

-RUN 50CC-
2019

DRAG RACING REGULATION



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Regulations Drag Racing / RUN 50cc 2019

Article 1. GENERAL PROVISIONS AND DEFINITIONS

1.1 Discipline.

RUN (the French term for drag racing) is a type of motor racing that allows many people and young people in particular to try and get some experience at drag racing on private and legal tracks with approved safety conditions.

The so-called RUN is a drag race on a straight bitumen or concrete course (dragstrip).

In drag racing, 2 pilots compete to be the first to cross the finish line from a standing start running over a measured distance, most commonly 50m, 100m, 150m or 200m (depending on track).

The braking area must be as long as the acceleration area.

The goal is to be as fast as possible and achieve the best total time in the respective class.

Total race time is the result from:

Reaction Time + Elapsed Time

Example: reaction time 0.3 seconds + 6.8 seconds over 100 metres = 7.1 seconds total time.

Reaction time is measured with two light beam sensors at the front wheel.

1.2 Track.

RUN events / drag races are held at permanent closed off racetracks reserved for two-wheelers and/or officially recognized karting racetracks and/or non-permanent racetracks temporarily used for the event.

The acceleration area may not exceed 201 metres.

The racetrack must be at least 6 meters wide.

For 50cc scooter and moped drag races, the braking area must be at least as long as the acceleration area.

1.3 Timing Method.

The organizer must use a light beam based, electronically triggered time measurement system with a minimum of 4 staging beams at the start and a 4 staging beams at the finish (2 for each pilot). The starting lights must be either a start signal with 3 colours or a so-called "Christmas tree" with a vertical series of lights.

Timing is triggered at the exact moment when the light turns green or when the pilot crosses the first staging beam.

1.4 Vehicle Classes.

Only 2-wheeled vehicles (2- or 4-stroke) with a displacement of 100cc or less that fall into one of the following 50cc RUN classes are permitted to compete.

- Scooter (50cc base, dual variated)
- Geared Moped (50cc base, with manual transmission / gearbox)
- Drag Bike (50cc base, with free choice of engine)
- Moped (50cc base, single variated)

1.5 The SIX Main Classes.

SPORT – DRAGSCOOT – DRAGSTER – GEARED MOPED RACING – OPEN 50 - PRO

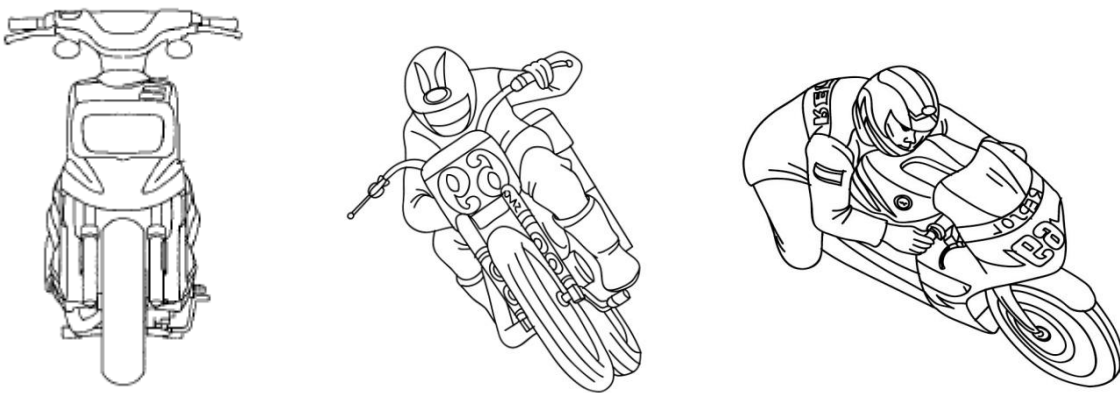
1.6 Race Numbers.

Participants will be issued their race numbers when registering for the race.

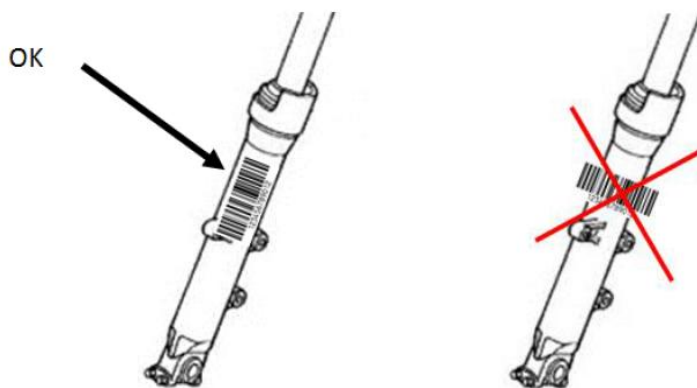
The race number sticker includes a number, a bar code (only if the organizers use a bar code system) and the name of the class.

Each pilot has to register under their legal name (name and surname on official ID). If a pilot fails to do so, registration will be annulled.

Position of bar code: SPORT – DRAGSCOOT – GEARED MOPED RACING



Position of bar code: DRAGSTER



Vehicles without proper placement of their race number stickers will not be permitted to race and be taken out before the start line.

Article 2. TECHNICAL INSPECTION.

2.1 Vehicle Inspection.

Technical inspection is mandatory for all pilots. Competitors cannot register and participate in the race without undergoing a technical inspection first.

The pilot is in charge of their vehicle for the entire event.

Engine specifications have to be presented truthfully.

Pre-race inspections serve safety provisions.

The pilots are responsible for their vehicles' compliance to regulations.

2.2 Equipment Check.

Riding equipment will be checked at the same time as engine inspection.

Pilots have to present themselves wearing the riding gear that they will wear during the race.

The gear has to comply with the regulations set up for the respective class.

If one of the mandatory components is missing at technical inspection, the pilot will not be permitted to participate in the race.

2.3 Document Check.

The mandatory official documents will be checked when registering for the race.

If the mandatory documents are missing, the pilot will not be issued a race number and cannot register.

All riders have to personally present the following documents at registration:

- Registration form with approved technical inspection
- Proof of identity (ID card or driving license)
- Driving license for vehicles under 50cc (BSR, CBT or as applicable) or special competition license (CASM or other) or driving license
- For minors: parental consent signature and ID card

2.4 Physical Check.

Alcohol / drug or doping tests can be carried out without prior announcement; the pilots must comply with the test. If the test is positive, the pilot will be excluded from the race.

Article 3. RIDING EQUIPMENT CHECK LIST

3.1 For classes SPORT - DRAGSCOOT – GEARED MOPED RACING – OPEN 50.

- Full face helmet ECE 22.05 standard.

Motocross helmets can only be used in combination with goggles.

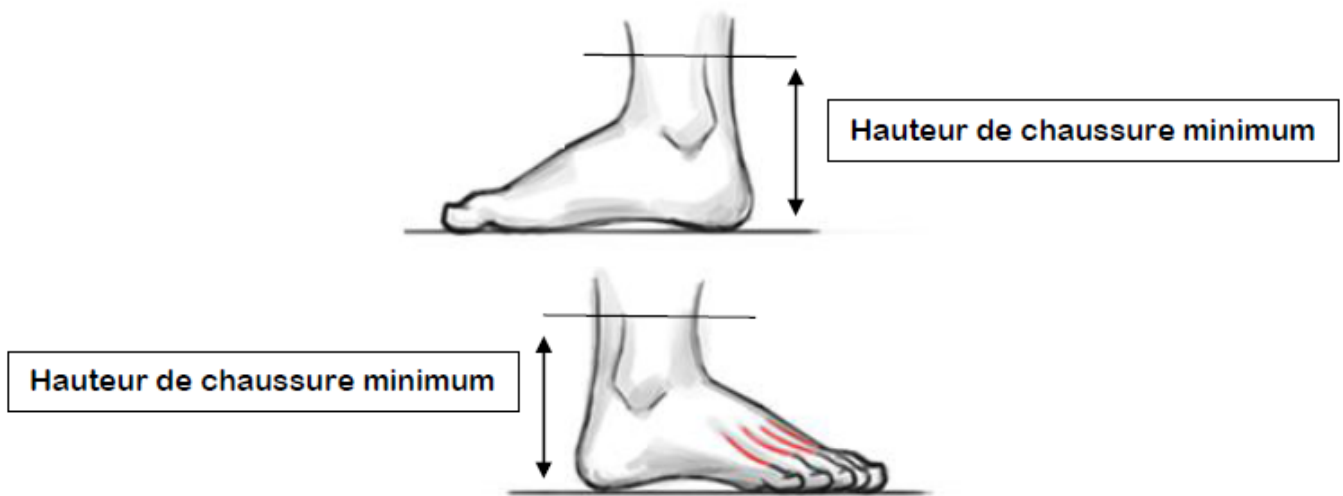
- Long-sleeved padded motorcycle jacket, leather or other fabric.

Other types of clothing are not permitted.

- Additional motorcycle armour under motorcycle jacket (complying to European standards 1621.1 or 1621.2). **Back protectors that are already sewn into the jacket or suit (padding) are not accepted.**



- Leather pants, motocross pants or jeans. **Other types of pants are not accepted.**
- Upper body, arms, back and legs have to be completely covered.
- **Leather motorcycle gloves in good condition.** Other types of gloves are not accepted.
- Closed motorcycle boots / half-boots that cover the ankles. Other types of footgear are not accepted.
Minimum boot height



3.2 For classes DRAGSTER – EXPERT – PRO.

- Full face helmet ECE 22.05 standard.
Motocross helmets can only be used in combination with goggles.
- One- or two-piece leather suit.
- Additional motorcycle armour under motorcycle jacket (complying to European standards 1621.1 or 1621.2). **Back protectors that are already sewn into the jacket or suit (padding) are not accepted.** (See illustration 3.1 on page 3).
- Upper body, arms, back and legs have to be completely covered.
- **Leather motorcycle gloves in good condition.** Other types of gloves are not accepted.
- **Closed motorcycle boots / half-boots that cover the ankles.** Other types of footgear are not accepted. (See illustration 3.1 on page 3).

Article 4. VEHICLE SPECIFICATIONS

4.1 Kill switch: the vehicles must be equipped with a dead man's switch / kill switch to shut down the engine in case the rider falls off the vehicle. Lanyard type kill switches are mandatory. Switch-type engine cutoffs are not permitted.

4.2 Throttle: the throttle grip must return to its initial position when released.

4.3 Handlebar: handlebar ends must be closed, either with a solid material or with rubber plugs / grips.

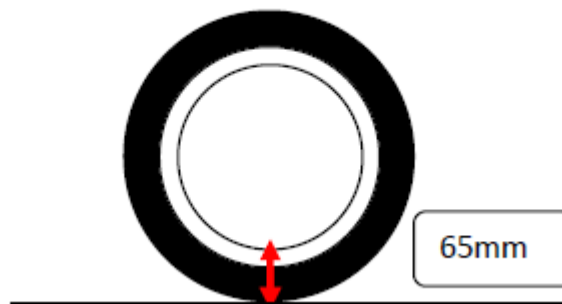
4.4 Levers: all levers must have rounded off end pieces. The lever ends may be flat, but must have round edges.

4.5 Brakes: the vehicle must be equipped with two brakes – a front brake and a rear brake, operating independently from each other. Mountain bike type hydraulic disc brake systems are permitted **if they provide sufficient stopping power.** The same goes for drum brake systems.

4.6 Tanks: all tanks must be in good condition, without any leaks and securely mounted.

4.7 Overflow: the vehicle must be equipped with a plastic or metal overflow tank that is properly and securely installed. CANS and BOTTLES are not permitted.

4.8 Wheels: the vehicles must be equipped with wheels that are appropriate for scooters, geared mopeds, mopeds, motorcycles or cars (depending on class). Minimum height of rim and tire: 65mm.



4.9 Fastening: all vehicle parts must be securely attached so they will not get loose during the race.

4.10 Rotating parts: all rotating parts must be covered with a panel that covers the entire rotating part (ignition, variator, clutch, gearbox).

4.11 Chassis: frames and chassis must be rigid. Frame designs that seem questionable (dubious welding or stability, too much play) will not be accepted.

Welding seams must not be sealed.

It is not permitted to install any dangerous objects (pointy, sharp-edged or protruding too much). All protruding and sharp-edged parts must be securely covered.

4.12 Seat: the seat must be securely attached and must not open on its own.

4.13 Tires: all types of tires are permitted under the condition that they are in good condition (tire wear check). Slick tires are not permitted if it rains.

4.14 Cooling system: for liquid-cooled engines – only water or alcohol-water mixture.

4.15 Fuel: standard fuel or racing fuel.

4.16 Exhaust: exhaust systems and silencers must not exceed the current noise limit of **102 dB at 7,200 rpm**.

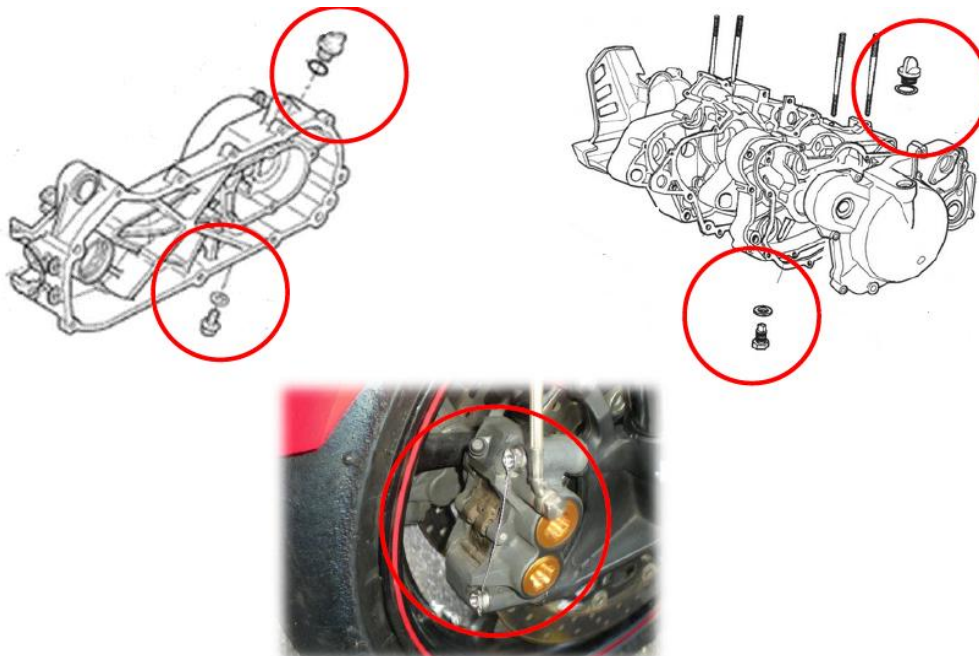
The exhaust must be securely attached and must be equipped with a silencer / muffler in good working condition (packed with fresh silencer wool). Vehicles that are too loud will not be accepted. The exhaust must not excessively protrude vehicle dimensions.

4.17 Silencer: minimum silencer length is 180mm. Minimum silencer diameter is 60mm. The silencer must be packed with silencer wool.

4.18 Air filter: the use of an air filter is mandatory in order to limit noise nuisance. Only air **filters that are available commercially are permitted**. All other air filter systems will not be accepted.

4.19 Fire extinguisher: a 6 kg powder extinguisher is mandatory for each pilot. 1 fire extinguisher per 3 pilots. The extinguisher must be checked and conform to current standards.

4.20 Safety wire: oil caps, screws and nuts must be secured with safety wire to avoid loosening and disengagement and eliminate the risk of oil leakage (see tutorial). Brake caliper bolts must also be secured with safety wire.



4.21 Weight vehicle + pilot: as part of the continuing evolution of the drag racing discipline and to even out the playing field, mandatory weight checks (vehicle + rider with full gear) were implemented at the beginning of the 2017 race season. Weight check will be conducted just before race start. The table below indicates minimum weight per class

Class	Minimum weight pilot full gear + fuelled vehicle
Dragster	95kg
Scooter	105kg
Geared Moped	120kg
Twin Cylinder	105kg

Article 5. REGISTRATION

5.1 Registration Process.

All pilots may register for the races with the organizers.
Each rider may participate in several classes.
Minors may only register with a signed parental consent form.
There are 2 ways to register and participate:

- in advance online registration: at the organizers' web site, starting three weeks in advance **until Wednesday 12h00** before start of event. Registration applies to race day only and is finalized after technical inspection.
- on site at race day: the filled-out registration form will become effective after technical inspection. On-site registration fees are higher than online fees.

5.2 Registration Details.

The participants must register with their full legal name and surname. Pseudonyms are not accepted. Only one rider is permitted per vehicle. The registered rider will be given a special "Pilot" wristband.

A pilot may register for only one vehicle in each class.
The same vehicle cannot be registered by two different riders.
Once registered, pilots are not allowed to change vehicles.
A vehicle cannot be registered for a class that is superior to / differs from the one it is intended for (example: registering a 70cc dragscoot for the 90cc dragscoot class).

5.3 Change of Class.

Participants may change classes at any time. All times and points earned in previous races will however be lost and will not be transferred into the ranking for the new class.
In all cases of change of class the pilot, their equipment and vehicle have to comply with the administrative and technical requirements of the new class. The participant will no longer be ranked in the former class.

5.4 Change of Pilot.

Changing pilots is not permitted for the entirety of the event.
The registered pilot must be the one riding the vehicle under penalty of disqualification.

Article 6. DRAG RACE PROCEEDINGS

6.1 Test Runs.

The organizers of the event must provide at least one test session for each class on the day of the event.
All riders must participate in test runs under penalty of immediate disqualification.

6.2 Pre-Race.

The pre-race area is a secured space before the starting line where all pilots of a class have to wait to be permitted to timed participation in the race. Working on the vehicle and smoking are not permitted.

6.3 Start.

The pilots must be present in the pre-race area as soon as the class they run in is announced (via microphone and following the racing schedule set up by the organizer).

The pilots are given a detailed schedule when registering for the race.

The start signal will be given with a so-called "Christmas tree" or a signal light with 3 colours that is coupled with the staging beams.

Only in the event of a complete failure of the system(s) described above the race may be started with a flag.

6.4 Burnout.

Burnout may only be carried out on wood or metal plates specifically designed and made available for this purpose.

Pilots may not be assisted during burnout. Burnout may under no circumstances be carried out by persons other than the pilots themselves.

Burnout outside of the designated area is not permitted and will be penalized.

6.5 Drag Race.

Two participants competing against each other. Each pilot must remain in the designated staging lane, otherwise the time measurement system will not be set off.

As soon as the track official in charge gives permission, two racers stage their vehicles on the starting line, one taking the right staging lane, the other taking the left lane.

The riders do a timed race and return to their respective paddock.

The start of the race will be set off by the Christmas tree / signal light with 3 colours. Reaction times or false starts are measured with two staging light beams at the starting line. Elapsed time is measured with two light beams at the finishing line which will then result in total time.

The lanes are separated by putting race tape, a cable or traffic cones on the ground. If a pilot crosses the set up centerline, they will have their timing annulled and their run will be counted as a false start. The other pilot will have their timing annulled as well but is permitted to run again.

6.6 Free test runs and official runs.

Free runs: times will not be included in the official rankings.

Official runs: times will be included in the official rankings.

The official event schedule must include a time slot for free test runs and another time slot for official runs.

6.7 False Starts.

False starts and breakdowns or crashes that occur during the race will be counted as valid runs. **In case of false start, the rider must finish the run. It is forbidden to go back to the start line.**

6.8 Returning to Pit.

The racetrack has a return lane. Each pilot must use this lane and respect the signals: walking pace or engine off. Pilots who do not observe these rules will be disqualified immediately.

6.9 Cancellation of Race.

In case the race has to be cancelled due to occurrences or conditions (examples: accidents, obstruction of track, weather...) that would threaten smooth race proceedings, race management will assign the track official to wave a red flag.

6.10 Weather Conditions and Other External Influences.

The racetrack must be dry and clean for the races to take place.

Slick tires are not permitted on wet racetracks.

The organizers reserve the right to cancel the race on site or interrupt a race due to bad weather or other external factors.

Article 7. RANKING

7.1 Conditions.

Each run is finished after both pilots have crossed the finishing line.

Each pilot has to run a minimum of 2 races to be included in rankings (2 timed runs) with a maximum of 10 timed runs.

Ranking results from taking the best times (out of all measured times) of each pilot during the event.

7.2 Daily Ranking.

All registered pilots complying to administrative and the safety regulations may be included in the daily rankings. *To be classificated, 4 drivers minimum must be registered in the category. If less than 4 drivers are entered in the category, the organizer will not hand in any ranking or podium.*

7.3 Drag Challenge Rankings.

The ScooterPower Drag Challenge is reserved for pilots registered with ScooterPower for season 2018.

To register for season 2018, pilots must obtain a 2018 ScooterPower membership card.

Place	Points	Place	Points	Place	Points
1er	20	6ème	10	11ème	5
2ème	17	7ème	9	12ème	4
3ème	15	8ème	8	13ème	3
4ème	13	9ème	7	14ème	2
5ème	11	10ème	6	15ème	1

Drag Challenge rankings are determined by adding up the points earned in each stage.

Drag Challenge rankings are determined by adding up all points earned in all races with the results officially approved by the Commission Technique ScooterPower (ScooterPower Technical Committee).

In the event of any ties for position the pilot with the best result in the last official Drag Challenge race will gain precedence. Positions 1, 2, 3 etc. will be determined afterwards.

7.4 Awards.

An awards ceremony will only be held if there are at least 3 participants in a particular class. If there are less than 3 participants, there will be no podium and no awards ceremony.

The top three in each class will be given awards (cup, medal, trophy, flag, plaque, etc.). Keep in mind - it is the taking part that counts.

Article 8. PROTESTS AND PENALTIES

8.1 Reprimands.

Each pilot will be given his / her sticker with bar code + race number with 3 empty boxes. If the participant does not comply with official administrative and/or technical regulations, race management or security staff are authorized to reprimand them by checking one of the boxes.

If all 3 boxes are checked, the participant will be disqualified and will not be permitted to use his / her vehicle at any point during the race event.

8.2 Gamesmanship.

Failure to conform to regulations, any form of gamesmanship (towards competitors, race officials, etc.) and deliberate causing of accidents will not be tolerated and will lead to immediate penalties for the offender.

8.3 Immediate Exclusion.

Race management / organizers may exclude any participant at any point during the event for the following reasons:

- Driving in the wrong direction for whatever reason
- Driving without full gear (helmet locked securely on head, gloves etc.), even in the event of a breakdown
- Burning out tires outside of the designated area
- Maintenance or repairs outside of the pit
- Running engine in paddock
- Refusing to dismount
- Breaching technical regulations when dismounting
- Disrespecting officials and volunteering staff

All pilots and teams are responsible for their entourage before, during and after the event. The organizer disclaims all responsibility.

8.4 Technical Protests.

Technical protests are lodged on the basis of the technical specifications and the question if a vehicle complies with these specifications.

The protested mechanical or non-mechanical component must be specified in the written protest form. A cheque amounting to 50€ for possible disassembly and inspection (deposit) must be included with the protest form.

The filled-out protest form must be put into a box at the registration desk.

In case the protested engine or vehicle component has to be disassembled for inspection, the disassembly will be carried out by the pilot of the vehicle or his/her assistant, with a technical inspection official present.

If the claim is justified, the deposit will be returned to the person who lodged the protest, and the pilot of the illegal vehicle will be disqualified.

If the claim is not justified, the deposit will be given to the unjustifiably suspected pilot who was forced to disassemble his / her engine.

Refusal of protest and other lack of cooperation on the basis of keeping the engine build secret are not valid when faced with a protest and the ensuing demand for inspection / disassembly.

If the controlling official has any remaining doubts, it is on the pilot or mechanic to prove that the vehicle complies with technical specifications.

8.5 Change of pilot after registration.

The registration must be in the legal name(s) and surname(s) of the pilot. Only one pilot is permitted per vehicle. The pilot will receive a special "Pilot" wristband. Changing pilots during the event is not permitted. The registered pilot must ride the vehicle.

Failure to follow this rule is considered cheating which is reason for disqualification of vehicle and pilot.

Article 9. REGULATIONS FOR SPORT CLASSES

Regulations for class SPORT. Anything that is not specified is not permitted.

SPORT

Sport 70 Scooter

Sport 70 Geared Moped

Sport All Day (Scooter + Geared Moped + Moped, iron cast cylinder until 80cc)

9.1 Definition.

This class includes scooters, geared mopeds and mopeds based on stock builds.

9.2 Frame.

Only original frames are permitted. Custom-made frames are not accepted.

Removing or omitting non-essential elements is permitted.

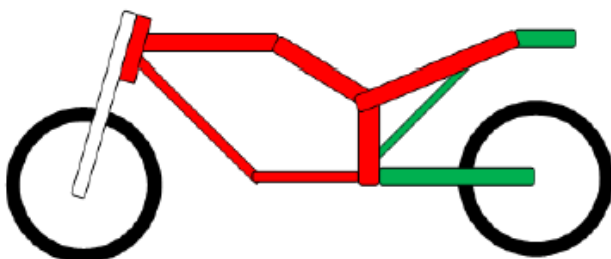
Minimum handlebar height: 700mm from ground to throttle grip (2cm tolerance).

Aluminium and steel floor boards are not permitted.

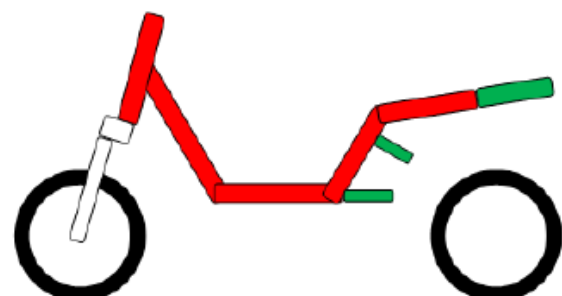
Minimum weight of fuelled vehicle + rider is 105kg for scooters and 120kg for geared mopeds.

■ Modifications autorisées

■ Modifications interdites



Mécaboite – Mob



Scooter

9.3 Suspension.

Compression and rebound of front and rear suspension must work properly. Rigid-mount suspensions are not accepted.

9.4 Fairing.

The vehicle must be equipped with OEM or commercially available fairing parts.
All fairing parts must fit the original frame.
Hand- / custom-made fairing parts are not permitted.

9.5 Seat.

The seat must be an OEM / OEM quality seat. The cover and padding can be removed.

9.6 Engine

Sport 70 scooter and Sport 70 geared moped.

The crankcase must be a model for either a 50cc based 2 stroke dual variated automatic scooter, for a 50cc based 2 stroke moped with gearbox (motocross or other crankcases are not accepted).
The cylinder must be compatible with a 50cc scooter / moped.

Sport All Day.

The crankcase must be a model for either a 50cc based 2 stroke dual variated automatic scooter, for a 50cc based 2- stroke moped with gearbox (motocross or other crankcases are not accepted).
The cylinder must be an IRON CAST model 80cc maximum compatible with a 50cc scooter / moped.

9.7 Wheels.

Scooter.

8-inch to 14-inch scooter wheels (or wheels that can be mounted on a scooter) are permitted.
Modifications to the wheels are not permitted.

Moped.

Minimum 15-inch wheels for motorized 2-wheelers are permitted.
Modifications to the wheels are not permitted.

Article 10. REGULATIONS FOR DRAGSCOOT CLASSES

Regulations for class DRAGSCOOT. **Anything that is not specified is not permitted.**

DRAGSCOOT

Dragscoot 70 (up to 70cc) + Stage6 RT Challenge
Dragscoot 80 (71cc - 80cc)
Dragscoot 90 (81cc - 90cc)
Expert Dragscoot (up to 100cc)
Expert Dragscoot Air Cooled (up to 100cc)

10.1 Definition.

This class includes scooters based on general scooter build.

10.2 Frame.

Original, modified and custom-made frames are permitted.

Steel and aluminium frames are permitted.

Removing / omitting non-essential elements is permitted.

Steering column and wheelbase may be modified under the condition that the modifications are safe and are carried out by a professional mechanic.

Minimum handlebar height: 700mm from ground to throttle grip (2cm tolerance).

Wheelbase length is not restricted.

Foot pegs are permitted

Aluminium and steel floor boards are not permitted.

Wheelie bars are permitted.

Minimum weight of fuelled vehicle + rider is 105kg.

10.3 Suspension.

Choice of front and rear suspension is free. A rigid-mount suspension is permitted if it is safe and professional.

10.4 Fairing.

Three pieces of fairing are mandatory - for front, floor and rear.

=> of scooters with a multi-part rear end fairing must have at least 2 rear panels

[2 rear panels count as 1 rear end fairing].

The rear end fairing must cover the entire rear part of the frame (exception: Peugeot Ludix).

The fairing parts must be scooter fairing parts or must be compatible with a scooter. Hand- or custom-made fairing panels are permitted.

Aluminium and steel floor boards are not permitted.

10.5 Engine.

The crankcase must be a model for a 50cc based 2- or 4-stroke dual varied automatic scooter.

Crankcases by Malossi, Polini, 2Fast, Stage6, Bidalot, TCR, Neo are permitted in the EXPERT class only.

Maximum displacement is 100cc. There are no restrictions to how the engine is tuned.

The cylinder must be compatible with a 50cc scooter.

For Expert Dragscoot Air Cooled category, cylinders must have winglet and compatible with a 50cc scooter.

10.6 Wheels.

8-inch to 14-inch wheels for a motorized two-wheeler are permitted.

Modifications are permitted if carried out in a safe and professional fashion.

If a modification is considered doubtful, the vehicle will not be permitted to run.

10.7 Stage6 RT Challenge.

Every riders using a Stage6 RT complete cylinder kit (cylinder, piston, head) and Stage6 RT carburetor (free size), can participate to the Stage6 RT Challenge to enjoy a ranking and podium to each event.

Article 11. REGULATIONS FOR DRAGSTER CLASS

Regulations for class DRAGSTER. **Anything that is not specified is not permitted.**

DRAGSTER

Dragster 70 (up to 70cc) + Stage6 RT Challenge

Expert Dragster (up to 100cc)

Expert Dragster Moped (up to 100cc)

11.1 Definition.

This class includes vehicles with hand- or custom-made chassis that do not conform to any commercially available scooter model. The design and rigidity of the chassis will however be evaluated at technical inspection. If a build is considered doubtful, the vehicle will not be permitted to participate.

11.2 Frame.

Frame design is not restricted, maximum wheelbase length is 250cm however (between the centers of the front and rear wheels).

Wheelie bars are permitted.

Minimum weight of fuelled vehicle + rider is 95kg.

11.3 Suspension.

Choice of front and rear suspension is free. A rigid-mount suspension is permitted if it is safe and professional.

11.4 Engine.

The crankcase must be a model for either a 50cc based 2- or 4-stroke dual variated automatic scooter or for a 50cc based 2- or 4-stroke moped with gearbox. Crankcases by Malossi, Polini, 2Fast, Stage6, Bidalot, TCR, Neo are permitted.

Maximum displacement is 100cc. There are no restrictions to how the engine is tuned.

The cylinder must be compatible with a 50cc scooter / moped.

11.5 Wheels.

Minimum 8-inch wheels (no maximum size) for a motorized two-wheeler are permitted.

Modifications are permitted if carried out in a safe and professional fashion.

If a modification is considered doubtful, the vehicle will not be permitted to run.

11.6 Stage6 RT Challenge.

Every riders using a Stage6 RT complete cylinder kit (cylinder, piston, head) and Stage6 RT carburetor (free size), can participate to the Stage6 RT Challenge to enjoy a ranking and podium to each event.

Article 12. REGULATIONS FOR GEARED MOPED RACING

Regulations for class GEARED MOPED RACING. *Anything that is not specified is not permitted.*

GEARED MOPED RACING

Geared Moped Racing 70 (51cc - 70cc)
Geared Moped Racing 80 (71cc - 80cc)
Geared Moped Racing 90 (81cc - 90cc)
Expert Geared Moped Racing (up to 100cc)

12.1 Definition.

This class includes geared mopeds based on stock 50cc mopeds with gearbox.

12.2 Frame.

Original, modified and custom-made frames are permitted.
Steel and aluminium frames are permitted.
Removing / omitting non-essential elements is permitted.
Steering column and wheelbase may be modified under the condition that the modifications are safe and are carried out by a professional mechanic.
Minimum handlebar height: 700mm from ground to throttle grip (2cm tolerance).
Wheelbase length is not restricted.
Wheelie bars are not permitted.
Minimum weight of fuelled vehicle + rider is 120kg.

12.3 Suspension.

Choice of front and rear suspension is free. A rigid-mount suspension is permitted if it is safe and professional.

12.4 Fairing.

Three pieces of fairing are mandatory, there are no restrictions on which kind of fairing panels.
The fairing parts must be either geared moped, motorcycle or pit bike parts. Hand- or custom-made fairing panels are permitted.

12.5 Engine.

The crankcase must be a model for a 50cc based 2- or 4-stroke geared model (motocross or other crankcase are not accepted).
Maximum displacement is 100cc. There are no restrictions to how the engine is tuned.
The cylinder must be compatible with a 50cc moped.

12.6 Wheels.

Minimum 15-inch wheels for motorized 2-wheelers are permitted.
Modifications to the wheels are not permitted.

Article 13. REGULATIONS FOR OPEN CLASSES

Regulations for class OPEN 50. **Anything that is not specified is not permitted.**

OPEN

Open 50 Scooter – Mob

Open 50 Moped

Open 4 Stroke (scooter + geared moped + moped up to 100cc)

13.1 Definition.

This class includes scooters, geared mopeds and mopeds based on stock builds.

13.2 Frame.

Original, modified and custom-made frames are permitted.

Steel and aluminium frames are permitted.

Removing or omitting non-essential elements is permitted.

Steering column and wheelbase may be modified under the condition that the modifications are safe and are carried out by a professional mechanic.

Minimum handlebar height: 700mm from ground to throttle grip (2cm tolerance).

Wheelbase length is not restricted.

Foot pegs are permitted (scooters: floor board must be made from plastic).

Aluminium and steel floor boards are not permitted (for scooters).

Wheelie bars are permitted.

Minimum weight of fuelled vehicle + rider is 105kg for scooters and 120kg for geared mopeds.

13.3 Suspension.

Choice of front and rear suspension is free. A rigid-mount suspension is permitted if it is safe and professional.

13.4 Fairing.

For scooters:

Three pieces of fairing are mandatory - for front, floor and rear.

=> of scooters with a multi-part rear end fairing must have at least 2 rear panels

[2 rear panels count as 1 rear end fairing].

The rear end fairing must cover the entire rear part of the frame (exception: Peugeot Ludix).

The fairing parts must be scooter fairing parts or must be compatible with a scooter. Hand- or custom-made fairing panels are permitted.

Aluminium and steel floor boards are not permitted.

For mopeds / geared mopeds:

Three pieces of fairing are mandatory, there are no restrictions on which kind of fairing panels.

The fairing parts must be either geared moped, moped, motorcycle or pit bike parts. Hand- or custom-made fairing panels are permitted.

13.5 Engines with variator / CVT.

The crankcase must be a 50cc based street-legal model (all other crankcases are not permitted).

Crankcases by Malossi, Polini, 2Fast, Stage6, Bidalot, TCR, Neo are permitted.

For single varied engines, hand- / custom-made crankcases are allowed.

Combining a 50cc with a different (80cc or more) crankcase is not permitted.

There are no restrictions to how the engine is tuned.

The cylinder must be compatible with a 50cc scooter / moped.

13.6 Engines with gearbox / manual transmission.

The crankcase must be a 50cc based street-legal model for mopeds with gearbox (motocross or other crankcase are not accepted).

Combining a 50cc with a different (80cc or more) crankcase is not permitted.

The engine must consist of one cylinder only.

There are no restrictions to how the engine is tuned.

The cylinder must be compatible with a 50cc moped.

13.7 Wheels.

8-inch to 21-inch wheels for motorized two-wheelers are permitted.

Modifications are permitted if carried out in a safe and professional fashion.

If a modification is considered doubtful, the vehicle will not be permitted to run.

Article 14. REGULATIONS FOR PRO CLASS

PRO

Pro (up to 125cc)

14.1 Definition.

This class is aimed at showcasing and promoting a particular discipline, company or use of an engine outside of and superior to European standards.

This class was set up for the following 3 types of pilot:

- Owners of vehicles that are not part of any of the classes but comply with the regulations in article 3 and 4.
- Owners of vehicles with a displacement exceeding the established standards. All riders of vehicles with 100cc and more displacement (on a 50cc based vehicle) **must register** for the PRO class.

- Professional motorcycle race pilots. All companies (spare part manufacturers / brands, distributors /retailers, online shops etc.) with a commercial interest in 50cc drag racing **must register** in the PRO class.

14.2 Ranking.

For an official ranking to be established for a class, a minimum of 3 pilots have to participate in this particular class, each with a minimum of 2 races. If there are less than 3 participants in a class, each with a minimum of 2 races, a special PRO ranking will be established, but no awards will be given.

14.3 Frame.

Original, modified and custom-made frames are permitted.

Steel and aluminium frames are permitted.

Removing / omitting non-essential elements is permitted.

Steering column and wheelbase may be modified under the condition that the modifications are safe and are carried out by a professional mechanic.

Wheelbase length is not restricted.

Foot pegs are permitted (for Dragscoot: floor board must be made from plastic).

Aluminium and steel floor boards are not permitted.

Wheelie bars are permitted.

Minimum weight of fuelled vehicle + rider is 95kg for dragsters, 105kg for scooters and 120kg for geared mopeds.

14.4 Suspension.

Choice of front and rear suspension is free. A rigid-mount suspension is permitted if it is safe and professional.

14.5 Fairing Dragscoot.

Three pieces of fairing are mandatory - for front, floor and rear.

=> of scooters with a multi-part rear end fairing must have at least 2 rear panels

[2 rear panels count as 1 rear end fairing].

The rear end fairing must cover the entire rear part of the frame (exception: Peugeot Ludix).

The fairing parts must be scooter fairing parts or must be compatible with a scooter. Hand- or custom-made fairing panels are permitted.

Aluminium and steel floor boards are not permitted.

14.6 Fairing Geared Moped Racing.

Three pieces of fairing are mandatory, there are no restrictions on which kind of fairing panels.

The fairing parts must be either geared moped, moped, motorcycle or pit bike parts. Hand- or custom-made fairing panels are permitted.

14.7 Engines with variator / CVT.

The crankcase must be a 50cc based street-legal model (all other crankcases are not permitted).

Crankcases by Malossi, Polini, 2Fast, Stage6, Bidalot, TCR, Neo are permitted.

For single varied engines, hand- / custom-made crankcases are allowed.
Combining a 50cc with a different (80cc or more) crankcase is not permitted.
The engine must consist of one cylinder only.
There are no restrictions to how the engine is tuned.
Supercharging of any kind is permitted.
The cylinder must be compatible with a 50cc scooter / moped.

14.8 Engines with gearbox / manual transmission.

The crankcase must be a 50cc based street-legal model for mopeds with gearbox (motocross or other crankcase are not accepted).
Combining a 50cc with a different (80cc or more) crankcase is not permitted.
The engine must consist of one cylinder only.
There are no restrictions to how the engine is tuned.
Supercharging of any kind is permitted.
The cylinder must be compatible with a 50cc moped.

14.9 Electric engines.

Electric and hybrid engines are permitted. The set-up must be safe and professional.

14.10 Wheels.

Minimum 8-inch wheels (no maximum size) for a motorized two-wheeler are permitted.
Modifications are permitted if carried out in a safe and professional fashion.
If a modification is considered doubtful, the vehicle will not be permitted to run.

Article 15. REGULATIONS FOR TWIN CYLINDER CLASS

TWIN CYLINDER

Twin Cylinder (any displacement)

15.1 Definition.

This class includes vehicles that are equipped with two cylinders.

15.2 Ranking.

For an official ranking to be established for a class, a minimum of 3 pilots have to participate in this particular class, each with a minimum of 2 races. If there are less than 3 participants in a class, each with a minimum of 2 races, a special PRO ranking will be established, but no awards will be given.

15.3 Frame.

Original, modified and custom-made frames are permitted.
Steel and aluminium frames are permitted.
Removing / omitting non-essential elements is permitted.
Steering column and wheelbase may be modified under the condition that the modifications are safe and are carried out by a professional mechanic.
Wheelbase length is not restricted.
Foot pegs are permitted (for Dragscoot: floor board must be made from plastic).

Aluminium and steel floor boards are not permitted.

Wheelie bars are permitted.

Minimum weight of fuelled vehicle + rider is 105kg.

15.4 Suspension.

Choice of front and rear suspension is free. A rigid-mount suspension is permitted if it is safe and professional.

15.5 Fairing Dragscoot.

Three pieces of fairing are mandatory - for front, floor and rear.

=> of scooters with a multi-part rear end fairing must have at least 2 rear panels

[2 rear panels count as 1 rear end fairing].

The rear end fairing must cover the entire rear part of the frame (exception: Peugeot Ludix).

The fairing parts must be scooter fairing parts or must be compatible with a scooter. Hand- or custom-made fairing panels are permitted.

Aluminium and steel floor boards are not permitted.

15.6 Fairing Geared Moped Racing.

Three pieces of fairing are mandatory, there are no restrictions on which kind of fairing panels.

The fairing parts must be either geared moped, moped, motorcycle or pit bike parts. Hand- or custom-made fairing panels are permitted.

15.7 Engines with variator / CVT.

The crankcase must be a 50cc based street-legal model (all other crankcases are not permitted).

Crankcases by Malossi, Polini, 2Fast, Stage6, Bidalot, TCR, Neo are permitted.

For single variated engines, hand- / custom-made crankcases are allowed.

Combining a 50cc with a different (80cc or more) crankcase is not permitted.

There are no restrictions to how the engine is tuned.

Supercharging of any kind is permitted.

The cylinder must be compatible with a 50cc scooter / moped.

15.8 Engines with gearbox / manual transmission.

The crankcase must be a 50cc based street-legal model for mopeds with gearbox (motocross or other crankcase are not accepted).

Combining a 50cc with a different (80cc or more) crankcase is not permitted.

There are no restrictions to how the engine is tuned.

Supercharging of any kind is permitted.

The cylinder must be compatible with a 50cc moped.

15.9 Wheels.

Minimum 8-inch wheels (no maximum size) for a motorized two-wheeler are permitted.

Modifications are permitted if carried out in a safe and professional fashion.

If a modification is considered doubtful, the vehicle will not be permitted to run.

Article 16. REGULATIONS FOR CLASS SHOW

WHEELING CONTEST

16.1 Definition.

The goal of the Wheeling contest is to achieve the best time in the rear wheel over a distance of 150m. The start will be launched over a distance of 15m. If the front wheel touches the ground before 150m, the time will not be counted.

Enter in this category the two wheels 50cc: scooters, geared mopeds and moped retaining the aspect of original machine.

16.2 Vehicle and equipment inspection.

Vehicle and equipment inspection will be done in pre-grid before the contest.

16.3 Frame.

Only original frames are permitted. Custom-made frames are not accepted.

Removing or omitting non-essential elements is permitted.

16.4 Suspension.

Compression and rebound of front and rear suspension must work properly. Rigid-mount suspensions are not accepted.

16.5 Fairing.

The vehicle must be equipped with OEM or commercially available fairing parts.

All fairing parts must fit the original frame.

Hand- / custom-made fairing parts are not permitted.

16.6 Seat.

The seat must be an OEM / OEM quality seat. The cover and padding can be removed.

16.7 Engine

Maximum displacement is 100cc with engine base 50cc.

16.8 Wheel.

Wheels for motorized 2-wheelers are permitted.

Modifications to the wheels are not permitted.