



2018 VEC 01 FIM Europe Vintage Enduro Technical Rules

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VEC 01.1 TECHNICAL RULES

In principle, Vintage Enduro events must follow the existing rules for the European Enduro Championship.

Vintage bikes shall demonstrate the state of the art of motorcycle constructions of the past.

As a general rule, motorcycles participating in a European Vintage Enduro event should have a visual look according to their **original construction**; only small modifications, which do not cause advantages for the rider and disadvantages for other participants of the event, can be allowed.

In principle motorcycles in the Vintage Enduro Championship must be equipped with:

- **Air cooled engines,**
- **Drum brakes on front and rear wheels,**
- **2 shock absorbers for the rear suspension.**

Progressive rear suspension (Monocross, Prolink, Unitrak, etc.) are not allowed; exceptions are YAMAHA-cantilever swingarms and ROKON constructions only.

Vintage bikes will show the technical spirit of the time of construction and it's production. Well maintained or reconstructed bikes for Vintage events should use still existing components of the relevant category.

The shortage of some components will allow the use of the following non- original parts - but commonly sold during years of the motorcycle production:

- Mudguards,
- Gas throttle,
- Handlebar safeguards (protective padding), hand protectors (open type),
- Rims (both) can be in steel or aluminum, but should be of the period,
- Rear shock absorbers must be from the same period as the motorcycle-production (even if of different size and brand),
- Folding foot-rests are advised,
- Exhaust systems: Mufflers / silencers and exhaust pipes must be as near as possible to the original system in its shape and characteristics.

All Vintage bikes must pass a technical inspection, including a noise control.

Noise emission should find the acceptance of the public and the official authorities to avoid problems for the Enduro sport. *Limits of noise emission according to National rules are to be respected: for example, 94 db (A) for 4-stroke engines and 96 db (A) for 2-stroke engines.*

VEC 01.2 CATEGORIES / CLASSES OF VINTAGE ENDURO MOTORCYCLES

VEC 01.2.1 CATEGORIES

- **Classic 73: Motorcycles manufactured up to 1973**
- **Classic 76: Motorcycles manufactured up to 1976**
- **Classic 81: Motorcycles manufactured up to 1981,**
- **Open class: Motorcycles manufactured up to 1986/1989.**

The "Open Class" will allow the participation in a Vintage Enduro event for so called "**Gentleman Riders**".

In this Open Class motorcycles **are not restricted** to air cooled engines, drum brakes and twin shocks.

Gentleman riders are allowed also to ride on a special track of the event.

VEC 01.2.2 CLASSES AND DISPLACEMENT

The following classes - according to the displacement of the engine - are foreseen:

- **Class V 1: up to 50 cc and 80 cc**
- **Class V 2: up to 125 cc**
- **Class V 3: up to 250 cc**
- **Class V 4: over 250 cc**
- **Class V 5: over 500 cc**

A tolerance of 5% of the cylinder bore dimension relative to the original is permitted to reflect successive repairs.

A class will be created in each category, if the number of starters is at least 5 (five).

VEC 01.3 PERMITTED TYRES

Enduro tyres (FIM) must be mounted; tyres must have the DOT inscription on their sidewall.

VEC 01.4 LIGHTING

The lighting system must be in regular working condition. Lighting should be able to operate on road and off road.

VEC 01.5 SAFETY RULES

- The handlebar reinforcing bar must be equipped with a protection pad (foam). The handlebar ends must be sealed.
- Motorcycles must be fitted with an engine stop system. This system must be mounted on the left or right handlebar, and capable of being operated without the rider.
- For safety reasons, a marshal should also be able to shut off the engine in case of an emergency. The operation of the engine stop system can be tested during the Technical Inspection.
- The original footrests may be fixed, but the spring loaded folding type is preferred.
- The stand is optional, but the rider must provide a removable stand for parking in the "Parc Fermé".

VEC 01.6 PLATE COLOURS AND RACE NUMBERS

The plates must be yellow with black numbers. Minimum size of these black numbers should be 11 cm.

VEC 01.7 DOCUMENTS FOR THE MOTORCYCLES

- Motorcycles must have a valid registration document and insurance certificate.
- Frame numbers must be the same as on the official documents.
- The registration number of the motorcycle must be on a plate attached to the rear fender. The plate shall not exceed the width of the fender.
- The requirements of the country of origin of the participants will be taken into account.

VEC 01.8 PARTICIPANTS / RIDERS

There is no age-limit in the FIM European Vintage Championship.

- For the Championship, the first 15 qualified riders will obtain between 25 points and 1 point – according to the existing system.
- Points are awarded to the top 15 (fifteen) riders, for each category and class, as follows: 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

- Riders score points in the category of the motorcycle.
- If the motorcycle is changed during the season to a different category, then points will be scored in the category of the last change.
- An overall ranking will be established on each event.

VEC 01.9 TIMING AND TESTS

At the beginning of the event a **Starting Test** should be made: start by kick starter within 1 minute and riding a minimum of 20 meters by engine power.

If this start test is not fulfilled a 60 (sixty) seconds penalty will be given.

For every lap the organizer must work out a realistic **time schedule** – according to the length of the lap and the actual weather conditions.

This time schedule must be agreed by the jury!

VEC 01.10 COURSE

A total distance of maximal 120 km, will be covered in maximal 3 laps.

Variations may be made according to the actual weather and climatic conditions and according to the official local possibilities.

The course shall have a track on road and off road.

Inside the course there should be 1 (one) check point (time or stamp control); different special tests should be or can be included, according to the local conditions.

At the end of each lap there has to be a time / stamp control.

Riders who do not fulfill the lap-timing will receive a 60 seconds penalty for every minute outside their given time.

Maximum lap-time-limit will be 30 minutes.

VEC 01.11 TESTS

Special tests should be part of the event:

- start test
- acceleration test
- cross country test
- trial test (eventually)

VEC 01.11.1 ACCELERATION TESTS

Can be included within the lap or as an extra test, and have a maximum length of 200 meters.

The ridden time should be multiplied by 5.

VEC 01.11.2 CROSS COUNTRY TESTS

Should be ridden within the lap(s); if the event has more than 1 (one) lap, it should be counted in the second and third lap of the event.

VEC 01.11.3 TRIAL TESTS

Shall be counted according to international trial-penalty-point rules. Trial points should be multiplied by 5 and transferred into seconds.

VEC 01.12. FINAL RESULTS

The final result will be calculated as an addition of all points of all tests:

- start test
- trial-penalty-points (transferred into seconds)
- acceleration test
- cross country test
- lap timing

VEC 01.13 RIDERS SAFETY EQUIPMENT

- Pilots must use an approved helmet to ECE 22-05 standard.
- JET helmets are permitted provided they have the approval ECE 22-05.
- A protection for chest and back is mandatory.

VEC 01.14 LICENSES

- FIM Europe license or National license;
- Starting permission, for foreign riders, by the National Federation of their country.

VEC 01.15 COSTS

- The entry fee, calculated by the organizer, has to be paid by the rider to the organizer.
- The organizer has to pay a fee of 10,00 Euro per rider to FIM Europe.

VEC 01.16 ENVIRONMENTAL RULES

Enduro riding is a "endangered" discipline and our shared goal is to preserve its future. Compliance with the rules established by the organizers is obligatory. An environmental mat must be used in the paddock.

VEC 01.17 NOTES

In case of doubt the English version of these regulations prevails.