

# **VI-01 EUROPEAN VINTAGE REGULARITY CUP**

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## **1. INTENTION**

Intention of regularity runs is to present racing and supersport motor cycles from former sports and racing scenes in an up to date form, as well as "specials". Those "Specials", built up with historical technics, also get a possibility for a start. These rulings help to prevent the motor cycles from being damaged in more offensive races.

## **2. MACHINES ELIGIBLE**

Only machines raced before **1990** or rebuilt with parts up to this year, according to technical regulations. The dating of the machines starts from the year they were raced first. For "Specials" the technical standard of the machine is important. Basically the historical originality should be kept as completely as possible.

## **3. REGISTRATION**

All machines wishing to partake in regularity runs have to be documented with a machine pass. Entrants, who do not regularly take part are excepted. They must submit photos of the motorcycle, without fairing, one of the left and one of the right side (size 10 X 15 cm). Otherwise they will not be accepted. The passes will only be made out on viewing by the official in charge of registration. The applicant is obliged to give proof regarding the machine's history. Documents proving previous racings should be available. No pass will be issued if the machine does not conform to item 1, or is obviously out of FIM EUROPE dating regulations, or is rebuilt with parts which do not conform with FIM EUROPE dating regulations.

## **4. METHOD OF SELECTION**

The selection is in the hands of the FIM EUROPE event organizer. If there is incorrect data in the entry form or items varying from those shown in the pass, the entry will be void.

## **5. TECHNICAL AND HISTORICAL SCRUTINEERING**

This will take place during the event organisation. It covers the checking of the rider's approved clothing, the technical check of the machine and its conformity to the machine pass. If any of the noted defects is not corrected before the end of the scrutineering period, the entrant will not be able to compete.

### Note:

Final decisions regarding the allocation lies in the hands of FIM EUROPE Motorcycle experts. General regulations for taking part in EUROPEAN VINTAGE REGULARITY CUP

### **VI 01.1 BASIS OF A REGULARITY RUN**

Basis is a competitive event for racing and supersport motorcycles as well as "specials". Besides part A, the following rules have to be observed:

- a) FIM EUROPE motorcycle sporting rules
- b) Event definition (part B) and the Technical rules for historic racing and supersport motorcycles from FIM EUROPE

The Clerk of the course is responsible for binding information regarding the event. The enforcement of the regulations is in the hands of the Sporting Stewards .

### **VI 01.2 PARTICIPANTS**

#### **VI 02.1 ENTRANTS**

Entrants have to be holder of a valid international entrant/sponsor or manufacturer licence from the FIM EUROPE. If there is not entrant or sponsor named in the entry form, the rider is classed as entrant.

#### **VI 02.2 RIDERS / PASSENGERS**

Riders and passengers must be in possession of a valid rider or passenger FIM EUROPE licence and a starting permission issued for the respective championship event.

#### VI 02.3 ALLOWED AGE OF RIDERS / PASSENGERS

The age of riders and passengers is restricted as follows:

**The minimum age for participants in all classes to be 18 years of age .**

Rider / passenger not older than 70 years, for classes A, B, C, D, E,

Special medical clearance is necessary, dated not more than 4 weeks before the race.

#### VI 01.3 APPLICATIONS

Applications can be made in writing or with fax. The official application form of the FIM EUROPE or event organizer is to be used. Respecting the following rulings, the forms can be sent to the organizer.

Applications must be fully completed showing name and address of rider / passenger or entrant as well as the numbers of licences of rider / passenger or entrant. Applications have to be signed by rider / passenger and entrant or his representative. Applications of teenagers have to be signed by an adult representative. They must come along with an adult responsible for them. Those who apply with an unregistered machine must also send machine documents and 2 photos taken from left and right hand side (10 X 15 cm) of the machine.

In the case of international or Europe-open events, it is sufficient for applicants to present the single allowance of their FMN for this race or their permanent allowance of their FMN. (The allowance or a copy will be held in this case). Should the FMN stamp be missing and start permission not be presented before scrutineering, then the applicant may not start.

Entry fees according to classes as follows:

**120€ for one class**

**~~150€ Sidecar~~**

**120€ Sidecar**

**2° class -50%**

The entry fee can be lowered by the national FMNR. The entry fee has to be sent with a cheque enclosed to the application. If transferred at the same time by bank, a transfer slip should be enclosed or transfer should be proved in time. Entry fees arriving after closing date will be charged with late entry charge of Euro 25,00.

Closing date is 21 days before the event. (The day when all application forms must be to the organizer). The organizer can accept later applications, in combination with day-licences, etc.

One week after closing date for applications (or one week after late applications are with the organizer) applications will be accepted or not accepted by the organizer. In case of acceptance, the necessary forms together with starting numbers and the date of scrutineering will be sent to the applicants.

In case of non acceptance, entry fees are transferred back at the same time.

Incomplete application forms have to be completed by riders / passengers

at

the

event.

When applications are made, riders / passengers declare their conformity with the rules of this application (see item 1) as well as to all regulations from Clerks of Course and Stewards.

Any application form is valid for only one entrant.

Riders / passengers can change before document check if the Clerk of Course agrees. Changing passengers of two sidecars is only allowed if both riders agree.

Whenever change of rider / passenger takes place, the entrant (and the rider, if it's a sidecar) is responsible for that person to sign the application form before document check. Entrants cannot be changed.

The organizer reserves the right to reduce the number of starters without giving reason.

#### **VI 01.4 ACCEPTED MACHINES / TECHNICAL RULINGS**

Only motorcycles conforming to the FIM EUROPE Rules for historic racing and supersport motorcycles and those under additional ruling that relate to the particular

class and were scrutinized are allowed to start.

Machines must be registered in conjunction with the application form.

Exchange of motorcycles after scrutineering is not allowed. Exchanging motorcycles in a particular class is forbidden as well.

#### **VI 01.5 FUEL / LUBRICANTS**

They must conform to the technical FIM EUROPE regulations for use with historic racing and supersport motorcycles (see Techn. FIM EUROPE Regulations for historic racing and supersport motorcycles, item 02.3.3),

Violations lead to

penalties laid down by the FIM EUROPE.

#### **VI 01.6 RECOGNITION OF MOTORCYCLES / STARTING NUMBER PLATES**

Shape, size, colour, number and location of starting number plates should conform to the Technical Ruling for historic racing and supersport motorcycles.

The starting number contains a letter and a number.

#### **VI 01.7 RIDER / PASSENGER EQUIPMENT**

Following equipment is obligatory:

- Helmets according to FIM Article 01.70.
- Goggles with splinter proof lenses or integral helmet
- Leather suit in one piece; if trousers and jacket are used, they have to be connected with a zip.
- Leather gloves
- Leather Boots (for sidecar passengers training shoes are allowed)
- Back protection should be used

#### **VI 01.8 SCRUTINEERING**

It involves both technical and document scrutineering. Both rider and passenger have to be present.

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The following documents have to be shown:

1. Confirmation of entry form
2. Valid rider / passenger licence (see item 02.2.2) and original or copy of FIM / FIM EUROPE – entrant licence
3. Starting permission or permanent starting permission from the relevant FMN of the rider and passenger.

All licences will be collected by the organizer and will be returned after the event if there are no sportive or legal matters.

For technical scrutineering, the following must be shown:

1. Machine pass
2. Helmet(s)
3. Page 2 of entry confirmation

Machines should be presented in a technically sound and clean condition.

Machines that do not conform will not be allowed to start. False data (e.g.

engine size, etc.) lead to exclusion from the event with possible further penalties by the FIM EUROPE. Additional scrutineering can be made, particularly safety checks after an accident.  
The Clerk of course can have a rider / passenger checked out by a physician.  
Riders / passengers with negative findings can be excluded from practice and competition.

#### **VI 01.9 RIDERS BRIEFING**

Attendance is compulsory for all riders.

#### **VI 01.10 CLASSIFICATION**

Historic race and supersport motorcycles are classified as follows:

##### **CLASS A – Numbers from 3xx**

~~Free cc. to > 1945~~

~~125cc to > 1970~~

~~175cc to > 1970~~

~~250cc to > 1970~~

##### **CLASS B – Numbers from 5xx**

~~350cc to > 1970~~

~~500cc to > 1970~~

##### **CLASS C – Numbers from 7xx**

~~750cc to > 1976~~

##### **CLASS D – Numbers from 9xx**

~~1300cc to > 1983~~

##### **CLASS E – Numbers from 1xx**

#### **Sidecar**

**NEW!!**

#### **Class A1 Numbers from 2xx**

**Free cc to > 1949**

**50cc to > 1990**

**125cc to > 1978**

#### **Class A2 Numbers from 3xx**

**175 – 250 cc to > 1978**

#### **Class B Numbers from 5xx**

**350cc - 500 cc to > 1978**

#### **Class C Numbers from 7xx**

**up to 750cc > 1983 7xx**

#### **Class D Numbers from 9xx**

**up to 1300cc > 1990 9xx**

#### **Class E Numbers from 1xx**

**sidecar to > 1990**

Each class has to be evaluated singularly, even when different classes start together. Starting of sidecars and motorcycles without sidecar at the same time is forbidden.

The organizer should be careful not to use the same starting numbers for different classes, even if the colour of the number differs.

No rider is allowed to start in more than two classes.

## **VI 01.11 FLAGS, CONTROL LIGHTS**

### **VI 11.1 FLAGS**

#### **National flag Start**

**Red flag** The test / training period is finished.

No overtaking, return slowly and carefully to the pits.

NB: The red flag will be shown on start-finish-line by the Clerk of Course, at the same time by the marshals along the circuit.

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**Black flag along with** The machine with that starting number must return to the pits at the end of starting-no. on signal board the lap.

**White flag (waved)** No overtaking. Caution, ambulance or service vehicle in next section (from here to next marshal).

Should vehicle halt then, the yellow flag will be waved.

**White flag (held still)** No overtaking. Caution, ambulance or service vehicle in next but one section (from next to next but one marshal).

Should vehicle halt then, yellow flag will be shown (held still).

**Yellow flag (waved)** Acute danger, reduce speed, prepare to stop, no overtaking.

#### **Yellow flag**

**+ red stripes** Caution, slippery!

**Blue flag (waved)** Overtaking now taking place

**Green flag** Section clear

**Black-white chequered** End of test (only GP events)

## VI 11.2 LIGHT SIGNALS

### **Circuit clear**

Red light Start due or race discontinued

Yellow light, flashing same as yellow flag

In obedience to flags or light signals will be punished according the rules for street races.

## **VI 01.12 TRAINING**

### VI 12.1 CIRCUITS

At least 1 practice over minimum 5 laps (without timing).

### VI 12.2 HILL CLIMBS

At least 2 practice sessions without timing.

Riders that have not done at least 3 laps (circuits) or 1 practice (hill climbs) will not be allowed to start.

## **VI 01.13 START**

### VI 13.1 CIRCUITS

The motorcycle has to be in the Pre-start area 5 minutes ahead of the starting time schedule of practice or final heats.

**The start of a regularity run is with engine running.** At least one minute before the start all helpers have to clear the starting grid.

Some runs can be started with engine **running** or from the pits for safety reasons

In case of an early start the rider will be penalized 60 points.

### VI 13.2 HILL CLIMBS

Single start, standing, engine running. The time between two starters is min. 20 seconds, start will be shown by flag or green light. When the starting flag goes down or green light shows, the machine counts as started.

Second starts are not allowed. Only the Clerk of Course may give permission for a second try.

The Clerk of Course decides about the starting position and the starting order (at hill climbs). The decision will be made known via notice board.

## **VI 01.14 REALIZATION AND EVALUATION**

### VI 14.1 CIRCUITS

The complete distance (number of laps) of regularity runs on circuits as well as evaluation criterion have to be laid down in the application form, part B.

Following evaluation criteria are possible:

a) Before the start the Clerk of Course selects those laps which will be counted. Those will be known only by stewards and timekeepers. The second lap is measured as basis lap.

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Riders should not get information about that laps, this ensures they maintain their regularity throughout the event.

Only the flag showing the end of test ensures that the rider has completed

that race.

Arriving more than 5 minutes after the first rider, and if the flag is not shown, the ride will not be void.

The evaluation-list should show the time of the starting lap as well as of all other laps, also score, starting number, name, family name, address, motorbike, year of construction and penalties.

Evaluation: 1/10 second difference = 1 penalty point.

Evaluation with transponders: 1/100 second difference = 0,1 penalty point.

Following regulations have to be observed:

The first rider completing all laps (as announced before) is shown the white-black chequered flag, as well as all riders following, no matter if they have completed all laps themselves.

Winner is the rider with the least penalty points. With an equal number of points, the older vehicle wins. In case of equal age of the motorbikes, the older driver will be the winner.

The organizer has the right to make a final control of all vehicles, especially those of the winner, second and third place, after the end of the evaluation runs. Riders refusing the control or taking their vehicle away before the control can be done will be penalized by the jury. The drivers paddock is "Parc Ferme" for all participants until the end of the time for protest.

### **Cup points:**

See art. RR01.15.4 (pag. 29)

### **VI 14.2 HILL CLIMBS**

At least two laps is the ruling. The number of laps is laid down in the General rules (part B). Ending the race before all laps are completed leads to exclusion.

Basis time for evaluation is the time of 1st lap.

Time is measured when the first part of the vehicle passes the line of start/finish.

Basis for evaluation are the criteria for regularity runs on circuits.

### **VI 01.15 STOP AND RE-START OF A RUN**

A run can be stopped because of certain circumstances, weather or other reasons. In that case the Clerk of Course and the stewards will show the red flag. When the race is stopped, riders have to reduce speed, drive very slowly, and return to the pits.

The Clerk of Course together with the stewards decides about a new start or evaluation of the laps done. The decision will be made known on a notice board and by loudspeaker.

### **VI 01.16 CIRCUITS AND REGULATIONS**

Regularity runs take place on circuits approved by the FIM EUROPE or the FMN and are closed for normal traffic. For length of laps, of the course and the differing level of hill climbs.

During practice and evaluation runs overtaking is allowed both left and right. Riders being overtaken should make room for the faster rider. Forcing ones way left or right is forbidden.

Blocking the way, endangering others or being unable to observe the rulings of the event will lead to disqualification.

Vehicles stopped during the race or practice have to be placed outside the circuit without hesitation, and with caution. Stopping shortly before, shortly after or in a turn is forbidden. Vehicles may not be moved across or in the opposite direction. Infractions against this rule will lead to exclusion.

Outside the pits repairs may be done only by the driver or passenger. Being helped or taking tools from others will lead to exclusion.

Any driver having left the circuit may return with reduced speed. Being helped by other people or endangering others will lead to exclusion.

The motorbike has to be started only by the driver or the passenger. Help from others is not allowed and will lead to exclusion.

Driver, passenger and motorbike are a unit during training and race except at stops.

No timing equipment is allowed either on the machine nor on the rider or passenger.



When the red flag is shown, all riders have to return to the pits. Returning to the drivers camp means disqualification.  
Installation or use of stop-watches and/or electronic time measurement is not allowed.  
Acting in opposition to this rulings will lead to disqualification.

#### **VI 01.17 HILL CLIMBS**

The clerk of course directs the motorbikes to the start and back to the drivers camp behind a leading vehicle. Drivers have to wait for that at a special place shown to them.  
The convoy may not be left. Overtaking of the leading vehicle is forbidden as well as staying far behind the last control vehicle. The rulings for equipment are valid.

#### **VI 01.18 PITS**

Fuelling, repairs, change of tyres and all other allowed works can be done during the test only at the pits, only by riders, (and their sidecar passengers) and their admitted helpers. Each rider may have two helpers. They will get special badges and have to wear them openly.  
Fuelling is allowed only in the pits, ignition switched off. Disregarding will lead to disqualification.  
After every pit stop the place has to be cleaned by the helpers. No smoking in the pits! Riders/passengers who do not conform to this regulations will be disqualified, as well as when their helpers do not conform.  
"The pits" means the area of the pits themselves as well as the way in and out. The pits are separated from the course.  
For entering the pits keep on the side and reduce your speed while leaving the course until you reach the pits. Do not endanger other drivers. After the stop at the pits you may return to the course at the end of the pit lane. The flag signs have to be observed.

#### **VI 01.19 ENVIRONMENT**

Each rider is responsible for his own waste (waste oil, tires, used material, paper etc.) during the event.  
When the organizer supplies the necessary containers, these have to be used and the sorting of the waste be done. It is forbidden to deposit used products as fuel, oil or coolants other than in appropriate containers. Do not throw away or leave deposits or used products, and do not mix them up when the organizer wants to have them sorted. (Do not mix liquids as used oil with chemical cleaners, oil from shock absorbers or coolants.)  
When refuelling or working on the motorcycle on the whole area, protecting 178 foils must be laid out, except at filling stations or similar places with protective surface. Protective foils have to be removed after the event or disposed of according to circuit regulations.  
When washing motorcycles, only biological additives may be used.  
Any infringements by the entrant or rider (who is also responsible for his helpers) can result in a fine or suspension from the event and can be charged with rectification costs.

#### **VI 01.20 RESPONSIBILITY AND WAIVE OF LIABILITY**

##### **VI 20.1 RESPONSIBILITY**

The competitors, rider, passenger and machine owner take part on each event at their own risk.  
They are responsible for all civil and criminal damages caused by themselves or the machine used by them unless otherwise stated in the entry documents.  
If the rider is not the owner of the machine he uses, he accepts the waive of liability for all persons mentioned afterwards, or the owner accepts it in the entry form.

##### **VI 20.2 WAIVE OF LIABILITY**

The competitors (rider, passenger, machine owner) relinquish all rights of

claim for accidents or damages caused during the event on giving in the application form on the following:

- The FIM EUROPE, secretary, general , staff,
  - The event organizer, his allocated officials, sporting officials and helpers,
  - The owner(s) of the area, buildings and equipment used for the event, the owner of the course, officials and helpers,
  - Other competitors, their helpers as well as own helpers,
  - Authorities and other organizations or persons which are in contact with the event, so far as the accident or damage was not deliberate or careless.
- This rulings are valid as soon as the application form is accepted by the organizer.

#### **VI 01.21 RESPONSIBILITY OF THE ORGANIZER**

The organizer retains the right to carry out all alterations to the application form that be necessary because of natural causes, safety reasons or local authority rulings, in cooperation with the FIM EUROPE, FMNR and clerk of course. They may even cancel the event if necessary without having to cover damage claims. The organizer is only responsible as far as his responsibility is covered in the application form.

#### **VI 01.22 PROTEST**

Any protest must be written down and handed to the Clerk of the course or a Steward in proper time, the fee of 350,- Euro has to be paid at the same time. These fee will be returned only in case of formal faults of the stewards, otherwise it will belong to the national FMN.

The protest term is as follows:

- a) Protests against the validity of an application, the acceptance of applicants, riders or passengers as far as the reason for the protest will not turn up later: 30 minutes after the end of document registration, or 30 minutes after machine registration for protests against the registration of certain vehicles.
- b) Protests against decisions after technical investigations: 30 minutes after the official announcement of these decision.
- c) Protests against the fault of a participant, helper or steward during the race or in coherence with it: 30 minutes after the arrival of the last valuated rider of that race. For protests concerning fuel: the rules of FIM EUROPE are valid.
- d) Protests against the official results: 30 minutes after publishing of the results.

Whenever protests against technical details of a motorcycle cause working at a machine, a lump sum has to be paid before the examination. The loser has to pay the costs at the end.

In case of a fuel protest a lump sum of 1.000,-Euro. has to be paid before the analysis takes place. After the analysis the loser has to pay the costs. Combined protests are not allowed, protests against decisions of an arbitrator are not possible as long as he is in conformity with the rules, and protests against timing is not possible as well.

**VI-02 TECHNICAL RULES EUROPEAN  
VINTAGE REGULARITY CUP  
FOR HISTORIC RACING AND SUPERSPORT  
MOTORCYCLES**

**GENERAL INFORMATION**

**DEFINITION OF CATEGORIES**

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## GENERAL INFORMATION

The following rules are valid for regularity runs on historic racing and supersport motorcycles of category I, group A1, B1/B2 and B3. So called „sidecars“ are motorcycles of group B1 and B2. Vehicles of group B3 always need an expert verification by the Technical scrutineering.

## DEFINITION OF CATEGORIES

Group A1: single track solo motorcycles

Group B1: motorcycles with detachable sidecar, twin track formed by single track motorcycle with a sidecar (second track) to carry a passenger

Group B2: Motorcycles with permanently attached side car.

Similar to those in B1. Such vehicles are allowed only when their basic construction and model year fall into the class limits.

Group B3: Multitrack vehicles in form of a three wheels, whose front wheels are built to provide swivel pin steering. The drive can be through the front wheels as well as via the central placed rear wheel.

## VI 02.1 GENERAL RULINGS

### VI 02.1.1 DEFINITION OF MOTORCYCLES

This rulings are valid for racing and supersport motorcycles built before 1978, which could have been used for racing events, also copies conforming in all details („Replicas“), and motorcycles rebuilt according to the regulations, for clubsport classes.

### VI 02.1.2 DEFINITION OF CATEGORIES

#### ~~CLASS A – Numbers from 3xx~~

~~Free cc. to > 1945~~

~~125cc to > 1970~~

~~175cc to > 1970~~

~~250cc to > 1970~~

#### ~~CLASS B – Numbers from 5xx~~

~~350cc to > 1970~~

~~500cc to > 1970~~

#### ~~CLASS C – Numbers from 7xx~~

~~750cc to > 1976~~

#### ~~CLASS D – Numbers from 9xx~~

~~1300cc to > 1983~~

#### ~~CLASS E – Numbers from 1xx~~

##### ~~Sidecar~~

~~Class A1            Numbers from 2xx~~

~~Free cc to > 1949~~

~~50cc     to > 1990~~

~~125cc   to > 1978~~

~~Class A2            Numbers from 3xx~~

~~175 – 250 cc to > 1978~~

**Class B**            **Numbers from 5xx**  
**350cc - 500 cc to > 1978**

**Class C**            **Numbers from 7xx**  
**up to 750cc > 1983**            **7xx**

**Class D**            **Numbers from 9xx**  
**up to 1300cc > 1990**            **9xx**

**Class E**            **Numbers from 1xx**  
**sidecar to > 1990**

#### VI 02.1.4 VALUATION OF MOTORCYCLES

The Technical Commission classifies the motorcycles according item 02.1.2 and year of construction, during the winter months. This classification is noted in the machine pass.

#### VI 02.1.5 ADMITTED MOTORCYCLES

Motorcycles are admitted with a valid national machine pass, also vehicles which got a provisional pass during the current season. Starters from other countries with an unregistered machine have to send a photo of their motorcycle with their application or a document of their federation.

#### VI 02.1.6 CONTROLLING OF APPLICATIONS

The decisive historical control before an event takes place according to the technical control. All documents named in item 02.1.5 will be compared with the vehicle.

#### VI 02.1.7 APPEARANCE

The appearance of the motorcycle should correspond to the time of it's production and it's original purpose, as well as to the noise level and security rulings. Especially varnish in striking colours, writings and stickers are not allowed. The appearance of the driver also should conform to the epoch and purpose of the vehicle, except for safety rulings.

#### VI 02.1.8 SPECIAL RULINGS

When historical correct motorcycles are excluded from their class according to the following rulings, the Technical Commission will verify their class unanimously.

### **VI 02.2 TECHNICAL SAFETY RULINGS**

#### VI 02.2.1 PROTECTIVE PARTS FOR FREE RUNNING PARTS

Free running parts must be covered by a protective guard so that neither rider nor passenger can be injured during the ride. This is also valid for the rear wheel and the sidecar wheel, and there has to be a protection against a break of the chain.

#### VI 02.2.2 EXHAUST SYSTEM

All fastening parts have to be mounted to withstand vibrations. Demountable parts should be locked durable and visible.

#### VI 02.2.3 HANDLEBARS

Handlebars and their fittings must not burst or break. Unprotected ends of the handlebar should be plugged with solid material or have rubber caps.

#### VI 02.2.4 ANGLE OF HANDLEBAR-TURN

The inclination of the handlebar, referring to the straight line, has to be 15° minimum for solo vehicles, 20° minimum for sidecars, for each side. It must be controlled by adjustable stops. The gap between tank or fairings and the handlebar has to be 30 mm minimum.

#### VI 02.2.5 OPERATING LEVERS

Levers should be carefully rounded off to avoid injuries. The rounded ends of clutch and brake levers have a minimum diameter of 10 mm. Excluded from this regulation are vehicles of Antique and Vintage Class with adjustable levers. All levers have to conform to the original historical state.

#### VI 02.2.6 CABLES

Cables must be mounted so they cannot be scrubbed. Only soldered nipples or crimped nipples

#### VI 02.2.7 FOOT RESTS

They should be covered by a rubber sleeve or get a profile against slip. Ends should be rounded off with a minimum radius of 8 mm. They should be as similar to the original as possible. Tip-up rests should return upwards automatically.

#### VI 02.2.8 MUD GUARDS

The ends and sides of metal mudguards should have a protective edge or a beading with a minimum radius of 2,5 mm.

#### VI 02.2.9 FUEL INTAKE

Fuel supply has to stop at once when the rider let go the grip. Except vehicles of Antique Class and Vintage Class with regulating levers.

#### VI 02.2.10 IGNITION AND FUEL PUMPS

All sidecars need to have a safety outfit to interrupt ignition when the rider leaves the vehicle. Electric fuel pumps should be connected to an interrupter for the case of an accident. This will be tested during the technical scrutineering.

#### VI 02.2.11 ANGLE OF INCLINATIONS

This angle differs according to the period of construction. Before reaching this angle, vehicles may not touch the ground with any part. Classic Classes have inclination angles of 45° without rider.

#### VI 02.2.12 BRAKES

Brakes should be operative on both wheels through separate systems, except vehicles of Antique Class. The brakes should be as original.

#### VI 02.2.13 TYRES

The tyre tread depth should be at least 1,6 mm (50 ccm: 1 mm). Slicks are not allowed. Tyres have to suit the times, technical data have to fulfil the demands of the event. Very old or hard tyres are not allowed for races.

#### VI 02.2.14 DISTANCE BETWEEN TIRES AND VEHICLE

The gap between tires, forks, swing arms etc. must be at least 4 mm (sidecars 8 mm). The distance to mudguards at least 15 mm.

#### VI 02.2.15 COOLANTS

Water is the only liquid coolant allowed.

#### VI 02.2.16 OIL PIPES

Oil pipes have to be mounted correctly, all screws concerning those pipes

have to be secured. Long pipes under pressure should be of flexible material and have to withstand vibrations.

#### VI 02.2.17 OIL DRAIN PLUGS

They should be secured with locking wire.

#### VI 02.2.18 FUEL TANK AND OIL TANK FILLER CAPS

They may not be torn open in case of an accident. They should have locking wire if necessary.

#### VI 02.2.19 OIL COLLECTION CONTAINERS

When an oil ventilation hose is mounted the end has to be fitted to a collecting container. The container should hold 250 ccm for the gearbox and 500 ccm for the engine.

Vehicles with free running chains, total loss lubrication or drip lubrication must have a container to catch the oil. No oil must be lost.

#### VI 02.2.20 DANGEROUS MOTORCYCLES

A motorcycle which could possibly be defective and does not conform to item 02.1 to 02.2.19, will not be allowed for the event. A technical steward being convinced that a vehicle is defective and may be dangerous, has to exclude the motorcycle from the event, he has to give the clerk of course written information.

### **VI 02.3 GENERAL TECHNICAL RULING**

#### VI 02.3.1 NOISE LEVEL

Up to year 1965. 110 dB(A) as per VFV listing of machines  
From 1965 onward: 105 dB(A) as per VFV listing and item 79.11 Technical rulings of FIM. Measuring is according to the rulings for noise control for regularity events (see Technical rulings for FIM/ International RR)

#### VI 02.3.2 CUBIC CAPACITY

The original cubic capacity can be increased only by 10% by boring the cylinder when material was worn or original parts could not be obtained. Any other increase of cubic capacity or wrong information about it leads to disqualification. The organizer may control cubic capacity.

#### VI 02.3.3 FUELS

Only lead free filling station fuel is allowed. Vehicles needing other fuels according to their construction have to be named in the application. The organizer decides about a starting permission. He may control fuels according to the FIM International Technical RR Rules.

#### VI 02.3.4 FORBIDDEN MATERIALS

The use of titanium for parts of the frame and of carbon fibres is not allowed, except for those parts necessary for noise control or safety reasons. Light alloy may not be used for wheel spindles.

#### VI 02.3.5 BOOSTING

Only motorcycles which had a booster piston or supercharger in the original specification are allowed.

#### VI 02.3.6 WIDTH OF HANDLEBARS

Minimum width for classes up to 50 ccm is 400 mm, for all other classes it is 500 mm.

#### VI 02.3.7 MUDGUARDS AND WHEEL COVERS



Wheel covers have to cover the tire according to the ruling. As covering are allowed mudguards, parts of the fairing or parts of the construction. The front wheel has to be covered from the middle of the tire to the rear in a minimum angle of 45°. The rear tire must be covered with a minimum angle of 120°.

#### VI 02.3.8 FAIRINGS

Fairings are only allowed on machines that had such a fairing fitted at the time of production. On vehicles of Clubsport Classes fairings may be mounted, they have to suit the epoch. Vehicles for high speed records with extreme fairings are not allowed for rating runs.

#### VI 02.3.9 MEASURING OF THE CUBIC CAPACITY

The measurements of the cubic capacity have to be the same as in the original construction, for exceptions see item 3.2.

#### VI 02.3.10 MOTOR AND GEARBOX

Motor and gearbox have to be similar to the original construction. In case of repair or change of parts dimensions and visible structure have to be like the original.

#### VI 02.3.11 CHANGE OF GEARBOX

The number of historical proven gears must not be increased, except in Clubsport Classes. Their number of gears can be increased up to 6.

#### VI 02.3.12 CONTROL OF SPEED CHANGE

Historical proved speed change must not be altered. For the Clubsport Classes this means the motor. This restriction is valid for 4-stroke: OHC, OHV, SV, chain, pestle, shafts etc, for 2-stroke: piston, revolving handle, membrane, also angle and number of valves. Outlet control for 2-stroke motors are not allowed.

#### VI 02.3.13 CARBURETTOR

Flat lever carburetors constructed after 1978 are not allowed.

#### VI 02.3.14 AIRBOX SYSTEM

Using an air box system is not allowed.

#### VI 02.3.15 ELECTRONIC IGNITION

Using electronic ignition is not allowed. In Electronic ignition systems the moment of ignition must be regulated by the rotation p.m.

#### VI 02.3.16 ADDITIONAL GENERAL RULINGS FOR SIDECARS

Maximum sizes are: width: 1700 mm, length 2400 mm.

Ground clearance in loaded condition: 65 mm.

The final drive must be to the rear wheel.

The handlebar has to be secured on the fork and positioned above the level of the lowest point of the riders seat.

Fuel tanks which are built into the sidecar must have special protection from contact with the road surface.

The sidecar must be attached securely to the motorcycle on minimum three points should it not be integral part of the chassis.

If a battery is installed it has to be shielded so that neither rider nor passenger could come in contact with it or its contents.

The fuel tank filler cap must be under or at the same level as the fairings so that it cannot be torn off in case of an accident.

#### VI 02.3.17 STARTING NUMBER PLATES

They must be fitted to the front, on the left and on the right side. They should be elliptical measuring 230 mm high and 280 mm broad. Numbers

should be 140 mm high, 25 mm thick, and not broader than 80 mm.  
The distance between the numbers must be 15 mm or more.  
The number plate edges should be rounded off or beaded with min. 3 mm radius.  
Motorcycles and sidecar outfits with fairings have start number areas on the fairing.

#### VI 02.3.18 TYRES-LOW PROFILE

Low Profile Tyres lower than 90% are not allowed

### **VI 02.4. ADDITIONAL RULINGS FOR SEPARATE CLASSES**

#### VI 02.4.1 ANTIQUE CLASS UP TO 1919

##### **VI 4.1.1 Definition of motorcycles:**

- .Motorcycles of the Antique Class are as follows:
- Motorcycles used first up to 1919
- Motorcycles used first up to 1928, constructed with belt drive
- Motorcycles used first before 1925, constructed without clutch and gearbox
- Motorcycles used first before 1925, constructed with clutch and maximum two gears

##### **VI 4.1.2 Technical restrictions**

The vehicles must correspond to the regulations items 1 to 3 and to the following:

All visible details have to conform to contemporary construction  
Simplex brakes may be used if they were used at the time of construction  
Electronic equipment is not allowed  
Only traditional spoked wheels are allowed

#### VI 02.4.2 VINTAGE CLASS 1920 UP TO 1930

##### **VI 4.2.1 Definition of motorcycles**

Motorcycles Class Vintage 1920 to 1930 are as follows:

- Motorcycles used first 1920 to 1930, except motorcycles of the Antique Classe

##### **VI 4.2.2 Technical restrictions**

The vehicles must correspond to the regulations of items 1 to 3 and to the following:

- Subsistent mounting of automatic gears is not allowed
- Subsistent mounting of primary belt drive is not allowed
- Subsequent mounting of duplex brakes is not allowed
- Electronic equipment is not allowed
- Central floating carburetors constructed after 1930 are not allowed
- Only traditional spoked wheels are allowed
- Subsequent mounting of alloy rims is not allowed
- Minimum diameter of the rims is 19 inches
- Maximum width of the tires is 108 mm (= 4 inches)

#### VI 02.4.3 POST VINTAGE CLASS 1931 UP TO 1949

##### **VI 4.3.1 Definition of motorcycles**

Motorcycles of Post Vintage Class 1931 to 1949 are as follows:

- Motorcycles used first from 1931 to 1949

##### **VI 4.3.2 Technical restrictions**

The vehicles must correspond to the regulations items 1 to 3 and to the following:

- Subsistent mounting of primary belt drive is not allowed
- Subsequent mounting of duplex brakes is not allowed

- Electronic equipment is not allowed
- Central floating carburetors constructed after 1949 are not allowed
- Subsequent mounting of suspension elements constructed after 1949 are not allowed
- Only traditional spoked wheels are allowed
- Minimum diameter of the rims is 19 inches
- Maximum width of the rim is 2.15 inches (= WM 3)
- Maximum width of the tires is 108 mm (= 4 inches)

#### VI 02.4.4 SIDECARS CLASS UP TO 1949

##### VI 4.4.1 Definition of motorcycles

The Sidecar Class up to 1949 means all sidecars of the Antique Class, Vintage Class and Post Vintage Class. Only vehicles of group B1 are allowed, they have to conform to all definitions and regulations mentioned in items 4.1 to 4.3.

#### VI 02.4.5 POSTWAR CLASS 1950 UP TO 1967

##### VI 4.5.1 Definition of motorcycles

Motorcycles of the Postwar Class 1950 to 1967 are as follows:

- Historical work racer or production racer used first between 1950 to 1967 with technical equipment of that time or exact replicas.
- Historical work racer or production racer with 4-stroke single cylinder racing motors, first used up to 1972, with technical equipment of that time or exact replicas.
- Historical proved racers, "specials", used first between 1950 to 1967 with technical equipment of that time.
- Serial motorcycles up to 1964, used for sporting events on streets, with technical equipment of that time.
- Sidecars corresponding to this regulations, even when they were constructed after 1967

##### VI 4.5.2 Technical restrictions

The vehicles must correspond to the regulations items 1 to 3 and to the following:

- Altering of the historic frame is not allowed
- Subsequent mounting of alloy wings is not allowed
- Subsequent mounting of lever systems with suspension is not allowed
- Suspensions with a separate equalizing container are not allowed
- Tele fork tubes more than 35 mm diameter are not allowed (except Rickman/Betor)
- Disc brakes are not allowed
- Only traditional spoked wheels are allowed
- Minimum diameter of the rims is 18 inches
- Maximum width of the rim is 2.15 inches (= WM 3)
- Maximum width of the tires is up to 175 ccm: 100 mm, up to 250 ccm: 110 mm, more than 250 ccm: 120 mm

For sidecars the following rulings are also valid:

- Only vehicles of group B1 are allowed
- The maximum wheelbase is 1500 mm
- Only tubular frames are allowed
- Two stroke vehicles are not allowed
- Maximum cubic capacity is 600 ccm (British twins up to 650 ccm)
- The motor has to be constructed before 1968 (no BMW 5 etc.) and may be adjusted only corresponding to the year of construction
- Minimum diameter of the rims is 16 inches
- Maximum width of the tires is 110 mm
- The fairing must not cover Motorcycle and sidecar as an aerodynamic unit
- For kneelers, maximum height is 800 mm

Additional the FIM rulings 01.53, items 16, 19, 20, 21, 22 and 25 are valid.

#### VI 02.4.6 GP CLASS 1968 UP TO 1978

##### VI 4.6.1 Definition of motorcycles

Motorcycles of the GP Class 1968 to 1978 are solo motorcycles as follows:

- Work racer or production racer up to 500 ccm, first used 1968 to 1978, with technical equipment of that time or exact replicas.
- Historical proofed racers, "specials" , used first between 1950 to 1967 with technical equipment of that time.
- 2-stroke-work racer or 2-stroke production racer formula 750 with technical equipment of that time

#### **VI 4.6.2 Technical restrictions**

The vehicles must correspond to the regulations items 1 to 3 and to the following:

Alloy frames are not allowed

Tele fork tubes more than 35 mm diameter are not allowed (except Rickman/Betor)

Subsequent mounting of lever systems for suspension is not allowed

Subsequent mounting of alloy wings is not allowed

Only single piston break arms are allowed

Minimum diameter of the rims is 18 inches

Maximum width of the rim is 3.5 inches

Maximum width of the tires is 130 mm

Originally used electron rims are dangerous because of easy breakage, they should be changed to traditional spoked wheels

#### **VI 02.4.7 GP CLASS AND INTER-SIDECARS 1968 UP TO 1978**

##### **VI 4.7.1 Definition of motorcycles**

Motorcycles of GP Class and Sidecar Class are as follows:

- Historical proofed GP sidecars up to 500 ccm, first used between 1968 and 1978, with technical equipment of that time, except Postwar Class.
- Historical proofed Inter-sidecars up to 750 ccm / 2-stroke and up to 1000 ccm / 4-stroke, first used up to 1978, with technical equipment of that time, except Postwar Class.

##### **VI 4.7.2 Technical restrictions**

The vehicles must correspond to the regulations items 1 to 3 and to the following:

- The maximum wheelbase is 1600 mm
- For kneelers, maximum height is 800 mm
- Rear motors are not allowed
- Only single piston break arms are allowed
- The passenger may lean out only in front of the sidecar tire

Additional the FIM rulings 01.53, items 16, 19, 20, 21, 22 and 25 are valid.

#### **VI 02.4.8 CLUBSPORT CLASS 1978**

##### **VI 4.8.1 Definition of motorcycles**

Motorcycles of Clubsport Class are solo motorcycles as follows:

- New constructed "specials" with technology and motor up to 1978
- Motorcycles with a cubic capacity more than 500 ccm, first used between 1950 to 1978, except vehicles of postwar class or GP Class
- Serial motorcycles first used between 1965 and 1978, used for sport events on streets
- Motorcycles based on technology up to 1978, with predominant technology after 1964

##### **VI 4.8.2 Technical restrictions**

The vehicles must correspond to the regulations items 1 to 3 and to the following:

Only tubular frames are allowed

Alloy frames and wings are not allowed

Lever systems for suspension are not allowed

Central suspension is not allowed

Suspension with a separate equalizing container are not allowed

Only single piston break arms are allowed

Tele fork tubes with a diameter more than 38 mm are not allowed

GP-motors as basis for the motor are not allowed  
Injection is not allowed  
The cooling system of the basis motor has to be preserved  
Electron rims are not allowed  
Minimum diameter of the rims is 18 inches  
Maximum width of the rim is 3.50 inches  
Maximum width of the tires is 140 mm