

TECHNICAL REGULATIONS 2024

BRAKES

1. Motorcycles must be equipped with a properly functioning rear wheel brake.
2. Front wheel brakes are prohibited and all parts must be removed except the brake disc.

TIRES AND WHEELS

1. Studded tires are not allowed for Youth, Minibike, Newbie and Vintage classes. Other types of tires, such as Flat Track/Supermoto rain tires from 14 to 19 inches are allowed.
2. Studded tires are not allowed for the Sunday Cup class. Only 14 inch Flat Track tires are allowed. For the Supermoto class only 17 inch Supermoto rain tires are allowed.
3. For all other classes, 17" to 19" Supermoto Rain or Flat Track tires with a tread not exceeding 8mm are permitted.
4. Tire cutting is permitted with the following restrictions:
 1. i. Blocks must have straight sides.
 2. ii. The space between the blocks should 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 objects can get between the rim and the hub.

CLASSES

Youth

- No front brake allowed
- Cylinder capacity up to 150 cc
- Age maximum 14 years

Mini bike

- No front brake allowed
- Cylinder capacity up to 150 cc

Sunday Cup 147

- No front brake allowed
- -Sunday Motors 147cc

Sunday Cup 187

- No front brake allowed
- Sunday Motors 187 cc

Royal Enfield Cup

- No front brake allowed
- Royal Enfield Himalayan or Scram 411

Newbie

- This class is for riders who are new to motorsports and have no experience in flat track, motocross, enduro. Riders with some experience in this area are Rookies.
- No front brake allowed
- All tires with studs no higher than 8 mm are allowed
- It is not possible to drive both Newbie and Rookie classes
- 2 stroke -125cc to 500cc, 4 stroke - 125cc to unlimited

Rookie

- Rookie means beginner: 1 or several seasons of experience, no victories or podiums in the previous year.
- This class is the predecessor of the Intermediate class
- It is not possible to ride both rookie and intermediate or pro classes
- No front brake allowed
- 17 inch Supermoto rain tires, 18 and 19 inch Flat Track tires are allowed

For the Newbie and Rookie classes, a rider moves on to a higher class (Rookie and Inter/Pro respectively) if he or she finished 1st, 2nd or 3rd in the final rankings in the previous season. This rule does not apply to participants with a motorcycle whose engine has a maximum capacity of 125cc.

Intermediate

- This class is the predecessor of the Pro class
- No front brake allowed
- 17 inch Supermoto rain tires, 18 and 19 inch Flat Track tires are allowed
- It is not possible to drive both the Intermediate and Pro classes
- 2 stroke -125cc to 500cc, 4 stroke - 125cc to unlimited

Pro

- This class is for riders with sufficient competition experience in Flat Track
- No front brake allowed
- 17 inch Supermoto rain tires, 18 and 19 inch Flat Track tires are allowed
- Mostly ridden on 450cc MX bikes that are specifically set up and tuned
- 2-stroke –125cc to unlimited, 4-stroke – 125cc to unlimited

Thunderbike

- All framers, subframers and custom DTX bikes with the traditional Flat Track look are allowed.
- No front brake allowed
- 17 inch Supermoto rain tires, 18 and 19 inch Flat Track tires 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
- Multi-cylinder V-twins and four-strokes - 250cc to unlimited

Hooligan

- For twins after 1980 and from 650cc with standard main frame (subframe may be modified)
- No front brake allowed
- 17 inch Supermoto rain tires, 18 and 19 inch Flat Track tires are allowed

Vintage

- What we're looking for here are old Triumph's, BSA's, Astro Bultacos, XR's, WR's, WLA's etc. mostly pre-1975. If you're not sure if your bike has what it takes to race in the Vintage class, send us an email including a photo.
- No front brake allowed
- 17 inch Supermoto rain tires, 18 and 19 inch Flat Track tires are allowed

Supermoto

- No front brake allowed
- Only 17 inch Supermoto rain tires are allowed
- 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 top mounting points.

FOOTRESTS AND HANDLEBAR

1. Footpegs must be mounted on the frame in their original position or no lower than the bottom of the frame or engine.
2. The ends of the footrests must be rounded with a minimum radius of 12.5 mm.
3. Footrests must be foldable.
4. The ends of the handlebars must be closed and must not contain any sharp parts.

THROTTLE

The throttle must be self-closing at all times.

RIDING ASSISTANCE

The use of rider aids that regulate the amount of wheel spin automatically, i.e. without influence from the rider (such as traction control and launch control) is not permitted. Violation of this provision will result in exclusion or disqualification.

EXHAUST PIPE

The end of the exhaust pipe(s) including silencer must not protrude beyond the outer circumference of the rear tyre.

KILL SWITCH

All engines (except hooligan class) are equipped with an ignition cut-off system (kill switch) that must be operated with a wire, rope or cord. The wire must be a maximum of 500 mm. Any part that remains live must be covered to prevent accidental contact with any part of the motorcycle.

CHAIN PROTECTORS

1. Original manufacturer's primary drive guards or parts of similar design remain in place. If a guard was not originally fitted, the interface between the front sprocket and the chain interface must be covered.
2. A shark fin style guard must be welded or bolted to protect the rear sprocket and must cover the point where the lower portion of the chain connects to the rear sprocket.

NUMBER PLATES

1. Number plates on the front must be at least 20 cm x 20 cm. We also recommend the use of side number plates.
2. All number plates must be affixed in such a way that the number can be read from a distance of 20 metres. We recommend 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 allowed to wear the number visibly on the back. This number must be such that it can be read from a distance of 20 meters.

SIDE STAND

The side stand must be dismantled, if the stand cannot be dismantled it must be properly tied. The use of tie wraps is not permitted.

SHARP PARTS

Motors must not have sharp protruding parts.

TECHNICAL STATE

The motorcycle must be in good technical condition and must not pose a danger to the rider(s) or others involved.

TECHNICAL EXAMINATION

1. Each bike is checked for safety and compliance with technical regulations.
2. Scrutineering is carried out by the chief technical scrutineering under the supervision of the race director. The race director decides in case of discussion.
3. Bikes must comply with the technical regulations at all times. If a bike does not comply, a warning is given. If the bike has not been modified to meet technical requirements after one warning, the Race Director may disqualify or penalize a rider.
4. The Race Director may disqualify or penalize a rider of a machine that exceeds the maximum permitted sound level of the track or which in the discretion of the Race Director is considered to be too noisy.
5. Random checks may be made on the noise level of any machine taking part in an event, in addition to routine scrutineering checks, at the request of the Race Director.

CLOTHING

All participants must wear an undamaged full-face helmet or a motocross helmet with goggles. Helmets must have one of the following features (or higher/newer):

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).

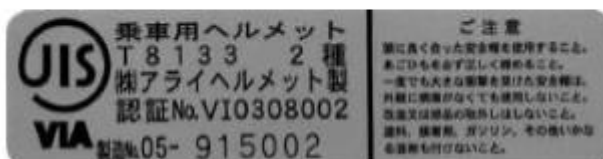


JIS (JAPAN)

(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



1. Participants are advised not to wear hand, facial or body jewelry/piercings that could be dangerous in the event of an accident.
2. Safety goggles or a visor of a shatterproof type must be worn at the start of each race or practice. Glasses, if worn, should not be shatterable.
3. It is recommended to wear a body belt/kidney protector and wear protective harnesses that protect at least the chest and shoulders.
4. In all races and practices each rider shall wear full protective gear produced for motocross racing, knee boots and gloves. It is recommended that motocross jerseys provide protection against abrasion on the body and arms and that motocross pants are padded at the hips and knees.