



## Appendices A - Nordic 125cc GP Technical Regulations 2010

### 1. Weight

The minimum weight is: 136 kg, 125cc / 2-stroke. The driver including full safety equipment and the motorcycle must comply with the minimum weight of 136 kg at all times during the meeting. 85kg, Each driver may be weighed with his machine during practice. This will be done in such a way so as to disturb the riders and teams as little as possible. In all cases the rider and the team must comply with this request for a control.

### 2. General Specifications

The use of titanium in the construction of the frame, the front forks, the handlebars, the swing arms, the swing arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed.

General specifications for motorcycles: Up to 125 cc / 2-stroke,  
1 cylinder maximum, 6 gears maximum

### 3. Open Transmission Guards

For all motorcycles, if the primary transmission is exposed, it must be fitted with a guard as a safety measure. The guard must be conceived in such manners that under no circumstances can the rider or the passenger come into accidental contact with the transmission parts. It must be designed to protect the rider from injuring his fingers.

A chain guard must be fitted in such a way as to prevent body parts being trapped between the lower chain run and the final driven sprocket at the rear wheel.

### 4. Exhaust Pipes / Silencers

Exhaust pipes and silencers must fulfil all the requirements concerning noise control.

The end of the exhaust pipe, over a minimum distance of 30 mm, must be horizontal and parallel to the central axis of the solo machine (with a tolerance of  $\pm 10^\circ$ ).

Exhaust fumes must be discharged towards the rear but not in a manner as to raise dust, foul the tyres or brakes, or inconvenience any other riders.

The extremity of the exhaust pipes on solo motorcycles must not pass the vertical tangent of the rear tyre.

### 5. Handlebars

The width of handlebars must be not less than 450 mm.

The grips must be attached in such a way that at least the minimum width for handlebars is reached when measured between the outside ends of the grips.

Exposed handlebar ends must be plugged with a solid material or rubber covered.

The minimum angle of rotation of the handlebar on each side of the centre line or mid position must be of  $15^\circ$  for solo motorcycles.

Whatever the position of the handlebars is, the front wheel must never touch the streamlining if any.

Solid stops, (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the fuel tank when on full lock to prevent trapping the rider's fingers (see diagrams A, B, C).

Handlebar clamps must be very carefully rounded and engineered so as to avoid fracture points in the bar.

The repair by welding of light alloy handlebars is prohibited.

## **6. Control Levers**

All handlebar levers (clutch, brake, etc.) must be in principle ball ended (diameter of this ball to be at least 19 mm). This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part 14 mm). These ends must be permanently fixed and form an integral part of the lever.

Each control lever (hand and foot levers) must be mounted on an independent pivot.

The brake lever if pivoted on the footrest axis must work under all circumstances, such as the footrest being bent or deformed.

## **7. Brakes**

All machines must have at least 2 efficient brakes (one on each wheel) operated independently and concentrically with the wheel. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp).

Only ferrous brake disks are allowed.

## **8. Mudguards and Wheel Protection**

Mudguards must comply with the following requirements:

They must project laterally beyond the tyre on each side.

The front mudguard must cover at least 100° of the circumference of the wheel. In this area, the wheel may be covered, respecting the angles mentioned below. The angle formed by one line drawn from the front edge of the mudguard to the centre of the wheel and one drawn horizontally through the centre of the wheel must be between 45° and 60°. The angle formed by one line drawn from the rear edge of the mudguard to the centre of the wheel and one drawn horizontally through the centre of the wheel shall not exceed 20° (see diagram A).

The rear mudguard must cover at least 120° of the circumference of the wheel. The angle formed by two lines, one drawn from the rear edge of the mudguard to the centre of the wheel and one drawn horizontally through the centre of the wheel shall not exceed 20°.

Mudguards are not required if there is a fairing. If there is no fairing, mudguards are required. If the fairing or the saddle reaches the vertical tangent of the outside of the rear tyre (with a tolerance of -50 mm) a rear mudguard is not required.

## **9. Fairing**

The fairing of Solo machines must correspond to the following specifications:

The front wheel with the exception of the tyre and the part hidden behind the mudguard must be clearly visible from each side.

No part of the fairing may protrude beyond a line drawn vertically at the leading edge of the front tyre. Mudguards are not considered as fairing.

No part of the fairing may be to the rear of a vertical line drawn through the rear wheel axle. The rim of the rear wheel must be clearly visible over the 180° of its circumference to the rear of this line. No part of the motorcycle shall protrude beyond the rear of a vertical line drawn through the exterior edge of the rear wheel.

Air foils or spoilers may only be fitted when they are an integral part of the fairing or seat. They must neither exceed the width of the fairing nor the height of the handlebar. Sharp edges must be rounded off with a minimum radius of 8 mm.

The windscreen edge and the edges of all other exposed parts of the fairing must be rounded.

In the normal driving position, the rider must be completely visible with the exception of his forearms from either side, from the rear and from above. The minimum space between the face of the rider, or his helmet and the fairing (including the windscreen) must be 100 mm. It is forbidden to use transparent materials to evade these rules.

The maximum height of the back of the rider's seat is 150 mm. This will be measured from the lowest point of the rigid base of the seat to the uppermost part of the fairing behind the rider. Whatever the position of the handlebars, there must be a space of at least 20 mm between the fairing and the ends of the handlebars or other steering systems, including any attachments thereto.

The width of the seat or anything to its rear shall not be more than 450 mm, exhaust systems excepted.

#### **10. Tyres**

Racing tyres (slicks) or wet-weather tyres must be used. The maximum rim width are: Front: 2.5" Rear: 3.5".

The surface of a slick tyre must contain three or more hollows at 120° intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. When at least 2 of these indicator hollows become worn on different parts of the periphery, the tyre must no longer be used. The minimum distance between the surface of the tyre (at its largest point) and any fixed parts of a motorcycle.

#### **11. Start Numbers**

See FIM regulation

#### **12. Fuel and Oil Tanks**

Fuel must be contained in a single tank securely fixed to the machine. Seat tanks and auxiliary tanks are forbidden. The use of a quickly detachable replacement tank as a means of refuelling is strictly forbidden.

Moreover, the use of temporary filling material to reduce the capacity of a tank is forbidden. All fuel tanks must be completely filled with fuel cell foam (preferably with "Explosafe®").

#### **13. Oil Drain and Supply Plugs**

All oil drain and supply plugs must be tight and must be drilled and wired in position.

#### **14. Fuel Tank / Breather Pipes**

Non-return valves must be fitted to fuel tank breather pipes. They must discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.

#### **15. Fuel and Oil Filler Caps**

Fuel and oil filler caps, when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time. The filler cap must be installed so that it does not protrude beyond the tank surface and that it cannot break away in the case of an accident.

#### **16. Fuel, Fuel Oil Mixture**

The FIM fuel prescriptions are applicable.

#### **17. Coolants**

The only liquid engine coolants permitted is water or water mixed with ethyl alcohol.

#### **18. Noise Control**

FIM Art. 2.14. The silencers will be marked during Technical control and they may no more be changed after technical control, except for any spare silencer which has also been checked and marked.

The rider must keep his engine running out of gear and he must increase the engine speed until it reaches the specified revolutions per minute (RPM). Measurements must be taken when the specified RPM is reached,

125cc GP: 1 cyl. / 125 cc,

7000 RPM

Noise limits in force:

Maximum 105 dB/A.

Noise control after a meeting In a competition which requires a final examination of machines before the results are announced, this examination must include a noise control measurement of at least the first three machines listed in the final classification. A tolerance of + 3 dB/A is accepted for this noise control test in road racing meetings.