



# COPPA ITALIA Junior



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## COPPA ITALIA JUNIOR SPORTING REGULATION

### Art.1 - COPPA ITALIA JUNIOR

#### 1.1 - ELEGIBLE CLASSES

1.1.1 - The following classes are eligible:

- Ohvale GP-0 110 Automatica,
- Ohvale GP-0 110 4Speed,
- Ohvale GP-0 160,
- Ohvale 190 GP-0,
- Ohvale 190 GP-2.

1.1.2 - The Ohvale GP-0 160 class will be divided into three categories: **JUNIOR, EXPERT and PRO** with separate grids and classifications.

1.1.3 - The Ohvale 190 GP-0 class will be divided into three categories: JUNIOR, EXPERT and PRO with separate grids and classifications.

1.1.4 - The Ohvale 190 GP-2 class will be divided into three categories: JUNIOR, EXPERT and PRO with separate grids and classifications.

#### 1.2 - LICENCES AND AGE LIMITS

1.2.1 - Licenza Miniroad, Licenza Velocità, Licenza Elite, Licenza Fuoristrada con Estensione Velocità.

1.2.2 - The age limits are:

- OHVALE GP-0 110 Automatica (4-stroke single gear engine) born from 2009 to 2012 (9 - 12 years old).
- OHVALE GP-0 110 4Speed (4-stroke engine with gears) born from 2007 to 2012 (9 to 14 years old).
- OHVALE GP-0 160 JUNIOR (4-stroke engine with gears) born from 2006 to 2011 (10 to 15 years old).
- OHVALE 160 EXPERT (4-stroke engine with gears) born from 2005 and earlier with a maximum weight of 80 kg in running order.
- OHVALE 160 PRO (4-stroke engine with gears) born in 2005 and earlier with a minimum weight of 80 kg in running order.
- OHVALE 190 GP-0 EXPERT (Ohvale GP-0 Daytona equipped with 4-stroke 4-speed engine) born 1977 to 2010 (11 to 44 years old).
- OHVALE 190 GP-0 PRO (Ohvale GP-0 Daytona equipped with a 4-stroke 4-stroke engine) born in 1976 and earlier.



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- OHVALE 190 GP-2 EXPERT (Ohvale GP-2 equipped with a 4-stroke 4-stroke engine) born 1977 to 2010 (11 - 44 years old).

- OHVALE 190 GP-2 PRO (Ohvale GP-2 equipped with a 4-stroke 4-stroke engine) born in 1976 and earlier.

In the categories Ohvale 190 GP-0 EXPERT and Ohvale 190 GP-2 EXPERT, if there are 5 or more drivers born from 2006 to 2010 (11 - 15 years old), are equal to or more than 5, or if, the above mentioned drivers are less than 5, and at least 2 drivers record qualifying times equal to or greater than the first 3 of the category, born in 2005 and earlier, the following categories may be established at the discretion of the organisers:

- OHVALE 190 GP-0 JUNIOR (Ohvale GP-0 Daytona equipped with 4-stroke 4T engine) born from 2006 to 2010 (11 - 15 years old).

- OHVALE 190 GP-2 JUNIOR (Ohvale GP-2 equipped with a 4-stroke 4T engine) born from 2006 to 2010 (11 - 15 years old).

Please note that the years indicated must be completed.

1.2.3 - Drivers registering for the whole Coppa Italia Junior will acquire the right to take part in all the events within the Coppa Italia Junior itself; entries will be possible, race by race (wild card), limited to the places available in relation to the capacity of the various circuits. Wild cards take points for the race classification and for the Coppa Italia classification.

1.2.4 - The Ohvale GP-0 110 Automatic and Ohvale GP-0 110 4Speed classes may be regrouped with a single grid and separate classification, depending on the number of entries and the homologation of the circuit.

1.2.5 - The categories Ohvale GP-0 160 JUNIOR, Ohvale 190 GP-0 JUNIOR and Ohvale GP-2 JUNIOR may be regrouped with a single grid and separate classification, depending on the number of entrants and the homologation of the circuit.

1.2.6 - The Ohvale GP-0 160 EXPERT and PRO categories may be regrouped with a single grid and separate classification, depending on the number of entrants and the homologation of the circuit.

1.2.7 - The Ohvale 190 GP-0 EXPERT and PRO categories may be regrouped with a single grid and separate classification, depending on the number of entrants and the homologation of the circuit.

1.2.8 - The Ohvale 190 GP-2 EXPERT and PRO categories may be regrouped with a single grid and separate classification, depending on the number of entrants and the homologation of the circuit.

1.2.9 - If at the closing date for entries less than three drivers are entered in a category, the category will be cancelled or, if possible, regrouped with a category of the same cylinder capacity.

## 2.3 - EVENTS

2.3.1 - There will be 5 events with double manche and all of them will award points valid for the Junior Italian Cup; the final classifications will be determined taking into account all the results, without any discard.

2.3.2 - In each event there will be, except in exceptional cases, one free practice session, two qualifying sessions and two races.



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## 2.4 - CHAMPIONSHIP VALIDITY

2.4.1 - The Coppa Italia will be deemed valid if at least 3 events are taking place.

## 2.5 - CHAMPIONSHIP ATTRIBUTION

2.5.1 - For the determination of the Coppa Italia Junior classification, the points obtained in all the races in which the rider has regularly placed will be taken into consideration. In case of a tie at the end of the championship, the winner will be declared the rider who has obtained the highest number of wins; in the event of a tie, the rider who has obtained the best placing; in the event of a further tie, the rider who has obtained the best result in the last race, or in the penultimate race, or in the third last race, and so on.

2.5.2 - In the same event it is allowed to participate in 2 classes only for riders of Ohvale 160 EXPERT and PRO, Ohvale 190 GP-O EXPERT and PRO and Ohvale 190 GP-2 EXPERT and PRO classes. In the Ohvale 190 GP-0 EXPERT and Ohvale GP-2 EXPERT classes, only riders born in 2005 (16 years) and earlier are allowed to participate in 2 classes.

2.5.3 - Foreign riders belonging to European Federations (FIM Europe) will be admitted to the Coppa Italia and will compete for the Championship.

## 2.6 - RACE DISTANCE

2.6.1 - The distance for a race of each class is as follows:

- a) Ohvale GP-0 110 Automatica, min 10 Km. max 20 Km.
- b) Ohvale GP-0 110 4Speed, min 10 Km. max 20 Km.
- c) All Categories Ohvale GP-0 160, min 15 Km. max 25 Km.
- d) All Categories Ohvale 190 GP-0, min 15 Km. max 25 Km.
- e) All Categories Ohvale 190 GP-2, min 15 Km. max 25 Km.

## 2.7 - QUALIFICATION FOR THE RACE

2.7.1 - The maximum qualifying time is 130% of the best class time. If several classes are regrouped, the best time of the slowest class will be used for all classes.

2.7.2 - The riders with the best qualifying times are admitted to the start; the number of admitted riders will be determined by the homologation of the circuit.

2.7.3 - If it is necessary to form two groups, the grid will consist of a general summary, from best time to worst time.

2.7.4 - The groups division shall be determined by the organiser.

2.7.5 - Races shall be held, except in exceptional cases, on karting circuit.

## 2.8 - PRIZES

2.8.1 - There will be no prize money.

## 2.9 - JURY

2.9.1 - No Jury.



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## 2.10 - INSCRIPTION AND ENTRY FEE

2.10.1 - The entry fee for the whole championship is € 600,00. The entry fee for each single race as Wild Card is € 150,00. The entry fee for a second class will be reduced by 50%. A change of class is allowed during Sporting Scrutineering.

2.10.2 - For all information and forms, please consult the website [www.civ.tv](http://www.civ.tv).

## 2.11 - GENERAL RULE

2.11.1 - The use of motor vehicles in the paddock is strictly forbidden. Offenders will be punished in accordance with the regulations in force (Speed Rules - Chapter I - Art. 15.1.35 - Failure to comply with the instructions given by the Marshal or by the Event Stewards - euro 150,00).

## 2.12 - PARC FERME'

2.12.1 - By way of derogation from the provisions of the Regolamento Velocità in force, motorbikes left in the parc fermé after official practice must be collected by the drivers or their representatives from the end of the 15 minutes, while at the end of the races they must be collected from the end of the 15 minutes from the display of the classifications.

## 2.13 - PENALTY FOR SEALING ENGINES BEYOND THE PRESCRIBED NUMBER

2.13.1 - Any rider who seals an engine beyond the permitted number will be deducted from the finishing order by one position in the race after sealing. In case of the last trophy race 6 points will be deducted from the final race result.

## SPORTING REGULATION

Without prejudice to what is established in the RMM and in the Sporting Rules of the current Regolamento Velocità, the motorcycles participating in the Coppa Italia Junior must comply with what is specified in these Technical Regulations.

The documents (lists, models or fiches) mentioned below are to be considered as integral part of these Regulations.

The Coppa Italia Junior is open to all the motorcycles produced by the Official Supplier of the Coppa Italia Junior (Ohvale S.r.l), divided into the following classes:

- Ohvale GP-0 110 Automatica
- Ohvale GP-0 110 4Speed
- Ohvale GP-0 160 4Speed
- Ohvale 190 GP-0
- Ohvale 190 GP-2

The above mentioned Classes correspond to different types of motorcycles and engines, in accordance with this regulations. Please note that in the Ohvale 190 GP-0 class, only GP-0 190 Daytona model motorcycles may participate and in the Ohvale 190 GP-2 class, only GP-2 model motorcycles may participate.

It is permitted to fit components (or replace some original components) that are part of a specific kit for the motorcycle model in use and/or to carry out modifications in accordance with the manufacturer's deposited fiches.



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Unless otherwise specified in these Regulations and in the fiches, all motorcycles must comply with the RTGS. Unless otherwise specified in these Regulations, in the fiches and in the RTGS, all motorcycle components must be kept original, i.e. as originally manufactured by the manufacturer.

Unless otherwise specified, the front, side and rear views of motorcycles must comply with the appearance of the model as originally produced by the manufacturer. The appearance of the exhaust system is excluded from this rule.

The Technical Scrutineering is carried out by the Championship Technical Manager, together with the FMI Technical Stewards. The STS may also make use of the Technical Service of the Official Supplier for scrutineering involving the withdrawal of the engine or one of its components.

## Art. 1 - GENERAL

- 1.1 - The weight of the motorcycle in running order must not be less than the values indicated below:
- |                        |        |
|------------------------|--------|
| a) GP-0 110 Automatica | Kg. 64 |
| b) GP-0 110 4Speed     | Kg. 64 |
| c) GP-0 160 4Speed     | Kg. 65 |
| d) GP-0 190 Daytona    | Kg. 68 |
| e) GP-2 190            | Kg. 70 |
- 1.2 - During the whole season each regular rider is entitled to use a maximum of 3 engines, so to have them sealed. Wild card riders are allowed to have a maximum of 2 engines sealed at one event and no more than 3 during the season.
- 1.3 - For the way in which the engines are counted, reference is made to the provisions of Article 1.7 of the RTGS.  
As a partial derogation to what is established in the above mentioned article, the use of engines beyond the maximum number allowed will be sanctioned as foreseen in the sporting rules of this championship.
- 1.4 - Engines submitted for FMI sealing, must have the identification seal affixed by Ohvale Technical Service and have the screws already drilled for binding as indicated in the articles below.
- 1.5 - For Classes GP-0 110 Automatic, GP-0 110 4Speed and GP-0 160 4Speed, tie the timing cover fixing screws.
- 1.6 - For Ohvale 190 GP-0 Daytona and Ohvale 190 GP-2 Classes, left-side tie-down connecting head and cylinder to a crankcase screw.
- 1.7 - The presence of seals affixed by the Official Supplier's Technical Service is not considered valid evidence of engine conformity, it is the responsibility of the driver to ensure that the engine complies with the specifications in these regulations before requesting sealing.

## Art. 2 - CHASSIS / FRAME

- 2.1 - FRAME
- 2.1.1 - Partially derogating from what is specified in the RTGS, it is established that the frame must be kept original, is only 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 forbidden.
- 2.1.2 - The engine supports and mounting plates must remain original as produced by the manufacturer.
- 2.2 - SEAT POST FRAME
- 2.2.1 - The seat post frame must be kept original. The painting of the seat post frame is free but its polishing is forbidden.
- 2.3 - FRONT FAIRING FRAME
- 2.3.1 - The front fairing frame must be kept original. Painting of front fairing frame is free but polishing is forbidden.
- 2.4 - SWING ARM



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- 2.4.1 - Except as authorized in the following articles, the swing arm and swing arm pivot must be kept original.
- 2.4.2 - It is allowed replace the original chain tensioner adjusters with the racing ones produced by the manufacturer for the model of motorcycle in use.
- 2.4.3 - All motorcycle must be equipped with a solid protective chain guard (shark fin) fixed to the swing arm produced by the manufacturer of motorcycle.
- 2.5 - STEERING PLATES
  - 2.5.1 - The upper and lower fork clamps (triple clamp, fork bridges), and the steering axle must remain as originally produced by the manufacturer on the homologated motorcycle, as well as the steering lock stops device.
  - 2.5.2 - The steering stem must remain in its original position.
- 2.6 - HANDLEBARS AND CONTROLS
  - 2.6.1 - 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.
  - 2.6.2 - Handlebars and manual controls (clutch and brake levers) must stay original. Can be repositioned, but a minimum clearance of 30 mm must be maintained between the tank and the handlebars, including any accessories attached to it.
  - 2.6.3 - Only in Ohvale GP-0 190 Class, it is allowed to replace the original handlebar terminals with those originally fitted on the models produced from 2018. In the remaining Categories, the handlebar terminals must be kept original.
- 2.7 - FOOTREST AND CONTROLS
  - 2.7.1 - Partially derogating from what is specified in the RTGS, it is established that Except as authorized in the following articles, the footrests, and foot control must be kept original.
  - 2.7.2 - Footrests and foot controls can be re-positioned only using the setting originally provided by the manufacturer.
  - 2.7.3 - **In all Classes** gear shift pedal and his leverage can be replaced to use one of reverse type.
  - 2.7.4 - The rear brake lever peg may also be re-positioned on the first lowering slot in the front part of the lever.
- 2.8- START LEVER
  - 2.8.1 - In all 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).

## **Art. 3- SUSPENSION**

- 3.1 - FRONT SUSPENSION
  - 3.1.1 - Partially derogating from what is specified in the RTGS, it is established that except as authorized in the following articles, the fork must be kept original in every component.
  - 3.1.2 - In all Classes of GP-0 motorcycles, it is allowed to replace the original forks with the original "+5" forks on motorcycles produced from 2019 onwards. Exceptions to this article are the motorcycles in the Ohvale 190 GP-0 Class category, for which it is not allowed to fit the original MY 2020 GP-0 190 Daytona forks on models from previous years. GP-0 190 Daytona MY 2020 motorcycles may only use the fork originally fitted to the motorcycle model. Except as indicated in the following articles, the fork originally fitted to 2020 MY GP-0 190 Daytona motorcycles must be maintained in all its original components.
  - 3.1.3 - For all GP-0 models, is allowed to fit the spring pre-load system and/or cartridges that are part of the specific kit for the motorcycle model in use.
  - 3.1.4 - In the Ohvale 190 GP-2 Class, it is allowed to replace the complete original front fork, with the one supplied in kit with  $\varnothing$  38 mm stems.



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- 3.1.5 - In all Classes, the position of the fork stems respect to the steering plates is free.
- 3.1.6 - In all Classes, the position of the hydraulic registers, the elastic coefficient (K) and the pre-load of the main springs, the quantity and type of hydraulic oil are free.
- 3.2 - STEERING DAMPER
  - 3.2.1 - Partially derogating from what is specified in the RTGS, it is established that only the steering damper included in the specific kit for the motorcycle model in use may be fitted.
- 3.3 - REAR SUSPENSION
  - 3.3.1 - Partially derogating from what is specified in the RTGS, it is established that except as authorized in the following articles, the rear suspension must be kept original in every component.
  - 3.3.2 - The adjusting system and attachments of the rear suspension to the frame and swing arm must be kept original.
  - 3.3.3 - The original shock absorber may only be replaced with one of those belonging to the specific kit for the model of motorcycle in use.
  - 3.3.4 - The wheelbase of the shock absorber, the position of the hydraulic registers, the elastic coefficient (K) and the pre-load of the main spring of the shock absorber are free.

## Art. 4 - BRAKE SYSTEM

- 4.1 - BRAKE DISCS
  - 4.1.1 - In all Classes of GP-0 motorcycles, the original front brake disc may be replaced by using the manufacturer's floating disc kit for the motorcycle model in use.
  - 4.1.2 - In Ohvale 190 GP-2 Class, the front and rear brake discs must be kept original as supplied by the manufacturer.
  - 4.1.3 - In all classes it is forbidden to add air ducts for the purpose of improving the cooling of the braking system.
- 4.2 - BRAKE CALIPERS
  - 4.2.1 - Partially derogating from what is specified in the RTGS, it is established that except as authorized in the following article the front and rear brake callipers, as well as all their fixing points and all anchor pieces, must be kept original. Nothing may be added, removed, replaced or modified. With the exception of the hydraulic circuit oil, any overhaul of the brake callipers must be carried out using original equipment.
  - 4.2.2 - It is compulsory to fit original brake pads, or an alternative, it is possible to fit brake pads from the specific kit for the motorcycle model in use.
- 4.3 - MASTER CYLINDERS
  - 4.3.1 - Partially derogating from what is specified in the RTGS, it is established that the master cylinders (front and rear) and their pipes must be kept original. Only the hydraulic circuit oil may be changed.

## Art. 5 - WHEELS

- 5.1 - Partially derogating from what is specified in the RTGS, it is established that wheel rims, inner and outer spacers and their spindles must be kept original in all their parts.
- 5.2 - Valves, bearings, dust covers and balancing weights are free.

## Art. 6 - TYRES

- 6.1 - The only tyres allowed for the Coppa Italia Junior are PMT slicks in the sizes and compounds listed below:
  - Front:
    - 100 / 85 R10 - M S SS compounds
    - 100 / 90 R12 - M S SS compounds
  - Rear
    - 120 / 80 R10 - M S SS compounds



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120 / 80 R12 - M S SS compounds

In the event that the practices or the races are declared "wet" it is allowed use rain tires in the sizes indicated as follows:

Front

100 / 85 R10

100 / 90 R12

Rear

120 / 80 R10

120 / 80 R12

The use of tyres of a brand, model, size or compound other than those indicated is considered a technical irregularity.

For the sake of clarity it is specified that intermediate and slick-rain PMT tyres are therefore also forbidden.

It is the responsibility of the driver to obtain the necessary tyres for the event.

- 6.2 - A maximum of three (3) tyres may be used during qualifying practices and races, either front or rear.
- 6.3 - Tyres permitted during official practice (qualifying practices) and races are identified by an alphanumeric code on the tyre shoulder.  
Rain tyres are excluded from the count and therefore no code is used for them.
- 6.4 - The tyre code is matched to the rider's name for the current event. In case of using tyres bought during a previous event and/or through other distributions channels than the Racing Service present on the race field, it is the rider's responsibility to make sure that the code is associated with him/her for the current event.  
On the race track, it is the rider's responsibility to make sure that the code is matched to him for the current event. Only tyres whose code is compliant, intact and readable at the times indicated by the Racing Service itself will be matched.
- 6.5 - The rider or the rider's representative is responsible for checking the presence and conformity of the tyre codes when collecting the tyres and before entering the track. Failure to check tyres at the time of retirement will not be accepted as valid justification for the use of tyres without codes or with non-compliant codes. Ultimate responsibility for tyre retirement and handling rests with the rider.
- 6.6 - The tyre conformity check is carried out by the Technical Stewards of the Official Supplier and can be performed in the pits, in the pit lane, in the parc fermé or at the track entrance. Failure to stop the motorcycle for the time necessary for the check at the track entrance is considered as non-compliance with the riders' obligations. The Technical Stewards and the Official Supplier's staff are entitled to carry out additional checks in the pits, in the pit lane and in the parc fermé. The pit lane and the parc fermé. The Technical Stewards are also entitled to receive written reports from the Official Supplier's personnel regarding any irregularities found during the checks.
- 6.7 - In the event of the absence of one or both codes, the irregular tyres will be marked by the Technical Steward (or Official Supplier's personnel). This operation will be sanctioned with a fine, as specified in the Sporting Regulations of the current Regolamento Velocità CIV Junior (Chapter I article 15.1.29 - euro 200).
- 6.8 - In case of exchange of tyres already matched between riders, even if belonging to the same team, or in any case of use of tyres with different codes from those associated with the rider for the event, the irregular tyres will be marked by the relevant Technical Steward (or by the Official Supplier's personnel). This operation will be sanctioned with the fine referred to in the previous article and in addition the equation to a technical irregularity.



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- 6.9 - If one or both codes are tampered with, irregular tyres are marked by the relevant Technical Steward (or Official Supplier's staff). This will be sanctioned with a fine as specified above and in addition exclusion from the event.
- 6.10 - At the end of the session (practice or race), the rider must present to the Chief Technical Steward a number of new tyres registered in his name equal to the number of tyres that have been marked as irregular, in order for them to be removed from the list of tyres associated with him. The rider will be allowed to continue the event with the tyre(s) marked by the Chief Technical Steward or the Official Supplier's personnel (provided that the make, model, size and compound are those indicated by the Official Supplier). Failure to deliver new tyres will be considered a technical irregularity. In case of exclusion from the event, this article will not be applied.
- 6.11 - In the event that a tyre already associated with a rider has defects which compromise its safe use, the tyre supplier may request the Chief Technical Steward to replace the tyre. The final decision on tyre replacement rests with the Chief Technical Steward. Any replacement tyre must have the same characteristics (make, model, compound and size) as the tyre it replaces.

## **Art. 7 - TANK AND FUEL SYSTEM**

### 7.1 - TANK

- 7.1.1 - Partially derogating from what is specified in the RTGS, it is established that, fuel tank and tank cap must remain as originally. No bulkhead inside or outside the tank may be added. Reflective films may be used on the underside of the tank.
- 7.1.2 - On GP-0 Classes it is compulsory to fit the plastic fuel tank fitted to motorcycles from 2017 onwards. Aluminium fuel tanks originally fitted to motorcycles produced up to 2016 are not allowed.
- 7.1.3 - According to the RTGS the tank must be completely filled with spongy fireproof material (type "Explosafe®") and the tank vents are free but must be connected via a non-return valve to a recovery tank. The use of filling materials for the purpose of reducing the capacity of a tank is forbidden.

### 7.2 - FUEL LINE

- 7.2.1 - The fuel circuit, understood as the set of pipes and devices between the tank and the carburettor, is free within the limits set out in the RTGS.

### 7.3 - FUEL

- 7.3.1 - The only fuel allowed is unleaded fuel as specified in the RTGS and in the annex "Fuel" of the current Regolamento Velocità.

## **Art. 8 - INTAKE SYSTEM**

### 8.1 - INTAKE SYSTEM GENERAL

- 8.1.1 - Except as authorised in the following articles, the fuel system (as defined in the RTGS) must be kept original. The use of systems capable of varying the volumes in the inlet ducts is forbidden.

### 8.2 - CARBURETOR

- 8.2.1 - The use of the carburettors indicated in the following points is compulsory.

- a) GP-0 110 Automatica Class                      KF PZ 19
- b) GP-0 110 4Speed Class                          Mikuni T/A22.
- c) GP-0 160 4Speed Categories                  KF PZ 27 o KEIHIN PE 28.
- d) Ohvale 190 GP-0 Categories                  KEIHIN PE 28 o Dell'Orto PHBH 28
- e) Ohvale 190 GP-2 Categories                  KEIHIN PE 28 o Dell'Orto PHBH 28

- 8.2.2 - The diffuser section and the number of jets cannot be modified; the remaining carburettor components are free.

- 8.2.3 - The use of pumps or power-jet is forbidden.

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- 8.3.1 - The air filter is compulsory and must be the metal air filter supplied by the manufacturer, no modifications are permitted.
- 8.3.2 - Use of systems to increase the pressure inside the box filter using the dynamic air pressure when the motorcycle is in movement is forbidden.

## Art. 9 - ENGINE

### 9.1 - ENGINE GENERAL

- 9.1.1 - Partially derogating from what is specified in the RTGS, except as authorised in the following articles, the engine must be kept original in all its components.
- 9.1.2 - The only engines allowed are those indicated in the points to follow:
- |                               |                             |
|-------------------------------|-----------------------------|
| a) GP-0 110 Automatica Class  | ZONGSHEN ZB110              |
| b) GP-0 110 4Speed Class      | ZONGSHEN W110G              |
| c) GP-0 160 4Speed Categories | ZONGSHEN W155               |
| d) Ohvale 190 GP-0 Categories | DAYTONA ANIMA FDX190 4Speed |
| e) Ohvale 190 GP-2 Categories | DAYTONA ANIMA FDX190 4Speed |
- 9.1.3 - Bore and Stroke must remain original.
- 9.1.4 - In accordance what is specified the RTGS, the use of the right side engine cover is mandatory. The protection must be the one included in the specific kit for the motorcycle model in use.
- 9.1.5 - Partially derogating from what is specified in the RTGS, is allowed the use of engine breather recovery tanks with a minimum capacity of 250cc.

### 9.2 - ENGINE HEAD

- 9.2.1 - Except as authorized in the articles to follow, Any type of machining for the removal of material (including polishing) and application of material (including surface treatment) is forbidden.
- 9.2.2 - Intake and Exhaust ducts must be kept original.
- 9.2.3 - Valve seats and valve guides must be kept original.
- 9.2.4 - It is permitted to rectify the surface of the head plane in contact with the cylinder in order to restore the surfaces in accordance with the manufacturer's technical fiches, provided that the limits on the volume of the combustion chamber and the squish height specified in the following article are respected.
- 9.2.5 - The volume of the combustion chamber and the height of the squish must comply with the values indicated in the following table:

Category	Volume (cc)	Squish (mm)*
a) GP-0 110 Automatica Class	11.2 +/- 0,4	1.60
b) GP-0 110 4 Speed Class	10.0 +/- 0.4	1.00
c) GP-0 160 4 Speed Categories	13.5 +/- 0.4	0.60
d) Ohvale 190 GP-0 Categories	14.8 +/- 0.4	1.25
e) Ohvale 190 GP-2 Categories	14.8 +/- 0.4	1.25

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

- 9.2.6 - Spark plug is free. None of the parts of the spark plug, beside electrodes, can protrude out the interior of the combustion chamber.
- 9.2.7 - The head gasket must remain original, even in number, nothing may be removed or added to the gasket as originally supplied by the manufacturer with the exception of sealant, glue, silicone paste etc.
- 9.3 - VALVES TIMING DIAGRAM
- 9.3.1 - Any modification of the camshaft is forbidden.
- 9.3.2 - Valves, springs, tappets, oil seals, half-cones and valve plates must be kept original. Only normal maintenance in accordance with the workshop manual is permitted. The shimming of valve springs is forbidden.



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- 9.3.3 - The camshafts, timing chain, chain tensioner guides, chain tensioner, sprockets and gears (and their fixing screws) and the automatic decompression device must be kept original. Only the normal maintenance prescribed by the workshop manual is permitted. The phase of the camshafts may not be changed.
- 9.3.4 - Partially derogating from what is specified in the previous article, only in the Ohvale 190 GP-0 and Ohvale 190 GP-2 Classes it is allowed to replace the original timing chain with the DID brand chain included in the specific kit for the motorcycle model in use.
- 9.4 - CYLINDER
- 9.4.1 - Cylinder must be kept original.
- 9.4.2 - It is permitted to rectify the plane of the cylinder in contact with the head in order to restore the surfaces as indicated in the technical fiches deposited by the manufacturer, provided that the limits of the volume of the combustion chamber and the height of squish laid down in this Regulation are respected.
- 9.4.3 - The cylinder base gasket must remain original, even in number, nothing may be removed or added to the gasket as originally supplied by the manufacturer with the exception of sealant, glue, silicone paste etc.
- 9.5 - PISTON
- 9.5.1 - Any modification to the piston, including polishing and lightening, is forbidden.
- 9.5.2 - Any modification to ring set, pins and their holders is forbidden.
- 9.6 - CONNECTING ROD
- 9.6.1 - Any modification to the connecting rod, including lightening and polishing, is forbidden.
- 9.7 - CRANKSHAFT
- 9.7.1 - Engine crankshaft must remain original, any modification included lightening, balancing and polishing is forbidden.
- 9.7.2 - It is forbidden to lighten or weigh down the crankshaft or any parts attached to it (e.g. generator rotors, flywheel masses, primary gears).
- 9.8 - CRANK CASE
- 9.8.1 - The engine crankcase and engine crankcase covers must remain original, even with regard to colour and surface finishing. It is only allowed making holes on the flywheel cover to help the cooling of the internal organs.
- 9.8.2 - The use of systems to reduce the pressure inside the crankcases is forbidden.
- 9.8.3 - It is forbidden to repair the crank cases and engine covers by applying material.

## **Art. 10 - TRASMISSIONE**

- 10.1 - PRIMARY TRANSMISSION
- 10.1.1 - The gears of the primary drive (on the crankshaft and on the clutch) must be kept original.
- 10.2 - CLUTCH
- 10.2.1 - Partially derogating from what is specified in the RTGS, it is established that, for motorcycles of 110 Automatic Class, all clutch components (clutch bell, clutch masses, clutch plate, clutch springs) must be kept original.
- 10.2.2 - Partially derogating from what is specified in the RTGS, it is established that, in the classes GP-0 110 4Speed, GP-0 160 4Speed, Ohvale 190 GP-0 and Ohvale 190 GP-2, except as authorised in the following articles, the clutch, including springs, driven discs and clutch control must be kept original.
- 10.2.3 - Only on motorcycles of the GP-0 160 4Speed, Ohvale 190 GP-0 and Ohvale 190 GP-2 categories it is allowed to mount the "EVR by OHVALE" anti-hopping clutch kit included in the specific kit for the motorcycle model in use.
- 10.3 - GEAR BOX



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- 10.3.1 - Any change to the gearbox, understood as the assembly consisting of the gear selection system and drive forks, primary and secondary shafts and the associated transmission gears, is forbidden.
- 10.3.2 - Any kind of surface treatment, including polishing and superfinishing, is forbidden.
- 10.3.3 - Only on GP-0 160 4Speed, Ohvale 190 GP-0 and Ohvale 190 GP-2 category motorcycles is it allowed to replace the gear selection system spring, included in the specific kit for the motorcycle model in use.
- 10.4 - FINAL TRANSMISSION
- 10.4.1 - Partially derogating from what is specified in the RTGS, it is established that, for the final drive (pinion, sprocket and chain) the use of components distributed by Ohvale is mandatory.

## **Art. 11 - COOLING AND LUBRICATION SYSTEM**

### 11.1 - GENERAL

11.1.1 - The type of cooling (air and oil) must remain original.

### 11.2 - OIL COOLER

11.2.1 - In derogation of the RTGS, the oil cooler must be kept original, even in its position.

### 11.3 - OIL CIRCUIT

11.3.1 - Any modification to the oil pump is forbidden.

11.3.2 - Partially derogating from what is specified in the RTGS, the following points apply.

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

## **Art. 12 - ELECTRICAL SYSTEM**

### 12.1 - WIRING AND ELECTRIC CONTROLS

12.1.1 - The main wiring must be kept original, no cuts/modifications may be made, no connectors may be replaced or modified.

12.1.2 - The electric controls on the handlebar can be repositioned, but not replaced or removed.

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

### 12.2 - ENGINE IGNITION AND CONTROL

12.2.1 - Except as authorized in the following articles, the engine ignition and control system (rotor, stator, CDI and coil) must be kept original. Rotating the stator or rotor and move the pick-up beyond what is allowed by the original fixing slots, is forbidden.

12.2.2 - Only on motorcycles of 190 GP-0 Class is compulsory to install the ignition and engine control system fitted to the model produced from 2018. In all remaining Classes the ignition system must be kept original.

12.2.3 - 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.

### 12.3 - ENGINE CONTROL SENSOR

12.3.1 - The use of electronic shift assistance systems (quick-shifter) is forbidden.

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

### 12.4 - ADDITIONAL EQUIPMENT

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

12.4.2 - The use of electronic equipment with IR (infrared) technology, GPS or radio time recording is allowed.



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12.4.3 - 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

12.4.4 - Integrated dashboards with electronic tracing function, geolocation and data acquisition, is allowed. The data acquisition must be just limited to the channels listed below:

- RPM
- Oil temperature
- Lap Time
- Engine Hours
- Position and speed (by GPS signal).

12.4.5 - All motorcycles must mount the rear safety light included in the specific kit for the model of motorcycle in use.

12.4.6 - The presence of cables or electronic components or of not clear origin are not allowed and is considered as a technical irregularity.

#### 12.5 - ELECTRICAL INFRASTRUCTURE

12.5.1 - In the GP-0 110 automatic category, the original battery may be replaced with another that has sufficient rated capacity (C/1) and instantaneous power (AC) to start the engine as specified in the following article. The battery cannot be repositioned but must remain in the original housing.

12.5.2 - At any time during the event the motorcycle must be able to start using the original starter.

### **Art. 13 - FAIRING / BODYWORK**

#### 13.1 - FAIRING GENERAL

13.1.1 - Except as authorised in the following articles, the fairing, the seat, the front and rear mudguards and all the superstructures that make up the motorcycle body must be kept original.

13.1.2 - The fixing brackets, supports and attachments of the bodywork can be modified or replaced, the fixing screws of the bodywork elements can be replaced with quick-release fixings.

13.1.3 - Colour and graphics are free.

13.1.4 - The use of carbon fibre components is forbidden.

#### 13.2 - FAIRING

13.2.1 - Except as authorized in the following articles, the fairing must be kept original. Only repair following breakage is permissible without prejudice to the safety of the component.

13.2.2 - Partially derogating from what is specified in the RTGS, in all categories, except Ohvale Class 190 GP-2, for all GP-0 models it is allowed to modify the fairing as indicated in the following points:

- a) Replace the original front fairing and / or fairing with those originally fitted on motorcycles produced from 2019.
- b) Fit the aerodynamic "wings" including the specific kits for the model of motorcycle in use.
- c) Replace the original tail/tank cover with the one originally fitted to GP-0 190 Daytona motorcycles manufactured from MY 2020 onwards.

13.2.3 - On Ohvale 190 GP-2 Class motorcycles it is compulsory to use the original fairing and it is allowed to mount the aerodynamic profiles included in the specific kit for the motorbike model in use.

13.2.4 - Partially derogating from what is specified in the RTGS, the windshield must remain original. The windshield can be coloured and not transparent in order to accommodate the table and the front race number.

13.2.5 - The size and shape of the oil cooler holes for all GP-0 models built up to 2019 are free. For all other models, these holes must remain as on the original motorcycle.



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## 13.3 - MUDGUARDS

13.3.1 - For all GP-0 motorcycle models, It is permissible to replace the original fender with the original one fitted on motorcycles produced from 2019. For 190 GP-2 models, the front mudguard must be kept original.

13.3.2 - The distance between the front mudguard and the tyre may be increased.

13.3.3 - The rear mudguard must be kept original.

## 13.4 - SEAT

13.4.1 - Saddle seat can be changed.

## 13.5 - NUMBER PLATE AND RACE NUMBERS

13.5.1 - Race numbers and number plates must comply with the RTGS. The colours of the race numbers and number plates are free, within the limits established in the RTGS.

13.5.2 - Partially derogating from what is specified in the RTGS, the use of front and side race numbers with a minimum height of 90 mm is authorised. The width and thickness of the numbers, the distance between the numbers, the distance of the numbers from the edge of the table must be such as to guarantee perfect legibility when the motorcycle is on the track. In case of disputes concerning the legibility of the number plates, the decision of the Technical Steward is final.

## 13.5 - CATEGORY IDENTIFICATION COLOUR

13.5.1 - In the GP-0 160, 190 GP-0 and 190 GP-2 classes only, all riders must affix the Ohvale supplied sticker in the colour shown below to the rear of the tail of their motorcycle.

CATEGORY	COLOUR
Junior	Green
Expert	Yellow
Pro	Red

13.5.2 - Failure to comply with this article shall be sanctioned as a failure to have complied with the riders' obligations. In cases of repeated or more serious non-compliance, at the sole discretion of the Delegated Steward, after hearing the opinion of the Official Supplier's Technical Service, the additional sanction of technical irregularity may be imposed.

## Art. 14 - EXHAUST SYSTEM

14.1 - Except as authorised in the following article, in all Classes the exhaust system must be kept original.

14.2 - In all classes, except for the Ohvale 190 GP-2 class, it is recommended to replace the silencer of GP-0 motorcycles manufactured before 2020, with the one fitted with a dB Killer arrangement, originally fitted to motorcycles manufactured from 2020 onwards.

14.3 - In all categories, the maximum permissible sound level is 103 dB / A at a speed of 5500 rpm.

## Art. 15 - BOLTS, FASTENERS AND BEARINGS

### 15.1 - GENERAL

15.1.1 - Except as specified in the following articles, bolts, fasteners and bearings are free within the limits of the RTGS.

15.1.2 - The use of titanium or aluminium bolts and titanium or carbon fibre and/or Kevlar fasteners is forbidden, unless originally fitted to the motorcycle or as part of the specific kit for the motorcycle model in use.

15.1.3 - The bearings must have the same technical characteristics as the original ones. Bearings with ceramic coatings and/or Teflon cages are forbidden.

### 15.2 - ENGINE BOLTS

15.2.1 - The original engine bolts may be replaced with bolts of the same size and with a strength class equal to or greater than the original.

15.2.2 - Where required, holes may be drilled for the passage of tying wires, but any modification aimed at lightening is forbidden.



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15.2.3 - Resetting the threads with the use of helicoil is allowed.

#### **Art. 16 - RIASSUNTO DELLE NORME GENERALI DI SICUREZZA**

All motorcycles must comply with what is specified in the Regolamento Tecnico Generale e Sicurezza (RTGS) included in the current Regolamento Velocità, so riders and teams are invited to read them. As an example, but not limited to, we would like to remind you of some of the fundamental rules regarding the safety of motorcycles during track use. In any case, the official and applicable regulations are those specified in the current RTGS:

- The pre-race technical inspection (OP) of motorcycles normally consists of a visual check by the Technical Steward of the safety requirements and the visible technical characteristics of the motorcycles, as prescribed in the Class or Coppa Italia Junior Technical Regulations.  
In no case may a lack of contestation in the OP be used by riders as valid justification for the use of motorcycles that do not comply with the Technical Regulations.
- At the OP each rider is entitled to have only one motorcycle marked. The punching of a replacement motorcycle is allowed in case of proven technical reasons (e.g. accident, breakage, etc.) and must be previously agreed with the relevant Chief Technical Steward. The motorcycle must be of the same make and model as the replaced motorcycle.
- The punching of the motorcycle consists of the application of a sticker, a lead binding or indelible paint, on the frame of the motorcycle in a clearly visible and accessible area, generally near the steering head on the right side of the motorcycle, at the discretion of the Technical Steward (TC) in charge. The area where the punch is to be affixed must be presented free of previous punches, free of any protections and perfectly degreased.  
At any time during the event, the motorcycle may be checked to verify that the punching is in good condition and/or that the motorcycle is punched in the name of the rider riding it.
- At the pre-race technical inspection (OP) the Technical Steward in charge has the right to reject motorcycles judged not to comply with the current RTGS and Class or Coppa Italia Junior Regulations. In the event of a dispute, the final decision regarding the conformity of the motorcycles, shall be taken by the Chief Technical Steward, such decision being final.
- Motorcycles must comply with the RTGS and Class or Coppa Italia Junior Regulations at all times during the event, they are therefore liable to be inspected by the Technical Stewards, not only during the OP and scrutineering, also before entering the track or during practice sessions. It is the rider's responsibility to ensure that his motorcycle complies with these Regulations at all times during the event, and he shall be liable for the use of a non-compliant motorcycle. In no case may the failure of the Stewards to contest the non-compliance be considered as valid reasons for the use of a non-compliant motorcycle.
- The Technical Steward has the right to order tests (also destructive tests) on motorcycle components considered unsafe, in order to simulate the effects of violent contacts, falls or other possible stresses deriving from use on the race. Under no circumstances will the rider be able to apply to the Technical Steward or the FMI for reimbursement of any component damaged during these tests.
- The Chief Technical Steward has the power to remove the punching on the frame of a motorcycle deemed to be dangerous. This motorcycle must undergo a new technical inspection (and be re-punched) if the rider wishes to continue his participation. At any time during the event, the Chief Technical Steward may recall a rider to inspect a motorcycle deemed to be non-compliant and, if necessary, remove the punching on the frame until the motorcycle has been brought into conformity with the requirements of the Chief Technical Steward.



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- At any time during the event, the Chief Technical Steward has the right to make markings, also by means of punches and seals, on any motorcycle component. It is the duty of the rider (or his mechanic on his behalf) to ensure that the markings are intact and in good condition before each entry onto the track.
- During the technical inspection, the appointed Technical Steward is entitled to request, inspect, analyse, retain any component or data present on the motorcycle, in order to determine its conformity. Refusal to comply with Technical Steward's requests is equivalent to a technical irregularity.
- The subject of the technical checks, the tools and the methods of verification are at the discretion of the Technical Steward in charge and are incontestable. Unless otherwise specified, no method or measurement tolerance shall be applied to the measurements made.
- End stops or other similar devices must be fitted to ensure a minimum clearance of 30 mm between the tank and the handlebars including any accessories attached to it. The angle of rotation of the steering on either side of the centre line must be at least 15°. Under no circumstances may the steering damper act as a steering angle limiting device. In any position of the steering and front suspension, the control levers on the handlebars and the front wheel must not touch any part of the motorcycle.
- The exposed ends of handlebars, all control levers on handlebars and footrests must have rounded edges and a spherical end.
- On the right handlebar or on the right side of the handlebar, a red switch or button (kill-switch) must be installed to switch off the engine. The kill-switch must be positioned in such a way that it can be easily operated by the rider when holding the handlebar and must be kept operational and functional at all times during the event.
- The throttle control must close automatically when the rider releases it.
- All motorcycles must have at least one functioning brake system per wheel axle.
- In all Classes, the use of a device (lever guard) to protect the front brake lever from unintentional operation as a result of contact between two motorcycles is mandatory.
- In all classes, steel bolts (screws, pins, nuts) with a minimum strength class of 8.8 are permitted for fixing the brake callipers. Aluminium bolts are not permitted for this application.
- All tyres must be replaced when wear exceeds the minimum value set by the manufacturer. Rain tyres may only be used if the race or test has been declared wet by the Race Director.
- Regardless of the construction material used for the tank, it must be completely filled with spongy fireproof material (type "ExplosafeR"). The tank cap must ensure a perfect seal.
- All engine breather pipes must terminate in one or more catch tanks located in an easily accessible position and securely attached to the motorcycle.
- Engine cover protectors that show clear signs of abrasion must be replaced.
- It is compulsory to place a protection (chain guard) on the lower part of the swingarm, between the lower drive chain run and the final drive sprocket at the rear wheel, to prevent the rider from being trapped between the lower branch of the chain and the crown. If it is not an integral part of the swingarm, the chain guard must be firmly attached to it, either by welding or by using screws. Fixing by gluing and/or nylon or metal ties is not permitted.
- All the external components of the oil circuit, inlet and outlet plugs, filters, exchangers (water-oil or radiators), any sensors (pressure or temperature) and pipes containing pressurised oil must be tightened with adequate torque. The use of gaskets is compulsory and all components must be secured with a tie-wire to ensure perfect circuit tightness.
- The mounting of video recording or transmitting devices, such as cameras and camcorders, is generally forbidden.
- Each bodywork component must be presented in a good state of preservation and with fixing systems to the motorbike such as to prevent detachment when the motorbike is on the track, in compliance with the regulations of the current RTGS.
- Motorcycles equipped with 4-stroke engines must be fitted with a sump, positioned under the engine in order to contain any liquid leakage in the event of engine failure. In the lower fairing should incorporate



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a hole with a minimum diameter of 25 mm which must remain sealed in the case of a dry race or test and must only be opened if the Race Director declares the race or test wet. The lower fairing must not have any additional openings due to cuts or abrasions that would allow liquids to escape.

- The characters used for the race numbers must be clearly legible, of uniform colour and have a background that is as opaque as possible and does not reflect sunlight.
- All riders must wear protective clothing in accordance with the RTGS and the annex "Protective clothing" of the current Regolamento Velocità. The characteristics, suitability and correct use of the protective clothing is left to the full responsibility of the rider. However, the Technical Stewards (or their delegated personnel) reserve the right to carry out checks during the event, even on a random basis. Refusal by the rider to have the protective clothing checked will result in exclusion from the event. The protective clothing must be worn correctly according to the manufacturer's instructions and must be in perfect condition, without tears, abrasions and/or breaks that could compromise its protective function.

## **Art. 17 - FINAL AND DEFERRAL RULES**

For anything not expressly covered by these Regulations, the current Regolamento Manifestazioni Motociclistiche (RMM) and the current Regolamento Velocità (chapter I "Parte Generale", chapter II "Specialità" and chapter III "Regolamenti Tecnici" with particular reference to the RTGS) shall apply.

During the 2021 season, the IMF will implement the Ordinances, Government Decrees and directives issued by the Sports Office of the Presidency of the Council of Ministers, updating where required its guidelines on the prevention of Sars-COV-2 contagions. In case what is established in the Regolamento Velocità, in the Class and Coppa Italia Junior Technical Regulations, in the annexes and in the supplementary documents (lists, documents, fiches, models, etc.) differs from or is in contrast with the above mentioned Guidelines, the latter will have the value of substitutive legislation until the end of the Sars- COV-2 emergency.

## **Art. 18 - VARIATIONS IN REGULATIONS**

Subject to authorisation by the STS of FMI, the Organiser reserves the right to amend these Technical Regulations, even during the season, giving timely notice to entrants.



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