



## **PERMISSIBLE BIKES**

Being a BucciMoto championship on BucciMoto manufacture motorcycle models "BR10GP & BR12GP are eligible to compete in this championship category.

## **ENGINE**

For the 2021 BucciMoto Championship it is only a 190cc Championship, certain modifications and acceptations will be highlighted below. Modifications stated below are to try and keep the engine reliable.

### **1.0 - ENGINE TYPE**

- Daytona Amina 190cc 4 Valve – 4/5 speed engines only.

### **2.0 - ENGINE SPECIFICATION**

#### **2.1 - PISTON**

- Standard original cast 66mm 4 Valve Piston.
- OR
- Bucci Manufactured High Compression Piston 66mm.

#### **2.2 - CYLINDER**

- Must be standard issued cylinder from Daytona factory 66mm. No big bore kits, aftermarket coatings or skimming allowed.

#### **2.3 - CYLINDER HEAD**

- Must be original supplied casting. No modification allowed including porting, polishing, valve seat cutting or skimming.
- Valves may be upgraded for reliability purposes but must stay original size as per standard valves.
- Camshaft & sprocket must remain as standard supplied from factory, no modifications allowed.

#### **2.4 - CRANKSHAFT**

- Standard crankshaft to be used.

OR

- Bucci Manufactured uprated CNC Crankshaft with Bucci Rod & Pin Kit.
- Crankshafts must remain standard stroke and no stroker pins to be used.

## **2.5 - GEARBOX**

- Standard 4 speed or 5 speed (Depending on engine type) to be used.

OR

- Bucci Manufactured close ratio gearbox.
- No Polishing / superfinishing aloud.

## **2.6 - CLUTCH**

- 6 Plate manual clutch type to be used.
- EVR Slipper Clutch's may be used.
- Clutch Plates & Baskets may be upgraded.

## **2.7 - CRANK CASINGS**

- Crank casings must remain as standard issued from factory.
- No modifications aloud of any type.

## **3.0 - ELECTRONICS & IGNITION**

### **3.1 - FLYWHEEL**

- Any flywheel kit may be used.

### **3.2 - IGNITION PARTS**

- Any CDI may be used.
- Any COIL may be used.
- No power commanders or fuel injection systems to be used.

## **4.0 - FUEL & CARBURATION**

- Standard Issued Kehin PE28 Carb ONLY!
- No modification allowed to the carburettor, it must remain as standard.
- Any jetting & needles can be used.
- Any air filter or stack may be used.
- Standard supermarket fuels up to 99 octane rating allowed. NO RACE FUELS!
- Standard issued manifold must be used and no modification allowed. Carb and manifold must be mounted as standard facing towards the rear of the motorcycle.

## **5.0 – CHASSIS**

### **5.1 CHASSIS**

- Must remain as a standard factory issued chassis from BucciMoto.
- No modifications allowed.

- Aftermarket crash protection units maybe fitted where possible.
- Nuts & Bolts may be changed.

## **5.2 BODYWORK**

- Bodywork must remain as factory issued shape.
- Carbon Fibre aftermarket bodywork may be used if moulds are same shape with no beneficial gains.
- Bodywork crash protection units may be applied.
- Full bodywork units must be fitted at all times.
- Nuts & Bolts may be changed.

## **6.0 - SUSPENSION**

- Must remain as MUPO standard factory issued from BucciMoto.
- No modifications allowed.
- Aftermarket springs may be fitted to suit rider's weight.
- Swing arm must remain original and standard.
- MUPO Fork Preload kits may be installed.
- Suspension Fork Clamps must remain as standard supplied from Bucci Moto Factory.

## **7.0 - BRAKES**

- Must remain as standard supplied from Bucci Moto. Twin disk front braking system (Formula twin pot callipers) and a single brake calliper on the rear (Formula twin pot calliper).
- Aftermarket brake pads may be used.
- Floating Brake disks may be used.
- Any size brake disk can be used.
- Front and rear master cylinders must remain as standard supplied by Bucci factory (Formula Master Cylinders).
- Aftermarket rear thumb brake systems may be used.

## **8.0 - WHEELS**

- Must remain as standard issued VMC cast wheel from Bucci factory.
- Must be 3 Bolt disc & sprocket type.
- No modification allowed.
- Wheel balancing with weights are allowed.

## **9.0 - TYRES**

- PMT Manufactured tyres only.
- Only PMT registered patterns allowed, no modification or tyre cutting allowed.

## **10.0 - EXHAUST**

- LM Exhaust system to be used, issued as standard.
- Removable DB killer may be removed if noise level is below the limit set by the club.

## **11.0 - CONTROLS**

- Standard issued Domino throttle to be used as supplied as standard from Bucci Factory.
- Aftermarket clutch and brake levers may be used.
- Aftermarket steering dampers may be fitted.

## **12.0 - MINIMUM WEIGHT & AGE**

### **12.1 AGE LIMITS**

- Currently Juniors are eligible from the age of 12 – 15 years, as an early progression which riders must be granted permission by the British Mini Bike Championship.
- Adults are eligible from 15 years of age.

### **12.2 WEIGHT LIMITS**

- From March 2020 onwards a minimum combined rider/bike/kit weight of **111kg** will apply. The weight will be tested post-race in Parc Ferme. Additional weight may be added to meet the weight limit up to a maximum of 10 kilos. The weight must be of the purpose-made type similar to that sold by Demon Tweaks Motorsport and must be firmly fitted underneath or behind the engine and must be securely fitted with drilled and lock wired bolts. All fitted ballast **MUST** be checked by the scrutineering team **BEFORE** you take to the circuit. These are the rules set by the British Mini Bike Championship for 2021.

## **13.0 BHP Limit**

- Temporary set at 26.5BHP until access can be granted to the Mini Bike Dyno. Currently unavailable due to Covid Restrictions.

## **14.0 - EXCEPTIONS FOR OTHER BUCCIMOTO GP RIDERS**

- Exceptions have been made between BucciMoto UK and the BMB for 2021 to allow competitors who have a BucciMoto GP bike with a 140/160cc engine to enter the BucciMoto UK 190 Cup championship as means of an extra class for more track time. These competitors can only enter the cup if they have entered and paid to race their BucciMoto GP bike in the stock classes provided for these engine sizes within the BMB. Competitors engines must comply with the BMB 140/160cc stock rules and cannot be changed or modified when entering the Bucci 190 cup. This process is to only allow the competitors an extra class to race in, but at a disadvantage of power.

## **15.0 - PROTESTS OF MOTORCYCLE LEGALITY**

If a competitor wishes to protest against the legality of a competitor's machine it must be done so in writing under complete privacy. We will then deal with the matter at our own discretion. A fee of £50.00 will be charged.

- Engines BHP will be tested at the circuits by the BMB provided Dyno Contractor to check competitor's machine are within the legal set limit. Failure to meet the limit or refuse a test will result in point exclusion for that round.

- If a competitor wishes to have an engine dismantled for inspection then a fee of £200 will be charged. Engines will be inspected using an endoscope and dismantled if required. These inspections will be carried out in private.

#### **NOTE**

You are reminded that this is a budget sport and the above regulations have been put in place in order to help maintain that. There may be products available on the market that fall within the above specifications that may give your bike a noticeable advantage. We, therefore, reserve the right to review and possibly exclude any other part that may give an unfair advantage. This in an attempt to keep all the stock racing as close and as cost effective as possible.

BUCCIMOTO UK / PARKER RACING hold the right to amend or add new rules and regulations at any time.

**LAST AMENDED: 19/01/2021**