service manual is allowed.

The springs, half-cones and valve spring retainers must remain original. Valve spring shims are not allowed.

It is not allowed to rectify the head plane to restore the surfaces. Only a light cleaning work is allowed, as long as the values described below on volume of the combustion chamber and squish are respected.

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)
OHVALE GP-0 160 4 Speed	13.5 +/- 0.4	> 0.60
OHVALE GP-2 190 DAYTONA	14.8 +/- 0.4	> 1.25

*No tolerance is admitted on the minimum height of the squish.

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

The only heat range admitted are those equivalent to:

- OHVALE GP-0 160 4 Speed :7 and 8 in NGK tables.
- OHVALE GP-2 190 DAYTONA: 9 and 10 in NGK tables.

2.2.9.3. Valves timing diagram

Any modification of the camshaft is forbidden.

Timing driven sprocket and its fixing screws must be kept original. Modification or increase of the diameter of the fixing holes are forbidden.

Chain timing and his timing chain tensioner must be kept original.

2.2.9.4. Cylinder

Cylinder must be kept original.

Any surface treatment of the inner wall of the cylinder, is forbidden.

Only the original head and base gaskets, as provided by the manufacturer are allowed.

2.2.9.5. Piston

Any modification to the piston, including polishing and lightening, is forbidden.

Any modification to ring set, pins and their holders is forbidden.

2.2.9.6. Connecting rod

Any modification to the rod, including lightning and polishing, is forbidden.

2.2.9.7. Crankshaft

Engine crankshaft must remain original, any modification including lightening, balancing and polishing is forbidden.

2.2.9.8. Crank case

The engine crankcase and engine crankcase covers must remain original, even with regard to color and surface finishing. It is only allowed making holes less than Ø12 on the flywheel cover to help the cooling of the internal organs.

It is forbidden to repair the crank cases, and engine covers by applying material.

2.2.9.9. Fly wheel

Any modification of the fly wheel is forbidden.

For OHVALE GP-0 160 & GP-0 EVO 160:

It is allowed to replace the original fly wheel with the part originally fitted on the GP-2 190 DAYTONA or GP-0 EVO 160 model 2024.

2.2.10. Transmission

2.2.10.1. Primary transmission

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

2.2.10.2. Clutch

Except as authorized in the following articles, the clutch, including the springs, driven discs and clutch control must be kept original.

For OHVALE GP-0 160 & GP-0 EVO 160 the use of a slipper clutch is allowed.

For OHVALE GP-2 190 DAYTONA the use of OHVALE slipper clutch kit included in the specific kit for the model of motorcycle in use is allowed.

2.2.10.3. Gearbox

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 forbidden.

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

For OHVALE GP-2 190 DAYTONA it is allowed to use the quick shift system produced by the manufacturer for the model of motorcycle in use, only when the rider is using the reverse shift lever.

2.2.10.4. Final transmission

For the final transmission (pinion, chain and rear wheel sprocket) the use of components distributed by Ohvale is mandatory.

The only combinations allowed are:

	GP-0 160 EVO	GP-2 190 DAYTONA
Front Sprocket	16 (std) - 17	16 – 17 (std)
Rear Sprocket	34 - 35 (std) - 36	34 - 35 – 36 (std)

2.2.11. Cooling and lubrication system

2.2.11.1. Oil cooler

The oil cooler must remain original.

2.2.11.2. Oil Circuit

Any modification to the oil pump is forbidden.

The oil pipes that connect the engine to the oil cooler must be kept original. The engine breather pipes must be put into a tank with a minimum volume of 250cc.

The oil inlet and discharge plugs, the delivery and return pipes to the oil cooler, the cam head oil pipe and the oil filter cover screws must be perfectly sealed and secured with a binding wire to prevent accidental opening.

2.2.12. Electrical system

2.2.12.1. Wiring and electric controls

The main wiring must be kept original.

It is mandatory to keep the ignition kill switch mounted on the right side of the handlebar.

2.2.12.2. Engine ignition and control

Except as authorized in the following articles, the engine ignition and control system (rotor, stator, CDI and coil) must be kept original.

The CDI must be the last homologated version distributed by the manufacturer. All the motorcycles must be equipped with the same CDI version.

At any time of the event, the MOTOMINI USA Technical Director/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.

2.2.12.3. Engine control sensors

The use of electronic shift assistance systems (quick-shifter) is:

- On OHVALE GP-0 160 4Speed is forbidden
- On OHVALE GP-2 DAYTONA is allowed by using only the specific kit for the

model of motorcycle in use.

No additional controllers or sensors other than those originally fitted to the engine may be added in order to implement engine control strategies. Original engine mounted sensors must be retained.

2.2.12.4. Additional Equipment

With the exception of what is authorized in the following articles, any electrical or electronic components (sensor, CDI, display) that are additional or not originally mounted on the motorcycle, are forbidden.

Use of electronic equipment with IR (infrared) technology, GPS or radio timing recording for on-board lap timing / data recording purposes is allowed. Telemetry is not allowed (remote signal to or from the motorcycle).

It is allowed to mount one or more systems (dashboards, displays, etc.) to display only the parameters indicated in the points below:

- RPM
- Oil temperature
- Lap Time
- Engine Hours
- Speed (by GPS signal)

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 (by GPS signal)

All motorcycles must mount the rear safety light included in the specific kit for the model of motorcycle in use. The riders must ensure that the light is switched on whenever Race Director declare wet race or practice.

The presence of cables or electronic components or of not clear origin are not allowed and is considered as a technical irregularity. The MOTOMINI USA Technical Director / Chief Technical Steward has the final decision.

2.2.13. Fairing/Bodywork

2.2.13.1. General

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.

Color and graphics are free.

The use of carbon fiber components is forbidden.

The only aerodynamic appendices allowed are those sold as original by the Official Manufacturer as a kit, and homologated. Any other appendix, with aerodynamic effect, or not, are forbidden.

2.2.13.2. Fairings

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

On OHVALE GP-0 160 4Speed it is allowed to modify the fairing as indicated in the following points:

a) Replace the original front fairing and / or fairing with those originally fitted on motorcycles produced from 2018 on (GP-0 or GP0 EVO)

b) Replace the original tail/tank cover with the one originally fitted to GP-0 EVO motorcycles.

The windshield must remain original. The windshield can be colored and not transparent in order to accommodate the table and the front race number.

The size and shape of the oil cooler holes for all GP-0 models built up to 2017 are free. It is also permitted, as well as recommended to mount protective grilles or wire mesh to protect the oil cooler.

The original fairing brackets can be replaced with quick-release attachments.

The lower fairing must have a perfect seal in order to contain lubricant leaks in the event of engine failure.

The lower fairing must incorporate two holes of 14 mm in the bottom of the front and rear lower area. These holes must remain closed in dry conditions and must be opened only in wet race conditions, as declared by the Race Director.

2.2.13.3. Mudguards

The distance between the front mudguard and the Tire may be increased.

The front and rear mudguard must be kept original.

On OHVALE GP-0 160 4 Speed it is permissible to replace the original front fender with the original one fitted on motorcycles produced from 2018.

2.2.13.4. Seat

Seat can be changed.

2.2.14. Exhaust system

Except as authorized in the article to follow, in all categories the exhaust system must be kept original.

The use of the silencer with the dB killer fitting is highly recommended. In countries where national regulations foresee a noise limit lower than the one allowed in this regulation; it is compulsory to use the silencer with the dB killer fitting. In this case, the use of the original dB killer is compulsory on all motorcycles. On OHVALE GP-0 160 4 Speed it is compulsory to update the silencer manufactured between 2016 and 2019 with the silencer originally fitted to motorcycles manufactured from 2020 onwards that are prepared for the fitting of the DB Killer.

2.2.15. Screw, bolts and fixing elements

2.2.15.1. General

Bolts and fairing fixing elements are free but must have the same size as the originals and with a strength class equal to or higher than the original. Fairing fixing elements may be replaced by fast fixing ones.

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 forbidden.

2.2.15.2. Engine bolts

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.

Where required it is permissible to drill holes for the passage of the binding threads, but any modification tending to a lightening is forbidden.

Resetting the threads with the use of helicoil is allowed.

2.3. WEIGHT

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

- Category GP-0 160 4Speed:
  - OHVALE GP-0 160 4Speed MY16 on 66.0 Kg
  - OHVALE GP-0 160 EVO 4Speed MY22 on 67.5 Kg
- Category GP-2 190 DAYTONA:
  - OHVALE GP-2 190 DAYTONA 73.0 Kg

2.4. TIRES, FUEL & LUBRICANTS

2.4.1. Tires

(1) The only Tires admitted to the MOTOMINI USA MotoMini World Series are those indicated here below:

- OHVALE GP-0 160 4Speed

  Front Tire: Pirelli Slick Diablo NHSTL SC1 DSBK 100/80 x 10
  Rear Tire: Pirelli Slick Diablo NHSTL SC1 DSBK 120/80 x 10

- OHVALE GP-2 190 DAYTONA

  Front Tire: Pirelli Slick Diablo NHSTL SC1 DSBK 100/90 x 12
  Rear Tire: Pirelli Slick Diablo NHSTL SC1 DSBK 120/80 x 12

Each National/Regional/Continental Series must have a sole Tire supplier, and all riders must be racing with the same Tires at all times.

(2) If the qualifying practices or the race, are declared "wet" it is allowed the use of rain tires in the measures indicated below:

- OHVALE GP-0 160 4Speed

  Front Tire: Pirelli Diablo Rain NHSTL SCR1 DB Rain 100/80 x 10

Rear Tire: Pirelli Diablo Rain NHSTL SCR1 DB Rain 120/80 x 10

- OHVALE GP-2 190 DAYTONA

Front Tire: Pirelli Diablo Rain NHSTL SCR1 DB Rain 100/90 x 12
Rear Tire: Pirelli Diablo Rain NHSTL SCR1 DB Rain 120/80 x 12

(3) Only the Tires supplied on track by the official Tire service are permitted. No external Tires, even if they comply with point (1) or (2), are allowed without the permission of the official Tire service.

(4) From the beginning of the qualifying practice on, it is permitted to use up to a maximum of:

- 2 set of Tires (2 front and 2 rear) for events with a maximum of 2 races

Contingent Tires are recognizable and counted by affixing a punching during technical inspection.
The Tires should be brought to the parc fermé for punching possibly already mounted on the rims. It is forbidden to exchange Tires already punched between riders. Rain Tires are excluded from the counting, so there is no punching for these.

(5) The rider or the rider's representative is responsible for checking the presence and conformity of the Tire codes/stickers when punching the Tires and before each entry into the track. Failure to check Tires at the time of punching will not be accepted as valid justification for the use of Tires without punching or with non-compliant punching. The ultimate responsibility for the collection and handling of Tires lies with the rider. The Tire conformity check is normally carried out at the track entrance. Failure to stop the motorcycle for the time necessary for the check at the track entrance is considered non-compliance with the riders' obligations. The technical scrutineers have the faculty to carry out additional controls, in the pits, in the pit lane and in the parc fermé.

(6) If one or both marks are missing, the irregular Tires will be marked by the MotoMini USA Series Race Director or Technical Director. Any Tire controlled unpunched will be sanctioned with a fine. In the event of repeated infraction or more serious cases, an additional penalty may be imposed (such as starting from pit lane on the first race following the infringement, in which the rider takes part).

(7) In case of exchange of Tires already allocated to riders, even if belonging to the same team, or in any case of use of Tires with different technical specifications from those associated with the rider for the event, the irregular Tires will be marked by the MotoMini USA Series Race Director or Technical Director. Any Tire exchange will be sanctioned with a fine and additionally equated to a technical irregularity.

(8) At the end of the session (practice or race), the rider must present to the MotoMini USA Technical Director a number of new Tires registered in his name equal to the number of Tires that have been marked as irregular, in order for them to be removed from the list of Tires associated with him. The rider will be allowed to continue the event with the Tire(s) marked by the scrutineer (provided that the

make, model, size and compound are those indicated by the Exclusive Supplier). Failure to deliver new Tires will be considered as a technical irregularity, in repeated cases or those considered more serious, at the sole discretion of the MotoMini USA Technical Director, the additional penalty of starting from the last grid place in the first race following the infringement in which the rider takes part may be applied. In the event of an exclusion from the event, this article will not be applied.

(9) In case of tampering with one or both punches, the irregular Tires will be marked by the MotoMini USA Series Race Director or Technical Director. This infraction will be sanctioned with a fine and in addition will result in exclusion from the event.

(10) If a Tire already associated with a rider has defects that compromise its safe use, the official Tire service may request the MotoMini USA Technical Director to replace the Tire. The final decision on Tire replacement rests with the MOTOMINI USA Technical Director. Any replacement Tire must have the same characteristics (make, model, compound and size) as the Tire it replaces.

(11) The punching is placed on the right shoulder of the Tire, it is the responsibility of the rider or their agent on their behalf, to make sure of the presence and the conformity of punching before getting on the track.

(12) 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.

(13) The use of Tire warmers is also allowed on the starting grid. Every type of electrical feeding is forbidden.

2.4.2. Fuel

Fuel shall be liquid at ambient pressure and temperature and shall be used as such.

The fuel specification is open.

2.4.3. Lubricant

The lubricant specification is open.

2.5. NUMBER PLATE AND RACE NUMBERS

2.5.1. In case of dispute concerning the legibility of numbers, the decision of the Technical Director / Chief Technical Steward will be the final

2.6. TECHNICAL INSPECTION

The motorcycles may ne inspected and technical checks (including the required disassembly) or noise/performance and weight measurements may be executed before, during or after a meeting.

The MotoMini USA Technical Director may perform random controls during the event. Violations of the present Technical Regulations allowed limits shall be sanctioned by loss of result and/or the following penalties:

- For prohibited potentially performance-enhancing modifications of the power unit including intake and exhaust systems = fine up to $250 (incl. VAT) and the rider's suspension for up to two subsequent events. If the offence occurs during the penultimate or last meeting of the season, the suspension may be carried to the next season, no matter in which class the rider shall start in that season.
- Other prohibited modifications = fines up to $150 (incl. VAT) per violation.

Should the officials be unable to determine the compliance/non-compliance of a part with the regulations on the spot, the part or the whole bike may be confiscated for checking and the affected entrant will not be able to make any claims whatsoever. The owner of the motorcycle will be responsible for any costs incurred (disassembly, reassembly).

Non-compliant parts found during Technical Inspection will be marked.

For major contraventions to the Technical Regulations, the Race Director may penalise the respective participants by disqualification from one or several races or from the whole MotoMini USA Series.

2.7. SOUND LEVEL

In all categories, the maximum permissible sound level is (when the dB killer is fitted):

- OHVALE GP-0 160 4Speed: 95 +2 dB/A at an engine revolution of 5500 rpm.
- OHVALE GP-2 190 DAYTONA: 97 +2 dB/A at an engine revolution of 5500 rpm.

2.8. GASOLINE, LUBRICANT AND COOLANTS

All vehicles must be fueled with unleaded gasoline (from public pump station or race type).

2.8.1. Air

Only ambient air may be mixed with the gasoline as an oxidant.

2.9. PROTECTIVE CLOTHING AND HELMETS

The rider is at all times responsible for ensuring that his own protective clothing and helmets are in good condition (undamaged) and comply with the MotoMini USA Technical Regulations. In case one part of his protective clothing and helmets is damaged after a crash, the rider must systematically present this equipment to the Technical Director for check.

Riders will have to be equipped with the appropriate complete set of undamaged safety racing equipment:

- All equipment must comply with the following requirements

- Each rider must be wearing the following elements:
    - One piece leather suit (2-pieces suits are not allowed)
    - Racing boots
    - Racing gloves
    - Back & chest protectors
    - Helmet (must be of the full-face type)

2.9.1 Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, musters and hips.

The use of sliders (specific parts of the riders' safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider while cornering), is permitted on the knees, elbows or any other parts of the race suit, where it is deemed necessary. They must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.

2.9.2 Linings or undergarments must not be made of synthetic material which might melt and cause damage to the riders' skin.

2.9.3 Riders must also wear leather gloves and boots, which with the suit provides complete coverage from the neck down.

2.9.4 Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.

2.9.5 Use of a chest and back protector is compulsory (with or without airbag protection in the suit) and must be clearly marked with the following norms:

a) The back protector must comply with EN1621-2, CB ("central back") or FB ("full back") Level 1 or 2.
b) The chest protector must comply with EN1621-3.

Use of a functional airbag system is strongly recommended.

2.9.6 Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.

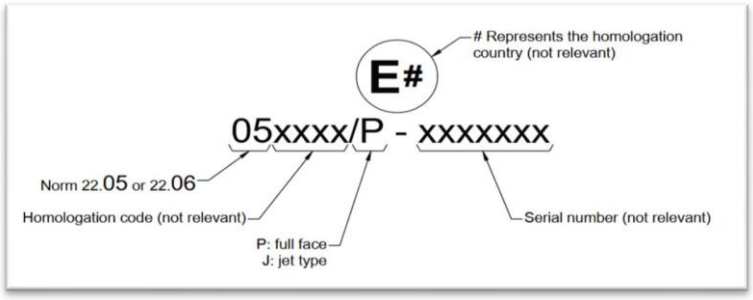
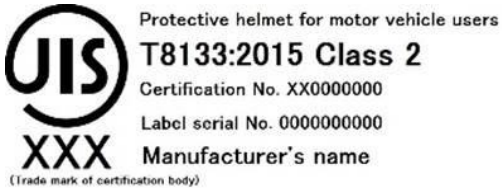
2.9.7 Helmets must conform to one of the following recognized international standards:

EUROPE	ECE 22-05 (only "P" type) ECE 22-06 (only "P" type)
MOTOMINI USA	FRHPhe-01 FRHPhe-02 **(*)**
JAPAN	JIS T 8133:2015 (only "Type 2 Full face")

USA	SNELL M 2015 SNELL M 2020 R SNELL M 2020 D SNELL M 2025

(*): recommended for MOTOMINI USA MotoMini World Series

Examples of labels are reported below:

EUROPE	
MOTOMINI USA	
JAPAN	
USA	

2.9.8 Visors must be made of shatterproof material.

2.9.9 Disposable "tear-offs" are permitted.

2.9.10 Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the Technical Director/ Chief Technical Steward, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.

2.10. Procedures for Technical Control

The rider is always responsible for his/her motorcycle.

The Technical Director must be in attendance for an event at least 1 hour before the technical verifications are due to begin. He must inform the Race Director of his arrival.

He must ensure that all Technical Stewards, appointed for the event, carry out their duties in a proper manner.

The rider, or his mechanic, must be present with the motorcycle for technical control within the time limits stated in the Time Schedule. The maximum number of persons present at the technical verification will be the rider, plus two others. In addition, the Team Manager will also be allowed.

The Technical Director must inform the Race Director of the results of the technical control.
The Technical Director shall have the right to inspect any part of the motorcycle at any time of the event.

Any rider failing to report as required below may be disqualified from the event. Race Director may forbid any team who does not comply with the rules, or any rider who may be a danger to other participants or to spectators, to take part in the practice sessions or in the races.

Technical Control must be carried out in accordance with the procedure and times published for the event.

The Technical Director will refuse any motorcycle that does not have a correctly positioned transponder attachment.

The rider or the mechanic shall present a clean motorcycle and in conformity to the rules. He shall also present his helmet, gloves, boots and leather.

An overall inspection of the motorcycle must be carried out in conformity with the rules. Accepted motorcycles will be marked with paint or a sticker.

The Technical Director has the final authority in case of a dispute on the conformity of the parts in question and for acceptance thereof.

Before each practice the Technical Director can confirm that the motorcycle has passed

Technical Control before the motorcycles go on track.

Only accepted motorcycles may be used in practices and races.
Approximately 30 minutes after the technical control has been completed, the Technical Director must submit to the Race Director a list of accepted motorcycles and riders.

If a motorcycle is involved in an accident, the Technical Director may check the motorcycle, together with the helmet and clothing of the rider involved, to ensure that no defect of serious nature has occurred. If a motorcycle was stopped with a Black Flag with Orange Disc, the Technical Director must check the motorcycle. In both cases, it is the responsibility of the team to present the motorcycle (together with helmet and clothing of the fallen rider) for his re-examination in case they wish to continue. If the helmet is clearly defective, the Technical Director must retain this helmet. The Promotor can send this helmet, together with the accident and medical report (and pictures and video, if available) to FIMNA or the AMA. If there are head injuries stated in the medical report, the helmet then must be sent to a neutral institute for examination.

The team can inspect only one motorcycle per rider.

If during the official practice sessions, a motorcycle suffers any damage that is difficult to repair in the circuit, the Technical Director could allow a second motorcycle to be presented for a technical inspection. The process of authorizing a new machine to be used is not possible during a practice session. Once the starting procedure is initiated, it is not possible to verify a second motorcycle. In case of events with two races, once the first race is finished, the Technical Director may allow the request for verification of a second motorcycle.

Once the official practice sessions have started, only the motorcycle that has gone under the technical inspection will be allowed to be inside the box.

The Technical Director may require a team to provide such parts or samples as he may deem necessary.

In the case that a machine fails post-qualifying or post-race technical checks due to damage or technical issues on track, the following protocol will apply, always at the sole discretion of the Technical Director.

a) <u>Machines under the minimum weight limit due to:</u>

    a. Loss of fluid:

        i. If the Technical Director has verified that there is physical evidence of fluid loss due to an incident or mechanical issue on track, he may approve the fluid to be replenished to the levels as declared by the Manufacturer at the start of the season.

        ii. If it is necessary to replace the damaged part to accommodate the fluid (e.g., radiator), this will be permitted only under the supervision of the Technical Director who will confirm that the new part is identical to the damaged part.

b. Loss of material or parts:

i. If the Technical Director has verified that the machine has lost a part or material due to an incident or mechanical issue on track, he may approve the replacement of the part(s) with the following conditions:

ii. The Technical Director must verify that any new parts are identical to the original.

iii. If the Technical Director determines that there is insufficient physical evidence to prove that a part or material is missing, then the original part must be found before it can be replaced.

iv. Missing ballast weights will only be permitted to be replaced if they are found and returned to Technical Control by the circuit officials.

b) Machines exceeding the maximum noise levels:

i. If the MOTOMINI USA Technical Director is satisfied that there is sufficient physical evidence of damage or loss due to an incident or mechanical issue on track, he may approve the replacement of the missing or damaged exhaust parts.

2.11. MotoMini USA Disciplinary Procedures

The MotoMini USA disciplinary regulations will follow the procedures and guidance provided in the AMA Regulations for protests and appeals with the following exceptions:

All aspects of a protest will be conducted by the Race Director as opposed to the event referee.

See the AMA Competition Rulebook Section 4.5 at https://americanmotorcyclist.com/racing/racing-resources/racing-rulebook/ for details.