Manual for the presentation of motorcycles at Pre-Race Technical Scrutineering 2025





ALPE ADRIA INTERNATIONAL MOTORCYCLE CHAMPIONSHIP





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This summary document is directed to all riders and teams wishing to participate in the

ALPE ADRIA INTERNAL MOTORCYCLE CHAMPIONSHIP

The information below is an extract from the AA Sporting and Technical Regulations regarding motorcycle safety on track. All Motorcycles presented at Technical Scrutineering must be fitted with the following devices and modifications.

Before presenting themselves at scrutineering all riders must go to the licence verification. The rider's verification card will be stamped and signed if licence, medical examination deadline and any medical checks (for 'Unfit' riders) are regular.

The second step involves motorcycle verification, which consists of checks regarding the safety of the motorcycle for the class in which it is to participate, and protective clothing and Helmets.

All motorcycles must be presented to Technical Scrutineering clean and without oil and fluid leaks.





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CHECK THE SAFETY WIRE FASTENINGS ON THE ENGINE OIL FILLER AND DRAIN PLUG



Engine oil filler cap safety wire

Note:

The safety wire can be fastened, alternatively by drilling holes in screw 1 or screw 2 for the passage of the safety wire.



The engine oil drain plug (3) must be secured with a safety wire.





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CHECK ENGINE OIL FILTER SAFETY WIRE



The oil filter cover retaining screw security wire, must be present in at least two of the three oil filter cover retaining screws.





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CHECK ENGINE OIL FILTER SAFETY WIRE



On engines with an external filter cartridge, there are two possibilities:

(1). Fasten an iron clamp around the filter and tie the clamp to a drilled screw and other points on the engine.

(2). Use filters already prepared for tying.

There are ties on the market that can be clamped around the filter with a protruding flap that prevents it from unscrewing.





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CHECK THE SAFETY WIRE OF ENGINE OIL BYPASS TUBE CONNECTIONS



If the engine has engine oil bypass pipes (1), the fixing screws must be secured with safety ligatures.



It is recommended to use terminals, screws or bolts (2) made of steel with a minimum strength class of 8.8 or titanium grade 5.





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CHECK THE SAFETY WIRE OF ENGINE OIL COOLING RADIATOR HOSE CONNECTIONS



The pipe connections connecting the engine (1) to the oil cooler (2) must be secured with a safety wire.









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CHECK THE PRESENCE OF COLLECTION TANK AND ENGINE VENT PIPES



Motorcycles with a 4-stroke engine equipped with air box must be fitted with a closed recirculation system, in which the bleed or vent pipes must be sealed. Engine vents must terminate and discharge into the air box, either directly or through an intermediate recovery tank.

On 2T or 4T motorcycles without a filter box, all pipes must terminate in one or more recovery tank(s) located in an easily accessible position and securely attached to the motorcycle. The minimum capacity of these tanks must be 250 cc for 2T motorcycles and 500 cc for 4T motorcycles. (1)





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CHECK FOR CLUTCH COVER PROTECTION



Engine side cover guards containing oil must be attached to the engine cover with at least 3 bolts or screws. steel Even with frame buffers, engine side covers all containing oil that may come into contact with the ground in the event fall of а must be protected by additional covers with a protective function. lt is recommended fit to additional covers that cover at least one third of the surface of the side covers. The protections can be made of metal material. and if **FIM** homologated, in protections plastic material or fiberglass or carbon and/or Kevlar are

also permitted.





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CHECK CHAIN GUARD





A solid protective cover (shark fin) must be fixed to the swing arm, and must always cover the opening between the lower chain run, swing arm and rear wheel sprocket, irrespective of the rear wheel position. This must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket. It must be fixed by welding or may be bolted.





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CHECK FUEL TANK



The tank must be securely bolted to the frame and its supports must withstand the violent shocks, falls and extreme stresses resulting from track use.

The tank vents must flow into a recovery vessel, via a non-return valve, with a minimum capacity of 250 cc. Regardless of the construction material <u>it must be</u> <u>filled</u> with spongy fireproof material (Explosafe type or directly with Explostop).





-10-CHECK REAR SAFETY LIGHT



It is compulsory to install on all motorcycles a rear light with a light beam of 10-15 Watt incandescent and 0.6-1.8 Watt LED power. It must be securely fixed above or below the tail and clearly visible from behind the motorcycle at an angle of 15°. It can be connected to the main system or powered independently, preferably with a switch on the handlebar. It must be switched on when the Race Director declares practice or race wet or in case of poor visibility. The light must be operational at all times during the entire duration of the event.





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CHECK BRAKE LEVER PROTECTION AND HANDLEBARS



Motorcycles must be equipped with a brake lever protection (guard), intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. FIM approved guards are permitted without regard to the material.

The Chief Technical Officer has the right to refuse any guard not satisfying this safety purpose.

Welding of handlebars is not allowed.

Solid stops (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank, frame or other bodywork when on full lock to prevent trapping the rider's fingers. In any position the handlebars /steering stem must not lock or bump during full rotation.





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CHECK KILL SWITCH AND THROTTLE CONTROLS



All motorcycles must be equipped with a functional ignition kill switch (1), or button mounted on the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch <u>must be RED</u>. Throttle controls must be self-closing when not held by the hand.





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CHECK KILL SWITCH



All motorcycles must be presented to Technical Scrutineering with the lower fairing removed.

The lower fairing must be constructed to hold a minimum of 5 litres in case of an engine breakdown. The lower edges of all the openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.

The lowest point of the rear transverse wall of the lower fairing must be at least 50 mm above the bottom. The angle between this wall and the floor must be $\leq 90^{\circ}$ (1).

The lower fairing must incorporate at least a single opening of 20 mm diameter(2) in the front lower area. This hole must remain sealed in dry conditions and must be opened only in wet race conditions as declared by the Race Director.





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CHECK BRAKE LEVERS, HANDLEBARS AND FOOTRESTS



All handlebar levers must be ball-ended (diameter of this ball should be at least 16 mm). This ball can also be flattened, the minimum thickness of the flattened part should be 14 mm, and the edges must be rounded. These ends must be permanently fixed and form an integral part of the lever.

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

Welding of handlebars is not allowed. Throttle controls must be self-closing when not held by the hand.





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CHECK STARTING NUMBERS / BACKGROUND COLOURS



The colours of the starting numbers and backgrounds are defined separately in the regulation of the class concerned. The number must be clearly visible and in a good shape. The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

-One on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.

-One, on each side on the lower rear portion of the lower fairing; see Appendix A. The number must be centred on the background. Side numbers can also be placed on the swingarm. These must be clearly visible. Number plates can be used.

Numbers must be easily legible in a clear simple font and contrast strongly with the background colour.

-Backgrounds must be of one single colour and must be clearly visible around all edges of the number (including outline). Backgrounds must protrude the numbers within 15 mm in all directions.

-Any outlines must be of a contrasting colour and the maximum width of the outline is 3 mm.

-Reflective or mirror type numbers are not permitted.

-Numbers cannot overlap.

In case of a dispute concerning the legibility of numbers, the decision of the Chief Technical Officer is final.

The size for all the front numbers are:	winimum neight	120 mm
	Minimum width	60 mm
	Minimum stroke	20 mm
	Minimum space between numbers	10 mm
The size for all the side numbers are:	Minimum height	100 mm
	Minimum width	50 mm
	Minimum stroke	15 mm
	Minimum space between numbers	10 mm





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PROTECTIVE CLOTHING AND HELMETS

<u>Helmets, back protectors and chest protectors which are in use</u> <u>during an event must be presented at the Technical Control.</u>

Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc.

Riders must also wear leather gloves and boots, which with the suit provide complete coverage from the neck down.

Leather substitute materials may be used, provided the Chief Technical Officer has checked them.

BACK PROTECTOR

Use of a back protector is mandatory. (with or without airbag protection in the suit) and must be clearly marked with the following norms:

The back protector must comply with EN1621-2, CB ("central back") or FB ("full back") Level 1 or 2.

To check if your back protector is homologated, check if the homologation label is present or if the label pictogram is stamped directly on the back protector.









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PROTECTIVE CLOTHING AND HELMETS

CHEST PROTECTOR

Use of a back protector is mandatory. (with or without airbag protection in the suit) and must be clearly marked with the following norms:

The chest protector must comply <u>with EN1621-3</u>, Level 1 or 2.

To check if your back protector is homologated, check if the homologation label is present or if the label pictogram is stamped directly on the back protector.









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PROTECTIVE CLOTHING AND HELMETS

AIRBAG SYSTEM

The use of Airbag System is strongly recommended for 2025 and is compulsory for 2026:

The use of airbags (for 2025) on the FIM Airbag Category 1 or 2 lists is strongly recommended and compulsory for 2026.

The only mechanical Airbag systems allowed are those on the FIM Airbag Category 2 list.

The airbag system must be compatible with the use of **EN 1621** chest and back protectors, if not included in the airbag itself; in this case, the passive protectors must be certified according to **EN1621-2** for the back protector and **EN1621-3** for the chest protector and **must mandatorily be used in addition to the airbag system.**

The Chief Technical Officer has the right to refuse any system not satisfying this safety purpose.

<u>To date, no airbag devices are produced that are compatible</u> <u>and certified according to EN1621-3 for the chest protector.</u>

The updated list of FIM certified airbags can also be downloaded from

www.fim-moto.com/en/documents.

When worn, the airbag must be functional at least at the start of each track session. The decision of the Technical Director is final in matters of rider equipment.





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PROTECTIVE CLOTHING AND HELMETS

HELMETS

Helmets must be of the full-face type and must comply with one of the recognised international standards:

Europe: ECE 22-05, ECE 22-06 (only "P" type)

Japan: JIS T 8133:2015 (only type 2 "Full Face")

USA: SNELL M 2015, SNELL 2020 D, SNELL 2020 R

Helmets with double D-Ring fasteners are **mandatory! highly recommended**.

New FIM helmet standards FRHPhe-01 and FRHPhe-02 are highly recommended.



FIM Homologation label



European Homologation label

HELMET HOMOLOGATION LABELS - EXAMPLES







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NOTES		