

## **SPECIFICATION OF THE MOTORCYCLE**

### **BRAKES**

1. Motorcycles must be equipped with an effective rear wheel brake.
2. Front wheel brakes are prohibited and all components must be removed except the brake disc.

### **TIRES AND WHEELS**

1. For newbie and vintage classes, knobbles are not permitted. Other type of tires, like Flat Track/Speedway/Trial from 12 to 19 inch are permitted.
2. For minibike class, knobbles are not permitted. Other type of tires, like Flat Track/Speedway/Trial are permitted. Rear tyres from 12 to 16 inch, front tyres from 12 to 19 inch are permitted.
3. For all other classes, Supermoto rain tires or Flat Track tires from 16 to 19 inch are permitted.
4. Tire cutting is permitted with the following limitations:
  - i. Blocks must have straight sides.
  - ii. The space between the blocks may not exceed 50% of the block width.
5. All motorcycle wheels with six or fewer spokes, welded or cast, must be protected in such a way that no items can pass between the rim and the hub.

### **CLASSES**

#### Sunday Cup

- No front brake
- Sunday Motors 150 cc & 190cc

#### Newbie

- No front brake
- All tyres with knobbles not higher than 8mm are permitted
- This class is for riders who are new to this sport
- It's not possible to ride both Newbie and Rookie class
- 2 stroke –125cc to 500cc, 4 stroke – 125cc to unlimited

#### Rookie

- No front brake
- 17 inch Supermoto rain tyres, 18 and 19 inch Flat Tyres are permitted
- This is the runner up class for Amateur

### Amateur

- No front brake
- 17 inch Supermoto rain tyres, 18 and 19 inch Flat Tyres are permitted
- This is the runner up class for Pro
- It's not possible to ride both Amateur and Pro class
- 2 stroke –125cc to 500cc, 4 stroke – 125cc to unlimited

### Supermoto

- No front brake
- Only 17 inch Supermoto rain tyres are permitted
- 2 stroke –125cc to unlimited, 4 stroke – 125cc to unlimited

### Thunderbike

- No front brake
- 17 inch Supermoto rain tyres, 18 and 19 inch Flat Tyres are permitted
- All Framers, Sub Framers and modified DTX bikes with the traditional Flat Track look are allowed.
- 2 stroke, multi-cylinder machines – 125 cc to unlimited
- Twin Parallel, four stroke machines – 250cc to unlimited
- Singles, four stroke – 125cc to unlimited - V-twins and multi-cylinder four strokes – 250cc to unlimited

### Hooligan

- No front brake
- 17 inch Supermoto rain tyres, 18 and 19 inch Flat Tyres are permitted
- For twins post 1980 and from 650cc with stock main frame (sub-frame may be modified).

### Vintage

- No front brake
- 17 inch Supermoto rain tyres, 18 and 19 inch Flat Tyres are permitted
- What we are looking for here are old Triumph's, BSA's, Astro Bultaco's, XR's, WR's, WLA's etc. mostly pre 1975. If you are not sure your bike has what it takes to race in Vintage class, send us an e-mail including a photo.

### Pro

- This class is for riders with enough competition experience in Flat Track.
- Usually ridden on 450cc MX bikes which of course have been heavily tuned and tweaked.
- 2 stroke –125cc to unlimited, 4 stroke – 125cc to unlimited

## **CLUTCH AND BRAKE LEVERS**

1. The clutch and brake levers must have a ball end and the diameter of the ball must be at least 12.5 mm.
2. These ball ends must be permanently attached to form an integral part of the lever.

## **FORKS**

The front forks must not protrude more than 8 cm above the upper mounting points.

## **FOOTRESTS AND HANDLEBAR**

1. Footrests must be mounted on the frame in their original position or not lower than the bottom of the frame or the motor.
2. The ends of the footrests must be rounded with a radius of at least 12.5 mm.
3. Footrests must be foldable.
4. The ends of the handlebars on all motorcycles must be rounded or otherwise protected.

## **THROTTLE**

All machines must be equipped with self-closing gas valves.

## **EXHAUST PIPES**

The end of the exhaust pipe or pipes must not extend beyond the outer circumference of the rear tires or the frame.

## **IGNITION CUT-OUT**

All machines (except hooligan class racing bikes) are fitted with a ignition cut-out system that must be operated with a non-elastic rope or cord (wire from the bobbin telephone is not permitted). The wire can be a maximum of 500 mm. Every part of the trip that remains under voltage must be covered to prevent accidental contact with a part of the motorcycle.

## **CHAIN GUARDS**

- a. On all machines the manufacturer's original primary drive guards or parts of similar design must remain in place. Where a guard was not originally fitted the interface between the front sprocket and its interface with the chain must be covered.

- b. A sharks fin style protector must be fitted to guard the rear sprocket and must cover the point at which the bottom run of the chain interfaces with the rear sprocket.

## **NUMBER PLATES**

1. Number plates on the front must be at least 20 cm x 20 cm.
2. All number plates must be so arranged that the number can be read from a distance of 20 meters. We advise one of the following color schemes:
  - a. White plates, black numbers
  - b. Black plates, white numbers
  - c. Yellow plates, black numbers
3. Instead of side number plates it is permitted to wear the number on the back of the protective clothing or motorcycle leathers. This number must be so arranged that it can be read from a distance of 20 meters.

## **SIDE STAND**

The side stand must be disassembled or if not possible well tied up.

## **TECHNICAL INSPECTION**

1. Each bike will be inspected for safety and compliance with the technical regulations.
2. Technical inspection is performed by the Chief Technical Officer under supervision of the Clerk of the Course. The Clerk of the Course decides in case of a discussion.
3. Bikes must comply with the technical regulations at all times. If a bike does not comply a warning will be given. If after one warning the bike is not modified to comply with the technical regulations the Clerk of the Course may disqualify or punish a rider.
4. The Clerk of the Course may disqualify or punish a rider of a machine that exceeds the maximum permitted noise level of the track or who in the instructor's opinion is considered too noisy.
5. Random or random checks can be performed on the noise level of each machine participating in an event, in addition to routine technical checks, if requested by the Clerk of the Course.

## CLOTHING

a. All competitors must wear a full face crash helmet or a motocross helmet with goggles. Helmets must have one of the following marks:

### ECE 22-05 "P" (EUROPE)

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.

E1 for Germany, E2 for France, E3 for Italy, E4 for Netherlands, E5 for Sweden, E6 for Belgium, E7 for Hungary, E8 for Czech Republic, E9 for Spain, E10 for Yugoslavia, E11 for UK, E12 for Austria, E13 for Luxembourg, E14 for Switzerland, E15 (vacant), E16 for Norway, E17 for Finland, E18 for Denmark, E19 for Roumania, E20 for Poland, E21 for Portugal, E22 for the Russian Federation, E23 for Greece, E24 for Ireland, E25 for Croatia, E26 for Slovenia, E27 for Slovakia, E28 for Bielo Russia, E29 for Estonia, E30 (vacant), E31 for Bosnia and Herzegovina, E32 for Letonie, E34 for Bulgaria, E37 for Turkey, E40 for Macedonia, E43 for Japan, E44 (vacant), E45 for Australia, E46 for Ukraine, E47 for South Africa, E48 New Zealand.

Below the letter E, the approval number should always begin with 05. Below the approval number is the serial production number. (Label on retention system or comfort interior).

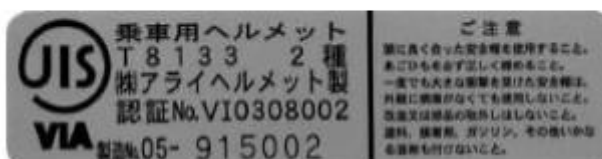


### JIS (JAPAN)

(Label affixed inside the helmet)

JIS T 8133: 2007 (geldig tot en met 31-12-2019)

JIS T 8133: 2015



### SNELL (USA)

(Label affixed inside the helmet).

SNELL M2010 (geldig tot en met 31-12-2019)

SNELL M2015



b. Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident.

c. Goggles or visor of a non-splinterable type must be worn at the commencement of each race or practise. Spectacles, if worn, must be non-splinterable.

d. It is advised that all riders should wear a body belt/kidney protector and wear protective armor giving protection to at least the chest and shoulders.

e. In all races and practices complete protective clothing produced for motocross racing or motorcycle leathers, knee length boots and gloves shall be worn by each rider. It is advised that motocross jerseys should provide protection against abrasion to the body and arms and that motocross jeans are padded at the hips and knees.