

POLINI ITALIAN CUP 2009

EVENT GENERAL RULES

EVENT NAME 1.A: "POLINI ITALIAN CUP"

ORGANIZATION: Moto Club Bergamo

SPORTING RULES

1.1 MODELS AND CLASSES

Automatic or with variator clutch scooters only are allowed, "Minimotard" XP4 Str. pit bikes, Xp4 Street 125cc.

POLINI SCOOTER 70CC EVOLUTION TROPHY

One class opened to all the scooters' brands.

"MINIMOTARD PIT BIKE POLINI XP 4T 110 CC. TROPHY"

2 classes:

1- "Under" from 8 to 14

2- "Over" form 14 for the EVOLUTION XP Polini Minimotard Pit Bike 4str. 110cc.

These could be fitted with the polini cylinder-piston kit and the Polini ignition kit.

"MINIMOTARD PIT BIKE POLINI XP 4T 125 CC. TROPHY"

One class for riders over 14 years old or according to the FMI 2008 Rules for on track races wit 125cc bikes.

TYRES 1.2

Form 2009 the Polini P.M.T control tyres has been introduced for all the 4 Trophies of the Polini Italian Cup.

POLINI SCOOTER 70CC EVOLUTION TROPHY: front 90/90/10" – rear 100/90/10".

MINIMOTARD PIT BIKE POLINI XP 4T 110 CC. TROPHY"-Under and Over : front and rear 90/90/10"

PIT BIKE POLINI XP 4 Street 125 CC. TROPHY: front and rear 90/90/10"

All the vehicle taking part to the polini Italian part must have exclusively tyres provided by P.M.T., sole Polini Motori's provider

TYRES 1.2B

During the controls before the races, all the bikes equipped with tyres without the Polini stamp won't start the race. Bikes without Polini stamp on the tyres will be disqualified.

TYRES 1.2C

The riders who will go on the podium must dress, according to the Polini Italian Cup Rules (beside the number - See rules – Numbers 1.27) the P.M.T. cap handed out by the persons in charge before the prize-giving ceremony.

RIDERS 1.13

Riders admitted to the POLINI MINIMOTARD-PIT BIKE XP 4T 110 CC. TROPHY

Two classes:

C1: "Riders under 14". Riders from 8 to 14 years old will race in different trials.

C2: "Over" 14 years old

Riders with minibikes license are not admitted.

1.15 RACES

The event called Polini Italian Cup is composed of 5 (five) races.

Every race includes two trials with separate score. On the podium of every single race will climb the first three riders with the best sum of the scores of both the trials. For the final classifications all the results will be taken into consideration. No others scores will be considered. The races will take place homogenously on the Italian territory in the months between March and October.

1.18 RACE TYPE

THE RACES WILL TAKE PLACE IN 1 DAY ACCORDING TO THE CALENDAR

FOR ALL THE RIDERS (IT MEANS: BOTH THE SCOOTERS CALSSES AND THE PIT BIKE 110 AND 125CC). Pit bike Minimotard: At least one session of free practices, one session of timing practice and two final trials.

The two turns of officials practices will last 10 minutes each; the official times will decide the order at the starting grid. Only the scores of the two trials will generate valid scores for the final classification of the Polini Italian Cup. The final races will last 15 minutes plus two laps.

Before each race, during the Race's Director briefing, the riders will be informed if one or more sessions of free practices can run and the same for the timing practices. In the case of two sessions of timing practices the best time will take into consideration both in the first or second session.

The Polini Italian Cup will take place in two official practices and two trials. To be admitted to the finals trials, the riders have to run for 1 lap during the timing practices, resulting from the lap's counter of the timing staff. Considering the promotional spirit of the Polini Italian Cup we don't consider the rule that foresees the exclusion of the riders who sign practices timing 15% higher than the fastest one.

PENALTY 1.18A

In case of advanced starting during the battery or the final trials, the riders will be sanctioned with a penalty of 30 seconds to be added to the race time.

SCORES 1.19

The Final Classification of Trophies and Championships will be considered for the final scores. 25 points to the 1st, 20 to the 2nd, 16 to the 3rd, 13 to the 4th, 11 to the 5th and then 10,9,8,7,6,5,4,3,2,1, till the 15th.

TECHNICAL INSPECTIONS 1.20

The bikes of all the participants will be checked before starting during the technical inspections; the technical official will mark the cylinder, the carburettor, the exhaust system, the frame. It will be at the discretion of the official to make controls after the official trials. At the end of the final race the first 2 (two) scooters plus one will be controlled. Other inspections can be made after written complain and payment of the Tax foreseen by the FM.....rule. Inspections will be made by a technician entrusted by Polini Motori S.p.A. and in front of the presence of the technical Officials FM.....In case of verified irregularities the rider will be excluded from the final classification and, in case of particular gravity, he could be liable to specific disciplinary measures by the FM.....after the warning of the Official of the event.

TECHNICAL FICHES 1.21

In case of notification during the technical inspections, for particulars not included in the fiches, the Polini Italian Cup Organization will take the parts protested and will send them to the manufacturer for a control over the parties if the parts disputed refer to the production parts that can not be tuned up. The same disputed parts can also be sent to Polini if these are parts of the items included in the tuning parts of the scooter for the Polini Italian Cup.

TUNING 1.22

The scooters taking part in the Polini Italian Cup can be tuned up and elaborated with Polini items and cylinder only, according to the specifications indicated in the technical Rules. The organization of the Polini Italian Cup could establish during the technical inspections before and after the races, that the parts are conformed to the technical rules. If the difference is noticed before the race, the organization will invite the rider to fall into line with the technical Rules, on the contrary he couldn't take part in the race.

In the case that the difference will be pointed out at the end of the race, the rider will be automatically excluded from the classification.

CIRCUITS AND CIRCUITS SPECIFICATIONS FOR THE MINIMOTARD PIT BIKES 1.23

1.12 CIRCUITS

The events must take place in closed, permanent and homologated tracks. Non asphalted tracks are not allowed since they don't meet the characteristics of the scooters taking part to the POLINI SCOOTER 70CC EVOLUTION TROPHY and the Minimotard Pit-bikes.

To be clearer, those vehicles, better identified as "pit bikes", or two wheels vehicles smaller than 20% compared to a productions motard bikes, don't meet the need to have off road tracks as for the motard races, because from its first edition in 2005, the Polini Italian Cup has only included completely asphalted circuits.

STARTING 1.24

Before starting it is obligatory to ride the parade lap. The start will be with the engine on. The vehicle shall remain with the rear wheel touching the ground; starting with the rear wheel down at the starting monument is not allowed.

CLOTHING 1.25

Riders must wear: leather suit, boots, gloves, and homologated helmet according to the FM... laws in force. According to the communication from the FMI at the 2nd race in Latina on May

18th 2008: modification of art. 32, part 2 R.M.M. "Eyes protection". The eye protector on the helmet must not be an integral part of the helmet. For the Minimotard Pit bike category only the full face helmet is allowed.

PLATE NUMBERS 1.26

All the vehicles must have 3 white plate numbers with black numbers, at least measuring 22x28, placed on the front side and on both the sides of the vehicle (left and right side); Vehicles with black numbers plates at least measuring 15x18. For the Minimotard Pit bikes category, XP4 125cc original plate numbers only are admitted.

NUMBERS 1.27

All the riders must **IMPERATIVELY** wear the number provided by the organization. The number **MUST** be worn during the trials, race and prize-giving. Inside the number the logo of the companies sponsoring the Polini Italian Cup will be present.

Who do not wear the number won't take part in the event. Who do not wear the number during the prize-giving won't be admitted on the podium and he will be cancelled from the classification.

SCOOTERS COLOURING AND GRAPHICS 1.28

The colours of the scooters can be the original ones, or different colours but not in competition with the colours present in the Polini graphic proposed by the organization. In the case that the rider accepts the colours and graphic proposed by the organization of the Polini Italian Cup, he could participate in the additional jackpot. In any case the scooter couldn't have graphics or colouring referring companies in direct competition with Polini Motori S.p.A.

COLOURING AND GRAPHICS OF ALL THE 110C AND 125CC POLINI MINIMOTARD PIT BIKE

All the pit bikes taking part to the different Trophies must show the original colouring and the original Polini graphics. Vehicles personalized with other colouring, graphics or modifications couldn't take part to the race.

SPONSORS 1.29

The organization will provide all the riders, together with the envelope containing the stickers and numbers, with the instructions to follow about the space to cover and the positions of the logos of the Companies supporting the event according to the scooter model. The space dedicate to the sponsors' logos of each rider will be underlined, according to the number and location, in the technical schedule by the organization. The personal riders' sponsor can't be direct competitors of the organization or of the Polini Motori S.p.A.

SPECIFIC RACE FORMULA FOR THE SCOOTER 70 EVOLUTION TROPHY, XP 110CC MINIMOTRAD PIT BIKES, XP 125 STREET

Both the trials of the Scooter 70 cc Evolution Trophy, XP 110cc Minimotard Pit Bikes, XP 125 Street, will be raced on the same distance of 8 laps or 10 minutes plus two laps. The duration of the single final trials will be communicated during the briefing by the Race Director before the event.

The starting signal of the Scooter 70 Evolution Trophy, XP 110cc Minimotard Pit Bikes, XP 125 Street will be the traffic-light on.

TECHNICAL REGULATION SCOOTER 70cc EVOLUTION

GENERAL RULES 2.1

All the two wheels scooters with 13" (330mm) as maximum diameter of the rim and foot boards of platform type, 250mm length are admitted. This board can have a tunnel in the central part whose height, starting from the board, must not exceed 400mm.

All the scooters must be homologated as moped with certificate of the Ministry of Transport or a Certificate of Conformity of the M.E.C Countries.

CLASSES 2.2

The admitted classes are: 70cc super automatic

70CC AUTOMATIC SUPER 2.3

The cylinder size is limited to 70cc that can be reached increasing the bore of the cylinder. The stroke is limited to the stock/production size as installed by the original manufacturer. It is forbidden to change or modify the main parts of the scooter below mentioned with the exception of the parts listed in points A to Z part 41.3.3

ENGINE 2.4

1- engine case (complete). For Piaggio scooter is it possible to use an engine case of the Piaggio SP 50 serie.

2- cooling

FRAME 2.5

- Structure of the frame in all its parts including the engine attachment system.
- Handlebar (which must be the original manufacture equipment assembly, even in its position)
- Petrol tank
- Body
- Front mudguard, not including the attachment
- Attachment parts and working system of the shock absorber.

TECHNICAL EXPLANATIONS 2.6

Letter A

The only carburettor allowed is the Polini one (by Dell'Orto). This can be worked out and modified. The only one limit is for the choke: It must imperatively have a maximum diameter of 19mm.

Letter B

The only CDI allowed is the Polini one or the original one, which can not be altered.

Letter C

P.M.T. TYRES ADMITTED ONLY.

Letter D

The total minimum weight (scooter + rider) should be 140,00Kg for liquid-cooled scooters and 127,00Kg for air-cooled ones. The total minimum weight is the outcome of the following addition: vehicle's weight (not including the fuel) plus rider's weight, in driving setup.

A possible dead wood/ballast in addition is allowed, provided that it is fixed in such a way not to endanger the taking place of the exhibition. The weight will be detected at the end of the race. The rider will be obliged to present himself for the weighting's operations dressing the racing clothing.

Letter E

As for the cylinder and the engine crankcase, it is possible to intervene on them only with a manufacturing which foresees a material's removal. Any material's addition, whatever the nature, is forbidden.

Letter F

The use of the shutter valve as for the transfer, the cylinder and the muffler is forbidden.

Letter G

The muffler and the silencer must be by Polini and can not be altered. Furthermore, they must be of such dimensions, not to exceed the outer side of the rear wheel.

For scooters which are not Piaggio branded, it is possible to modify the exhaust system or to adapt the Piaggio one to other models.

Letter H

The clutch must be automatic. Only reinforced clutch bell by Polini Motori is allowed.

Letter I

The removal of the ignition flywheel cover is not allowed. Modifications aimed at the cooling's bettering are allowed.

Letter J

The maximum compression ratio must be equal to 15,3 : 1+/- 0,5 as for the tolerance. Detecting must be carried out with the piston at the top dead centre. Once assembled, the spark plug must not protrude from the head's crown, except for the electrode.

Letter K

Hubs and rims can be replaced by products on sale, available on manufacturer's price lists.

Letter L

The variator case and clutch cover alteration is allowed, provided that this operation involves original pieces and does not include weld material. Modifications carried out to better the cooling must not compromise the mechanical and reliability features of the part. The above mentioned crankcases must be fixed with all the screws foreseen by the vehicle's builder.

Letter M

The variator, the final ratios, the transmission belt, the rollers, the manifold, the fork, the shock-absorber, the brake disc, the brake callipers and the radiator can be tuned up. Between manifold and mill pack it is allowed to interpose a spacer.

Letter N

Engine cooling system: modifications are allowed, provided that the stock system remains the original one (air cooled or liquid cooled). In the cooling systems, only normal nonmaterial water is allowed. People who do not obey this rule are going to be disqualified and remitted to the FM.... sports commission.

Letter O

Admission must be and remain the original one. It is possible to modify or replace the reed valve according to the manufacturing stated at Letter E.

Letter P

Rear-wheel suspension: it is allowed to change both the rear shock absorber and the spring and the hydraulic calibration too.

Letter Q

Front-wheel suspension: it is allowed to replace/change the fork, to replace/change the inner calibration elements and, where it is present, the shock absorber provided that the articulated joint remains the original one.

Letter R

The brake system is free; the only allowed materials for the braking guides are cast iron and steel.

Letter S

Fuel tank: it is allowed to change or replace only the fuel-tap and the concerning tubes.

Letter T

The body must stay original. Only small modifications are allowed, needed for racing use.

1 – Quick gas throttle housing; the throttle must turn back in its idle position when releasing it, causing the engine to switch off. (Art. 17 RMS - Enclosure 1).

2 – The two ends of the handlebar must be covered by two half spheres fixed inside the handlebar itself and must absolutely not rotate; the mentioned half spheres must have a diameter not smaller than the handlebar's one. The gas throttle must stay inside the mentioned half spheres.

3 – All the scooters must have a maximum 15 x 15 cm opening, placed in front of the power unit.

4 – Holes for the radiator cooling. They must have a maximum diameter of 14 mm and a total surface equal to the radiant unit. The here above described holes can be made on the front shield of the scooter and in the behind zone.

The rear plate holder mudguard must be cut to enter the shape of the rear wheel.

Letter U

It is obligatory, for safety reasons, to tape the front and rear lights and the direction indicator lamps. The bike stand and any lateral parking support, the rear-view mirrors and the luggage rack must be removed. The starter lever must be a receding-type one with an efficient blocking spring.

Letter V

All the devices can be taken off or replaced by different devices (rev counter, water thermometer) as long as they stay inside the productions housing of the Manufacturer.

Letter W

All the components used as replacement of the original ones must be exclusively produced by Polini Motori (except for carburettor, rear shock-absorber, front fork, brake pads, brake disks, brake shoes, brake pads, rev counter) and must be listed in the Polini technical sheet related to each vehicle. In the event that the part number of the item is not shown, the sole component allowed is and will be the Original one.

Important:

List of the Polini Motori spare parts which must obligatory be assembled to be admitted at the race:

complete power unit, roller bearings, reed valve, intake manifold, complete exhaust system with silencer, CDI, coil, variator and rollers, transmission belt, fixed and mobile rear half pulley, spring, clutch, final gears, air filter, ignition.

Letter X

The only fuel admitted is the lead-free one type, available for the public at normal gas stations.

Letter Y

The frame must absolutely stay original in all its parts. The anti-vibration connecting rods system which supports and/or connects the engine to the frame must stay original and can't be modified, but for the joints: it will be possible to assemble different types of articulation without modifying the connecting rods structure.

Letter Z

The maximum noise of the exhaust system of the scooter must not exceed the 95 db/a at 8.000 rev/min.

POLINI SCOOTER 70CC EVOLUTION TROPHY TECHNICAL ASSEMBLY SCHEDULE 41.3.3

IMPORTANT: OLD POLINI CYLINDER KIT MODELS FOR PIAGGIO SCOOTERS ARE ABSOLUTELY NOT ADMITTED. THE CYLINDER KITS BELOW LISTED ARE THE ONLY ONE ADMITTED AND MUST REFER TO THE IDENTIFICATION POLINI PART NUMBER. FOR ALL THE OTHER SCOOTERS BRANDS ALL THE POLINI PRODUCTS INCLUDED IN THE LATEST CATALOGUE ARE ADMITTED.

POWER UNIT (head, piston, cylinder)	POLINI 140.0204/140.0206 Available Feb. 2009
CRANKSHAFT	POLINI 210.0002/210.0018/210.0020 (85mm – connecting rod – (From March 2009)
BEARINGS	POLINI/ORIGINAL 280.0042
REED VALVE	POLINI 213.0048
INTAKE PIPE	POLINI 215.0405
CARBURETTOR	POLINI 210.0156/210.0161/210.0164 (Feb 2009)
MUFFLER AND SILENCER	POLINI 200.0242 EVO 9/200.0277 EVO 10
IGNITION	POLINI/ORIGINALE 171.0537
COIL	POLINI/ORIGINALE 171.0528 (DIGITAL MODEL – AVAIL. Feb. 2009
VARIATOR	POLINI 241.642/241.669 6 rollers (March 2009)
BELT	POLINI/ORIGINAL 248.0053/248.031.3
MOBILE AND FIX HALF PULLEY	POLINI/ORIGINAL 244.510/244.572 (March 2009)
SPRINGS	POLINI/ORIGINAL 243.043
CLUTCH	POLINI/ORIGINAL 249.005/249.033/ 249.045 (March 2009)
CLUTCH BELL	POLINI/ORIGINAL 250.022/250.025
GEARS	POLINI/ORIGINAL
FRONT AND REAR SHOCK ABSORBER	(ALL THE BRANDS ADMITTED, BUT POLINI'S COMPETITORS).
FORK	(ALL THE BRANDS ADMITTED, BUT POLINI'S COMPETITORS)
AIR FILTER	POLINI
IGNITION FLYWHEEL	POLINI/ORIGINAL 171.0528
BRAKE PADS	(ALL THE BRANDS ADMITTED, BUT POLINI'S COMPETITORS)
BRAKE DISC	(ALL THE BRANDS ADMITTED, BUT POLINI'S COMPETITORS)
RADIATOR	(ALL THE BRANDS ADMITTED, BUT POLINI'S COMPETITORS)
REV COUNTER	(ALL THE BRANDS ADMITTED, BUT POLINI'S COMPETITORS)
SPARK PLUG	(ALL THE BRANDS ADMITTED, BUT POLINI'S COMPETITORS)
TYRES	(ALL THE BRANDS ADMITTED, BUT POLINI'S COMPETITORS)

IMPORTANT:

IN THE CASE THAT SOME SCOOTERS' MODELS TAKE PART TO THE POLINI ITALIAN CUP BUT POLINI HAVE ONLY SOME PARTS FOR THOSE SCOOTERS' MODELS, THESE SCOOTERS ARE ADMITTED ONLY IF EQUIPPED PRODUCTION PARTS FROM THE SCOOTERS' MANUFACTURER.

DURING THE POLINI ITALIA CUP, POLINI MOTORI S.P.A. WILL HAVE THE RIGHT TO MODIFY THE ABOVE MENTIONED PARTS OR CHANGE THEM AFTER SENDING WRITTEN COMMUNICATION THROUGH ITS WEB SITE OR MOTO CLUB BERGAMO'S WEB SITE OR THROUGH THE COMMUNICATION TO THE RACE DIRECTION DURING THE TEST ON SATURDAY.

FOR TECHNICAL PROBLEMS IT IS POSSIBLE THAT POLINI MOTORI S.P.A. WILL ALLOW THE PARTICIPATION OF SCOOTERS EQUIPPED WITH PROTOTYPE PARTS. IN THAT CASE POLINI MOTORI'S DIRECTION WILL INFORM ABOUT THE PRESENCE OF THESE SPECIAL PROTOTYPES.

THOSE SCOOTERS MAY TAKE PART TO THE RACE BUT OUT OF THE CLASSIFICATION AND WITHOUT ADDING SCORES TO THE CHAMPIONSHIP FINAL CLASSIFICATION. THE SCORES WILL BE GIVEN TO THE NEXT RIDER.

MINIMOTARD PIT BIKE POLINI XP 4T 110 CC. TROPHY"

GENERAL RULES

Polini XP 4T 1100cc pit bikes only are admitted, that should maintain the original graphics and colouring without any modification.

Who don't respect this rule won't be admitted to take part to the event.

Riders can place stickers of their sponsors under the condition they are not direct competitors of Polini Motori S.p.A. or of the official Polini Italian cup sponsors.

MINIMOTARD-PIT-BIKE 1.1

The Polini Pit-bike-Minimotard should be the production ones.

The reference model is the one of the current year.

Who want to take part with older models have to meet the condition to up-date their bike according to the technical features requested by the rules.

No tuning is allowed. The Pit bikes' wheels must be the production ones: 10" front and rear wheel. Production handlebar only.

Modifications allowed in the pit bike-minimotard category:

According to the official press information showed during the first race of the Polini Italian Cup in Cervia, April 13th 2008, it is allowed to use the Polini Oil radiator, part no 144.004.021.

Carburettor calibration

Substitution of the throttle cable with a Polini fastest ones.

Substitution of the gears.

Modifications that the Polini could make on the production (the modifications will be considered as an improvement for the life of the product and the rider's safety)

The rear shock absorber must be the production one; it is possible to modify the calibration and change the spring or modify the existing one or add some nylon plugs.

The fork can't be changed but with free suspension's calibration.

It is forbidden to cut off material or change original Polini parts.

TYRES:

The only ones tyres allowed are the ones by P.M.T

The brakes of the Polini Pit Bikes-Minimotard are the hydraulic type ones, but of the new Pit-bikes Polini's production.

It is possible, for those who want it, to fit some hands-protectors with the aim to increase the safety level.

It is absolutely compulsory, for safety purpose, to place an oil regenerator on all the oil breather pipe.

General Rule Valid For All The Pit-Bike Minimotard Xp4 And Pit Bike –Minimotard Xp125 Street

According to the FMI officers' request at the race in Latina in May 18th 2008 for safety purposes and according to the FMI Rules, all the caps and /or branch pipe for filters containing oil, MUST absolutely have safety belts with metal wire.

GENERAL TECHNICAL DETAILS PIT-BIKES MINIMOTARD TROPHY: WHAT IT IS ALLOWED TO BE MODIFIED AND WHAT CAN'T BE MODIFIED

"OVER" CATEGORY: the Polini Pit bike-Minimotard taking part to this race can be modified with the following parts:

- Aluminium rims
- Polini aluminium cylinder, Ø 52mm , part number 119.0093
- Ignition kit – part number 144.004.023

All The Other Part Must Absolutely Be The Original Ones

(It is not allowed to fit the Polini 4 valve head)

"UNDER" CATEGORY: The pit bike – minimotard taking part to this category must be the production ones. It is not allowed to change any part.

For safety reasons they could fit the hydraulic brakes since included in the Polini production.

Furthermore the wheels could have the rims of the new Polini Xp4 110cc bikes;

So **ALUMINIUM or STEEL** rims.

MINIMOTARD PIT BIKE POLINI XP 4T STREET 125CC. "TROPHY"

GENERAL RULES

Polini XP 4T Street 125cc pit bikes only are admitted, that should maintain the original graphics and colouring without any modification.

The riders who want to participate to the race must have an age in compliance to the FMI rules for 125cc bikes; that is to say riders over 13 years old.

Riders could place stickers of their sponsors under the condition they are not direct competitors of Polini Motori S.p.A. or of the official Polini Italian cup sponsors.

XP4 STREET 125 CC 1.1.

The Polini XP4 Street 125cc should be the production ones. It is not allowed to change any part or modify it. **IT IS NOT ALLOWED TO TUNE IT UP.**

To be clear, the wheel measures are the production ones; 10" front and rear wheel. The handlebar must be the production one.

MODIFICATIONS ALLOWED IN THE PIT BIKE MINIMOTARD CATEGORY

Carburettor calibration

Substitution of the throttle cable with a Polini fastest ones.

Substitution of the gears.

Modifications that the Polini could make on the production (the modifications will be considered as an improvement for the life of the product and the rider's safety)

The rear shock absorber must be the production one; it is possible to modify the calibration and change the spring or modify the existing one or add some nylon plugs.

The fork can't be changed but with free suspension's calibration.

It is forbidden to cut off material or change original Polini parts.

TYRES:

The only ones tyres allowed are the ones by P.M.T

The brakes of the Polini Xp4 Street 125cc the hydraulic type ones according to the production of this vehicle.

The rims can be in aluminium according to the production.

SAFETY RULES: For safety reasons, the XP4 Street 125cc can't take part to the trials and races with the rear-view mirrors. They should be disassembled, while the indicators, the front light and the rear number plate light must be disassembled or covered using some tape in order to avoid to leave on the track, in case of fall, some piece of materials. The Polini Pit Bike – Minimotard XP4 125cc Street, always according to the safety rules, mustn't have the number plate. So, the riders who will take part to this Trophy must remove the number plate before entering on the track since it could be dangerous in case of fall.

It is obligatory to place an oil regenerator on the engine breather pipe.

THE POLINI ITALIAN CUP 2009 CALENDAR

5 RACES (EXCEPT MODIFICATIONS CAUSED BY CIRCUMSTANCES BEYOND OUR CONTROL)

March 1st: Franciacorta (BS) linked to the Maxi Scooter National Trophy

April 5th: Corridonia (MC)

May 3rd: Latina (LT) linked to the Maxi Scooter National Trophy

September 6th: Viterbo (VT)

October 4th: Pomposa (FE)