



Because of the international nature of the championship, all forms are designed in English, and act as master.

Race promoter

- The race promoter needs to register the event with the national motor sport federation
- The registration needs to state the different classes, number of laps for the different races and classes, the number of starters per race, and any additional restrictions that may apply (noise, environmental,...)

Tracks

- Tracks come in all sizes, shapes and surfaces. The tracks should be minimum 6 meters wide at any point, and have a smooth and hard soil all over. No bumps, holes, puddles, traces, rocks, nor vegetation. Ideally the surface is rolled. Big corners and flowing lines are preferable. TT-tracks should have both left and right hand turns and can have mild jumps.
- If the track at any time during an event fails to meet these requirements and safety is seriously compromised, the referee should cancel the event.
- Safety zones are required around the corners and can be provided with air fence, hay bales or simply enough run off area, all in relation to the racing speed of the particular corner. Spectator areas should be no closer than 2 meters to the safety zones.

Classes

- Experts (experienced riders); number plates with white background (as RAL9010), and black numbers (as RAL9005)
- Fun (beginners & veterans); max 6mm tire profile.
- All American Twins; air cooled American 2-cylinder motorcycles only. DTR or street tires.
- Supermoto; only 16"-17" rain tires allowed, OEM number plates
- Juniors; 12-16 years of age, max 250cc four stroke or 125 two stroke, 17" or 19" DTR tires.
- Promotion class, to be defined by the sponsor.

Race format & scoring

- The final counts as the main event and event points are only scored in the final.
- All riders race 3 qualifying heats in which they score qualifying points.
- The best riders transfer to the Final. In case 2 riders have equal points the referee may decide on best finish, or if time permits send both riders out for a single lap sprint race.
- In case a qualified rider cannot start in the final, everything shifts up one position and the next rider in points can take the start.
- The number of starters per race can vary 9-24 and depends on track size. They typically exceed classic track racing grids by 250%. (Always a multiple of 3)
- The riders are equally spread over 3 starting lines with 10m distance
- The fourth starting line being a penalty line, and is situated 15m behind the 3rd starting line
- Lapped riders finish in the same lap as the leader.
- All riders crossing the line will be scored.
- In case less than the allowed riders per race participate in an event, the final will be scored with double qualifying points, and added to other qualifying points. The event is still scored with main event points.



Race	laps	Points
Qualifying	6-8	15-12-10-9-8-7-6-5-4-3-2-1
Main event	15-20	20-16-14-12-11-10-9-8-7-6-5-4-3-2-1

Starting procedure

- The starting marshal will allocate the starting positions to the riders.
- The start can be signalled by light, flag or string.
- If a rider has a problem, he raises his hand & start is aborted (red light or flag)
If the rider is ready within 30 seconds, he may rejoin the start on the penalty line
- If a rider jumps the start, the race is aborted. The offender can restart from the penalty line. If he jumps the start again, he is excluded from the race.
- The starting positions during the qualifying heats has a rotation system, obliging each rider to once start from the front, middle and last row, also moving across from the inside to the outside or vice versa. These grids are typically prepared by the race director or starting marshal.
- The riders can choose their own starting position for the final. The choosing order is defined by the accumulated qualifying points.

Restart

- Restarted will be for the number of laps still to be completed by the leader.
- If more than 2 laps have been completed by the leader, the restart will be in a single line up as per current race position. Either wheel-to-wheel or slightly staggered in which case the leader may choose the track side.

Racing & safety

- If a rider has a problem, he slows to the INSIDE of the track and signals with a raised hand.
- In case of a fall, the marshal may decide to stop the race. In case of hesitation, the race will be stopped! If the fallen rider is fit to restart, he may do so at the back of the field. He may not change motorcycles and it must still fulfil the technical requirements.
- In case of a spill due to contact between riders, the rider on the inside is at fault.
- In case of dangerous or un-sportive behaviour, the marshal may exclude the rider the event at any time.
- The inner white line may be crossed for safety reasons. In case of a spill or technical problems, the rider should try to reach the infield as quickly as possible. If the rider feels fit and can restart his motorcycle he is allowed to rejoin the race. If a rider crosses the white line during racing he will be disqualified.

Flags

- Green flag: track clear for racing. The green flag can also be used to signal the start of a race.
- Red flag: race stopped. Ride slow and carefully.
- Black & White chequered flag: finish of the race.
- White flag signals the start of the last lap.



Practice

- Practice takes place on the race track between inspection and the first race.
- Every rider participates in at least 1 free practice and 1 start practice, before he is allowed to race.
- Not more riders practice simultaneously as for a race.
- A free practice lasts minimum 6 minutes
- A start practice lasts minimum 2 laps.

Technical

General technical regulations for racing motorcycles apply, with the following exceptions:

- 19" DTR tires only, unless otherwise stated for a particular class.
- No front brake
- Front number plate size 305x255mm minimum, with rounded edges R50mm. Mounted flat and parallel to the forks. Unless otherwise stated for a particular class.
- Lanyard type kill switch must be in working order
- Foot pegs no lower than the frame or the lowest part of the engine (excl. exhaust pipe)
- The foot peg must be rubber coated where a steel shoe is used.
- Maximum 2 cylinders.
- only readily available pump fuel without additives
- No fairings or aids allowed to increase straight line speed (No rally-raid style fairings)
- No noise restrictions, unless clearly stated on the race registration.
- protectors required at the chain-sprocket engagements.
- Riders must wear suitable protective clothing
- Helmets must be safety approved as defined by national motor sport federation.
- Riders must wear a clearly visible back number