

Black Star Speedway Visonta

PITBIKE ENDURANCE CHALLENGE

2026 Regulations



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BSSW 2026

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SPORTING REGULATIONS

EVENT INFORMATION

Date: 19 July 2026

Entries open: 22 February 2026, 10:00 CET

Race duration: 4 hours

Entry registration: <https://supermotocup.hu/entry>

Venue: Black Star Speedway – Visonta

Entry fee: HUF 60.000 / team

Additional wristband: HUF 3.000 Ft/person

No advertising material may be placed anywhere within the circuit premises on race day without the explicit permission of the organiser.

1. ENTRIES

- 1.1 By submitting an entry, the team accepts all rules and provisions governing participation in the competition. An entry shall be considered valid only after the entry fee has been received by the organiser. Following confirmation of the entry, teams will receive an electronic invoice by email, payable within 12 days from the date of issue.
- 1.2 Entries submitted with incorrect or incomplete information (in particular team name, email address or telephone number) cannot be accepted by the organiser; such entries shall be deemed invalid and deleted.



- 1.3 A maximum of 25 teams may enter the competition. Entries shall be accepted in the order of receipt. Entries may be transferred only after prior consultation with and approval by the organiser. Once accepted, the entry fee is non-refundable.

2. RACE MOTORCYCLES

- 2.1 Each team may enter a maximum of two motorcycles. All entered motorcycles must undergo mandatory technical scrutineering and must comply with the provisions of the event announcement and the applicable technical regulations.
- 2.2 On-board camera systems may be installed only along the longitudinal centreline of the motorcycle, subject to prior consultation and approval by the technical scrutineer during technical inspection.
- 2.3 All riders must appear in person at technical scrutineering with the motorcycle used for racing and the full set of mandatory protective equipment, in particular: helmet, boots, back protector and gloves.
- 2.4 In the event of a crash or accident requiring repair, continuation of the race and re-entry onto the track shall be permitted only after successful re-scrutineering.
- 2.5 In the event of injury or technical failure occurring during the race, the decision regarding the motorcycle's suitability to continue racing shall be taken jointly by the technical scrutineer and the Race Director.



3. TEAMS AND MOTORCYCLES

- 3.1 A team shall consist of a minimum of two (2) and a maximum of three (3) riders, as well as up to three (3) assistants.
- 3.2 The organiser shall provide team wristbands for each team. Additional wristbands may be purchased on-site during registration and technical scrutineering only. Team members are permitted to participate in activities related to their own team during the event, in particular rider changes, refuelling and mechanical work. Assistants and riders who are not actively participating on track are strictly prohibited from entering the active track area.
- 3.3 Each team must have its own operational fire extinguisher.
- 3.4 Rider participation is permitted only if at least one of the following conditions is met: possession of a valid Category "A" driving licence, a valid racing licence, or a valid motorsport medical certificate.
- 3.5 Riders who do not hold a valid racing licence must present a valid motorsport medical certificate during registration on the day of the event. Without such certificate, amateur riders may not participate.
- 3.6 The minimum age for entry is 14 years. Upon justified written request submitted in advance, the organiser may, at its discretion, authorise the participation of a rider under the age of 14. In the case of a minor (under 18 years of age), the liability waiver must be signed exclusively by the legal guardian on-site prior to the start of the event; only after this may the rider participate. For minor riders, an annual racing licence is mandatory.



- 3.7 A maximum of one (1) minor rider may compete within a team. Participation of more than one minor rider per team may be authorised by the organiser upon prior written request submitted by email.
- 3.8 Attendance at the mandatory riders' briefing is compulsory for all riders.

4. PIT LANE

- 4.1 Access to the pit lane during the event is permitted only while wearing a valid wristband.
- 4.2 All persons present in the pit lane must refrain from any behaviour that may disturb or obstruct pit lane traffic, work operations or safe functioning.
- 4.3 Smoking is strictly prohibited throughout the entire circuit; smoking is permitted only in designated areas. Refuelling may be carried out exclusively in the designated area and only with the motorcycle engine switched off.

5. PROTECTIVE EQUIPMENT

- 5.1 Riders may participate in the event only while wearing full protective equipment complying with the regulations.

Helmet: Only full-face helmets with chin protection homologated to ECE 22.06 are permitted. No accessories may be attached to the helmet.



Riding jacket: Must be equipped with shoulder, elbow and back protectors. If the jacket does not contain an integrated back protector, a separate back protector is mandatory.

Trousers: Motorcycle trousers made of Cordura or leather with knee protectors are mandatory.

Boots: Motorcycle boots suitable for riding and providing ankle protection are mandatory.

When using a two-piece suit, the jacket and trousers must be zip-connected.

The organiser recommends the use of a full leather suit and a separate back protector.

6. RACE

- 6.1 The race shall be run with a Le Mans start. Riders shall take their positions on the starting grid according to the results of the qualifying session. Riders shall line up on the left side of the start/finish straight, while assisting personnel shall line up on the right side. Motorcycles shall be positioned at the edge of the track with engines switched off and held by the assistant.
- 6.2 The race shall start upon the start signal (start gun). After the signal, the rider runs across the track, starts the motorcycle and commences racing; the assistant holding the motorcycle may assist with starting and launching.
- 6.3 Throughout the entire race, riders must strictly comply with the signals and instructions of the marshals. A marshal's signal is valid from its point of display until the next marshal post.



- 6.4 Motorcycles may leave the track under their own power only via the pit lane. Leaving the track at any other point is permitted only upon marshal instruction.
- 6.5 Teams must perform rider changes at least every thirty (30) minutes during the race. Rider changes may be carried out only in the designated area.
- 6.6 In the event of a motorcycle change, the transponder must be transferred to the motorcycle that continues the race.
- 6.7 Riders must comply with all race regulations and the instructions of the Race Director, organiser and officials. The Race Director is authorised to impose penalties, including time penalties, ride-through penalties or exclusion.
- 6.8 Spectators are prohibited from entering the track and pit lane during the race and qualifying; they may only access designated spectator areas.
- 6.9 Photographers may be present only with prior authorisation, wearing high-visibility vests, and only in locations agreed in advance with the Race Director and/or organiser. Only the organiser is authorised to issue photography permits.
- 6.10 Riders must strictly comply with the following flag signals:
- **Green flag:** Track clear, racing permitted.
 - **Yellow flag:** Danger near the track; slow down, no overtaking until green flag shown at the next marshal post.



- **Double yellow flags:** Serious danger on the track; no overtaking until green flag shown.
- **Red flag:** Race stopped; riders must slow down and proceed to the pit lane.
- **Yellow/Red striped flag:** Slippery track surface (e.g. oil).
- **Black flag:** Shown directly to a rider; the rider must enter the pit lane at the end of the lap.
- **Chequered flag:** End of race; riders must proceed to the pit lane.

Overtaking under yellow flag conditions results in a ten (10) second time penalty unless the gained position is immediately relinquished. Riders must observe the principles of safe and fair racing throughout the event.

7. CLASSIFICATION

- 7.1 The race duration is two hundred and forty (240) minutes.
- 7.2 Only teams that cross the finish line under their own power after the chequered flag will be classified.
- 7.3 The winner is the team completing the highest number of laps; in the event of a tie, the finishing order at the finish line shall determine the result.
- 7.4 Participating teams shall receive trophies, medals and other awards.



TECHNICAL REGULATIONS

INTRODUCTION

When drafting the technical regulations for the **Pitbike Endurance Challenge BSSW 2026**, the organiser's primary objective was not to create an overregulated category constrained by narrow technical limits. The philosophy of the series is to establish an accessible, open category which, while preserving the fundamental character of the pitbike class, allows room for diverse technical solutions and individual engineering concepts.

Considering the specific characteristics of endurance racing, emphasis is placed not solely on maximum performance, but on consistent race pace, mechanical reliability, and safe, sustainable operation. Accordingly, these technical regulations define a framework that provides broad freedom for team and rider strategy while guaranteeing safe track use and fair competition. A defining feature of the pitbike market is the significant diversity of manufacturers, models and technical solutions. Even within identical displacement ranges and nominal categories, substantial differences exist in engine performance, suspension and braking systems, and chassis geometry, varying considerably by brand. As a result, creating a technically identical competitive environment for all participants is not feasible unless participation is limited to a single manufacturer and model.

These regulations deliberately do not pursue such standardisation, as it would require modifications or the purchase of alternative motorcycles, generating additional costs for competitors and contradicting the fundamental principles of the series. Instead, the regulations acknowledge market diversity and place emphasis on strategy, reliability and endurance-focused competition.



1. GENERAL TECHNICAL CONDITIONS

- 1.1 Only motorcycles belonging to the pitbike category are permitted to participate in the competition.
- 1.2 No make or model restrictions are imposed within the series.
- 1.3 Entered motorcycles must comply with the technical configuration and overall characteristics typical of the pitbike category.
- 1.4 Only motorcycles equipped with original, series-production frames are permitted.
- 1.5 The use of home-built, custom-manufactured, welded or modified frames is strictly prohibited.

2. WHEELS

- 2.1 Only 10-inch or 12-inch wheels are permitted.
- 2.2 The use of any other wheel size is prohibited.

3. ENGINE

- 3.1 Only motorcycles equipped with single-cylinder, four-stroke, horizontal-cylinder engines are permitted.
- 3.2 Permitted engine manufacturers are Zongshen and YX only.
- 3.3 Engines may be of two-valve or four-valve configuration.
- 3.4 Permitted engine displacement range is 90 cc to 212 cc.



- 3.5 Only air-cooled engines are permitted.
- 3.6 The use of liquid-cooled or water-cooled systems is prohibited.

4. TRANSMISSION AND GEARBOX

- 4.1 The gearbox may have a maximum of five (5) gears.
- 4.2 The gearbox and clutch construction may be freely modified.
- 4.3 The use of a slipper (anti-hopping) clutch is permitted.
- 4.4 The use of gearbox electronics, quickshifter or automatic downshift systems (blippers) is prohibited.

5. CYLINDER HEAD, INTERNAL COMPONENTS AND VALVE TRAIN

- 5.1 The cylinder head may be freely modified.
- 5.2 The use of tuning and performance components is permitted.
- 5.3 The use of Nikasil-coated cylinders is permitted.
- 5.4 The use of forged aluminium pistons is permitted.
- 5.5 Valves and valve springs may be freely replaced.
- 5.6 The valve timing may be modified; the use of performance camshafts is permitted.



6. IGNITION SYSTEM

- 6.1 Any ignition system may be used.
- 6.2 Ignition timing may be freely adjusted.
- 6.3 The use of performance ignition systems is permitted.

7. FUEL SUPPLY AND INTAKE SYSTEM

- 7.1 The maximum permitted carburettor venturi diameter is 30 mm.
- 7.2 The carburettor type is unrestricted.
- 7.3 Carburettor jets may be freely changed.
- 7.4 The use of ram-air systems or any form of forced induction is prohibited.
- 7.5 Intake manifold length and internal diameter may be freely modified.
- 7.6 The use of an air filter is recommended but not mandatory.
- 7.7 The use of aluminium velocity stacks is permitted.

8. COOLING SYSTEM AND OIL COOLING

- 8.1 Only air-cooled engines are permitted.
- 8.2 The use of an oil cooler system is permitted.

- 8.3 If an oil cooler is fitted, only securely crimped hose connections and banjo-bolt fixings may be used.
- 8.4 The safety of the oil cooling system shall be subject to particular scrutiny during technical inspection.

9. EXHAUST SYSTEM

- 9.1 Modification and custom construction of the exhaust system is permitted.
- 9.2 The exhaust system must be securely mounted at all times.
- 9.3 The exhaust outlet must not extend beyond the vertical rear plane of the rear wheel.

10. CONTROLS AND SAFETY EQUIPMENT

- 10.1 Replacement of the brake lever, clutch lever and handlebars is permitted.
- 10.2 Brake and clutch levers must be fitted with ball ends.
- 10.3 Handlebar grips may be freely replaced.
- 10.4 The use of handguards is mandatory.
- 10.5 Plastic handlebar end protectors are mandatory.
- 10.6 Plastic axle and wheel end protectors are mandatory.
- 10.7 Plastic footrest sliders (wear pads) are mandatory.



- 10.8 The presence of an undamaged steering stop is mandatory.
- 10.9 A clearly accessible engine stop switch (kill switch) must be fitted to the handlebars.
- 10.10 The throttle must automatically return to the closed position when released.
- 10.11 The use of a quick-action throttle is permitted.

11. SUSPENSION

- 11.1 Shock absorbers from any manufacturer may be used, provided they match the original motorcycle dimensions.
- 11.2 Shock absorbers must be mounted exclusively at the original factory mounting points.
- 11.3 Modification of the front fork triple clamps and the rear swingarm is prohibited; only original factory components may be used.

12. BRAKE SYSTEM

- 12.1 Only hydraulically operated braking systems are permitted.
- 12.2 Only factory or manufacturer-approved braking systems designed for the specific motorcycle model may be used.
- 12.3 Brake pads may be freely replaced with components available in standard dimensions for the given braking system.
- 12.4 Brake disc requirements:



- 12.4.1 maximum front brake disc diameter: 250 mm
- 12.4.2 maximum rear brake disc diameter: 190 mm
- 12.4.3 only steel brake discs commercially marketed by manufacturers may be used
- 12.5 The use of a handlebar-operated rear brake is permitted.

13. BODYWORK AND FAIRINGS

- 13.1 Only original factory plastic components may be used.
- 13.2 Modification, cutting or reshaping of bodywork, mudguards or number plates is prohibited.
- 13.3 The external appearance of the motorcycle must remain consistent with the original design as manufactured and marketed.

14. TYRES

- 14.1 Only 10-inch or 12-inch road-racing (on-road) tyres may be used.
- 14.2 The use of slick tyres is permitted.
- 14.3 The use of rain tyres is permitted and mandatory when a wet race is declared.
- 14.4 Tyre quantity limits apply per motorcycle, under the following conditions:
 - 14.4.1 tyre changes are permitted during the race



14.4.2 the use of tyre warmers is permitted.

15. FUEL, LUBRICANTS AND ENVIRONMENTAL PROTECTION

15.1 Only commercially available fuel may be used.

15.2 Lubricants and additives may be freely used.

15.3 In the event of a fall or crash, no fluids may leak onto the track surface.

15.4 Mandatory requirements:

15.4.1 proper routing of the carburettor overflow hose

15.4.2 crankcase breather must be routed into a securely mounted catch tank with a minimum capacity of 250 ml

16. MANDATORY TECHNICAL SAFETY MEASURES

16.1 The oil filler plug must be secured with safety wire.

16.2 The oil drain plug must be secured with safety wire.

16.3 **Attention:** only factory-drilled, magnetic oil drain plugs are permitted.

16.4 The use of an oil- and fuel-resistant environmental mat beneath each motorcycle in the paddock area is mandatory.



17. INTERPRETATION AND DISPUTES

In all matters not explicitly regulated, or in the event of interpretation or dispute, the decision of the appointed Technical Commissioner shall be final and binding for all parties.

CONTACT

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