

# Regulations Dutch Scooter Sprint Competition (NSSC)



Valid from January 1, 2020  
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# 1. General regulations

These rules apply to the NSSC events.

## 1.1 Participation and regulations

When participating in sprint races and by concluding an NSSC annual registration, a participant conforms to these regulations. These regulations must be complied with by all participants and people involved in NSSC events. To participate in an event, you must have an NSSC annual registration or day registration.

## 1.2 Provide assistance with building

Every participant is expected to help build up and break down during a competition once a season.

## 1.3 Competitions

The competitions are organized by or under the supervision of the NSSC.

## 1.4 Running Competition

A competition takes place within a time frame defined by the NSSC, of one or more days. In these regulations, the term "competition" includes:

- The sprints, to be driven over one or more runs.
- All other activities that are related to being able to run the sprints, such as the technical check, the stay in the cyclist's quarter and the stay elsewhere on the circuit terrain and in the immediate vicinity thereof.

## 1.5 Liability

The participants cannot hold SBO / NSSC and its officials, nor the organizer and its employees, nor any other participant in a demo / competition, liable for the consequences arising from participation. Liability claims of the participant, driver, co-driver, holder and owner of the vehicle are excluded from the insurance, insofar as the accident or damage is not based on gross negligence. Liability claims of the participant, driver, co-driver, holder and owner of the vehicle among themselves and towards the organizer are also insured for personal injury. However, coverage only exists if all participants have signed a valid waiver with regard to liability.

## 2. Classes

### 2.1 Definition of classes

The following classes are at the start:

- Automatic 80 - class for Puch and Tomos automatic mopeds.
- Shift 70 - Class for shift mopeds, which in general still looks like a moped.
- Pro Stock - Class for shift mopeds with self-build frames.
- Open Sport - Class for all types of mopeds, if not faster than 7.5 sec.
- Drag scooter 70 - Class for 70cc scooters without weight limit with a lot of freedom in building.
- Scooter 70 - Class for 70cc scooters with a weight limit of 140 kg.
- Scooter special 100 - Class for scooters / frames up to a maximum of 102cc.
- Superspecial 210 - Class for Scooters, shift mopeds and light motorcycles with a lot of freedom to build.

### 2.2 End a class

The NSSC organization can decide to end a competition class, but must announce this before the first competition of the season, in which this class is the last to start.



## 3. Technical regulations

### 3.1 Participation

Every machine participating in a competition must comply with the rules, as stated in the Technical Regulations for NSSC competitions. Whether or not these rules are met can be determined by the board and / or the technical committee. These technical regulations consist of a General Technical Regulations (ATR) and the associated Specific Technical Regulations (STR). The ATR and the STR indicate the requirements that the machine, clothing and helmet must meet.

### 3.2 Technical inspection

Verification of compliance with the technical regulations is done on site by a technical committee consisting of inspectors appointed by the NSSC. One of the judges is the head of technical committee during the competition day. He acts as coordinator and point of contact for the technical committee. He always makes the final decision.

### 3.3 Rider and machine

Each machine must be approved by the technical committee prior to participation in the competition. The technical committee can also perform technical checks at other times during the competition. Which starting numbers should appear during the follow-up check will be announced before the end of the finals.

### 3.4 Failure to comply with the regulations

Removal from the technical inspection (s), as referred to in art. 3.3, or failure to comply with the technical regulations during the competition, may lead to disqualification or other punishment. The decision is always taken by the race management.

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### 3.5 Accountability

The participant is always responsible for the compliance of the machine and cannot derive any rights from the technical inspection. The morning inspection is primarily a safety inspection. The compliance of your vehicle is your own responsibility. Being approved in the morning does not mean that you are regulatory for the entire day!

## 4. Final decision

### 4.1 Competition management

In all cases that occur during the competition and for which these regulations do not provide, the competition management decides. Failure to deal normally with a decision taken by the race management can lead to disqualification of the day or of the year.





## 5. Starting certificate, insurance and liability

### 5.1 Annual registration

Participants who want to participate in the championship must have an annual registration. This can be purchased via [www.nssc.nl](http://www.nssc.nl), at the applicable rate. This is possible up to half of the scheduled matches for that year. Furthermore, a participant must register per competition. Day registrants do not participate in the championship and are not included in the records.

### 5.2 Insurance content

A liability insurance is included in the Day license. The participant is responsible for the necessary other insurance policies (medical expenses / accidents / self-employed allowance, etc.).

### 5.3 Participation

Participation is at your own risk. Indemnify the participant, partly responsible towards third parties, the SBO / N SSC, the organizers and the officials, as well as their representatives and employees from all costs and declarations that have arisen in connection with a claim from third parties, and from any obligation to third parties.



## 6. Participants

### 6.1 Age limits

For all classes, the participant must have reached the age of 14 on January 1 in the year of participation. Other ages first in consultation with SBO / NSSC and insurance.

### 6.2 Behavior

The participant will behave towards the other participants, their helpers, the public, the organizers and the race officials, as befits a good athlete. This applies not only during the training and races, but also at all other times of the racing season.

### 6.3 Responsibility of the participant

The participant is always responsible for the behavior of the helpers belonging to him or his team and can also be punished for misconduct by these persons. For misconduct by helpers of a team, multiple participants from that team can be punished. This applies on the day of the competition itself, but also after or before the competition, in online or offline media.

### 6.4 Follow directions

You must always follow the instructions of officials on duty. If this does not happen, an official has the authority to impose a punishment on the person who does not comply with it.

### 6.5 Participation in finals

A participant may have a spare machine, it must be inspected at all times before the competition and must comply with the regulations! Spare machines are only allowed during qualification! All finals must be driven with 1 and the same machine!!

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### 6.6 Test run

If one wants to make a test run on another participant's machine, this must first be reported to the time observation / race management. The race management then decides whether this is possible. Any time that the registered driver will then set will be removed from the result. The machine must meet the specific regulations of the class for which the driver is registered.

### 6.7 Posting of finals

If a rider receives a disqualification or is no longer able to drive at the start of the finals, the final places are moved on to reach 4 participants. If a participant cannot participate in the finals, no. 5 of this class may enter the final place, etc., provided that this person is present on time, ie before his or her class has started the final runs. The rider who is not present will receive the points for the 5th place. Example: Suppose the number 1 does not show up for the finals and there is a scrolling then number 1 is automatically number 5 in terms of points.

## 7. Register for a competition

### 7.1 Registration

Registration is required for participation in a competition. This registration takes place on the competition day or in advance via the website [www.nssc.nl](http://www.nssc.nl).

### 7.2 Participation in multiple classes / with multiple machines

Each participant with an annual registration may participate in a maximum of 2 classes with 1 or 2 machines. The participant pays a reduced rate for the 2nd class. If a participant participates with 2 machines in the same class, only 1 machine finals may be used. Participating with multiple participants on 1 machine is not permitted.

### 7.3 Amount of registration fee

The entry fee per race is determined annually by the board of SBO / NSSC and is announced to the participants at the start of the season. It is possible that certain events are more expensive, but this is then indicated on time.

### 7.4 Closure of registration

Registration closes 15 minutes before the start of the sprint with time measurement (qualification).

### 7.5 Start number

The start number is announced to the participant in advance, or on the spot when registering. With an annual registration, the starting number for an entire season is tied to class and participant. The use of the starting numbers provided by the organization is mandatory. This applies to both the provided starting number stickers and the provided shirts with the starting number.

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### 7.6 Driving with a different start number

It is forbidden to participate as a participant in a competition with a starting number, which is assigned to another participant. It is also forbidden for the person to whom a starting number has been assigned to let someone else participate in a competition under his starting number.

### 7.7 Payment arrears

The board may at any time refuse a participant who is in arrears of payment, in whatever form, further participation in events.

### 7.8 Maximum number of start numbers

The board may decide to limit the number of starting numbers to be issued for a class and thus the number of participants that may participate in that class to a maximum.

## 8. Sponsorship

### 8.1 SBO / NSSC interests in connection with sponsorship

Participants who receive sponsorship, when offering a consideration to their sponsor (s), must not harm the interests of the SBO / NSSC and its sponsors and the organizers.

### 8.2 Fulfill obligations

Participants must comply with the obligations that the SBO / NSSC enters into with its sponsors and that relate to participants and machines.



## 9. Competition Regulations General

### 9.1 Course of the competition

The sprint race normally starts with at least 4 hours of qualifying. Followed by a semi-final followed by the final. Due to unexpected factors, the race leader, in consultation with delegates from the board and the organization, may decide to have this run differently.

### 9.2 Finals

The 1/2 final and final will be held per class.

### 9.3 Number of final participants

In the base the finals are held with the fastest 4 drivers per class. If there are 12 or more participants in a class, there will be driven in this class with the fastest 8 participants, so a 1/4 final.

### 9.4 Result in case of force majeure

If there is force majeure, the race management, in consultation with representatives of the board and / or organization, may decide to determine the final score on the basis of the qualification or the last final per class.



## 10. Starting position

### 10.1 Starting grid during qualifying

In the qualifying prints there will be no starting line-up according to any classification.

### 10.2 Starting grid final

The starting line-up during the final sprints takes place on the basis of the 4 fastest times of each class. Both courses must be used in the finals, unless the race management decides otherwise, for safety reasons. This means that nobody will ride on a possibly closed track. A blockade of a job is binding for everyone! When a driver finds it irresponsible to ride a certain track, he / she has the choice not to participate. He / she consciously distances himself from possible points.

The starting line-up during the finals with 4 participants is as follows:

- The number 1 will sprint against the number 3
- The number 2 will sprint against the number 4

The starting line-up during the finals with 8 participants is as follows:

- The number 1 will sprint against the number 5
- The number 2 will sprint against the number 6
- The number 3 will sprint against the number 7
- The number 4 will sprint against the number 8

It is permitted to change starting positions in consultation with the race management and the other participant.

### 10.3 Do not participate in the finals

If a rider is qualified for the finals, but does not position himself on time with his moving machine, then this rider will automatically be awarded 4th place or he / she will be pushed further on when another person replaces him / her.

### 10.5 Result for multiple DNFs or not participating in the final

If more than 1 driver does not participate in the final and / or twice false start (DNF), the position between these drivers is determined on the basis of the last qualification or final driven.

## 11. Starting method

### 11.1 Starting procedure

The starting procedure is as follows:

1. The engine is started with the participant on the machine.

The participants drive from the parc fermé to the sprint track per starting row and drive to their starting place.

2. The participants line up at the starting place assigned to them. This is done on the instruction of a competition official.

3. On the starting line the participant positions himself in the internship and pre-internship after which the starting light is activated.

4. When the starting light has been started, the first yellow light will count down to the green light. From that moment the participants can start their run.

### 11.2 False start

A participant who makes a false start during the qualifying prints, may cancel this run once. At a 2nd false start, he / she must continue to the finish. This run will be automatically converted to a DNF (did not finish).

### 11.3 False start during the final

During the final runs, one false start may be made per run. With a second false start (DNF) of the same participant, this will be excluded from further participation in the final runs. In the  $\frac{1}{4}$ ,  $\frac{1}{2}$  and 1/1 final, the rider who does not make a false start is allowed to set a time while his opponent makes a false start. When the driver has done this, the time is set and no resit is possible. However, the rider may also choose to abort his run. He then only has 1 chance left since his first run is canceled.

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## 12. Interim stop

### 12.1 (Temporarily) stopping the competition

The competition can be stopped in the meantime. Only the competition leader makes the decision.

### 12.2 Regen

If the race is started on a dry track and it starts raining during the race, the race can be stopped by the race management. When the condition of the course is constant, this is at the discretion of the race management, a restart can be started.





## 13. The winner and the result

### 13.1 Not classified

When a false start takes place, the participant will not be classified. This also applies when a participant is registered but has not made a valid run on this day.

### 13.2 Winner decision

During the ¼ final, the 4 fastest (time) of the 8 drivers will go to the ½ final. During the ½ final, the 2 fastest (time) of the 4 drivers go to the 1/1 final. In the case of the 1/1 final, the person who has set the fastest time will be designated as the day winner in his class.

### 13.3 Result

The result will be announced no later than 30 minutes after the end of the last run of the day, unless there is reason to publish the results later. This at the discretion of the race management.



## 14. Rankings

### 14.1 Awarding points

Counting from 1st place per class, the following points are awarded per sprint race:

Place:	# Points:
1	30
2	27
3	25
4	23
5	21
6	20
7	19
8	18
9	17
10	16
11	15
12	14
13	13

Place:	# Points:
14	12
15	11
16	10
17	9
18	8
19	7
20	6
21	5
22	4
23	3
24	2
25	1

This count is applied per sprint race, for both the day classification and the champion classification and is applicable to all classes. When a participant with a one-day license has finished between 1st and 25th place, the scoring will be postponed. Example: day license participant has become 4th, then the 5th place (if it is not a day license) points for 4th place, because the 4th place is canceled.

### 14.2 Fastest times

From the fastest time per class, the following extra points are awarded per sprint race: fastest 3 points, second 2 points and the third 1 point. This count is applied per sprint race in the qualification for the championship ranking and applies to all classes.

### 14.3 Equal number of points

If participants in the final rankings end up with an equal number of points, the following applies to determining the highest ranking:

1. The number of first places
2. The number of second places
3. The number of third places
4. The classification in the last sprint.

### 14.4 Scratch result

At 5 or more events in a season, 1 result / race per participant is canceled for the championship classification. With fewer than 5 events in a season, no scrapping scheme applies by definition.

## 15. Prizes

### 15.1 Availability prizes

Based on the results of a competition, a competition ranking is drawn up. In each class, a prize is made available for the first three finished participants in the competition ranking.

### 15.2 Receipt of prizes

Prizes will be awarded at the end of the competition and must be personally received by the prize winners at that time.

### 15.3 Claim to prizes

If Article 15.2 is not complied with, the claim to the prize achieved is lost



## 16. Behaviour

### 16.1 Maneuvers

It is forbidden for participants to perform unfair, unauthorized or dangerous maneuvers or to show driving behavior that other participants, officials, public or other persons are endangered or can be endangered.

### 16.2 Interference

Participants must not interfere with each other. Either at the start and / or during the run.

### 16.3 Own track

Participants must remain in their own track. If a participant lands on the opponent's track during a run, his run will automatically be converted to a DNF (did not finish).

### 16.4 Standing still on the track

Stopping on the track or running against the direction of travel is STRICTLY FORBIDDEN, unless the race leader decides otherwise. Failure to adhere to this immediately leads to disqualification.

### 16.5 In the event of a breakdown or accident

In the event of a breakdown or accident, the machine must be quickly and safely removed from the sprint track and follow the instructions of the track commissioners and / or officials.

### 16.6 Use of drugs and / or alcohol

Use of alcohol or drugs during the competition day is prohibited. This leads directly to a disqualification.

### 16.7 Burn-outs

“Burn-outs” the long-term warming of the tire by turning it over the asphalt with the help of the engine is not permitted, unless permission has been given here by the competition leader. In principle, burnen is ONLY allowed during and at the starting setup. All damage caused by burn-outs remains the responsibility of the participant at all times and will, if desired, be compensated by the organization, including the participant concerned.

## 17. Cuclists' quarter

### 17.1 Driving in the cyclists's quarter

Driving in the cyclists' quarter is forbidden and will be punished immediately, with a disqualification of the relevant participant.

### 17.2 Use of competition machines on nearby public roads

It is forbidden to use competition machines on a public road located near the competition track.

### 17.3 Parc fermé

During the competition, only in the parc fermé or designated area: - a participant must be assisted - tinkered with the machine - the machine must be fueled. Refueling may only be done with the engine switched off, with the rider standing next to the machine. An approved environmental mat must be used for refueling. So there can only be 1 fitter per driver within the park.

### 17.4 Repairs

Apart from the sprints, repairs and adjustments may only be made in the cyclists' quarter. During the finals, repairs and / or adjustments may be made, within the parc fermé, within reasonable limits, but this must not hinder the starting setup and progress of the finals.

### 17.5 Leaving the event / track

It is forbidden to leave the circuit via a different route than the designated exit (with the exception of breakdowns and accidents).

### 17.6 Helpers

Per driver, 2 helpers may be present at the start if this is necessary.

### 17.7 Fire extinguisher

As a driver and / or team, it is mandatory to have a 6 kg foam extinguisher in possession during SBO / NSSC competitions. This must always be within reach when working on the machine.

## 18. Environmental protection

### 18.1 Environment and noise

The environment on and around the circuit site must be protected from pollution and nuisance. Participants and helpers must ensure that: Fuel, lubricants, degreasers, cleaning agents and solvents, brake fluid and other environmentally harmful substances do not get into the soil and / or can evaporate in the air. The use of an approved environmental mat is mandatory. Sound systems must be used in the correct manner to prevent noise pollution and waste must be deposited in the prescribed manner.



## 19. Punishments

### 19.1 Punishments

Participants must adhere to both the technical and the competition rules of SBO / NSSC, which apply to the year in which the sprint race takes place. If a participant does not adhere to these regulations or if a participant acts in any way during, before or after the competition, which damages the interests of the SBO / NSSC and its employees, punishment may result. An appeal can only be made in writing to the central administration, by parties involved in the protest. The time limit for submitting a written appeal for participants is set at 14 days after the date of the letter, in which the punishment is announced and exclusively using the appropriate defense signed by the secretariat. If an appeal has been lodged, this will not have suspensory effect of the punishment, unless at the request of the petitioner, the Central Board may decide otherwise.

### 19.2 Disqualification

A disqualification means that the points earned by the rider in the race in question will be canceled.



## 20. Protests

### 20.1 Protests

Protests regarding the behavior of fellow drivers during the race must be submitted by the injured participant. Technical protests must be submitted with the specified deposit of € 50. Protests must be submitted in writing with an official form available to the race management on race day up to a maximum of 30 minutes after the last sprint. Protest submission is reserved for: participants and directors of the organizing association. For minors, protests must be submitted by parent or guardian. Protests against cylinder capacity and in the technical area must be submitted with a deposit of: € 50.00 per case for two-stroke engines; € 100.00 per case for four-stroke engines. Failure to comply with the aforementioned formalities with regard to protests does not automatically lead to inadmissibility of the protest. The board is also free to handle protests that do not meet all formal requirements, all this at the discretion of the board.

Protests must be submitted no later than 14 days after the incident. Protests that have been submitted can no longer be withdrawn and must be handled by the board at all times. Loosening of the cylinder head must be carried out by or in the presence of the participant, under the supervision of an expert to be accepted by both parties on the day of the race, after the last leg. If after measurement it appears that the protest is unfounded, the deposit of € 50.00 or € 100.00 will be paid to the owner of the machine; otherwise the deposit will be refunded. Refusing cooperation automatically leads to the allocation of the protest. Disqualification follows when the cylinder capacity is exceeded. For the maximum permitted cylinder capacity: see technical regulations.





## 21. General Technical Regulations

### 21.1 General specifications and conditions

1. Every scooter / moped must be approved for participation by the technical inspection according to the prescribed regulations.
2. The use of coolant is prohibited. Only water may be used as coolant.
3. No participating scooter / moped may contain protruding (sharp) parts and must not show any liquid leak.
4. Refueling is prohibited with the engine running and is only permitted in combination with the use of an environmental mat.
5. The rider is self-responsible for complying with the technical regulations with regard to his / her machine. If after a competition it appears that the machine was not in accordance with the regulations during participation in the competition, penalties may be imposed for this afterwards.
6. In the classes where a weight limit is present, the rider himself bears the responsibility to comply with this weight. If a rider is weighed during the qualification and if the weight does not meet the stated requirement, all times driven up to that point will be removed from the system. If a rider is weighed during the finals and the weight appears not to meet the stated requirement, a disqualification follows and the rider therefore falls outside the points.

### 21.2 Bicycle part and frame

1. The throttle must be self-closing. The throttle must close without any help.
2. Brake levers must be in good condition. No sharp ends. Brake levers made entirely of plastic are not permitted.
3. The front fork construction is free and may be rigid. Everything must be properly constructed.
4. The entire front and rear brake, or parts thereof, may be replaced. Brakes must be properly functioning and properly constructed. The brakes must work in such a way that it is not possible to push the machine through the brakes.
5. Footrests must be foldable. When a construction is used where the footrests are not collapsible, the end must be provided with plastic or rubber caps with a minimum diameter of 25 mm.
6. Tire selection is free, but must be in good condition, the rims must be sufficiently safe for the speeds that are achieved.
7. The steering head may not have any play or dead spots.
8. The turning space of the steering wheel must be sufficient to make corrections in situations where the machine has to change direction. The technical committee assesses whether the turning space of the front fork / steering wheel is sufficient.
9. The steering is free to implement.
10. The rims that are used must be scooter, moped, kart or motorcycle rims. When using bicycle wheels, these must be sufficiently solid in accordance with the speed to be achieved, the height of the tire / rim must be sufficient to sensors.
11. Rims may be turned and / or milled, but may not show any cracks or cracks.
12. The bicycle part, including all changes thereto, must not negatively affect safety. If in doubt, this is always at the discretion of the technical committee.

13. Cables must be safely concealed and must not hang loose in such a way that this can present a danger when the machine is being driven. They must not touch the ground.

### 21.3 General motor regulations

1. Securing is mandatory for all machines that participate in NSSC sprint competitions. Locking is understood to mean: preventing loosening, by using metal wire with a thickness of at least 0.6 mm. The use of split pins is also considered as guarantee. The use of self-locking nuts and products, such as Loctite, is not considered to be safeguards, because their proper functioning cannot be determined without dismantling during the technical inspection. All filler caps, plugs, bolts and nuts that can cause oil leakage when loosening must be secured. Brakes must be secured, if drum brakes are present on a machine, they must be secured so that they cannot be released. Wheels must be secured. During the morning inspection, there must be no cover material over the lock.
2. Locking wire must be braided, otherwise the working of the locking is not optimal.
3. The content calculation goes according to the formula  $0.785 \times D \times D \times S$  (where S stands for Stroke and D stands for Boring).  $0.785 \times 47.6 \times 47.6 \times 45 : 1000 = 80.037 \text{cc}$  the predefined content per class may be exceeded by 0.049cc.
4. Use of a properly functioning damper is mandatory. For scooters, the attachment to the crankcase using a mounting bracket is mandatory. Noise production of more than 110 decibels, measured at a distance of 3 meters from the muffler, is not permitted.
5. The transmission part is free, but the original operation may not be changed (eg from automatic to switched).
6. Cables and pipes must not be damaged or clamped.
7. Choice of fuel and oil is free, think of super 98, aral102, panta, sunoco racing gasoline.
8. Choice of engine type 2-stroke or 4-stroke is free, with 4-stroke 2x the cylinder capacity prescribed in the class may be used and the crankshaft is stroke-free. For scooter sumps, long or short versions, both are considered approved.
1. For the gear classes, Pitbikes are recognized as being homologated. The appearance should look like the homologated Masai pit bike, minimum wheel size is 10 inches.
9. Carburetor overflow openings and hoses must open into the airbox or into a separate reservoir. This reservoir must at least be the content of the float chamber.
10. The motor part, including all changes thereto, must not negatively affect safety. If in doubt, this is always at the discretion of the technical committee.
11. Rotating parts must be properly and firmly protected, in a way that makes them no longer accessible to body parts.
12. The ignition must be completely covered, there may be a minimum opening for an external starter.
13. The transfer with a scooter must be protected with a cover made of sturdy material. This is at the discretion of the technical committee.
14. The use of pressure filling, (laughing gas, turbos or other forms of pressure filling) is only permitted in the Super Special 210 class.
15. Whether or not welding to carters is specified per class in the specific technical regulations. However, welding is i.v.m. a crack / repair is permitted at all times, provided no additional materials are added.
16. A dead man's button is mandatory for all machines that participate in sprint competitions. For clarity The dead man's button must function properly!

#### 21.4 Clothing & Helmet

1. Clothing that covers the entire body is mandatory. Skin must therefore not be visible in any way. (Outside the neck, ankles and wrists.) Also not through the body protector. The preference is for a leather overall (racing suit). Otherwise a jacket or body protector with hard protection is allowed. A body protector or jacket must be provided with hard protection in the back, shoulders and elbows.
2. Wearing sturdy pants is mandatory (preferably motorcycle pants).
3. Sturdy gloves with hard protection (at least at the knuckles) are mandatory. The preference is for leather "racing" gloves.
4. Wearing a proper helmet while driving is mandatory. This must be provided with a valid quality mark (ECE). The helmet must not show any breaks or cracks and must therefore be in good condition. A full-face helmet is mandatory, the visor may not be scratched in such a way that visibility is affected. This must be presented to the technical committee for inspection before the start of each competition. \* Cross / pot / jet / system helmets are NOT allowed!



## 22. Specific Technical Regulations

### 22.1 Specific Technical Regulations AUTOMATIC 80

1. The maximum cylinder capacity is 80cc, with a maximum of 1 cylinder.
2. Both air and water cooling are permitted.
3. The crankshaft stroke must be standard.
4. The carburetor inlet is free, as is the inlet system.
5. Any form of automatic drive, except variomatic, is allowed. Multiple automatic gears are allowed.
6. The coupling may be adjusted or replaced, but the operation of the coupling must be standard.
7. The rear fork may be replaced or rigid.
8. The frame construction is free. The choice of fenders, tank, seat and possibly. streamline is free. Said parts must be of sound construction.
9. The gripping sides of the gear wheels must be protected. A chain edge on the top is also mandatory.
10. The minimum wheel size is 14 inches.
11. Welding on the crankcase is fully permitted in the Automaten class, but the original crankcase must be used.
12. The use of a wheely bar is permitted in this class.

### 22.2 Specific Technical Regulations SHIFT 70

1. The maximum cylinder capacity is 72cc with a maximum of 1 cylinder.
2. The crankshaft stroke must be standard.
3. Choice of ignition is free. Use of a quick shifter is permitted. The switching system must otherwise retain its original function.
4. The intake system (piston control, diaphragm, rotating) must not be changed. The inlet may be adjusted to fit a larger membrane. The fitting surface on the crankcase must retain the original angle with respect to the cylinder fitting surface. The use of a wedge to compensate for that is permitted. Membrane controlled, membrane must remain controlled. Piston controlled, piston must remain controlled.
5. The crankcases may be adjusted to allow the installation of another gearbox. (max. 6 gears) The block should only be developed for a moped. Factory cross or racing blocks are excluded from participation.
6. The cylinder selection is free. A fitting plate may be used. Welding a fitting plate to the crankcase is not permitted. The cylinder angle must remain original.
7. The original rear fork must be used, but may be rigid. Extension / making the rear fork lighter is permitted.
8. The frame must be original from the steering head to the block suspension. The removal or addition of materials is permitted, if properly constructed.
9. The appearance of the vehicle must resemble that of a moped, the following body parts are at least mandatory: Tank hood - Front fender - Rear hood.
10. The wheels may be replaced by copies of another moped. The minimum wheel size is 16 inches.
11. The gripping sides of the gear wheels must be protected. A chain edge on the top is also mandatory.

12. The frame and engine block must belong together, as being homologated.
13. Weight of driver and machine in these classes, is at least 120 kg.
14. The use of a wheelybar is not permitted in this class.
15. The carters may not be welded, devcon or similar products can be used.

### 22.3 Specific technical regulations PRO STOCK

In this class you can ride with moped shift blocks and MB / X-MT / X 80 cc blocks.

1. The engine capacity when using these blocks is divided into 2 categories.  
When using a moped block, the maximum cylinder capacity is 100cc.  
When using an MB / X-MT / X 80 cc, the maximum cylinder capacity is 133cc.  
Maximum 1 cylinder allowed, the crankshaft stroke is free.
2. The carburetor inlet is free, as is the intake system.
3. Choice of ignition is free. Use of a quick shifter is permitted, the switching system is free.
4. The carters may be machined, but the crankshaft bearing fits of the original block must be used. When using an MB / X-MT / X 80 block, the block must be specifically developed for Honda MB / X-MT / X 80 cc (air / water cooled). Adjusting the Cylinder fitting surface / crankshaft space / crankshaft bearing fits is allowed with this type of block. The block must furthermore be as original. Factory cross / racing blocks are excluded from participation.
5. The gearbox may be adjusted, whereby the maximum permitted number of gears is 6. If the block is not equipped with a 5 or 6 speed gearbox as standard, crankcases may be adjusted to allow placement of a 5 or 6 speed gearbox.
6. The swingarm may be replaced or changed, if properly constructed. The principle of the operation of the rear suspension system may be changed. The swingarm can also be designed as a fixed construction.
7. The frame construction is free. The choice of fenders, tank, seat and possibly. streamline is free. Said parts must be of sound construction.
8. The gripping edges of the gear wheels must be protected. A chain edge on the top is also mandatory.
9. The use of a wheelybar is permitted in this class.
10. Welding on the block is permitted.
11. The minimum wheel size is 16 inches.

### 22.4 Specific technical regulations OPEN-SPORT

This class is driven at an index time of 7.5 seconds! This means that times faster than 7.5 seconds do not count towards the race.

1. Cylinder capacity and number of cylinders is free.
2. In this class you can drive with: automatic devices, links, scooters (both electric, 2 stroke, 4 stroke, etc etc.)
3. Plating (and whether or not to use it) is free. However, dangerous protruding parts must be protected as a result of not fitting a hood set.
4. The engine block and the number of cylinders is free.
5. Original frame and self-build are permitted, if properly constructed.
6. The use of a wheely bar is permitted in this class.

7. This class may be driven by another rear wheel produced for a motor vehicle suitable for the speeds achieved in this class.
8. If a chain and sprockets are used, the gripping edges of the sprockets must be protected. A chain edge on the top is also mandatory.
9. Welding on motor / crankcase is permitted.

### **22.5 Specific technical regulations DRAG SCOOTER 70**

1. The maximum cylinder capacity is 70cc with a maximum of 1 cylinder.
2. The scooter must be equipped with a front cover, rear cover and footboard. The front and rear hood must come from a scooter or motorcycle, the material choice is free.
3. The engine block does not have to be of the original homologated model. (a minarelli horizontal block, underneath a slider or booster, for example, is allowed). Aftermarket carters, such as Malossi, Polini, etc., are also permitted.
4. Changes to the frame are permitted. An original scooter frame must be used as a basis. The wheelbase for this class is free.
5. The use of a wheely bar is not permitted in this class.
6. This class may be driven by another rear rim produced for a motor vehicle that is suitable for the speeds achieved in this class.
7. The handlebar height must be at least 60 cm, this is measured from the ground to the bottom of the handles.
8. Welding on crankcase is not permitted.

### **22.6 Specific technical regulations SCOOTER 70**

1. The maximum cylinder capacity is 70cc with a maximum of 1 cylinder.
2. Every scooter must be provided with full sheeting, with the exception of the steering wheel trim, lower shell and helmet box. The front cover must remain intact for more than 50%. 75% of the cladding must be similar to the original homologated model. The choice of material is free.
3. The engine block must be of the original homologated model. Cooling, year of manufacture and type of drum or disc brake, membrane or rotating, have no influence on homologation. (So it is NOT allowed to drive a minarelli horizontal block, for example under a slider or booster.) The use of aftermarket carters, such as Malossi, Polini etc, which is a purchase for the type of scooter in question, is permitted.
4. Changes to the frame and / or engine block may not change the wheelbase, compared to the original homologated model. A wheelbase shorter than the original homologated model is permitted. The frame must be original from the steering head to the block suspension (subframe). The removal or addition of materials is permitted, if properly constructed.
5. The use of a wheely bar is not permitted in this class.
6. The minimum weight of rider (including protective clothing) and machine is 140 kg.
7. This class may be driven with another rear rim produced for a motor vehicle that is suitable for the speeds achieved in this class.
8. The handlebar height must be at least 60 cm, this is measured from the ground to the bottom of the handles.
9. Welding on crankcase is not permitted.

### **22.7 Specific technical regulations SCOOTER SPECIAL 100**

1. The maximum cylinder capacity is 102cc, with a maximum of 1 cylinder.
2. Both crankcase parts must be approved. The use of after-market carters such as Malossi, Polini etc is allowed.
3. The frame construction is free. The choice of a seat and possibly. streamline is free. Said components must be properly constructed.
4. The use of laughing gas or mechanical pressure filling is not permitted in this class. The kit may also not be mounted.
5. The use of a wheelybar is permitted in this class.
6. In this class, it is allowed to drive with a different rear wheel produced for a motor vehicle that is suitable for the speeds achieved in this class.
7. The minimum weight of driver (including protective clothing) and machine in this class is 110 kg.
8. Cylinder angle must be as original.
9. Angle adjustment of membrane housing allowed.
10. Welding is limited to membrane housing and if necessary the flushing channels. (to have some cylinder models sufficiently sealed)

### **22.8 Specific technical regulations SUPERSPECIAL 210**

The Extreme class for scooters, shackles, motor scooters and motorcycles, among other things, a lot is allowed in this class, including self-build blocks, frames etc. Minimum age 16 years.

1. The maximum cylinder capacity is 210cc when using an atmospheric 2-stroke. When pressure filling is used, the maximum cylinder capacity is 125cc. Multiple cylinders allowed.
2. The frame construction is free. The choice of a seat and possibly. streamline is free. Said components must be properly constructed.
3. At least 1 disc brake must be present, but 2 write brakes are preferred, as the highest speeds are achieved in this class.
4. The use of laughing gas is only permitted in this class if the kit is properly assembled. This kit must not be able to hit the ground in the event of a fall and may not show any leaks.
5. The use of pressure filling (Laughing gas, Turbo or other forms of pressure filling) is permitted.
6. If a chain and sprockets are used, the gripping edges of the sprockets must be protected. A chain edge on the top is also mandatory.
7. The use of a wheelybar is permitted in this class.
8. In this class, it is allowed to drive with a different rear wheel produced for a motor vehicle that is suitable for the speeds that are achieved. Welding fully permitted.