

TECHNICAL RULES FOR SUPERQUAD EUROPEAN CUP

For any further information see **FIM Technical Rules** and **FIM Motocross Rules**.

Q 01. Definition

Four wheeled balloon tyred off-road vehicles having a wheel at each diagonal extremity, consisting of a complete integral unit having accomodation for a rider only sitting astride, steered by a handlebar.

Q 02. Type of motorcycle

There is no restriction placed on the mark, construction or type of motorcycle, other than specified below.

The European Cup category is open to all types of 250 cc up to 750 cc quad racers single or twin cilinder, two- or four-stroke.

The drive must be through the rear wheels only via a solid axle.

Q 03. Wheels

The wheel rim diameter max.: 12 inches. There is no restriction for the size from side view of the front wheel. It is forbidden to use spoked wheel.

Q 04. Mudguards and wheel protection

Mudguards are not cumpolsory on the Superquad bikes, but if there are, they should be according to the following:

Q 04.01; The wheels **may** be protected by good mudguards made of soft synthetic material. Mudguards must project laterally beyond the tyre on each side.

Q 04.02; The front mudguard must cover at least 100° of the circumference of the wheel. 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°. (illustration „A”)
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°. (illustration „A”)

Q 04.03; The rear mudguard must extend rearwards beyond the segment of a circle which is covered by a vertical line drawn through the rear wheel spindle and a line drawn at an angle of 25° rearwards to the vertical line. (illustration „B”)

Q 04.04; The end of the mudguard must be rounded off in a radius being at least 8 mm, but not exceeding 60 mm. (illustration „A” and „B”) The mudguard shall be made of flexible materials only (i.e. plastic).

Q 04.05; If cast, ribbed or welded wheels are used, a protection must be provided by enclosing the spokes with solid discs.

Q 05. Brakes

Q 05.01; Vehicles in Group B must be fitted with at least 2 efficient brakes operating on at least 2 of the wheels and operated independently and operating concentrically with the wheels.

- Q 05.02; Every wheel must be braked (one for every pair of wheels). Front brakes must be operated by a handlebar mounted lever and rear brake by the right foot.
A single brake is sufficient for the rear wheels if the axle is rigid.

Q 06. Tyres

- Q 06.01; These are optional but using tyres specially constructed for off road racing are forbidden. The depth of the scoop or the height of the lugs mustn't exceed anywhere 10 mm on the tyres.
- Q 06.02; The tyre surface must not be fitted with subsequently mounted elements such as anti-skid spikes, special chains, etc.
- Q 06.03; In the case of using Enduro tyres the pattern of the tyres have to cover each other's scoop.
- Q 06.04; The maximum tread depth on the used tyres must be 10 mm in the middle of the front or rear tyre.

Q 07. Footrests

- Q 07.01; Footrests may be of a folding type but in this case must be fitted with a device which automatically returns them to the normal position. (illustration „C”)
The end of the footrest have to be rounded off in a radius of minimum 8 mm.
- Q 07.02; If the footrests are not the folding type and are not covered with rubber either, they must end in a ball with a spherical radius of not less than 8 mm.

Q 08. Overall width

The maximal overall width of the quad racer measured on the most external point of it can not exceed 1300 mm.

Q 09. Protection

- Q 09.01; A crash bar must be placed behind the seat. The length and width of the crash bar must end above the back part of the chain wheel.
- Q 09.02; On both sides, between the wheels an intrusion bar must be fitted at spindle height to prevent the wheels of vehicles hooking together. The intrusion bar must be filled in with a sheet (fibre glass or metal) to prevent the rider stepping between the wheels.
- Q 09.03; A similar crash bar must be fitted at the front to prevent wheels hooking together.
- Q 09.04; The driver (front) sprocket-wheel must be covered with a safety covering (sheet).

Q 10. Handlebars and control levers

Q 10.01; Handlebar

- Q 10.01.A; The handlebars must be equipped with a protection pad on the cross bar. The handlebars without cross member must be equipped with a protection pad located in the middle of the handlebars, covering widely the handlebars clamps.
- Q 10.01.B; Exposed handlebar ends must be plugged with a solid material or rubber covered.
- Q 10.01.C; Solid stops (other than a steering damper) must be fixed in order to assure a minimum space of 30 mm between the handlebars with its levers and the fuel tank, when the steering angle is at the maximum.
- Q 10.01.D; Handlebar clamps must be very carefully radiused and engineered so as to avoid fracture points in the bar.
- Q 10.01.E; If hand protectors are used they must be of a shatter-resistant material.

Q 10.01.F; The repair by welding of light alloy handlebars is prohibited.

Q 10.02; Control levers

Q 10.02.A; All handlebar levers (clutch, brake, etc.) must be in principle ball ended (diameter of this ball to be at least 16 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. These endings have to be very steadily fixed there and they have to form an integral unit with the control lever.

Q 10.02.B; Flattened control levers are only allowed to be used if they are covered with a strong handprotector.

Q 10.02.C; Each control lever (hand and foot levers) must be mounted on a independent pivot.

Q 10.02.D; The brake lever if pivoted on the footrest axis must work under all circumstances, such as the footrest being bent or deformed.

Q 11. Throttle controls and ignition cut-out

Q 11.01; Throttle controls must be self closing when not held by the hand.

Q 11.02; For Quad Racers an ignition cut-out must be fitted to operate when the rider leaves the machine. This ignition cut-out system must interrupt the primary circuit and must be wired for both the supply and return of the current.
It must be placed as near to the centre of the handlebar as possible and must be operated by a non-elastic string of adequate length and thickness and for Sidecars strapped to the rider's right-hand wrist. A spiral cable (similar to that of a telephone wire) of maximum 1 m in length is permitted.

Q 11.03; Solo motorcycles must be equipped with a functional ignition kill switch or button mounted on either right or left side of handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

Q 12. Noise Control

Noise will be controlled to limits as stated in Art. Q 12.04.

Q 12.01; The piston speed for Motocross (13m/s) is only an equivalent approximate figure, for reference only. For convenience, made possible by the similarity of engine stroke on current machines, within capacity classes, the test will be conducted at a fixed revolutions per minute (RPM):

250 ccm – 500 ccm	4500 RPM
over 500 ccm	4000 RPM

Q 12.02; The noise level for engines with more than one cylinder or exhaust end will be measured on each exhaust end.

Q 12.03; A machine which does not comply with the noise limits can be presented several times at pre-race control.

Q 12.04; Noise limits in force: maximum 98 dBA (see also Art. Q 12.01)

Q 12.05; The surrounding noise should not exceed 90 dB/A within a 5 metres radius from the power source during tests.

Q 12.06; Apparatus for noise control must be to international standard .
The sound level meter must be equipped with a calibrator for control and adjustment of the meter during periods of use.

Q 12.07; The "slow response" setting must always be used.

Q 12.08; Due to the influence of temperature on noise tests, all figures are correct at 20°C. For tests taken at temperatures below 10°C there will be a + 1 dB/A tolerance, for tests below 0°C, a + 2 d/BA tolerance.

Q 12.09; Noise control during and after the competition

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 three machines chosen at the discretion of the Jury President or the Clerk of the Course in co-operation with the Chief Technical Steward.

A +2 dB(A) tolerance is allowed for the control after the race.

Q 13. Number plates

It is recommended to put four but minimum two number plates are required on the following places:

Q 13.01; One plate fixed to the front of the machine at the level of the head lamp, facing forward

Q 13.02; One plate attached to the rear bumper, vertical, facing backward

Q 13.03; It is recommended to put one plate on each side of the machine placed vertical on the rear mudguard.

Holes can be perforated between the numbers on the number plate. However, under no circumstances must the actual numbers be perforated.

Q 13.04; The plates must have a yellow background with black numbers. They must be placed centrally and as vertical as possible.

Q 13.05; Dimensions: They must be rectangular shape and made of flexible materials only (i.e. plastic) with minimum measurements 285 mm x 235 mm.

Q 13.06; The plates curved not more than 50 mm out of a true plane must not be covered or bent.

Q 13.07; The rider must display his starting number on his jersey or a bib – if it is prescribed in the regulations concerned.

Q 13.08; No advertizing and sign may appear on the numberplate except for the sign of the Technical Control and the obligatory placed advertisement of the official Promoter.

Q 14. Helmets and clothing

Q 14.01; It is compulsory to wear a one piece motocross or speedracing suit (leather or Kevlar homologated by the FIM, in comformity with the Road Racing Rules) with knee- and elbow-guard , boots, leather gloves, international approved helmet and dorsal protection.

Q 14.02; See also: FIM Technical Rules for Motocross, Art. 01.65 to 01.71.

Q 15. General

The vehicle must be in perfect technical condition and must satisfy the requirements of the technical steward.

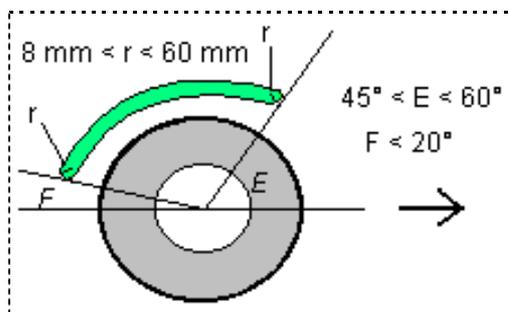
Q 15.01; There must be an oil catch tank made of metal or shatterproof plastic with a minimum capacity of 0,1 liter properly fastened or closed breather system. The catch tank must be emptied before each start.

One or several leak proof catch tank(s), made of metal or shatterproof plastic, emptied before each start, must be provided for the radiator water and the breather system of the fuel tank.

Q 15.02; There must be a safety wire used on oil and water filler caps as well as on drain plugs. Also the fastener screws of the discbrake and the closin cap of the cooler have to be fixed pierced with a safety wire.

Q 15.03; The authorized cooling liquides will be water or water mixed with ethil alcohol.

Q 15.04; The fuel used will be unleaded .



Illustraion A.

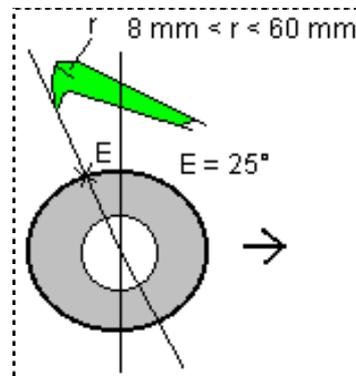


Illustration B.



Illustration C.