TECHNICAL REGULATIONS

INTERNATIONAL DUTCH CHAMPIONSHIP

2024

IDC RACING

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Version 05-01-2024

1. General

These Technical Regulations apply to the IDC classes: Dutch ProClass 600, Dutch ProClass 600 NG, Dutch Supersport, Dutch Supersport NG, Dutch ProClass 1000, Dutch Superbike.

1.1 Own responsibility

The participant himself is and remains at all times primarily responsible for his complete motorbike, clothing and compliance with the IDC 2024 Technical Regulations being in perfect technical condition.
The participant is and remains himself responsible for the safety of himself and the prevention of unsafe situations for other riders.

1.2 Class formats

From the 2024 IDC season, are named Next Generation bikes (NG-bikes), allowed in the Dutch ProClass 600 and Dutch Supersport allowed according to the diagram below.
Class classification is based on set class limit times.
NG-bikes, which **DO have** the restrictions set by the IDC as described in the IDC technical regulations Next Generation bikes 2024, ride in the Dutch Proclass 600 or Dutch Supersport.
NG-bikes, which **do NOT have** the restrictions set by the IDC as described in the IDC technical regulations Next Generation bikes 2024, ride in the Dutch Proclass 600 NG or Dutch Supersport NG.
Following classes ride together with separate honours and championships.
Dutch Proclass 600 and Dutch Proclass 600 NG.
Dutch Supersport and Dutch Supersport NG.

Dutch ProClass 600 - Dutch ProClass 600 NG - Dutch Supersport - Dutch Supersport NG

cylinder capacity (cc)	number of cylinders	maximum gears
598-636	4	6
Suzuki GSX-R750 NG	4	6
600-680	3	6
MV Agusta F3 800 NG	3	6
MV Agusta F3 Superveloce NG	3	6
Triumph ST765RS NG	3	6
600-800	2	6
Ducati Panigale V2 NG	2	6

Dutch Superbike - Dutch ProClass 1000

cylinder capacity (cc)	number of cylinders	maximum gears
740 - 1110	4	6
950 - 1200	3	6
955 - 1300	2	6

1.3 Mandatory safety requirements

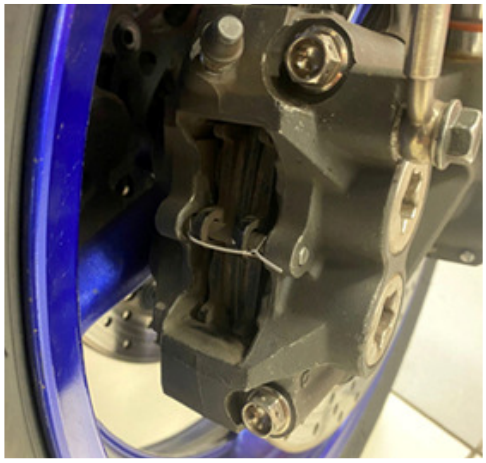
1.3.1 Lower fairing
A closed lower fairing is mounted less and less frequently or not at all on different types of motorcycles. The compulsory installation of a closed lower fairing is therefore no longer compulsory. Motorbikes should be presented without under fairings at the technical inspection.

1.3.2 Rear swingarm
A chain guard should be properly attached to the rear swingarm. The protection should be fitted in such a way that in no case can any part of the body get between lower chainring and sprocket. The material should be sufficiently strong and free of sharp parts.

1.3.3 Securing
The following parts should be secured:

- oil fill and drain plugs
- oil filter and oil covers
- if possible lock pins of the brake pads
- advice on securing brake inputs and brake anchors

Securing brake pads



Recommendation securing brake hoses

1.3.4 Fuel tank
Fuel tank should be fitted with explosafe or other explosion-proof product to reduce the risk of explosion and fire.

1.3.5 Protective covers
Use of protective covers, which are placed in front of engine covers behind which there is oil, is mandatory. Severely damaged engine covers and/or severely damaged protective covers are not permitted.

1.3.6 Camera
A camera on the motorbike must be properly mounted and secured with a safety cable.
The camera mounted on or attached to the motorbike must not protrude beyond the shape of the fairing. The use of a camera on the body or helmet is not permitted.

1.3.7 Clothing
Only one-piece leather overalls are permitted to be worn. Combi-suits held together by zippers are not permitted. Wearing a back protector, leather motorbike boots and leather motorbike gloves are mandatory.

1.3.8 Helmets
Helmet must be of the integral type and bear one of the following quality marks, European ECE 22.05 and ECE 22.06, Japanese JIS T8133 and American SNELL M2010.
The certification mark (long number starting with 05 or 06) should be legibly present in the helmet.
The helmet must fit tightly and must not show any damage to the shell (under the paintwork).
Only helmets with a chin strap and “double D” fastening are allowed.
The rider is responsible for wearing a helmet in accordance with the rules set.

1.4 Behaviour in case of a fall
After every fall, the rider must report to the medical service. Only after the medical service has declared the rider medically fit may he resume training or racing. The motorbike must be presented again for technical inspection after the fall and before re-entering training or race.

2. Numbers and number plates
Start number with substrate should be placed on the front and both undersides of the engine.
Start numbers on both undersides can be placed either on the front or on the rear of the underside fairing.
The figures used should consist of one of the following fonts: Futura, Franklin or Univers.
Double lines or creative numbers are not allowed.
Dimensions per number front: 14 cm high; 8 cm wide; line thickness 2 cm; spacing 1 cm.
Dimensions per number side: 12 cm high; 7 cm wide; line width 2 cm; spacing 1 cm.
Deviations are at the discretion of the technical committee/race director.

2.1 Colours
Colours background and start number in matt finish.

class	background	colour number	RAL number
Dutch ProClass 600	White	Red	RAL 3020
Dutch Supersport	White	Black	RAL 9005
Dutch ProClass 1000	White	Red	RAL 3020
Dutch Superbike	White	Black	RAL 9005

3. Tyres
Choice of tyres is up to the participants. This means that slick tyres, profile tyres and rain tiyres are all allowed. In the case of homologated racing tyres these must minimally have a V-code (>240 km).
Cut slicks are not permitted. The use of tyrewarmers is permitted.
The following text must be visible on slick tyres and rain tyres:
“NOT FOR HIGHWAY USE”

3.1 Wet race
IDC races are run as a "wet race". The rider and/or team are responsible for their choice of tyres during practice and race. The training or race will not be stopped in changing weather conditions. *Calamities excepted.*

3.2 Tyre warmers
Use of tyre warmers is allowed in / in front of the pitboxes, in the paddock and in the pre-start area. Tyre warmers are not permitted on the starting grid.

4. Engine block specifications

4.1 Crankcase vent(s)
Crankcase vent(s) should end in the airbox.

4.2 Radiator
Radiator fan and wiring may be removed. Only water is allowed in the cooling system, no other form of coolant is allowed.

4.3 Air filter
Use of air filter type is free.

5. Frame and chassis

5.1 Safety taillight
Motorbikes must be equipped with a working red safety tail light which must work in rain, bad visibility and during checks by the technical commission.
Prior to the race the race director decides whether the red safety tail light should be switched on.
The rear light must meet the following requirements:

- be securely mounted in the centre under the seat at the back
- the light beam must shine from the middle straight to the back and must be visible at an angle of approx 15 degrees
- a lamp must be fitted with a light intensity of approx 10-15 watts (light bulp) or approx 3-5 watts (LED) which emits at least 40 lumens measured at 30 cm
- the light must have a constant red light.

The safety light may have a separate power supply.

5.2 Brakes
Motorbikes should have at least two functioning brakes, one on the front wheel and one on the rear wheel.
Rubber brake lines should be replaced with steel sheathed brake lines.
The manifold, for the purpose of connecting both front calipers, should be mounted under the lower crown plate.

5.3 Handlebars / clip-ons and control levers

5.3.1 Handlebars / clip-ons
Open clip-on and handlebar ends should be padded with abrasion-resistant material. Clip-ons, front mudguard and front wheel should not touch the fairing at any deflection and over the entire suspension travel.
There should be at least one red working switch on either clip-on which switches off the engine and the electrical system.

5.3.2 Clutch and brake levers
Clutch and front brake levers should end in a spherical shape.

5.3.3 Front brake lever protection
Motorbikes should be equipped with a front brake lever protection which, in case of contact with another, should prevent the brake lever from being activated accidentally.

5.3.4 Throttle lever
Throttle lever should be of the self-closing type.

6. Exhaust systems and silencer(s)

Replacing the entire exhaust system is allowed, catalytic converter may be removed.
Total dynamic noise produced must comply with the provisions relating to noise measurement per type of noise day.
Exhaust systems and silencer(s) must comply with the static noise standard of 102.9 dBA, however, there is no reference to the dynamic noise standard. The use of silencers, with or without a dBA killer(s), will be decided by the technical commission in consultation with the race director and the technical race director.
Only exhaust systems and silencer(s) with the current IDC inspection sticker 2022 are allowed.
The exhaust silencer(s) may not stick out beyond the rear wheel.

6.1 Noise

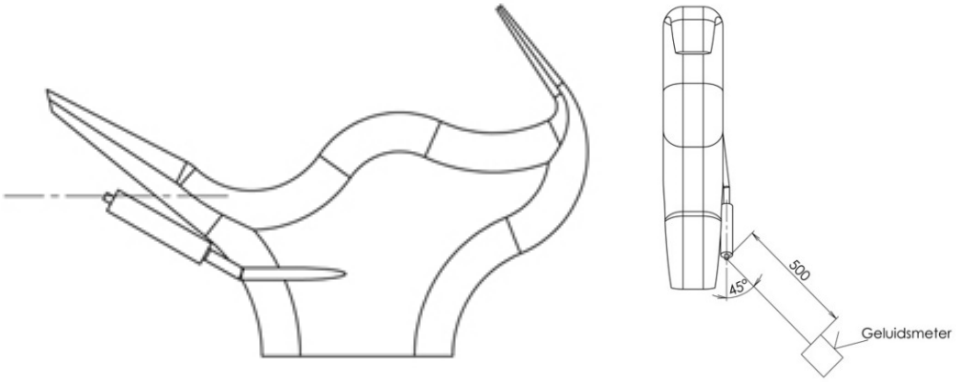
6.1.1 Noise limit
IDC races are organised on type 2 and 3 days where the maximum static noise limit of 102.9 dBA applies. Static noise measurements may take place at IDC races.
On type 3 days, the dynamic noise limit of 101 dBA applies.
Exceeding the applicable static and/or dynamic noise limit may result in disqualification.
Rider is responsible that the motorbike does not exceed the applicable static and dynamic noise limit.
To reduce noise production, in addition to structural damping of inlet and exhaust noise, wherever possible the inside of the fearing, seat and underside of the tank should be fitted with sound-absorbing, self-adhesive, flexible insulation material.
Positive experiences have been gained with self-adhesive flexible AF/Armaflex insulation material.
Use of this material shows that resonance and sound transmission are greatly reduced.

6.1.2 Checking dBA-killer(s) / IDC silencer sticker
From 10 minutes before the end of qualifying and at the end of qualifying, the technical commission checks at the entrance of pitlane whether the motorbike complies with the static noise measurement. After the race the motorbikes are collected in the parc-fermé at the technocentre for checking whether the motorbikes conforms to the static noise measurement.

6.1.3 Static noise standard and tolerances
At temperatures below 10 degrees, a tolerance of +1 dBA is applied,102.9 dBA becomes 103.9 dBA.
At rain, a tolerance of +1 dBA is applied,102.9 dBA becomes 103.9 dBA.
At post-check a tolerance of + 2 dBA is applied, 102.9 dBA becomes 104.9 dBA.

A motorbike which does not meet the static noise standard prior to training/racing may be presented for static noise measurement several times with different silencers before it may take part in training/racing. All this in consultation with the technical commission.

6.1.4 Implementation of static measurement
The dBA meter is placed 50 cm away from the end of the silencer at an angle of 45º to the centre line of the silencer at the same height. Static measurement will be carried out with a noise meter. Each competitor must bring her/his engine to the rpm described in the IDC Technical Regulations 2024.



6.1.5 Revs static noise measurement

Revs 4-stroke engines			
number of cc	2 cylinder	3 cylinder	4 cylinder
600	5500	6500	7000
750	5500	6000	7000
+750	5500	6000	6500

7. Parts to remove

Parts to be removed are:

- headlight
- indicators
- rear-view mirrors
- horn
- licence plate holder
- helmet hooks and luggage carrier hooks
- duo footrests
- handles for pillion passenger
- safety bars
- centre stand
- side stand

8. Decisions

In all cases not covered by the technical regulations, the race director will decide in consultation with the technical commission.