APPENDIX 2 – MMOTO CANADA CUP, TECHNICAL REGULATIONS SUPPLEMENT 2022

PART 1 - OVERVIEW

A2-1.1 Mmoto Canada Cup – "MMCC" Technical Regulations Supplement is set out to cover additional rules and regulations specific to the CMSBK series. Teams and Competitors are responsible for compliance and knowledge of all current CMSBK Rules and Regulations.

A2-1.2 The title sponsor for the Canada Cup series reserves the prefix position of the title and the presenting sponsor reserves the suffix position of the title.

A2-1.3 Competitor Age Eligibility: Participation may begin at ten (10) years old when on their birthday the participant turns 10 years old. Eligibility ends at the end of the year the competitor turns fourteen (14) years old.

A2-1.4 Any Competitor under the legal age of 18 years old must provide a consent document, signed by both the Competitor and their parent or guardian, before they are allowed to compete, practice, or participate in the Canada Cup and/or CMSBK Series.

The following text has been extracted from the 2021 FIM MiniGP World Series and the 2020 Moto America MiniCup series to serve as Technical Regulations for the Canada Cup Series:

PART 2 - GENERAL

A2-2.1 The weight of the motorcycle in running order shall not be less than values shown below:

GP-0 160 4 Speed Kg. 65.

Sealing and Engine Quota

A2-2.2 Only factory sealed engines or engines re-sealed by an organization certified by Ohvale may be used in the Canada Cup series.

A2-2.3 A factory sealed engine is defined as an engine purchased, brand new, from Ohvale or an official Ohvale dealer. This engine already has the factory seal affixed. A re-sealed engine is defined as engine that has been repaired/rebuilt and/or checked for compliance by an organization/individual certified by Ohvale and will then have a new factory seal affixed (see section A2-2.11).

A2-2.4 Competitors are permitted to have a maximum (2) engine seals per season. If a competitor uses any engine seals (new engines) beyond that allotment, then that

competitor will have to start from the back of the grid for that event and loss of points at the discretion of the Race Director.

A2-2.5 Engines presented for technical control sealing, must have the screws already drilled to be tied as follows:

GP-0 160 4 Speed engines, the seal will be applied to the fixing screws of the timing cover.

A2-2.6 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.

A2-2.7 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.

<u>Engine Compliance and Protests</u>

A2-2.8 All competitors are subject to random teardowns to check for engine compliance even if engine has been sealed. Failure to comply with will result in disqualification for that event.

A2-2.9 If a competitor wishes to protest another competitor's engine, they must pay $200. If the engine is found to be legal, that competitor forfeits the $200 fee. If the engine is found to be illegal, the offending competitor must pay back the $200 and they will be disqualified from that event.

A2-2.10 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.

<u>OHVALE Approved Engine Certification Centers</u>

A2-2.11 The following organizations are approved to certify and affix a factory seal to all Ohvale engines used in the Canada Cup Series:

Pro6 Cycle	*or*	*Eurorace - Contact Michele De Rossi*
712 Kipling Ave, Etobicoke, ON		*Mississauga, Ontario*
(416) 231-8829		*(647) 986-1761*
Joe@Pro6cycle		*info@eurorace.ca*

PART 3 - CHASSIS

Frame

A2-3.1 The frame must be kept original, is only permitted to fit the chassis anti-vibration plate produced in kit by the manufacturer for the model of motorcycle in use. The painting of the frame is permissible, but its polishing is prohibited. The use of shells to protect the swingarm or frame is prohibited.

Seat Post Frame

A2-3.2 The seat post frame must be kept original. The painting of the seat post frame is permissible, but its polishing is prohibited.

Front Fairing Frame

A2-3.3 The front fairing frame must be kept original. Painting of front fairing frame is permissible, but polishing is forbidden.

Swingarm

A2-3.4 Except as authorized in the following articles, the swing-arm and swing-arm pivot must be kept original.

A2-3.5 Replace the original chain tensioner registers with the racing ones produced by the manufacturer for the model of motorcycle in use, is permitted.

A2-3.6 All motorcycle must be equipped with a solid protective chain guard (shark fin) fixed to the swing-arm produced by the manufacturer of motorcycle.

Steering Plates

A2-3.7 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.

A2-3.8 The steering stem must remain in its original position.

Handlebars and Controls

A2-3.9 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.

A2-3.10 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.

A2-3.11 Only in the GP-0 190 Daytona model, it is permissible to replace the original handlebar terminals with those originally fitted on the models produced from 2018. In the remaining Categories, the handlebar terminals must be kept original.

A2-3.12 It is forbidden to enter the track without ball end inserts in the handlebar ends.

A2-3.13 forbidden to repair the handlebars by welding.

A2-3.14 The control levers on the handlebars (brake and clutch) must always have rounded edges and must have a ball-form ending.

A2-3.15 In any position of the steering and the front suspension, the control levers on the handlebars must not touch any component of the motorcycle.

A2-3.16 Throttle controls must be self-closing when not held by hand.

A2-3.17 It is mandatory to use the brake lever guard supplied in the specific kit for the model of motorcycle in use, which protects the front brake lever from any involuntary actuations resulting from the contact between two motorcycles.

A2-3.18 Handlebars and controls may only be replaced with aftermarket parts with prior written approval from CMSBK officials.

Footrests and Controls

A2-3.19 Except as authorized in the following articles, the footrests, and foot control must be kept original.

A2-3.20 Footrests and foot controls can be repositioned only using the setting originally provided by the manufacturer.

A2-3.21 Gear shift pedal and its leverage can be replaced to use one of “overturned” type supplied by the manufacturer creating GP Shift.

A2-3.22 The rear brake lever peg may also be positioned on the first lowering slot in the front part of the lever.

A2-3.23 It is forbidden to repair the footrests by welding.

A2-3.24 It is forbidden to enter the track with footrests having the plastic material plugs in poor condition or without a mounted end plug.

A2-3.25 It is forbidden to repair the footrest supports by welding.

A2-3.26 Footrests and controls may only be replaced with aftermarket parts with prior written approval from CMSBK officials.

Start Lever – Kick Start

A2-3.27 The starting lever or kick start lever of the original engine must remain mounted and running and be equipped with a system that prevents accidental opening i.e. rubber loop

PART 4 - SUSPENSION

Front Suspension

A2-4.1 Except as authorized in the following articles, the fork must be kept original in every component.

A2-4.2 In all classes it is permissible to replace the original fork with the "+5" fork originally assembled on motorcycles produced from 2019.

A2-4.3 Position of the fork stems respect to the steering plates is free.

A2-4.4 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.

A2-4.5 Position of the hydraulic registers, the elastic coefficient (K) and the preload of the main springs are free.

A2-4.6 Front suspension cartridges/internals may only be replaced with kits other than specified by manufacturer with prior written approval from CMSBK officials.

2021 Homologated front suspension cartridges:
Andreani cartridges 105/OV1E
K-Tech cartridges 20IDS

Steering Damper

A2-4.7 Steering damper is allowed with approval of chief technical steward at event.

A2-4.8 In no case may the steering damper act as a steering lock limiting device.

Rear Suspension

A2-4.9 Except as authorized in the following articles, the rear suspension must be kept original in every component.

A2-4.10 Links and mounting points of the rear suspension to the chassis and swing arm, must be kept original.

A2-4.11 The original shock absorber may only be replaced with one of those belonging to the specific kit for the model of motorcycle in use.

A2-4.12 The length of the shock absorber, the position of the hydraulic registers, the elastic coefficient (K) and the preload of the main spring of the shock absorber are free.

A2-4.13 Rear suspension may only be replaced with kits other than specified by manufacturer with prior written approval from CMSBK officials.

2021 Homologated rear suspension (shock):

1) Ohlins S36PR1C1
2) K-Tech Razor-R

PART 5 - BRAKE SYSTEM

Brake Discs

A2-5.1 The brake discs must remain as originally produced by the manufacturer for the motorcycle.

A2-5.2 The Ohvale 160 model is permitted to replace the original disc using the 190mm floating disc kit produced by the manufacturer for the model of motorcycle in use.

Brake Calipers

A2-5.3 Except as authorized in the following article, the front and rear brake calipers, as well as all their fixing points and all anchor pieces, must be kept original.

A2-5.4 It is mandatory to mount original brake pads or, alternatively, those brake pads which are included in the manufacturer's specific kit for the model of motorcycle in use.

A2-5.5 Brake pads may only be replaced with kits other than specified by manufacturer with prior written approval from CMSBK officials.

Master Cylinders

A2-5.6 Brake master cylinders (front and rear) and the related pipes must be kept original

A2-5.7 Installation of a protection of the master cylinder positioned on the handlebar is authorized to prevent oil leaks in a crash.

PART 6 - WHEELS

A2-6.1 Wheel rims and their spindles must be kept original. In all the dimensions of the wheel rims should be as indicated below:

GP-O 160:

Front Wheel 2.50” x 10”
Rear Wheel 3.00” x 10”

PART 7 – TIRES

A2-7.1 The only tires admitted to the Canada Cup Series are those indicated here below:
Front tire: Pirelli Slick Diablo NHSTL SC1 DSBK 100/80 x 10
Rear tire: Pirelli Slick Diablo NHSTL SC1 DSBK 120/80 x 10

A2-7.2 In the event that the qualifying practices or the race, are declared "wet" it is allowed the use of rain tires in the measures indicated below:
Front tire: Pirelli Diablo Rain NHSTL SCR1 DB Rain 100/80 x 10
Rear tire: Pirelli Diablo Rain NHSTL SCR1 DB Rain 120/80 x 10

A2-7.3 For the entire duration of the event, it is permitted to use up to a maximum of:
2 set of tires (2 front and 2 rear) for events with a maximum of 2 race.

A2-7.4 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.

A2-7.5 The use of tire warmers is NOT allowed on the starting grid.

PART 8 - TANK AND FUEL SYSTEM

Tank

A2-8.1 Tank and tank cap must remain as originally produced by the motorcycle manufacturer.

A2-8.2 Fuel tank must be filled with spongy fire-retardant material (such as "Explosafe").

Fuel Line

A2-8.3 The fuel circuit, understood as the set of ducts and devices between the tank and the carburetor, is free.

A2-8.4 Replacement of the fuel cock is permitted.

A2-8.5 The addition of fuel filters is permitted.

A2-8.6 Use of quick connectors for fuel pipes is permitted.

Fuel

A2-8.7 Only commercially available fuel is permitted. No race fuels.

PART 9 - INTAKE SYSTEM

A2-9.1 Except as authorized in the following articles, the fuel system must be kept original.

Carburetor

A2-9.2 Carburetor must be Ohvale factory spec – no aftermarket.

- Category GP-0 160 4 Speed KEIHIN PE 28 or Dell'Orto PHBH 28-BD

A2-9.3 The diffuser section and the number of jets cannot be modified; the remaining carburetor components are free.

A2-9.4 The use of pumps or power-jet is not permitted.

Air Filter

A2-9.5 The air filter is mandatory and must be as indicated in the points below.

A2-9.6 The use of the metallic air filter must be part of the kit specific for the model of motorcycle in use, supplied by Ohvale.

A2-9.7 Use of systems to increase the pressure inside the box filter using the dynamic air pressure when the motorcycle is in movement is forbidden.

PART 10 - ENGINE

A2-10.1 Except as expressly permitted in the following articles, the engine must remain completely original (see also Part 2 for Sealing and Engine Quota).

A2-10.2 The only engines allowed are those indicated in the points to follow:

- Category GP-0 160 4 Speed ZONGSHEN W155

A2-10.3 Bore and Stroke must remain original OE.

A2-10.4 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.

A2-10.5 It is mandatory to run the engine exhaust pipes into a recovery tank with a minimum capacity of 250cc.

Engine Head

A2-10.6 Except as authorized in the articles to follow, any type of machining for the removal of material (including polishing) and application of material (including surface treatment) is prohibited.

A2-10.7 Intake and Exhaust ports must remain original.

A2-10.8 Valves, valve seats, valve guides, tappets, oil seals must be the original. Only normal maintenance provided by the service manual is permitted.

A2-10.9 The springs, half-cones and valve plates must remain original. Valve spring shim are not allowed.

A2-10.10 It is allowed to surface the head plane to restore the surfaces according to what is indicated in the technical instructions provided by the manufacturer.

A2-10.11 The volume of the combustion chamber and the height of the squish must comply with the values indicated in the following:

Category Volume (cc) Squish* (mm)
Category GP-0 160 4 Speed 13.5 +/- 0.4 0.60
*no allowance is admitted on the height of the squish.

A2-10.12 Spark plug is free and open. None of the parts of the spark plug, beside electrodes, can protrude out the interior of the combustion chamber.

Valve Timing

A2-10.13 Any modification of the camshaft is prohibited.

A2-10.14 Timing driven sprocket, must be kept original. Modification or increase of the diameter of the fixing holes are not allowed.

A2-10.15 Chain timing and the timing chain tensioner must be kept original.

Cylinder

A2-10.16 Cylinder must be kept original.

A2-10.17 Any surface treatment of the inner wall of the cylinder is prohibited.

Piston

A2-10.18 Any modification to the piston, including polishing and lightening, is It prohibited.

A2-10.19 Any modification to ring set, pins and their holders is prohibited.

Connecting Rod

A2-10.20 Any modification to the rod, including lightening and polishing, is prohibited.

Crank Shaft

A2-10.21 Engine shaft must remain original, any modification included lightening, balancing, and polishing is prohibited.

Crank Case

A2-10.22 The engine crankcase and engine crankcase covers must remain original, even regarding color and surface finishing. It is only permitted to making holes on the flywheel cover to help the cooling of the internal parts, according to what has been reported in the homologation documents.

A2-10.23 It is forbidden to repair the crankshafts and engine covers by applying any material.

PART 11 – TRANSMISSION

Primary Transmission

A2-11.1 The gears of the primary drive (on the crankshaft and on the clutch) must be kept original.

Clutch

A2-11.2 On the motorcycles GP-0 160 4 Speed the "EVR by OHVALE" slipper clutch kit included in the specific kit for the model of motorcycle in use is allowed.

Gear Box

A2-11.3 On GP-0 160 4Speed motorcycles, any change to the gearbox, understood as the assembly consisting of the gear selection system and drive forks, primary and secondary shafts and their gears transmission is not permitted.

A2-11.4 Any kind of treatment on the surface for reducing friction (including polishing and superfinishing) is forbidden.

Final Transmission

A2-11.5 Final transmission (pinion, crown and chain) may be replaced with the kits available through the manufacturer.

A2-11.6 Final transmission (pinion, crown, and chain) may only be replaced with kits other than specified by manufacturer with prior written approval from CMSBK officials.

PART 12 - COOLING AND LUBRICATION SYSTEM

Oil Cooler

A2-12.1 The oil cooler must remain original.

Oil Circuit

A2-12.2 Any modification to the oil pump is prohibited.

A2-12.3 The oil pipes that connect the engine to the oil cooler must be kept original. The engine breather must be put into a tank with a minimum volume of 250cc (aprox. 8 oz).

A2-12.4 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.

PART 13 - ELECTRICAL SYSTEM

Wiring and Electrical Controls

A2-13.1 The main wiring must be kept original.

A2-13.2 The electric controls on the handlebar can be repositioned, but not replaced or removed.

A2-13.3 It is mandatory to keep the ignition kill switch mounted on the right side of the handlebar.

Engine Ignition and Controls

A2-13.4 Except as authorized in the following articles, the engine ignition and control system (rotor, stator engine control unit and coil) must be kept original.

A2-13.5 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.

Engine Control Sensors

A2-13.6 The use of electronic shift assistance systems (quick-shifter) is permitted.
2022 Homologated quick-shifters: HealTech QSH-OV1

Additional Equipment

A2-13.7 Electrical or electronic components (sensor, control unit, display) that are additional or not originally mounted on the motorcycle, are forbidden.

A2-13.8 Data Log system is absolute forbidden to use. No additional electronics may be used or mounted on the bike.

A2-13.9 The presence of cables or electronic components are not of clear origin are not allowed and is considered as a technical irregularity.

PART 14 FAIRINGS

A2-14.1 Except as authorized in the following articles, the fairing, the saddle, the front and rear mudguard and all the superstructures that make up the motorcycle body, must be kept original.

A2-14.2 Color and graphics are free.

A2-14.3 The use of carbon fiber components is not permitted.

A2-14.4 All logos and designs on competitors' motorcycles are subject to final approval by CMSBK officials.

Fairings

A2-14.5 Except as authorized in the following articles, the fairing must be kept original.

A2-14.6 On GP-0 160 4 Speed it is permissible to modify the fairing as indicated in the following points:

Replace the original front fairing and / or fairing with those originally fitted on motorcycles produced from 2019.

A2-14.7 Fit the aerodynamic "wings" including the specific kits for the model of motorcycle in use.

A2-14.8 The windshield must remain original. The windshield can be colored and not transparent to accommodate the front race number.

A2-14.9 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.

A2-14.10 The original fairing brackets can be replaced with quick-release attachments.

A2-14.11 The lower fairing must have a perfect seal in order to contain lubricant leaks in the event of engine failure.

A2-14.12 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.

Mudguards

A2-14.13 Only in the categories GP-0 160 4Speed it is permissible to replace the original fender with the original one fitted on motorcycles produced from 2019.

A2-14.14 The distance between the front mudguard and the tire may be increased.

A2-14.15 The rear mudguard must be kept original.

Seat

A2-14.16 Saddle seat can be changed.

Number Plate and Race Numbers

A2-14.17 Front Number plate is mandatory; numbers must have a minimum height of 10.5 cm (4 inches).

A2-14.18 Numbers are to be of a solid colour, and a shape easy to read.

A2-14.19- Numbers neon in colour or made from material such as duct tape, electrical tape is prohibited.

PART 15 - EXHAUST SYSTEM

A2-15.1 Except as authorized in the article to follow, in all categories the exhaust system must be kept original.

A2-15.2 In the GP-0 190 Daytona category it is mandatory to replace the silencer of motorcycles produced between 2015 and 2016 with the silencer system equipment of motorcycles produced from 2017.

A2-15.3 In all categories, the exhaust noise level must follow noise regulations set out in the Supplemental Rules for each event. As a guide it should not exceed 100dB at 5500 rpm using the SAE J1287 Sound Control guidelines (see Appendix 4).

PART 16 - SCREW AND BOLTS AND FIXING ELEMENTS

A2-16.1 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 type.

A2-16.2 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.

Engine Bolts

A2-16.3 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.

A2-16.4 Where required it is permissible to drill holes for the passage of the binding threads, but any modification tending to a lightening is prohibited.

A2-16.5 Resetting the threads with the use of “helicoil” is permitted.