



Technical Regulations 2019

The technical regulations serve to specify the invitation to the European Scooter Trophy, organized by the European Scooter Trophy e.V., and are binding for all participants. Violations of the regulations or the conditions of the competition may result in the exclusion of the participant from the event.

General regulations for all classes

1. the vehicle must conform to the appearance of the original (complete fairing, including handlebar fairing).
2. the frame must correspond to the original vehicle type.
3. the engines are optional. There is no brand or type binding. However, the type of drive must not be changed (e.g. power transmission from the crankshaft via CVT belt drive to the gear set with direct drive of the rear wheel). Generally, only components from the scooter, motorcycle or kart sector may be used (e.g. brake lever, handlebars and fittings). All extra and special constructions (subframe changes, reinforcements, handlebars, brakes, etc.) require prior registration and consultation with the technical inspector before each event in sufficient representation, e.g. picture documentation, etc. The main and side stands and the rear-view mirrors must be removed.
6. there must be no sharp edges or sharp or injury-prone objects on the vehicle.
- 7) All devices or attachments must not project beyond the handlebar width and must be secured accordingly.
8. headlights, turn signal lenses etc. must be removed, masked or secured against splinters in a suitable manner.
9. the vehicle must be equipped with an "engine off" or emergency stop switch (one push-button, which must be held, is not sufficient). This must be clearly visible and accessible on the vehicle, especially for the track marshals in the handlebar area/front shield, and marked in red.
10. the throttle handle shall automatically return to the zero position when released.
11. each vehicle shall have 2 independently operating brakes.
12. the screws of the caliper and caliper holder must be secured with a safety wire.
13. Welding work on the motor housing may only be carried out for repair purposes. In particular, welding work, e.g. to move cylinder studs or enlarge the intake system, is prohibited.
- 14 The variator cover must be fitted with all screws. Exposed holes in the vario cover must not be larger than 12mm.
- 15 The kick starter must be fully functional and immediately return to its original position or be dismantled.
- 16) Rotating elements must be protected from interference (e.g. ignition system).

17. the oil filler and drain plugs must be secured with a safety wire.
18. the exhaust system shall be fitted with a functioning rear silencer.
- 19 The noise emission limit depends on the race track and the specific measuring points. The race track specific features will be published with the calendar of events. The general maximum value is a maximum noise emission of 94 db.
- 20 The tyres are optional. Tyre warmers may be used in the paddock and pit area. The use of tyre heaters in the pre-start area is not permitted.
21. Only pure or distilled water is permitted as cooling water. The additives Motul Mocool and Silcolene Pro CCA are permitted.
22. Only commercially available fuels may be used at public filling stations. (No AvGas!).
23. Only intake engines (carburettors, injectors) are permitted. Any charging or additional injection (NOS, etc.) is prohibited.
24. start number size, front plate 8cm, side plates min. 10cm, the start numbers must be clearly legible and recognizable on the vehicle.
25. Existing centre struts must be covered to prevent treading/impact.
26. The subsequent machining of rims is prohibited. In particular, the drilling, twisting off and drilling of spokes.
27. The carburettor size to be used is measured behind the slider in the direction of the inlet.
28. Complete replacement vehicles are not permitted. In the event of damage, the emergency vehicle must be repaired.
29. Four-stroke vehicles (except scooters) must be equipped with a suitable oil sump which can completely collect escaping engine oil in the event of damage. All four-stroke vehicles must be equipped with a suitable collecting container which can completely collect oil escaping via the engine breather.
30. At the end of the race, the weight compliance with the class specific regulations can be checked by means of a scale. If the weight falls below the class specific minimum weight, the race will automatically be disqualified.

Class-specific technical regulations

Class 1: Rookies (beginners)

Type of vehicle: electric scooter & all vehicles of the other EST racing classes
Maximum cubic capacity: Scooter = optional Switch = 250ccm
Maximum carburetor size: 28mm
Chassis: optional
Rim size: optional
Minimum vehicle weight incl. driver: 120 kg

Class 2: Supersport (Advanced)

Type of vehicle: Scooter with CVT transmission

Maximum displacement:	70ccm	70ccm	70ccm
Maximum carburetor size:	19mm	28mm	32mm
Chassis: optional			
Rim size: 10"-16"			
Minimum vehicle weight incl. driver	150-165kg	165-180kg	>180kg

Class 3: Expert

Type of vehicle: Scooter with CVT transmission

Maximum displacement:	70ccm	70ccm	70ccm
Maximum carburetor size:	19mm	28mm	32mm
Chassis: optional			
Rim size: 10"-16"			
Minimum vehicle weight incl. driver	150-165kg	165-180kg	>180kg

The registration in the respective class is the responsibility of the drivers according to their own performance assessment. Drivers who have finished 1st-3rd in last year's championship final standings must enrol in Class 3 - Expert (provided their vehicle type continues to be in Class 2 - Supersport and 3 - Expert) and remain in this class (does not apply to Class 1 - Rookies). After completion of the first timed practice, the distance to the fastest of the day in the timed practice of Class 3 - Expert must not be more than 2 seconds.

Otherwise, these riders can be classified in Class 2 - Supersport. The decision about this will be made in mutual agreement between the race control, the organizer and the driver's representative. Drivers of class 2 - Supersport can be classified in class 3 - Expert, if the distance to the fastest of the day in qualifying class 3 - Expert is less than 1.5 seconds after completion of the qualifying at the first run.

The organizer reserves the right to group riders into the appropriate class within the championship in order to maintain the competition, even if the results of the timed practice would require a different grouping.

Class 4: Supramatic+BigBore

Type of vehicle: Scooter with CVT transmission

	2 Courses	4 Courses
Minimum displacement:	71ccm	180ccm
Maximum displacement:	185ccm	350ccm
Maximum carburetor size:	free	free
Chassis: optional		
Minimum rim size: 10".		
Minimum vehicle weight: 150 kg including driver		

Class 5: Pitbike

Vehicle type: Pitbike

Engine: 4T max. displacement 190ccm (+3% tolerance)
2T max. displacement 85ccm (+3% tolerance)
Tyres: Tyre size: Up to 12 inches
Chassis: optional, only handlebars allowed

In addition to the technical regulations, the following special features apply:

- The crankshaft ventilation must lead into a separate collecting container.
- The footrests must be fitted in such a way that there is no danger from them. It is recommended that the footrests be covered with rubber or plastic to protect the racetracks.

In the Pitbike class you can also buy scooters, minibikes, mopeds, mopeds, light motorcycles, motorcycles, motorcycles, etc. as a guest starter. Maximum engine capacity is 250ccm.

Class 6: Long distance

vehicle type: all vehicles of the other EST racing classes
Maximum cubic capacity: Scooter = optional Switch = 250ccm
Maximum carburetor size: optional
Chassis: optional
Rim size: optional
Minimum vehicle weight: 150 kg including driver

Deviations from the general technical regulations:
Welding work on the housing is permitted.

Class 7: Kids class

The Kids class is advertised to promote youth work. The Kids class gets exclusive driving time according to the schedule.

Approved vehicles are electric scooters & all vehicles of the other EST racing classes.

The kids class can only take part in races if sufficient vehicles are named or if participation without risk is possible from a competition point of view.

If participation in the race is not possible, the costs are to be borne in the amount of the training.

Specification ACV European Scooter Trophy 2019

The European Scooter Trophy e.V. as well as its cooperation partner ACV e.V. as organizer announce the ACV European Scooter Trophy (hereinafter referred to as EST) in the mentioned classes for the year 2019.

General regulations

1. classes/race sequence

- scooter
- switch class

The detailed classification can be found in the corresponding Technical Regulations for EST. If the number of participants is too low or too high, the organizer reserves the right to combine or split classes in the time schedule. The division will take place in consultation with the race director and the driver's spokesman.

The race schedule consists of a 2-day event:

Sprint classes:

free training

2 x time training

2 x races á 15 laps

2 races will be evaluated in a tribute (daily classification).

1-day events will be adapted as needed.

All vehicles must comply with the dB limits of max. 94 dB! Further special features can be found in the technical regulations.

2. status of the races

The races will be held as a club sport event. The insurance regulations are subject to the ACV's participation regulations. The championship will be held in cooperation with ACV Deutschland e.V..

3. eligibility to participate

Any driver who has named himself for the corresponding race before the start of the driver meeting, whose vehicle/driver complies with the regulations and has paid the entry fee in good time is eligible to participate. Drivers on Sunday must report separately to the race control. Late registration is only permitted after prior notification to the race control.

4. Training

All drivers have the possibility to participate only in the training. The cost for this is 50€. A daily license is to be acquired. There will be no evaluation.

5. admission requirement / nomination

Each driver must either have a valid DMV membership or acquire a DMV day licence at the event. Safety equipment consisting of complete protective clothing (e.g. leather clothing), gloves, boots over the ankles, separate back protector (integrated back protectors in the combination are not sufficient) and a full protective helmet according to ECE standard 05 are mandatory.

The entry is made on the corresponding entry form for the EST. The entry fee must be paid before the event. Entries are compulsory, in case of non-appearance or technical failure the entry fee will not be refunded.

Each team must have a functional 1kg fire extinguisher for fires in the paddock.

6. Registration EST Championship

Participants must register to participate in the EST Championships using the registration form, regardless of their names at the individual events. The registration deadline is the third race. The registration fee is € 35.00 one-time. The registration for the championship must take place before the race.

Only from the time of the registration in the EST the admission takes place in the evaluation. A subsequent evaluation is not possible. With the registration the reservation of the starting number is connected over the entire championship duration. Starting numbers will be reserved in advance for all participants of the EST Championship 2018 until 31.03.2019. The EST e.V. reserves the right to refuse registrations with reasons. In the long distance all participating teams are automatically registered for the championship.

In the case of a class change without re-registration during the championship, the points achieved so far will be marked as invalid.

7. guest starter

Guest starters are very welcome. Guest starters will only be considered in the daily classification.

8. cost regulation

The fees are made up as follows:

- Entry fee sprint race 110,00 €, respectively members of the EST e.V. 100,00 € per event
- 50% discount for double starters in sprint races
- Participation Training/Warm-Up 50,00€
- Enrolment fee 35,00 € (yearly evaluation, starting number reservation + T-shirt)
- Protest fee 50,00 €
- ACV day license 15,00 €

Depending on the venue, additional costs may be incurred for electricity, water and camping. These are usually charged locally by the track operator.

9. technical acceptance (TA) / paper acceptance

For each event to be named, a paper acceptance test must be carried out and a disclaimer of liability signed. Afterwards the technical acceptance takes place, which must take place in principle before each race. Times and place of the TA and the paper acceptance will be announced in the time schedule. The technical acceptance includes the vehicle (according to the regulations) as well as the driver's protective equipment. The protective equipment must be in perfect condition for the technical inspection. A start without technical acceptance is excluded. Complained defects are to be repaired before the start. A new acceptance test must be carried out afterwards.

For the long distance the entry can be made up to 30 minutes before the race. The necessary TA outside the TA times for the long distance takes place in the pit lane. The resulting risk for potential corrections of defects is borne by the driver.

10. driver briefing

The drivers' meeting will take place on the Saturday before the event and at the end of the day for the award ceremony of the long distance race. Participation in the drivers' briefing is obligatory for every driver. The participation of the applicant does not replace the participation of the driver(s). Absenteeism may lead to exclusion from the event. The times and place of the driver's meeting will be published in the time schedule.

11. driving instructions and rules of conduct before and during the race

The race director is responsible for the execution as well as the safety of the race and training process. The instructions of the race director are to be followed without exception. The race director can refuse a driver who violates the technical or sporting regulations the start, take him out of the competition with the corresponding flags or punish him after the end of the race/training with a valuation penalty.

Tyre warmers are forbidden at the pre-start. The participants must be present at the pre-start 5 minutes before the start time of the race specified in the schedule. If this is not the case, the participant must start from the last starting position. The start of the race is always according to the schedule. If the driver field is complete, the race director can decide to start the race early.

Violations will be punished as follows:

Early start = 5 sec.

Not on time at the pre-start = start from behind

Disregard of blue flags = 5 sec.

Overtaking with yellow flag = 10 sec.

Violation of technical regulations = exclusion

Driving in the paddock = 50€

Unauthorized shortcuts on the track lead to disqualification for the respective race. In qualifying, the lap in question will not be counted.

After a fall, it is the driver's responsibility to check his protective equipment after the race. Worn station wagons may be provisionally repaired with suitable material. After severe falls it is the responsibility of the race director to ask the driver to subject the helmet to a new TA.

Zig-zag driving to block faster riders is prohibited. This means that no more than 2 natural changes of direction are allowed.

12. Parc Fermes

The first 3 vehicles and a randomly selected vehicle must be parked at Parc Fermes after each race. The Parc Fermes will be named at the drivers meeting. The Parc Fermes will be released by the race director at the latest 15 minutes after the end of the race.

13. Court of Arbitration

Objections are settled in the first instance by the race director.

In case of disagreement a protest can be submitted, which will be dealt with by the arbitral tribunal. A protest costs 75,00 € in cash and must be submitted in written form within 15 minutes after the race.

The arbitral tribunal is composed of at least three persons:

- Race control
- driver spokesperson
- Member of the board of the association EST e.V.

If the protest is granted, the protest giver receives his protest money back. The arbitral tribunal decides on further regulations.

The interests of the drivers are represented by the driver spokesman. At the beginning of the championship a representative will be elected by the drivers.

14. Evaluation of the EST / race

points distribution

1st place - 25 points 6th place - 10 points 11th place - 5 points

2nd place - 20 points 7th place - 9 points 12th place - 4 points

3rd place - 16 points 8th place - 8 points 13th place - 3 points

4th place - 13 points 9th place - 7 points 14th place - 2 points

5th place - 11 points 10th place - 6 points 15th place - 1 point

If the race is aborted, the race will be scored with full points only if the race distance is at least 75%. Half of the points will be awarded. Points in the sprint races will only be awarded if the finish flag is reached and at least 75% of the race distance is covered. In the long distance 75 % of the race distance must be completed in comparison to the first place.

The winner of the championship is the participant with the most points. In case of a tie, the direct comparison of the victories counts. In case of equality, the direct comparison of the following places applies.

Each event will be evaluated in a daily classification. The daily classification consists of the results of both races. If there is a tie of points, the higher ranking from the second race counts. From the daily classification the above mentioned points will be distributed separately for the championship without consideration of the guest starters.

The pushing of a broken down vehicle over the start-finish is only allowed by the driver. For this purpose, the vehicle may only be pushed after the last vehicle still in the race.

15. overnight accommodations

Accommodation and pitches, electricity and water are locally variable and partly limited. A general availability depends on the track operator and can cause additional costs, which have to be paid locally or at the race office. A general responsibility on the part of the EST is excluded.

16. sponsoring / commercial sale

EST e.V. has set up sponsoring packages for the purpose of supporting commercial trade, in which services and costs are presented transparently. A commercial sale may only take place with the prior consent of EST e.V.. The advertising of brands may only take place after booking a corresponding package. Excluded from this is self-advertising on vehicles or on the facilities of the own box/parking space. A commercial marketing of the racing series EST may take place only after reservation of the appropriate package.

17. paddock regulations

All participants, drivers and applicants are obliged to follow the instructions of the organizer regarding paddock rules. Non-compliance can lead to exclusion from the event. The available space in the paddock must be used sparingly. Mutual consideration must be guaranteed at all costs. There is an absolute driving ban for racing cars. Local peculiarities will be announced separately at the driver's meeting.

18. press/photography at the track

Photography along the route is only possible after a waiver of liability has been signed. The wearing of a warning vest is obligatory and the instructions of the race director must be followed. It is forbidden to enter the track to take photographs.

19 Special feature of the organizer

The organiser may withdraw from the event in the event of extraordinary circumstances, force majeure or extreme weather conditions. The same applies if the minimum number of participants is not reached or the race track operator withdraws. In this case, the entire participation fee will be refunded. The organizer does not guarantee the condition of the track and its facilities.

Alzey, 30.11.2018



**Regulations for the Long
Distance Championship within
the framework of the European
Scooter Trophy**



The European Scooter Trophy e.V. as well as its cooperation partners and announce the ACV European Scooter Trophy (hereinafter referred to as EST) as organizer for the year 2019 in the mentioned classes.

All named participants and their vehicles that meet the requirements of the technical regulations and their class-related requirements are eligible to compete.

The race schedule is composed as follows:

Long distance:

free training

1x time training

1x race á 3 hours

All vehicles must comply with the dB limits of max. 94 dB! Further special features can be found in the technical regulations.

Requirements: All teams must have an absorbent mat on which the vehicle can be repaired and refueled. One 1kg fire extinguisher per team is also required.

Costs:

3-hour race:

Entry fee long distance without sprint registration 110€, or for members of the EST 100€

Entry fee long distance with simultaneous entry in the sprint class 80 €, or members of the EST e.V. 70 € per event. All registered drivers must be members of the EST.

Several vehicles may be registered for the long-distance race. If several vehicles are registered, they will not be included in the daily/championship classification. Only one transponder will be assigned.