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## **1. General provisions**

The organization reserves the right to make changes to the technical regulations regarding safety during the run-up to and during the event.

All participating mopeds must meet the requirements as set out in these technical regulations, unless otherwise stated in the specific regulations of the class.

Each team may only offer and use 1 moped for inspection. Only in the event of irreparable total damage on the spot (only to the frame), which takes place before the start of the endurance race, a replacement chassis can be offered and used for inspection. The inspection sticker must be removed from the first frame and may not be used during the event. The decision on this is made by the Head of Technical Officials at the relevant competition.

The use of "on board" and/or helmet cameras is strictly forbidden unless dispensation is requested from the organization for the use of an on board, the Chief Technical Officials must check the installation for safety in parc fermé.

### **1.1 Technische keuring, parc fermé en nacontrole**

- Each rider is responsible for presenting the motorcycle, helmet(s) and clothing at the Technical Inspection before the first official training. These must be in good condition and clean. The motorcycle must comply with the applicable technical rules throughout the event, this is the responsibility of the teams.
- During the event, if there is any doubt about the correctness of the regulations, an inspection can be ordered during the event, post-inspection and/or in the event of a protest against the motorcycle or engine block. The rider must cooperate with this.
- From the moment mopeds are presented for inspection, they must stay at Parc Fermé. These are not allowed to move during the day other than on the circuit and Parc fermé.
- Immediately after qualifying training(s) and competition(s), all Mopeds must be placed in the Parc fermé. 1 person must stay with the motorcycle. Failure to do so may result in disqualification.
- Follow-up inspection: Mopeds can undergo a technical inspection after a training and/or competition. This must be carried out as soon as possible and must have started within 15 minutes after the end of the relevant training and/or match in the event of an extensive check. The rider and/or mechanics are obliged to actively cooperate in this.
- If appropriate, the participant must ensure that his motorcycle is taken directly to the T.C. For all classes these are always the first three and also the motorcycles designated by officials with a total of a maximum

of 5 mopeds. All designated engines can be checked for noise, and engine technical points described in these regulations.

- At the follow-up check, 1 mechanic and 1 rider may be present per moped. In addition to the technical officials, the race director also has access to the post-check.
- During the race, you must refuel within the Parc fermé on a self-brought environmental mat. Refueling may be done by 1 team member and 1 mechanic without the rider sitting on the moped.
- During the race day, technical defects may only be fixed in Parc fermé. The entire team is allowed to tinker with the moped
- Mopeds designated to undergo a follow-up check must be returned to the parc fermé after the check and remain in the parc fermé until the race director will release these mopeds.

## **2. General Technical Regulations**

### **2.1 Clothing**

- Full-face helmet mandatory including European approval in sound condition. There must be no fall damage on the helmet. This must be present per rider.
- Leather motorcycle suit is mandatory and must be sound (no holes etc.). Suit may consist of 1 or 2 parts. With a 2-piece suit, these two parts must be zipped or sewn together.
- Use of motorcycle boots is mandatory. It is not allowed to participate with any other type of footwear

### **2.2 Safeguarding**

All oil filler and drain plugs, oil pipes, oil filters, oil channel seals and filter covers must be secured by locking wire to prevent loosening. With locking wire.

### **2.3 Fluid collection reservoir**

A transparent fluid collection reservoir must be present on each chassis, working and properly mounted. The reservoir should:

- Have a collection capacity of at least 250 ml
- Be lockable
- Be transparent
- Not having the possibility for the free flow of liquids
- There must be connections for at least: crankcase breather, carburettor overflow.
- To be emptied before every training / match.

### **2.4 Fuel Cap**

Fuel cap must be closed and mounted with an o ring or rubber seal so that it cannot leak. A tank vent is allowed. However, this must be connected to the fluid collection reservoir.

### **2.5 Kill switch**

In all classes, an emergency stop (kill switch) device must be installed on the left handlebar with wrist strap. When using a fork unit, it must be mounted in such a way that removing the fork goes smoothly. Kill switch must function at all times. If it does not function during the inspection, a time penalty of 5 minutes will follow.

## **2.6 Handlebars/ Actuators/ Footrests**

- Minimum handlebar width is 45 cm.
- Open handlebar ends must be sealed with solid material.
- Minimum steering angle is 15 degrees to both sides.
- The ends of the control levers must be spherical (min. 19 mm.) or flattened to at least 14 mm.
- Footrests should be rigid or foldable, if they were folding, they should have a mechanism so that they always return to their original position. All footrests must be equipped with a plastic end/prop.

## **2.7 Noise requirements**

98 dB(A) 6000 – 7000 rpm Measurements are taken with the microphone of the sound meter at a distance of 50 cm from the end of an exhaust pipe, at an angle of 45 degrees to the longitudinal centerline of the silencer and at the same angle upwards. Moped should be placed on a stand so that the rear wheel can run freely.

## **2.8 Links**

The tyres must be approved for use on public roads and must have a tread depth of at least 1.5 mm at the start of practice and the race. Tires with the inscription "not for highway use" are not permitted, with the exception of the Bridgestone BT 39 SS. The use of complete slick tyres is excluded.

## **2.9 Banden warmers**

The use of tyre warmers is not permitted

## **2.10 Cutting protruding parts**

Mopeds may not have sharp protruding parts. These must be covered. This should also include:

- A gear guard must be placed at the block
- A hand catcher for the rear sprocket

## **2.11 Bib number**

### **Puchshop cup 50cc Automatic Class**

Background Red (RAL 3020)  
Numbers White (RAL 9010)

### **Puchshop cup 70cc Automatic Class**

Background Yellow (RAL 1003)  
Figures Black (RAL 9005)

### **Endurance Legends**

Background Green (RAL 6018)  
Numbers White (RAL 9010)

### **Tomos up to 70cc Automatic class**

Background Black (RAL 9005)

Numbers White (RAL 9010)

A machine must have at least 1 starting number at the front of the motorcycle. (A second and/or third number on the seating unit or fairing is optional). Minimum dimensions of the number:

Min. height	100 mm.
Min. Width	45 mm
Min. digit thickness	15 mm.
Free space between grades	20 mm.

## **2.12 Transponders**

During the event, it is mandatory to use a transponder provided by the event. These will be awarded on the match day itself. Assembly instructions are issued together with the transponder. This must be mounted correctly before the moped is presented for inspection.

## **3. Additional provisions during event**

During the event, safety must be guaranteed and a sporting attitude must be observed. A number of rules have been drawn up for this purpose, with appropriate time penalties if these rules are violated.

### **3.1 Inspection**

As indicated earlier, the moped may not leave the Parc Fermé after it has been presented for inspection. A place is designated where the moped will be parked during the event and where refueling/tinkering can take place and the driver change may take place. If the Parc Fermé rule is broken, immediate disqualification will follow.

Each team is assigned a place where:

- A tool cart with only tools, duct tape, WD40, brake cleaner and 2 cloths may be present
- 5 litres of fuel per refuelling
- 1 mechanic
- 1 rider for driver change

During the inspection, a marking is applied to the engine block and cylinder. This marking must be kept visible throughout the day. This means that:

- No crankcase change allowed during the event
- No cylinder change allowed during the event

So the intention is to drive with the same engine all day. If this rule is violated, a time penalty of 60 minutes will follow.

### **3.2 Parc Fermé / Pitlane Bijtanken**

Refueling during the event is only allowed at Parc Fermé. The following rules must be observed:

- Refueling is only allowed from a 5-liter jerry can. This jerry can is part of the starter package and will be handed out in the morning when registering.
- Refueling must take place at least 1x per hour. This is supervised by the TC.
- During refueling, no rider is allowed on the moped and the kill switch must be the moped's. Moped must therefore be switched off during refueling.
- Refueling may only be done by 1 person, with the rider allowed to keep a funnel in the moped.

If you break 1 of these rules, a time penalty of 5 minutes will be handed out per violation.

### **3.3 Driver change**

Driver changes take place at Parc Fermé. The following rules must be observed:

- There must be at least 1 driver change per hour
- All registered riders of 1 team must ride for at least an hour, unless an exception is made by the race management due to, for example, injuries from a crash.
- When refueling is done during the driver change, the change may take place during refueling.

If a driver is substituted too late, there is a time penalty of 10 minutes. If not all registered drivers have driven for at least an hour, disqualification will follow.

### **3.4 Tinker**

All the tinkering during the day is done at Parc Fermé in the pit lane. Herewith:

- Can all team members tinker with the moped at the same time?
- During tinkering, the moped must be switched off
- The moped must be on a paddock stand, or held by 1 rider
- The environmental mat must be tinkered with at all times

If you break 1 of these rules, a time penalty of 5 minutes will be handed out per violation.

### **3.5 Pit lane**

Driving is prohibited in the pit lane and Parc Fermé. At the beginning of the pit lane, the killswitch must be handed in and you have to walk/run to the pit lane with the



moped on the had. At the end of the pit lane, a new cord will be handed out to the driver to get back on the track.

### **3.6 Time penalties to be redeemed**

All time penalties incurred during the event will be redeemed after the finish flag. For the time penalty, the average lap time over the entire race is taken into account and the number of rounds is deducted from the value of the penalty, with the number of rounds rounded up.

Calculation example:

- Time penalty incurred : 5 minutes for late refueling
- Average lap time 1.5 m
- Number of rounds deduction:  $5 \text{ min} / 1.5 \text{ m} = 4 \text{ rounds deduction}$

### **3.7 After the match**

The winner per class is determined by the most number of race laps driven. This is tracked and determined by the match director. In the meantime, standings per class are available in Parc Fermé. Protests are allowed up to 30 minutes after the finish of the race. After this, the result will be final determined by the match director. During these 30 minutes, all mopeds are in a closed area which is indicated after the finish.

## **4. Technical Regulations Puchshop cup 50cc Automatic Class**

### **4.1 General**

Participating riders and mopeds must comply with the general provisions of the general technical regulations outside these additional regulations. This may not be deviated from in any way.

### **4.2 Permitted versions**

Participation in this class is only possible for Puch mopeds as homologated for the market and originally intended for an E50 engine including front and rear suspension. This includes type: Maxi, Maxi-S, X-30, Z-one, magnum(x) and so on. Frame construction is completely free, as long as it is based on and built from the aforementioned homologated e50 frames. Rims must have a minimum diameter of 16 inches and a maximum of 17 inches

### **4.3 Cylinder block**

Engine block must be E50 homologated in all classes; So 1 speed automatic with centrifugal clutch and chain drive to the rear wheel. It is also allowed to use the ADDY 50-1 A Puch Maxi E50 crankcase.

- Original crankcases issued by Puch or ADDY 50-1 A Puch Maxi E50 crankcase must be used which may be machined.
- The stroke of the crankshaft must be 43 mm for each cylinder capacity.
- Use of oil coolers not permitted.
- It is allowed to use clutch covers that contain cooling slots for headwind cooling and which increase the oil content of the crankcase.

### **4.4 Cylinder and cylinder head**

- Only a cylinder cooled by wind is allowed, which is designed and produced for Puch.
- Cylinders should be freely available in the market (so for sale to every consumer).
- The cylinder head must be completely cooled by air and together they must comply with The maximum dimensions of the cylinder and head, measured over the cooling fins, may not exceed 170 mm.
- With 50cc cast iron cylinder, the diameter may be a maximum of 38.75 mm.
- For all other cylinders in the 50cc versions, a cylinder diameter of 38.00 mm applies.
- The maximum dimensions of the cylinder and head, measured over the cooling fins, may not exceed 170 mm.
- No spoilers for cooling may be attached to the cylinder, head or engine block.

### **4.5 Intake system and carburetor**

The intake system, piston control, diaphragm on cylinder or crankcase is allowed. The use of a carburetor is mandatory with a maximum diameter of 21mm.

#### **4.6 Exhaust**

No part of the exhaust system should protrude behind the rear tire at any time when the engine is in use. The exhaust (not just the muffler) must be attached to the frame with at least 1 bolt.

## **5. Technical Regulations Puchshopcup 70cc Automatic Class**

### **5.1 General**

Participating riders and mopeds must comply with the general provisions of the general technical regulations outside these additional regulations. This may not be deviated from in any way.

### **5.2 Permitted versions**

Participation in this class is only possible for Puch mopeds as homologated for the market and originally intended for an E50 engine including front and rear suspension. This includes type: Maxi, Maxi-S, X-30, Z-one, magnum(x) and so on. Frame construction is completely free, as long as it is based on and built from the aforementioned homologated e50 frames. Rims must have a minimum diameter of 16 inches and a maximum of 17 inches

### **5.3 Cylinder block**

Engine block must be E50 homologated in all classes; So 1 speed automatic with centrifugal clutch and chain drive to the rear wheel. It is also allowed to use the ADDY 50-1 A Puch Maxi E50 crankcase.

- Original crankcases issued by Puch or ADDY 50-1 A Puch Maxi E50 crankcase must be used which may be machined.
- The stroke of the crankshaft must be 43 mm for each cylinder capacity.
- Use of oil coolers not permitted.
- It is allowed to use clutch covers that contain cooling slots for headwind cooling and which increase the oil content of the crankcase.
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### **5.4 Cylinder and cylinder head**

Only a cylinder cooled by wind is allowed with a maximum bore of 45mm. The cylinder head may also only be cooled by air. The maximum dimensions of the cylinder and head, measured over the cooling fins, may not exceed 170 mm. No spoilers for cooling may be attached to the cylinder, head or engine block.

### **5.5 Intake system and carburetor**

The intake system, piston control, diaphragm on cylinder or crankcase is allowed. The use of a carburetor is mandatory with a maximum diameter of 24mm for the class. The use of any other intake system as well as the use of an injection system are excluded.

### **5.6 Exhaust**

No part of the exhaust system should protrude behind the rear tire at any time when the engine is in use. The exhaust (not just the muffler) must be attached to the frame with at least 1 bolt.

## **6. Technical Regulations Endurance Legends Automatic Class**

### **6.1 Drive (block)**

6.1.1 50 cc Two-stroke/ 88cc Four-stroke AIR-COOLED/ AUTOMATIC!! (Type: mobylette). Only naturally aspirated engines are allowed. The crankcase used must come from a homologated (for public roads) 50cc AUTOMATIC (also with 4-stroke), of which the accompanying frame has a minimum wheel diameter of 16 inches from sale.

6.1.2 Crankcases or parts of crankcases where vario and torque-drive are in 1 alloy are not permitted. (Short belt drives)

6.1.3 Circuit breakers equipped with a torque-drive, the clutch must be on the shaft/vario as originally from the factory.

6.1.4 No device to tilt the block or to create more revolutions is permitted.

6.1.5 Ignition must not be post-programmable. Ignitions with a maximum of two curves: adjustable via a switch are allowed.

6.1.6 No type of foot or manual transmission is permitted (see 1-1), even if the gears are removed. (No RD50 blocks etc.).

6.1.7 Varios must be secured so that they cannot leave at full speed when broken

### **6.2 Frame**

6.2.1 Modifications to the chassis permitted, but must be original from the headset to the pivot point behind the suspension.

6.2.1.1 Exception: Peugeot: frames in which the horizontal frame tube between the tank and the vertical tube of the

The seat has been properly replaced.

6.2.1.2 Exception: Camino: frames in which the horizontal frame tube between the tank and the vertical tube of the

The seat has been properly replaced.

6.2.2 Participation with a frame composed of several mopeds is permitted provided that the frame comes from an approved moped with a minimum wheel diameter of 16 inches. Headset hinge point behind bridge and intermediate tube or frame part must also be original in this. (As described in 6.2.1)

6.2.3 Diameter wielen: minimum van 16 inch.

6.2.4 Suspension: At your discretion and choice: the installed part must be both sound and safe! The suspension that has been installed or replaced must work optimally according to type.

## **7. Technical Regulations Tomos up to 70cc Automatic class**

### **5.1 General**

Participating riders and mopeds must comply with the general provisions of the general technical regulations outside these additional regulations. This may not be deviated from in any way.

### **5.2 Permitted versions**

Participation in this class is only possible for Tomos mopeds as homologated for the market and originally intended for an A35 / A55 engine block including front and rear suspension. This includes type: A3, Flexer, Revival and so on. Frame construction is completely free, as long as it is based on and built from the aforementioned homologated frames. Rims must have a minimum diameter of 16 inches and a maximum of 17 inches

### **5.3 Cylinder block**

Engine block must be homologated A35 / A55 in all classes; so 1 or 2 speed automatic with centrifugal clutch and chain drive to the rear wheel.

- Original crankcases issued by Tomos must be used which may be edited.
- The stroke of the crankshaft must be 43 mm for each cylinder capacity.
- Use of oil coolers not permitted.
- It is allowed to use clutch covers that contain cooling slots for headwind cooling and which increase the oil content of the crankcase.

### **5.4 Cylinder and cylinder head**

Only a cylinder cooled by wind is allowed with a maximum bore of 45mm. The cylinder head may also only be cooled by air. The maximum dimensions of the cylinder and head, measured over the cooling fins, may not exceed 170 mm. No spoilers for cooling may be attached to the cylinder, head or engine block.

### **5.5 Intake system and carburetor**

The intake system, piston control, diaphragm on cylinder or crankcase is allowed. The use of a carburetor is mandatory with a maximum diameter of 24mm for the class. The use of any other intake system as well as the use of an injection system are excluded.

### **5.6 Exhaust**

No part of the exhaust system should protrude behind the rear tire at any time when the engine is in use. The exhaust (not just the muffler) must be attached to the frame with at least 1 bolt.