

RR 011 EUROPEAN CHAMPIONSHIP POCKET BIKE

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Everything printed in **BOLT** is new or changed for **2008**.

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

RR011 EUROPEAN CHAMPIONSHIP POCKET BIKE

RR011.1 SPORTING RULES

RR011.1.1 DEFINITION

The UEM establish every year a European Championship series, for riders on Pocket Bikes. This rule is an addition to RR 01 and RR 02 with exception of art. RR 02.2; 02.4.2; 02.4.6; 02.5.4 and 2.5.6.

RR011.1.2 ROUNDS

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

RR011.1.3 CLASSES, AGE LIMITS AND RIDERS WEIGHT

Class	Age limits
JUNIOR A 2-stroke	7-9 years old
JUNIOR A 4-stroke	7-9 years old
JUNIOR B 2-stroke	10-12 years old
JUNIOR B 4-stroke	10-12 years old
SENIOR MINI/MIDI 40	13 years and up
SENIOR OPEN 50	14 years and up

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

The limit for the minimum age starts on the date of the rider's birthday. The limit for the maximum age finishes at the end of the current champion year.

There is no weight limit for the riders.

RR011.1.4 LICENCE

All riders must have a valid UEM Junior licence (Annual or One event) and an approval of their FMN.

RR011.1.5 BIKES

Only Pocket bikes of categories as defined in RR011.2 of the Technical Rules are allowed.

RR011.1.6 CIRCUIT

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

It must be **in principle** between 350 and 600 meters long. The starting grid should be minimum 5 meters wide. Between any two track sides, the clearance must be at least 4 meters.

RR011.1.6.1 Maximum number of riders

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

The number of riders will be established during the track homologation and will be as much as possible in conformity with the above schedule.

RR011.1.6.2 Starting Grid formation

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

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

There must be a 2 meter distance between each row.

The Pole Position is on the same side as the first turn.

RR011.1.7 APPLICATION AND ENTRY FEE

The organising club must receive the applications in writing (by mail is preferred) not later than 14 days prior to the Race date. The entry fee is **€100,00** (or equivalent in local currency) and will be collected during administrative registration.

RR011.1.8 ADMINISTRATION AND TECHNICAL CONTROLAdministrative registration:

All riders must present their valid racing licence. For riders younger than 18 years: their Parent or Guardian by Proxy must be present at signing on for the event. The Parent or Guardian must be present for the duration of the whole event.

Technical control/inspection:

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

Administrative and Technical control must be done before participating in the official practices.

RR011.1.9 RIDERS BRIEFING

For all riders and Parents or Guardians of riders under 18 years of age, briefing must be held before the first race in all rounds of the EC. Participation is compulsory.

RR011.1.10 OUTFIT AND SAFETY EQUIPMENT

During practice and race, the riders must wear the following clothing, footwear and protections:

- a) protective full-face helmet (homologated according FIM Technical rules)
- b) leather (or other durable anti-abrasion material) suit
- c) gloves of durable material
- d) ankle-length leather (or other durable anti-abrasion material) boots
- e) knee protectors
- f) back protector
- g) elbow and shoulder protection
- h) **Arm and hip protection are recommended.**

All this must fit properly.

RR011.1.11 RIDERS BEHAVIOUR ON THE TRACK

1. Riders may not hinder each other on the track.
2. Riders (when riding) must continuously keep the lower part of their feet in contact with the foot bar, especially in the corners. Failing in this will be punished by deleting the fastest lap for each infringement during the concerning practice. During the race, the penalty is 1 sec. added to his total race time.
Exception: is, to sign when entering the pit lane.
3. Riding in opposite direction is absolutely forbidden.
4. Voluntary stopping on the track is not allowed.
5. Proof starts are only allowed after the chequered flag and on a safe place of the track.
6. The speed in the pit lane is, walking speed.

RR011.1.12 FREE PRACTICE

Minimum of one free practice must be planned on the first day of the event. This must be at least 10 and maximum 15 minutes long.

RR011.1.13 QUALIFICATION PRACTICE

Two (2) qualifying practices will take place for each class. Each practice must be at least 10 minutes long.

In the case that the number of riders exceeds the capacity of the track (according the track homologation), the **Jury** must program two practice groups. If a class is split into several groups, these groups must be determined by ballot. Each group must be composed of the same number of riders rounded off to the nearest figure. Changing from group is not allowed.

RR011.1.14 STARTING GRID

The starting grid will be based on qualifying practice results of the first day with the fastest riders on the first row. In case of two races, the starting grid will be the same for both races.
See RR01.8.2 Practice in several groups.

RR011.1.15 RACE DISTANCE

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

JUNIOR A	8 min + 2 laps
JUNIOR B	11 min + 2 laps
SENIOR OPEN	14 min + 2 laps

The remaining time must be clearly visible shown to the riders at the start/finish line by a Count-Down clock (**recommended**) or by **count down of minutes indicated by boards**. The numbers must be shown by a good visible black board with white numbers.
Depending of the number of riders, some classes can race together but with a separate classification.

RR011.1.16 TIME SCHEDULE

If races take place over two days, the time schedule is as follows:

FIRST DAY

Free Practice

First Qualifying Practice

Second Qualifying Practice

Race

SECOND DAY

Free Practice

Race

RR011.1.17 START PROCEDURE

1. Riders start Sighting lap from the pit lane within 15 seconds. Then the pit lane exit will close.
2. Riders take up their position on the grid according to their practice results.
3. If all riders are on their position, the start marshal must show a "30 seconds" board. After this time he will give the start signal for the Warm Up lap with a green flag. Any rider(s) who are still in the pit lane, may start the Warm Up lap from there **after a signal of the pit lane official**.
4. After coming back on the starting grid, riders must take up their right position. If a rider starts from a wrong place which give him an advantage, he will be punished with a 10 seconds penalty.
5. When all riders are on their position the official with the red flag walks to the side of the track. Than the starter will switch on the red light. After 2 to 5 seconds the red light switches off. This is the start of the race.
6. No one may attempt to delay the start.
7. **If a rider delays the start, he can be penalized with 5 sec. added to his total race time.**
8. If a rider causes a re-start, he must start, in case of a re-start, from the last place.
9. Any rider, who is still in the pit lane, may start the race from there after the group has passed the exit **or when an official gives the sign that he is allowed to start.**
10. If the start is not regular and a restart must perform again, it will starts from point 4. of this art.
11. Change of machine is permitted until the leader has passed the finish line after the first lap.

RR011.1.18 ANTICIPATION OF THE START (JUMP-START)

Anticipation of the start (jumpstart) is defined by the motorcycle moving forward when the red light(s) are on. The Clerk of the Course together with the Jury President, will decide if a penalty will be imposed and must arrange an information to the team and the rider to be notified of such penalty.

The **penalty is 10 sec.** added to the total race time.

RR011.1.19 PRIZES

Prizes will be assigned to riders based on classification in each race. There must be at least prizes for the **first ten qualified JUNIOR A riders and first five for the other classes.**

Material prizes are recommended.

RR011.1.20 FINAL CLASSIFICATION FOR CHAMPIONSHIP

According art RR02.9 Riders receive points for each race in accordance with points table on article RR 01.15.4. Final classification is based on the results of all races.

RR011.1.21 PROTEST

Protests must be submitted in accordance with the UEM Disciplinary and Arbitration Code, together with a fee of EURO 130 (or equivalent sum in national currency).

RR011.1.22 INSURANCE

Insurance must be arranged by the organiser and must carry out a policy in accordance with national legal obligations. Name of insurance company must be published in Supplementary Regulations.

RR.011.1.23 OFFICIALS

FMNR have to assign the following officials who must be a holder of a UEM or FIM licence for each event of European Championship (see Art. RR 02.3) :

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

RR011.1.24 MEDICAL SUPPLY

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

RR011.1.25 JURY

According RR 02.3.1

Technical Rules Pocket bikes 2007

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RR011.2 TECHNICAL RULES

RR011.2.1 SPECIFICATIONS

Pocket Bikes are special racing motorcycles equipped with combustion engines.

RR011.2.2 DIMENSIONS JUNIOR A and B

Wheelbase:	max 620 mm
Length: **	max 900 mm **
Seat height:	max 385 mm
Max height	Max 540 mm

RR011.2.3 DIMENSIONS SENIOR MINI/MIDI 40 and SENIOR OPEN 50

Wheelbase:	max 730 mm
Length: **	max 1060 mm
Seat height:	max 460 mm
Max height	Max 620 mm

All dimensions in art. 011.2.2 and 011.2.3 are subject to 5% tolerance.

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

RR011.2.4 ENGINE

- Single cylinder engine with maximum displacement 40 cc (2 stroke) or 90 cc (4 stroke) **in Junior A, B and SENIOR MINI/MIDI 40 and 50 cc (2 stroke) or 110 cc (4 stroke) in SENIOR OPEN 50.**
 - Equipped by centrifugal clutch, only single gear.
 - **4-Stroke may have only a 2 valve cylinder head.**
- Note: By measuring the cylinder capacity, the figure Pi = 3.14.**

RR011.2.4.1 Engine for Junior A 2-stroke and Junior A 4-stroke

Engine as in RR011.2.4 with power restriction:

- Restriction for 2-stroke: of minimum 3 mm thick and a maximum circular hole with a diameter of 9 mm in the exhaust port and before the exhaust header pipe.
- Restriction for 4-stroke: of minimum 5 and maximum 10 mm thick and a maximum circular hole with a diameter of 15 mm in the inlet port but after the mixing area of the carburettor, one restrictor of minimum 3 mm thick and a maximum circular hole with a diameter of 9 mm in the outlet gate and before the exhaust header pipe.

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

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

RR011.2.4.2 Engine for Junior B 2-stroke and Junior B 4-stroke

Engine as in RR011.2.4.1 with power restriction:

- Restriction for 2-stroke: of minimum 3 mm thick and a maximum circular hole with a diameter of 14 mm in the exhaust port and before the exhaust header pipe.
- Restriction for 4-stroke: of minimum 5 and maximum 10 mm thick and a maximum circular hole with a diameter of 15 mm in the inlet port but after the mixing area of the carburettor.

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

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

RR011.2.4.3 Engine for Senior Mini/Midi 40

Engine as in RR011.2.4.2 without power restrictor.

Air or water cooled is allowed.

RR011.2.4.4 Engine for Senior Open 50

Engine is free within the figures mentioned in article RR011.2.4 **but with maximum cylinder capacity of 50 cc. 4 Stroke is maximum 110 cc.** Air or water cooled is allowed.

RR011.2.5 CARBURETTOR

Any serial produced carburettor with max diameter of diffuser:

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

The diffuser may be oval but the square must not exceed the maximum size 15 mm.

RR011.2.6 MUFFLER

The exhaust system can be of any design. The rear of the silencer may not have sharp edges. A heat-shield must be used to prevent burning.

The muffler/silencer **may overlap** the rear line of the motorcycle **for maximum 50 mm.**

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

2.11 2.7 NOISE LIMITS AND NOISE TESTS

The maximum noise limit is: 97 dB/A at 8.000-9.000 RPM (**4 stroke at 4.000 – 5.000 RPM**) for a period of minimum 2 seconds with free running of the rear wheel and with the driving chain mounted.

Note: In 2009 the maximum noise is 95 dB/A and in 2010 the maximum noise is 93 dB/A at 8.000 – 9.000 RPM (4-stroke 4.000 – 5.000 RPM).

2.11.2.7.1 Noise test

Noise tests must be conducted in an open area with a space of at least 10 meter between the motorcycle being tested and walls or other obstacles. There should be a minimum amount of ambient noise in the area.

2.11.2.7.2 Test equipment

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

2.11.2.7.3 Measurements

With the microphone placed at 50 cm from the exhaust pipe at an angle of 45° measured from the centre-line of the exhaust end and at the height of exhaust pipe, but at least 20 cm above the ground. If this is not possible, the measurement can be taken at 45° upwards.

See FIM Technical Rules Art.2.14.

RR011.2.8 WHEELS AND TYRES

Rims must be from serial production of motorcycle producer. Tyres can be with or without profile.

Dimension of wheel with tyre:	Min. diameter:	240 mm
	Max. diameter:	280 mm
	Max. width:	110 mm

RR011.2.9 FUEL AND COOLANT LIQUID

As fuel only Lead free gasoline may be used. See art. 2.10 of FIM Technical Rules.

Liquid of the cooling circuit **may only be water with 2% additives for protect the cooling system.**

RR011.2.10 STOP (KILL) SWITCH

For all classes, a kill switch must be placed on the left or right side of the steering bar, easily reachable by riders hand and must securely stop the running engine.

RR011.2.11 CONTROL LEVERS / HANDLE BARS

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

It is allowed to flatten the ball to 10 mm. Borders of flattened surface must be rounded with min. radius of 5 mm. This ending must be an integral part of lever / handle. Each lever / handle must be mounted on a separate pivot.

The maximum width of the handlebars (total steer from left to right) is 550 mm.

Handlebars must have at least 20 mm of free space between any part when in maximum positions.

RR011.2.12 FOOTRESTS

Maximum length of the footrests, from top view is 45 mm **and minimum is 25 mm**. Footrests can be of a tip-up type, but must be equipped with a device, which will return them automatically to normal riding position. Each footrest must have integral ball ending cover with min. 8 mm diameter. If footrests are not of tip-up type, they must be equipped with a rubber or Teflon cover.

RR011.2.13 BRAKES

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

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

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

RR011.2.14 TRANSMISSION

Transmission rates are not limited. The chain must be covered by responsible way from the footrest.

A chain guard must be fitted in such a way as to prevent any direct physical contact possible between the chain-run and the sprockets.

RR011.2.15 LINING AND FAIRING

Sharp edges have to be rounded by 10 mm radius.

RR011.2.16 NUMBER PLATES

The colour of the numbers and the background of the numbers are free in all classes, but must be clearly contrasted from each other.

Each motorcycle must have **one number plate on the front windshield-fairing**. A minimum of 10 mm width free space must be around the numbers. Shape of the numbers must meet FIM standards.

Number sizes:

Front number	height 100 mm	width 45 mm	thickness of line 15 mm
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