

For Circuit Standards, Medical Code, Anti-Doping Code, Environmental Code and General Technical Rules see 2024 ASRA Regulations.

MINI CUP REGULATIONS

GENERAL UNDERTAKINGS AND CONDITIONS

All riders, team personnel, officials, promoters/organizers and all the persons involved in any capacity whatsoever participating in the ASRA 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 OHVALE TECHNICAL REGULATIONS

3.0 STOCK 50, 110 and 125 TECHNICAL REGULATIONS

4.0 PROTECTIVE CLOTHING AND HELMETS

5.0 DISCIPLINARY 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 display an appropriate pass at all times during the event.

Articles amended after 1-1-2024 are in red type

1.0 SPORTING REGULATIONS

1.1 INTRODUCTION

The ASRA/AMA Road Race Series will organize a series of mini 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 ASRA 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 ASRA 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, ASRA, 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.

1.3.2 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 ASRA 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 CLASSES

The classes are as follows:

Class	Minimum Age	Maximum Age

Stock 50	5 years	9 years
Stock 110	6 years	12 years
Stock 125	10 years	17 years
Ohvale 160	10 years	14 years
Ohvale 190	12 years	16 years

1.5 LICENSE REQUIREMENT AND ELIGIBLE COMPETITORS

- a. United States riders must be in possession of a license issued by the AMA.
- b. Non-United States riders must be in possession of an FIM International or FIM Continental Union license and the appropriate start permission from their own federation to include personal accident insurance and repatriation. The AMA, ASRA or the organizer will not be held responsible for repatriation.
- c. Non-United States riders may be issued an AMA license if they provide a release.
- d. The limit for the minimum age starts on the date of the rider's birthday.
- e. The limit for maximum age is the date of license issued.
- f. Each license will be valid until the end of the calendar year.

1.6 ENTRIES

- a. The registration form and the entry fees are posted on the website:
 1. www.asraracing.com
 2. The withdrawal of entry from an event must be communicated to ASRA no later than seven (7) days before the event takes place. The communication must be written and sent through e-mail to support@asraracing.com. Riders failing to communicate this circumstance may be penalized.
 3. AMA and ASRA 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.

1.7 STARTING NUMBERS

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

1.8 SCHEDULE

The schedule for the event should be posted no later than 30 days prior to the event at www.asraracing.com.

1.9 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.

1.10 TIMEKEEPING INSTRUMENTS

All motorcycles must have a correctly positioned timekeeping transponder. a. Teams must provide their own transponder. ASRA will not provide transponders.

- b. The transponder must be approved by the official timekeeper. See Team Handbook for compatible models.
- c. The transponder should be fitted centrally on the machine and as low to the ground as possible avoiding being shielded by bodywork. The manufacturer suggested direction

of the transponder should also be respected. The transponder may not be mounted on the fender.

- d. It is the team's responsibility to ensure that the transponder is in an optimal position and working properly. Any machine without a working transponder is not allowed on the circuit.

Correct attachment of the transponder bracket consists of a minimum of tie-wraps but preferably consists of screws or rivets. Any transponder retaining clip must also be secured by a tie-wrap. Velcro or adhesive alone will not be accepted. The transponder must be always working during practices, qualifying, and races, also when the engine is switched off.

1.11 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.

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.
4. For any yellow flag, riders must slow and proceed with caution during any session other than a race. Any infringement of this rule will result in the cancellation of the lap time during which the infraction occurred.
5. For any yellow flag, during a race, overtaking is forbidden from the first yellow flag

up until the point where the green flag is waved. In the case of any infringement of this rule the following will apply:

- The rider must go back the number of positions decided by the Race Direction. If this is not possible during the race, there will be a position change applied to the results as decided by 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.

6. 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 Marshal's uniforms

It is strongly recommended the marshals' uniforms 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.
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- 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 canceled, 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 considered.

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 canceled, the grid position will be based on the fastest time recorded by the riders in all free practices.

- f. If heat races are not conducted, grid positions for the main race will be based on the qualifying practices.
- g. Grid procedures may be modified by official bulletin before the start of the event.
- h. 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 corroborated by video or comparing consecutive sector times, then automatic penalties will apply as follows:
1. During a 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 does 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 always enforced in the pit lane during the event
- o. Stopping on the track during any session is forbidden with the exception of a practice start.
- 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. 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 ASRA.
- 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 Five (5) 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. Four (4) 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 issued a time penalty after the race as described in article 1.25.
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

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.
- 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 white 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 TIME PENALTY PROCEDURE

- a. Any rider who anticipates the start will be penalized by Race Direction. The rider will be notified by an Official board as soon as practical. The team will also be notified of the infraction and pending penalty.
- b. The standard and minimum penalty is a time penalty of five (5) seconds which will be added to the results after the race. However, other penalties may be imposed for an infraction that is deemed to have provided a significant advantage or for repeated offense during the season at the discretion of Race Direction.
- c. In the case of a race interrupted, and if there is a second part, the time penalty will be added to the results used to calculate the grid position for the start of the second part of the race.

1.17 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.

1.18 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 motorcycle that 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.

1.19 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

- 1.19.1** 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.
- 1.19.2** The results of the first race must be available to teams before the second part of a race can be started.
- 1.19.3** The Race Director will decide and announce whether the Normal Start procedure or the Quick Start Procedure will be used.
- 1.19.4** 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.

1.19.5 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 reschedule 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 canceled and no Championship points will be awarded.
- e. Race Direction may reschedule re-started races in the race program as necessary.

1.20 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.

1.21 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.

1.22 CHAMPIONSHIP POINTS AND CLASSIFICATION

- a. Riders and will compete for the FIM North America ASRA 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 ASRA 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.

1.23 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	35 points
2nd	30 points
3rd	27 points
4th	25 points
5th	23 points
6th	21 points
7th	19 points
8th	18 points
9th	17 points
10 th	16 points
11th	15 points
12th	14 points
13th	13 points

14th	12 points
15th	11 point

2.0 ASRA MINICUP - OHVALE TECHNICAL REGULATIONS

2.1 INTRODUCTION

The following rules are intended to permit limited changes to the homologated motorcycle in the interests of safety and improved competition.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULEBOOK IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden.

Motorcycles participating in the ASRA 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-0 160 4 Speed (ages 10-14)
- **GP-0 160 EVO 4 Speed (ages 10-14)**
- GP-2 190 Daytona (ages 12-16)

A rider may participate in a maximum of (2) classes within their applicable age bracket.

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

Motorcycles may use parts or kits specified and/or provided 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 the 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-0 160 4 Speed 65 Kg
- **GP-0 160 EVO 4 Speed 67.5 Kg**
- GP-2 190 Daytona 73.0 Kg

2.2.2 Sealing and Engine Data

- a. Only factory sealed engines certified by Ohvale may be used in the MiniCup Championship among all classes.
- b. 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.
- c. A factory sealed engine is defined as an engine purchased, brand new, from Ohvale or an official Ohvale dealer.
- d. Competitors are permitted to have a **maximum (3) engines/seals per season**. If a competitor uses any engine beyond that allotment, then that competitor will have to

start from the back of the grid for that event.

- e. 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 that competitor will have their results voided retroactively to the first event that engine was put into service.
- f. Any change in engine during the race weekend should be reported immediately to an official so the engine seal may be properly recorded. Failure to do so could result in disqualification.

2.2.3 Engine Compliance and Protests

- a. All competitors are subject to random teardowns to check for engine compliance even if the engine has been sealed. Failure to comply with will result in disqualification for that event.
- b. If a competitor wishes to protest another competitor's engine, they must pay a **\$500 fee**. If the engine is found to be legal, that competitor forfeits the **\$500 fee**. If the engine is found to be illegal, the offending competitor must pay back the **\$500 fee** and they will be disqualified from that event.
- 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 the originally fitted part with no modification allowed. **OHVALE GP-0 160/EVO is allowed 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.

2.3.2 Seat Post Frame

The seat post frame must be the originally fitted part with no modification allowed. 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 the originally fitted part with no modification

allowed.

- a. Except as authorized in the following articles, the swing-arm and swing-arm pivot must be the originally fitted part with no modification allowed.
- b. Original chain tensioner registers may be replaced with the racing ones produced by the manufacturer for the model of motorcycle in use.
- c. **All motorcycles must be equipped with a solid protective chain guard (shark fin) fixed to the swing-arm produced by the manufacturer of the motorcycle.**

2.3.5 Steering Plates

- a. **The upper and lower fork clamps must be the originally fitted part with no modification allowed, including the steering lock stops device.**
- b. **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 FIM Technical Director / Chief Technical Steward.**

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. It is allowed to replace the original clutch lever with the optional part produced by the manufacturer for the model of motorcycle in use. They 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. It is forbidden to enter the track without ball end inserts in the handlebar ends.

- c. It is forbidden to repair the handlebars by welding.
- d. The control levers on the handlebars (brake and clutch) must always have rounded edges and must have a ball-form ending.
- e. In any position of the steering and the front suspension, the control levers on the handlebars must not touch any component of the motorcycle.
- f. Throttle controls must be self-closing when not held by hand.

g. A brake lever guard is required.

2.3.7 Footrest and Controls

- a. Except as authorized in the following articles, the footrests, and foot control must be the originally fitted part with no modifications allowed.
- 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. 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.
- e. The rear brake lever peg may also be positioned on the first lowering slot in the front part of the lever.
- f. It is forbidden to repair the footrests by welding.
- g. It is forbidden to enter the track with footrests having the plastic material plugs in poor condition or without a mounted end plug.
- h. It is forbidden to repair the footrest supported by welding.

2.3.8 Start lever

- a. **Must be the originally fitted part with no modifications allowed.**
- b. In GP-0 160 4 Speed and GP-2 190 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).

2.4 SUSPENSION

2.4.1 Front Suspension

- a. Except as authorized in the following articles, the fork must be the originally fitted part with no modification allowed.

- 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 with 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 preload of the main springs are free.**
- f. Front suspension cartridges/internals may only be replaced with kits specified by the manufacturer.
- g. The manufacturer specified cartridges are as follows:

Homologated front suspension cartridges (GP-2 190 class only):

Mupo D.38 front fork kit

2.4.2 Steering Damper (For 2024 only the Steering damper provided by the official supplier will be allowed)

- a. Steering damper may be added or replaced with an aftermarket damper.**

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 the originally fitted part with no modification allowed.
- b. Links and mounting points of the rear suspension to the chassis and swing arm, must be the originally fitted part with no modification allowed.
- c. The length of the shock absorber, the position of the hydraulic registers, the main spring and the preload of the mainspring of the shock absorber are free.

2.5 BRAKE SYSTEM

2.5.1 Brake Disks

- a. The brake discs must be the originally fitted part with no modification allowed.
- b. Only the OHVALE 160 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.

2.5.2 Brake Calipers

- a. Except as authorized in the following article, the front and rear brake calipers must be the originally fitted part with no modification allowed.**
- b. Brake caliper bolts must be safety wired or have a secondary retention method. The use of clips is permitted.**
- c. Front and rear brake pads may be changed.**

2.5.3 Master Cylinders

- a. The front and rear brake master cylinders must be the originally fitted part with no modification allowed.
- b. Installation of a protection of the master cylinder positioned on the handlebar is authorized to prevent oil leaks in a crash.

2.6 WHEELS

- a. For the 160 classes wheel rims and their spindles must be the originally fitted part. The dimensions of the wheel rims should be as indicated below:

Front Wheel 2.50" x 10"

Rear Wheel 3.00" x 10"

- b. For the GP2 190 class wheel rims and their spindles must be kept original. The dimensions of the wheel rims should be as indicated below:

Front Wheel 2.50" x 12"

Rear Wheel 3.00" x 12"

2.7 TIRES

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

i. OHVALE GP-0 160 4-Speed

ii. OHVALE GP-2 190 DAYTONA

Front tire: Pirelli Slick Diablo NHSTL SC1 DSBK 100/80 x 12

Rear tire: Pirelli Slick Diablo NHSTL SC1 DSBK 120/80 x 12

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

i. OHVALE GP-0 160 4-Speed

ii. OHVALE GP-2 190 DAYTONA

Pirelli spec rain tires

- d. 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.

- e. 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.

- a. Tank and tank cap must be the originally fitted part with no modification allowed.
b. Fuel tank must be filled with spongy fire-retardant material (such as "Explosafe").
c. Fuel tank can have heat reflective material attached to its surface.

2.8. 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 **not** permitted.
c. The addition of fuel filters is **not** permitted.
d. **Only the kit quick connectors for fuel pipes, sold and homologated by the Manufacturer, is allowed.**

2.9 INTAKE SYSTEM

Except as authorized in the following articles, the intake system must be kept original. **2.9.1 Carburetor (2024 GP-0 160 4Speed DELL'ORTO PHBH 28 BD will be compulsory)** a. It is mandatory the use of the carburetors indicated in the following points: - Category GP-0 160 4 Speed KF PZ 27 KEIHIN PE 28

Dell'Orto PHBL 28 BD

- Category GP-0 190 Daytona KEIHIN PE 28

Dell'Orto PHBL 28 BD

b. Main and pilot jets are free.

2.9.2 Air Filter (For 2024 GP-0 intake duct will be compulsory)

- a. The air filter is mandatory and must be the originally fitted part with no

modification allowed.

b. For OHVALE GP-0 160 4Speed it is **recommended** 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 My2022 onwards (GP-0 160 EVO model). **(2024 GP-0 intake duct will be compulsory)**

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-0 160 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 Cylinder Head

- a. **The cylinder head must be the originally fitted part with no modification allowed.**
- b. 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. **Camshaft must be the originally fitted part with no modification allowed.**

2.10.5 Connecting Rod

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

2.10.6 Crankshaft

The crankshaft must be the originally fitted part with no modification allowed.

2.10.7 CrankCase

- a. The engine crankcase must be the originally fitted part with no modification allowed.
- b. It is allowed to make holes on the flywheel cover to help the cooling of the internal parts, according to what has been reported in the homologation documents.
- c. **It is forbidden to repair engine covers by applying any material.**

2.11 TRANSMISSION

2.11.1 Primary transmission

The primary transmission is the originally fitted part with no modification allowed.

2.11.2 Clutch

- a. On the motorcycles of the GP-2 190 Daytona categories, the "EVR by OHVALE" slipper clutch kit included in the specific kit for the model of motorcycle in use is allowed.

- b. **Timing driven sprocket must be the originally fitted part with no modification allowed.**
- c. **Chain timing and the timing chain tensioner must be the originally fitted part with no modification allowed.**

2.10.4 Piston

- a. The piston is the originally fitted part with no modification allowed.
- b. Any modification to ring sets, pins and their holders is prohibited.

2.11.3 Gearbox

- a. **The gearbox must be the originally fitted part with no modification allowed.**
- b. **OHVALE GP-2 190 Daytona is allowed to use the quick shift system produced by the manufacturer for the model of motorcycle in use.**

2.11.4 Final transmission

- a. **Final transmission (pinion, crown, and chain) may be modified or replaced. b. Original chain pitch must be maintained.**

2.12 OIL COOLING AND LUBRICATION SYSTEM

- a. **The oil cooler must be the originally fitted part with no modification allowed. b. The oil circuit must be the originally fitted part with no modification allowed.**
- c. The engine breather must be routed into an overflow 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 and electrical controls

- a. **The main wiring harness must be the originally fitted part with no modification allowed.**
- b. **The electric controls on the handlebar can be repositioned but must be the originally fitted part with no modification allowed.**
- c. It is mandatory to keep the ignition kill switch mounted on the right side of the

handlebar. 2.13.2 Engine ignition, generator, alternator, and starter

- a. **Except as authorized in the following articles, the engine ignition, generator, alternator, and starter must be the originally fitted parts with no modification allowed.**
- 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.
- 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 Engine Control Sensors

- a. The use of electronic shift assistance systems (quick shifter) is prohibited except in the GP-2 **Daytona** 190 class.
- b. **On OHVALE GP-2 Daytona is allowed by using only the specific kit for the model of motorcycle in use.**

2.13.4 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
 - Shift Light
 - Gear Position
- 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 have a rear safety light installed. The team must ensure that the light is switched on whenever Race Direction 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 ASRA 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 the originally fitted part with no modifications allowed.
- 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:
 1. Replace the original front fairing and or fairing with those originally fitted on motorcycles produced from 2019.
 2. Fit the aerodynamic "wings" including the specific kits for the model of motorcycle in use.
 3. **The windshield must remain original. Only the lower half of the windshield can be tinted and not transparent to accommodate the table and the front race number.**
 4. 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.
 5. The original fairing brackets can be replaced with quick-release attachments.

6. The lower fairing must have a perfect seal to contain lubricant leaks in the event of engine failure.
7. 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.
- 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 race numbers are as follows:

CATEGORY BACKGROUND NUMBER

Category GP-0 160 4 Speed YELLOW BLACK

Category GP-2 190 Daytona WHITE BLACK

- b. Numbers made from material such as duct tape are prohibited.
- c. Front and side race numbers must have a minimum height of **5 inches**.
- d. Background must extend a minimum of 1" beyond numbers.

2.15 EXHAUST SYSTEMS

- a. **The exhaust system, in all categories must be the originally fitted part with no modifications allowed.**
- b. In all categories, the maximum permissible sound level is 97 dB / A at a speed of 5500 rpm.

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.

3.0 ASRA MINICUP – STOCK 50, 110 AND 125 TECHNICAL REGULATIONS

3.1 INTRODUCTION

The following rules are intended to permit limited changes to the homologated motorcycle in the interests of safety and improved competition.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULEBOOK IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden.

Motorcycles participating in the ASRA Mini Cup Stock 50, 110 and 125 classes 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:

- Stock 50 (Age 5-9)
 - Honda - CRF50
 - Honda - XR50
 - Yamaha - TTR50
- Stock 110 (Age 6-12)
 - Honda CRF 110
 - Yamaha TTR 110
 - Kawasaki KLX 110
 - Kawasaki KLX 110L
 - Suzuki DRZ 110
 - Stock SSR 110
 - Yamaha TTR 90
- Stock 125 (Age 10-17)
 - Yamaha TT-R 125
 - Honda XR 100
 - Honda CRF 100
 - Honda CRF 125
 - Suzuki DRZ 125
 - Kawasaki KLX 125

A rider may participate in a maximum of (2) classes within their applicable age bracket.

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

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

Except as explicitly authorized by this regulation, 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 the exhaust system is excluded from this standard.

3.2 GENERAL

3.2.1 Engine Compliance and Protests

- a. All competitors are subject to random teardowns to check for engine compliance even if the engine has been sealed. Failure to comply with will result in disqualification for that event.

- b. If a competitor wishes to protest another competitor's engine, they must pay a **\$500 fee**. If the engine is found to be legal, that competitor forfeits the **\$500 fee**. If the engine is found to be illegal, the offending competitor must pay back the **\$500 fee** and they will be disqualified from that event. All other protests and appeals will be conducted per Section 4.5 of the 2022 AMA Racing Rulebook. The rulebook is available at the following link:

3.3 CHASSIS

3.3.1 Frame

- a. The frame must be the originally fitted part with no modification allowed.
- b. The painting of the frame is free, but its polishing is prohibited.

3.3.2 Swingarm

- a. Except as authorized in the following articles, the swing-arm and swing-arm pivot must be the originally fitted part with no modification allowed.
- b. Chain guides may be modified or replaced.
- c. All motorcycles must be equipped with a solid protective chain guard (shark fin) fixed to the swing-arm produced by the manufacturer of the motorcycle.

3.3.3 Steering Plates

- a. The upper and lower fork clamps as well as the steering lock stop device must be the originally fitted part with no modification allowed.
- b. The top steering plate may be replaced to allow for handlebar replacement only. The decision of the technical director is final.
- c. Steering stem must remain in its original position.

3.3.4 Handlebars and Controls

- a. Except maybe modified or replaced
 - i. Handlebars in theory must replicate the homologated handlebars shape. Handlebar size maybe changed. Clip on style handlebars is not permitted.
 - ii. Handlebars may be repositioned. Minimum clearance of 30 mm must be maintained between the tank and the handlebars, including any accessories attached to it.
- b. Handlebar switches and throttle controls may be modified or replaced.
- c. Is forbidden to repair the handlebars by welding.
- d. The control levers on the handlebars (brake and clutch) may be modified or replaced. Levers must always have rounded edges and must have a ball-form ending.
- e. In any position of the steering and the front suspension, the control levers on the handlebars must not touch any component of the motorcycle.
- f. Throttle controls must be self-closing when not held by hand.
- g. Brake lever guard is required.

3.3.5 Footrest and Controls

- a. Except as authorized in the following articles, the footrests, and foot control must be the originally fitted part with no modifications allowed.
- b. Footrests and foot controls can be repositioned only using the setting originally provided by the manufacturer.
- c. Footrests may be replaced.
- d. Gear shift levers may be modified or replaced. Conversion to "GP shift" is allowed. to use one of the "overturned" types (GP Shift).
- e. The rear brake lever may be modified or replaced.
- f. It is forbidden to repair the footrests or foot controls by welding.
- g. It is forbidden to repair the footrest supported by welding.

3.3.6 Start lever

- c. The starting lever must be the originally fitted part with no modifications allowed.
- d. The starting lever must remain mounted while the engine is running.

3.4 SUSPENSION

3.4.1 Front Suspension

- a. Except Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must be the originally fitted and homologated parts with the following modifications allowed:
- b. Position of the preload of the main springs are free.
- c. Fork springs are free
- d. Original internal parts of the homologated forks may be modified or changed.
- e. Fork caps (if Any) may only be replaced to allow external adjustment.

3.4.2 Steering Damper

- a. Steering damper may be added or replaced with an aftermarket damper.

b. In no case may the steering damper act as a steering lock limiting device 3.4.3

Rear suspension

- a. Except as authorized in the following articles, the rear suspension must be the originally fitted part with no modification allowed.
- b. Links (if any) and mounting points of the rear suspension to the chassis and swing arm, must be the originally fitted part with no modification allowed.
- c. The rear suspension unit original internal parts may be modified or changed.
- d. The length of the shock absorber, the position of the preload of the main spring of the shock absorber are free.
- e. Rear Shock spring is free.
 - f. For the Honda XR 100 and the Honda CRF 100, the rear shock maybe modified or replaced. The replacement shock may not exceed a maximum retail price of \$300.

3.5 BRAKE SYSTEM

3.5.1 Brake Disks

The brake discs (if any) must be the originally fitted part with no modification

allowed. 3.5.2 Brake Calipers or Brake Drums

- a. Except as authorized in the following article, the front and rear brake calipers or drums must be the originally fitted part with no modification allowed.
- b. Brake caliper bolts must be safety wired or have a secondary retention method. The use of clips is permitted.
- c. Front and rear brake pads may be changed.

3.5.3 Brake Master Cylinders

The front and rear brake master cylinders (if any) must be the originally fitted part with no modification allowed.

3.6 WHEELS

- a. Wheel rims and their spindles Must be the originally fitted part with no modification allowed.
- b. Stock 110 Class. wheel rims may be modified or replaced for installation of 12-inch wheels only.
- c. Stock 125 Class, wheels rims may be modified or replaced for installation of 16-inch wheels only.

3.7 TIRES

This is a Pirelli spec tire series
Metzeler tires for Supermoto classes

- d. The use of tire warmers is not allowed on the starting grid.

3.8 FUEL TANK AND FUEL SYSTEM

The fuel specification is open.

3.8.1 Fuel Tank

- a. Fuel tank must be the originally fitted part with no modification allowed.
- b. Fuel fill cap may be modified or replaced.

3.8.2 Fuel Line

- a. The fuel hose 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.

3.9 INTAKE SYSTEM

- a. Except as authorized in the following articles, the intake system must be the originally fitted part with no modification allowed.
- b. The diffuser section and the number of jets cannot be modified.
- c. The use of pumps or power-jet is not permitted.
- d. Main and pilot jets are free
- e. Air filters may be modified or replaced.
- f. The use of an air filter is mandatory.
- g. Use of systems to increase the pressure inside the box filter using the dynamic air pressure when the motorcycle is in movement is forbidden.

3.10 ENGINE

3.10.1 Engine General

- a. Engine must remain completely original with no modification allowed.
- b. Engine covers may be replaced with covers of exact shape and size of homologated covers.

3.10.2 Cylinder Head

- a. The cylinder head must be the originally fitted part with no modification allowed.
- 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. Spark plug is free.

3.10.3 Camshaft and Valves

a. Camshaft must be the originally fitted part with no modification allowed. b. Timing driven sprocket must be the originally fitted part with no modification allowed.

c. Chain timing and the timing chain tensioner must be the originally fitted part with no modification allowed.

3.10.4 Cylinder

The cylinder must be the originally fitted part with no modification allowed.

3.10.5 Piston

The piston must be the originally fitted part with no modification allowed.

3.10.6 Connecting Rod

The connecting rod must be the originally fitted part with no modification allowed.

3.10.7 Crankshaft

The crankshaft must be the originally fitted part with no modification allowed.

3.10.8 CrankCase

a. The engine crankcase must be the originally fitted part with no modification allowed.

b. It is forbidden to repair engine covers by applying any material.

3.11 TRANSMISSION

3.11.1 Transmission

The transmission is the originally fitted part with no modification allowed.

3.11.2 Clutch

a. The clutch must be the originally fitted part with no modification allowed except as described below.

b. Clutch springs are free.

c. Clutch plates may be modified or replaced.

3.11.3 Final transmission

a. Final transmission (pinion, crown, and chain) may be modified or replaced.

b. Final drive sprockets may be changed.

3.12 OIL COOLING AND LUBRICATION SYSTEM

a. The oil cooler must be the originally fitted part with no modification allowed.

b. The oil circuit must be the originally fitted part with no modification allowed.

c. The oil pipes that connect the engine to the oil cooler must be kept original. The engine breather must be routed into an overflow tank.

3.13 ELECTRICAL SYSTEM

3.13.1 Wiring and electrical controls

a. The wiring and electrical controls must be the originally fitted part with no modification allowed.

b. The electric controls on the handlebar can be repositioned.

c. Handlebar switches may be changed.

3.13.2 Engine ignition, generator, alternator, and starter

The engine ignition, generator, alternator, and starter must be the originally fitted parts with no modification allowed.

3.13.3 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. It is allowed to mount one or more systems (dashboards, displays, etc.) to display the parameters indicated in the points below:
 - i. RPM
 - ii. Oil temperature
 - iii. Lap time
 - iv. Engine hours
 - v. Shift Light
 - vi. Gear Position

3.14 FAIRINGS

3.14.1 Fairings General

- a. The fairings and bodywork may be replaced with exact cosmetic duplicates of the original parts but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences due to the racing use (different pieces mix, fixing points, fairing bottom, etc.). The material may be changed. The use of carbon fiber or carbon composite materials is not allowed.
- b. Color and graphics are free.
- c. The use of carbon fiber components is not permitted.
- d. All logos and designs on competitors' motorcycles are subject to final approval by ASRA Mini Cup officials.
- e. The distance between the front mudguard and the tire may be changed.
- f. The rear mudguard must be kept original.

3.14.2 Seat

Saddle seat can be changed.

3.14.3 Number plate and race Numbers

- a. The colors of the race numbers are as follows:

CATEGORY BACKGROUND NUMBER Stock 50 RED YELLOW

Stock 110 YELLOW BLACK

Stock 125 WHITE BLACK

- b. Numbers made from material such as duct tape are prohibited.
- c. Front and side race numbers must have a minimum height of 5 inches.

3.15 EXHAUST SYSTEMS

- a. No modifications allowed.
- b. Spark arrestor is not required.

3.16 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.

3.17 The following items MAY be altered or replaced from those fitted to the homologated motorcycle

- a. Any type of lubrication, brake or suspension fluid may be used.
- b. Gaskets, seals, and gasket materials.
- c. All bearings (ball, roller, taper, plain, ect.) must be the exact OEM bearing replacement regarding size, shape, and material.
- d. Material for brackets connecting non-original parts (fairing, exhaust, instruments, etc.) to the frame (or engine) cannot be made from titanium or fiber reinforced composites except the exhaust silencer hanger that may be in carbon.

4.0 PROTECTIVE CLOTHING AND HELMETS

- 4.1 Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points (knees, elbows, musters, hips etc.).
- 4.2 Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.
- 4.3 Riders must also wear leather gloves and boots, with which the leather suit provides complete coverage from the neck down.
- 4.4 Leather substitute materials may be used, providing they have been checked by the Technical Director.
- 4.5 Use of a back protector is highly recommended. For 2024 use of a back protector will be required.**
- 4.6 Rider suit air bags are recommended. For 2024 use of a rider suit air bag will be required for permanent riders and riders participating in more than five (5) events.**
- 4.7 Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.
- 4.8 Helmets must be of the full-face type (integral) and conform to one of the recognized international standards:
- Europe ECE 22-05 'P'
 - Japan JIS T 8133:
 - USA SNELL M2015, M2020D and M2020R
 - FIM FRHP (Circuit Racing Certification)
- 4.9 All helmets used by season riders in competition must be equipped with either an manufacture installed emergency cheek pad removal system or an Eject emergency helmet removal system. Single event riders will be granted a one race exemption from this requirement, however, on their second event weekend the device will be required if the helmet manufacture does not have an incorporated emergency cheek pad removal device. If used, riders will be responsible for ensuring that the Eject device is properly installed and operable during all on-track activities. The inflation tube must exit at the left chin bar. Riders must attach the provided Eject logo installed on the helmet's left chin bar. Helmets with a manufacture installed emergency cheek pad removal system must have either manufacture labeling on both chin bars or labeling provided ASRA.
- 4.10 Helmets are to provide protection and are not a platform to attach foreign objects. No foreign objects including cameras are permitted to be attached to the rider's helmet.
- 4.11 Visors must be made of a shatterproof material.
- 4.12 Disposable "tear-offs" are permitted.
- 4.13 The riders clothing must include their name, emergency contact, and blood type adhered to the left-side lining adjacent to the main zipper.
- 4.14 Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the Technical Director, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.

5.0 ASRA MINICUP – DISCIPLINARY REGULATIONS

The ASRA Mini Cup disciplinary regulations will follow the procedures and guidance provided in the AMA Racing Rule Book. The rule book is available online at: