



Rules of the German Scooter Sprint Committee (Deutsches Scooter Sprint Comitee/ DSSC e.V.)

1. General Rules

The DSSC e.V. holds timed drag races over a distance of 150 m on suitable tracks. Depending on the conditions on the location, the race distance may be reduced to 50 m. There's a time index of 5.50 seconds for races over 150 m and an index of 2.50 seconds for 50 m. The aim is to reach the respective index as closely as possible. All drag races are held in strict accordance with the rules of the DSSC e.V.

2. Vehicles

Only single-track vehicles that fulfil the DSSC requirements, especially the class definitions, are allowed to start. Exceptions from this rule are only valid if they are issued by the racing headquarters in writing.

Participating vehicles must fulfil the following requirements:

- A sound pressure of 94 dB must not be exceeded (measured at a distance of 3 m, 50 cm above ground and facing the exhaust exit).
- As far as possible, the vehicle must have a reduced noise level.
- Oil filler and drain plugs as well as bolts on brake calipers and frame must be secured using wire.
- Suitable fuel tanks must be used. All fuel tanks must be securely fitted.
- All liquids that might leak must be secured via an overflow tank (e.g. radiator, carburettor, fuel tank).
- All vehicles must have footrests, so that feet are supported during riding. If the footrests have been attached additionally (do-it-yourself constructions, dragsters, trellis frames etc.), they must be fully foldable.
- The vehicle must have functional front and rear brakes that work independently of each other.
- All parts must be securely fastened to the vehicle.
- All turning parts (ignition, variator) must be appropriately covered so that one cannot reach behind them. Paper, adhesive tape and plastics that have a tendency to splinter are no appropriate covering materials. Openings in covers must not exceed 12 mm at the largest dimension to be measured (regardless of their shape). Exceptions to this are openings for external starters, which have to be cut out as precisely as possible, and original air vents; if the original electric starter has been removed, the opening does not have to be closed.
- No dangerous (i.e. pointy or projecting) objects must be mounted to the vehicle.
- Nitrous oxide bottles must be securely attached within the frame construction.
- All vehicles must have self-closing throttles in good working condition.
- Only pure water may be used as cooling liquid.
- The vehicle must have a killswitch in good working condition.
- The minimal height of the tyre side is 100 mm, lower heights may result in faulty time keeping.
- There is no limitation to the types of fuel permitted. If fuels that cannot be bought regularly at filling stations are to be used, the tech inspectors will have to be informed for security reasons.

3. Scrutineering / Technical Inspections

Technical inspections will be carried out before each race. The time frame for this starts two hours before the beginning of the race and continues until the midday break. Within this time frame, all riders have to show up at the technical inspection. In case our staff find fault with something, the required changes must be carried out without further discussion. Starting in the race is only allowed after successful completion of the technical inspection.

As a general rule, the technical inspection will consist of a visual inspection and the technical inspectors are not liable for safety concerns at the vehicle and the protective clothing due to construction or prior damage. Nevertheless, the technical inspection reserves the right to exclude vehicles that are obviously not safe from the competition. The only ones responsible for the condition of the vehicles and the protective clothing are the holders and the riders, not the persons carrying out the technical inspections or the DSSC e.V.

In order to increase safety, riders must display their DSSC numbers on their helmets so that they are clearly visible (as a durable sticker, if possible; writing with permanent markers etc. is to be avoided). The helmet is assigned to one specific rider; it may not be worn by another rider so that a clear rider identification via the helmet is possible.

Additional random checks can be carried out, either simply to ensure that the regulations are being observed or after a complaint from another entrant. Should an engine examination be called for, the person responsible for the vehicle must carry out the removal procedures himself under the eyes of the tech inspectors. The DSSC will not reimburse the person responsible for the vehicle for any expenses due to damage that may occur during these examinations nor will the DSSC replace or compensate for gaskets, sealants, fluids or bearings used or tools worn out etc.

If a vehicle does not comply with the DSSC rules, starting may be prohibited; the rider may be disqualified or excluded from further races.

4. Riders

All DSSC riders, except the ones starting in the class "Clubsport", are required to wear motorcycle protective clothing (e.g. full leathers), full-face helmet, gloves and boots that cover the ankles. It is expressly recommended to wear a back protector. The protective clothing will be checked as part of the technical inspection.

Riders must be fit to ride and able to control their vehicles. The minimum age for participation is 14. Riders under the age of 18 must download the disclaimer available at http://cms.dssc.de/media_files/Verzichtserklaerung_EN-2011.pdf, have a parent sign it and present it at the sign-on office. An exception to the minimum age requirement can only be made if at least one parent or legal guardian is present at the racing event and gives his approval in writing.

Riders with inadequate protective clothing as well as riders who are obviously not fit to ride will not be allowed to start. Riding under the influence of alcohol or drugs is strictly forbidden.

In order to prove their age, riders must be able to present some form of photo identification on request.

5. Supporting Membership

Applying for a limited supporting membership is possible online at <http://www.dssc.de>. When receiving the DSSC card, the applicant has been accepted as supporting member. Entrants who are no supporting members (day riders/guest riders) are only allowed to start in the class "Clubsport".

Riders & Pro Riders

DSSC Riders receive a supporting membership card, which among other things allows them a discount of 15% on the end customer catalogue price upon buying Stage6 racing leathers at Scooter-Attack GmbH. DSSC Riders also get better conditions for starting fees and the possibility to look up all times achieved in the races online. Furthermore, DSSC Riders receive the rank "DSSC Rider" in the scootertuning.de forum as well as access to a protected, internal DSSC forum. In case of a podium finish, they are handed out their trophies (for the day's ranking or the season championship) on location during an awarding ceremony. If the winner is not present at the awarding ceremony, his claim on the trophy expires.

Becoming a supporting member costs €25.00 per year. In order to be able to participate in DSSC races, it may be necessary to pay an entrance fee for the event. The starting fee on location is €5.00; for every additional vehicle / every additional class, €5.00 will have to be paid.

Pro Riders

DSSC Pro Riders receive a DSSC Pro Rider card, which gives them free access to all DSSC events and allows them to go directly to the technical inspection without prior appointment. As a bonus, DSSC Pro Riders receive a DSSC merchandise package every year as well as an exclusive DSSC Pro Rider T-shirt. Upon buying Stage6 racing leathers at Scooter-Attack GmbH, they get a discount of 25% on the end customer catalogue price. They can look up exact statistics and times achieved in the races online and directly compare them to the times achieved at other events. Furthermore, they receive the rank "DSSC Pro Rider" in the scootertuning.de forum, guaranteeing a clear public perception as Pro Rider. DSSC Pro Riders also receive access to a protected, internal DSSC forum. In case of a podium finish, they are handed out their trophies (for the day's ranking or the season championship) on location during an awarding ceremony. If the winner is not present at the awarding ceremony, his claim on the trophy expires. Due to their rider type, DSSC Pro Riders are encouraged to participate in all events.

DSSC Pro Rider membership costs €150.00 per year. Additional vehicles and classes cost €20.00 for 1 year.

The supporting membership expires at the end of the calendar year. In order to participate in the following season, a new registration is necessary.

6. Race Entry / Signing on

It is allowed for a maximum of two riders to share a vehicle; they have to register separately and only the faster rider will be included in the ranking. Each vehicle belongs to a certain class and is only allowed to start in that particular class. Exception is the class "Clubsport", where only the rider will have to be signed on. Already registered riders can also sign on once more to start as a day rider in the class "Clubsport".

Starts of DSSC supporting members in the respective classes of their vehicles have priority.

In addition to a possible event entrance fee, day riders will have to pay a starting fee of €15.00 on location. For each additional vehicle / each further class, an additional starting fee of €15.00 will have to be paid.

DSSC cards cannot be transferred to other riders. Should someone else than the supporting member start with that member's card, the holder of the card will be disqualified for the complete season and excluded from the ranking. The loss of the DSSC supporting membership card will have to be reported immediately to the DSSC e. V. so that improper use can be prevented. In order to ensure a smooth running, the DSSC supporting membership card will have to be presented at the sign-on office.

On having completed the technical inspection successfully, the rider will receive an approval confirmation for his vehicle and his protective clothing on his check list. With this, he can proceed to the sign-on office. Once he has signed on, he will receive a barcode label. The barcode label will have to be attached to the tail of the vehicle so that an assistant at the start can scan it using a hand scanner. It should be positioned so that it is clearly visible as well as protected from any leaking liquids. At every event after successful technical inspection, new labels for DSSC supporting members will be dispensed. Replacement labels can also be picked up at the sign-on office.

If a rider has stated a class wrongly when signing on, he will be excluded from the day's ranking. This also means that the points he wins at this event will not be counted towards the overall ranking.

7. Disclaimer

Every rider has to hand in a signed disclaimer. For entrants under the age of 18, the signature of a parent or legal guardian is required. Riders have to ensure that they can prove their age by showing an identity card, driving licence, or passport. The handing-out of barcode labels, and therefore starting itself, will be refused if no clearly valid, signed disclaimer can be produced.

8. Riding

If it can be arranged, the riders will start according to classes; otherwise, they will start as they come. For each race and class, every rider has up to five starts. If starting can be done according to classes, riders have to start in the respective time window for their class, which will be announced beforehand. False starts and starts that have been broken off will be counted.

After the timed races, a shoot-out final will be held among the 8 best (overall time) riders of all classes. All class winners will have to be ready for the final. The 8 best of them will be announced via a notice at the racing headquarters. The riders will compete according to a tournament system. The winner will get into the next round. Opponents will be drawn at random. All riders only have one attempt per shoot-out run. A false start will be rated as an attempt and the rider will therefore drop out of the tournament. If both riders have a false start, the run will be repeated. The riders have to make sure that they are present at the start. If someone cannot take part in the shout-out final (e.g. due to an engine failure), he will have to inform the racing headquarters immediately. A rider who does not present himself at the start in time will be excluded from the shoot-out final; his opponent will start alone.

Each vehicle and each rider can compete in the shoot-out final only once. The shoot-out final has no influence on the season ranking. The winner will be handed a trophy.

The start will be performed as a standing start, observing the signals of a Christmas tree. Reaction times as well as false starts will be established via the light beams at the start. At the top end of the strip, there are two light beams. It's the last one that records the overall time.

Two entrants will be starting at the same time, riding on parallel lanes to the end of the track. Each entrant has to take care not to cross into his opponent's starting lane, since that would make correct measurement impossible. The two track lanes are separated using a cable, band or something similar. If an entrant crosses this boundary, obstructing the opponent, the run can be cancelled. The entrant who has crossed the boundary will have annulled his measured time and it will be counted as a false start. The other entrant's run will not be counted and he is allowed a substitute run.

It is compulsory to lay out a fuel resistant, impervious mat in the paddock. Burnouts are only allowed in areas assigned for this purpose.

9. Day Ranking

The best results of all riders that have started on a specific racing day will be counted towards the day ranking. The ranking will be presented according to classes and subclasses. The ranking will be decided by the shortest overall time of a rider.

If two or more riders have the same best time within the points rankings of the overall ranking or among the first 15 places in the day ranking, the rider who was the first to set up this time will be ranked higher. If two opponents starting together have an identical time, the one with the better second best time will win.

10. Season Ranking DSSC Supporting Members

The season championship is determined by points earned by the DSSC supporting members through the positions in the day rankings. Transferring the points to another rider or another class is not possible.

Points schedule

| | | | |
|-----------|-----------|------------|----------|
| 1st place | 25 points | 9th place | 7 points |
| 2nd place | 20 points | 10th place | 6 points |
| 3rd place | 16 points | 11th place | 5 points |
| 4th place | 13 points | 12th place | 4 points |
| 5th place | 11 points | 13th place | 3 points |
| 6th place | 10 points | 14th place | 2 points |
| 7th place | 9 points | 15th place | 1 point |
| 8th place | 8 points | | |

Before the start of the season, the DSSC e. V. announces the expected number of races incl. the expected sprint distances as well as the expected number of void results, i.e. results that will not be counted towards the overall season ranking. Deducting the number of void results from the overall number of races will result in the number of races that will be counted. Races that a rider did not participate in will be counted as 0 points. It is always the worst results that will not be counted. Void results can be announced during the running season.

Champion of the season will be the one with the highest number of points after all timed races and corrections. In case of a tie, the one with the fastest overall time (i.e. reaction and elapsed time) in a timed race will be the winner.

11. Protest

Every entrant (DSSC Supporting Members and day riders alike) is allowed to lodge an official protest at the DSSC e. V. if he thinks that another rider has breached the rules. When lodging the protest, a deposit of €50 has to be paid. If the suspicion proves to be right, the deposit will be returned. Otherwise, the deposit will remain with the DSSC e. V. as an expense allowance. In order to be valid, any protest will have to be lodged in writing within 30 minutes after the end of the race.

12. Season

The season starts with the first and ends with the last timed race. The awarding ceremony for the season's winners will take place on the racing event immediately after the last race, unless stated otherwise by the DSSC e. V.

13. Weather Conditions & Other Outside Influences

In order to ensure a safe and fair competition, a dry and clean track is necessary. The DSSC e. V. therefore reserves the right to cancel or suspend a race due to adverse weather conditions or other outside influences at the racing location. The DSSC e. V. furthermore reserves the right to cancel the race in the run-up to the event if adverse weather conditions are to be expected.

14. Non-Admission & Disqualification

If a rider is not allowed to start or is disqualified, the starting fee or supporting member fee will not be refunded as long as the non-admission or disqualification is in accordance with the DSSC regulations.

15. Class Structure

For scooter classes, the handlebar height has to be at least 750 mm; it will be measured at the bottom of the handlebar grip. If the grip is not horizontal, then the lowest point of the grip will be decisive. If there is no grip, then the lowest point (bottom) of the handlebar where the grips would be placed will be decisive.

Vehicles participating in scooter classes will be determined according to their scooter silhouettes. Inner and outer fairing must be in place.

In order to be able to clearly identify cylinders, their external appearance must not be changed. Original serial numbers, writings, logos etc. must be completely retained; they must not be changed, removed (e.g. milled or treated with abrasive material) nor painted over. Only on free areas may millings be carried out.

Changed cylinders, prototypes, do-it-yourself parts, conversions etc. must be approved by technical inspection.

In the expert classes, the 10 best riders from the season of the year before will start if they were already registered in the respective classes. At the end of the season, the 3 riders on the last places of the expert class will be replaced by the 3 best riders of the normal classes.

1. Scooter Classes

A. USC Fun Class

Scooters with CVT transmission, built until 1990 and up to 80 cc max; contemporary appearance and tuning. The original engine has to be used; no conversions and engine swaps allowed.

B. Club Sport

This is the class for day riders. Starting in this class is only allowed 2 times per season. This class serves as an introduction into dragracing and for guests of the DSSC e. V. It is an open class with technical inspection.

C. Sports Class

Sport cylinders up to 70 cc, no forced induction allowed, single cylinder engines with single, unbridged exhaust port

C.E Sports Class – Expert

the top 10 riders of the Sports Class

D. Racing Class

MidRace cylinders up to 70 cc, no forced induction allowed, single cylinder engines with bridged exhaust port / several exhaust ports

D.E Racing Class – Expert

the top 10 riders of the Racing Class

E. Super Class

HighEnd cylinders up to 70 cc, no forced induction allowed, single cylinder engines

E.E Super Class – Expert

the top 10 riders of the Super Class

F. Top Class

Single cylinder engines up to 95 cc, no forced induction allowed

2. Dragster Classes

A. Super Class Sprinter

Single cylinder engines up to 70 cc, no forced induction allowed

B. Top Class Sprinter

Single cylinder engines up to 95 cc, no forced induction allowed

3. Regardless of Vehicle Construction

A. Outlaw

Forced induction allowed, without limitation, incl. all engines with more than one cylinder; appearance or technology of the vehicle must be that of a scooter. Here, the headquarters' right to exclude vehicles (see point 16 of these regulations) is of special significance.

B. Maxiscooter

Without limitation, basic engine with at least 100 cc, no forced induction allowed, only single cylinder engines

C. 4-Stroke

Up to 100 cc, everything else in Maxiscooter

D. Shifter Class

Mopeds/Mokicks up to 110 cc / scooters with manual transmission up to 250 cc, forced induction and conversions allowed

E. Mofa Class

Based on 25 km/h mopeds, without limitation, forced induction and conversions allowed

The cylinder classification can be seen in Appendix 1 of the Regulations. Cylinders that are not included must be approved by technical inspection. The original cylinder serves as basis for the classification. All engines are subject to the capacity restrictions of their classes.

16. The Headquarters' Right to Exclude Vehicles

The racing headquarters reserve the right to exclude vehicles that do not comply with the spirit of the events without stating any further reasons.

17. Changes

The DSSC e. V. reserves the right to introduce changes of any kind without notice. Supporting members and riders will be informed about these changes on the website <http://www.dssc.de>.

Rules DSSC e.V.

Appendix 1: Cylinder Types & Classification

For cylinders that are not listed here, please ask at the technical inspection. It may be necessary to temporarily remove a cylinder in order to check it.

Sports Class

2Extreme Standard 50cc
2Extreme Aluminium 50cc
2Extreme Sport 70cc
Airsal Sport 50cc
Airsal Sport 70cc
BARIKIT 50cc
BGM Original 50cc
DR Evolution 50cc
DR Evolution 70cc
Hebo Grey-Cast Iron 70cc
Malossi Sport 50cc
Malossi Sport 70cc
Metrakit MK Series 50cc
Metrakit Handmade 70cc
Motoforce Aluminium 50cc
Motoforce Replacement 50cc
Motoforce Replacement 'Made in China' 50cc
Motoforce Plus 50cc
Polini Sport 50cc
Polini Sport 70cc
Pinasco TForce Grey-Cast Iron 70cc
RMS Blue Line 70cc
RMS Replacement 50cc
SCEED 42 50cc
Stage6 Stretrace 70cc
Stage6 Sport PRO 70cc
R-Setup Sport 70cc
Top Performances Trophy 50cc
Top Performances Trophy 70cc

Superclass

Hebo Manston Racing 50cc
Hebo Manston Revolution 70cc
Hebo Manston Revolution Patanegra 70cc
Hebo Manston Racing I 70cc
Hebo Manston Racing II 70cc
Malossi MHR Racing 70cc
Malossi MHR Team 50cc
Malossi MHR Team I 70cc
Malossi MHR Team II 70cc
Malossi MHR Team Replica 70cc
Metrakit Pro Race II 70cc
Parmakit Race One 70cc
Polini Evolution 50cc
Polini Evolution I 70cc
Polini Evolution II 70cc
Polini Evolution III 70cc
Stage6 R/T 70cc
R-Setup Racing 70cc

Racing Class

Airsal Racing 50cc
Airsal Racing 70cc
Airsal T6 50cc
Airsal T6 70cc
Athena Racing 70cc
Italkit Aluminium 50cc
Italkit Aluminium 70cc
Italkit Eco 70cc
Italkit Bi-Metal 70cc
Hebo Aluminium Racing 70cc
Hebo Manston Replica 70cc
Malossi MHR Replica 70cc
Metrakit SP II 70cc
Motoforce Racing 70cc
PM X-Tech Aluminium 70cc
Pinasco TForce 70cc
Polini Aluminium 70cc
Polini Corsa 70cc
Stage6 Aluminium 50cc
Stage6 RACING Modular 70cc
Stage6 RACING 70cc
Top Performances Racing 70cc
Top Performances Due-Plus 70cc
Top Performances TPR 70cc

Topclass

2FAST 80cc
2FAST 86cc
Airsal Racing X-treme 77cc
Airsal Racing X-treme 88cc
Cristofolini Racing TCR 80cc
Cristofolini Racing TCR 88cc
Italkit Speed 75cc
Malossi MHR Team Big Bore 77cc
Malossi MHR Team Big Bore 86cc
Parmakit Race 80cc
Parmakit GP1 87cc
Polini Big Evolution 94cc
Stage6 R/T Bigbore 85cc
Stage6 R/T Bigbore 95cc