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2023 RULES

VEEC 01 Vintage Enduro European Championship

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VEEC 01.1 TECHNICAL RULES

In principle, Vintage Enduro events must follow the existing rules for the FIM 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 an FIM 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 and Vintage riders 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,
 - Handlebars must have the typical look of the time of production of the bikes (22 mm),
 - Safeguards should be protected with soft materials, modern "Fat bars" are not allowed,
 - Carburetors must have sliders according to the year of production of the bikes (round)
 - 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 even if they are different sizes and brands).**
 - Folding footrests are advised.
 - Exhaust systems: mufflers / silencers and exhaust pipes must be as near as possible to the original system in its shape and characteristics.
- Exhaust systems must follow the original lines; for example:
If originally mounted under engine > under engine, if on the left side > left side.
Forks diameter must be the same that were originally equipped:

Category Expert: 35mm

Category Classic: 38mm

except for those bikes that were originally fitted with other sizes (Maico and Husqvarna only from 1982 and 1983, that were fitted with forks of 40 mm and 43mm).

Category Open: Diameter of fork must be the same as original.

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Technical Inspection

For Vintage events all Vintage bikes must pass a-Technical inspection, including a noise- and light-control.

Noise emission should find the acceptance of the public and the official authorities to avoid problems for the Enduro sport.

VEEC 01.2 CATEGORIES / CLASSES of Vintage Enduro Motorcycles

VEEC 01.2.1 CATEGORIES

Category **EXPERT**, Motorcycles manufactured until 1975

Category **CLASSIC**, Motorcycles manufactured until 1980 *

* Classic motorcycles produced after 1980 until 1983 maximum, are allowed also, if they are equipped with air cooled engines, 2 drum brakes and 2 shocks in the rear.

Category **OPEN**, Motorcycles manufactured until 1989 *

* In this Category OPEN motorcycles are not restricted to air cooled engines, drum brakes and 2 shocks in the rear.

VEEC 01.2.2 — CATEGORIES, CLASSES and DISPLACEMENT of the engine

The following CATEGORIES and CLASSES - according to the displacement of the engine - are foreseen:

CATEGORY EXPERT: Motorcycles manufactured until 1975

CLASSES:

Class up to 75 cc
Class up to 125 cc
Class over 125 cc

CATEGORY CLASSIC: Motorcycles manufactured until 1980 *

* Classic motorcycles produced after 1980 until 1983 maximum, are allowed also, if they are equipped with air cooled engines, 2 drum brakes and 2 shocks in the rear.

CLASSES:

Class up to 75 cc
Class up to 125 cc
Class up to 250 cc
Class over 250 cc

CATEGORY OPEN: Motorcycles manufactured until 1989

CLASSES:

Class up to 80 cc
Class up to 125 cc
Class up to 250 cc
Class over 250 cc

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

For the case, that only 1 (one) rider applies for a start "in his Class", a Class can be created just for 1 (one) rider.)

VEEC 01.3 PERMITTED TYRES

The use of Enduro tyres (FIM) is compulsory.

VEEC 01.4 LIGHTING

The lighting system must be in regular working condition and will be tested during Technical Inspection of the organizer.

Lighting should be able to operate on road and off road.

VEEC 01.5 SAFETY RULES

The handlebar reinforcing bar must be equipped with a protection pad (foam).

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".

VEEC 01.6 PLATE COLOURS and RACE NUMBERS

All motorcycles must display number plates on the front and on both sides.

The plates can be maximal 230 mm high and 280 mm wide;

The plates should be yellow with black numbers.

Minimum size of these black numbers should be 10 cm high and 2 cm wide.

VEEC 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.

VEEC 01.8 PARTICIPANTS / RIDERS

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

Points are awarded to the top 15 (fifteen) riders, for each Category and Class, as follows:

20, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 point(s);

PRIZE-GIVING CEREMONY at the last day of the VEEC CHAMPIONSHIP:

The organiser of the last Championship-event shall organise a suitable, adequate

Price Giving Ceremony.

Participatipon in the VEEC Championship

Riders who want to participate and to be valued in the Vintage Enduro European Championship (VEEC) have to start at least in 2 (two) races of the Championship.

VEEC 01.9 TIMING

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!

VEEC 01.10 COURSE

A total distance of ca. 100 km up to maximal 120 km per day is foreseen.

The total distance of the racecourse will be covered by a maximum of 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 tracks on road and off road.
Inside the course there should be at least 1 (one) Time Check (TC) or stamp-control.
Different Special Tests should be or can be included, according to the local conditions.
At the end of each lap there must be a Time Check (TC) with stamp-control.

Riders who do not fulfill the lap-timing will receive a 60 seconds penalty for every minute outside their given time.
Maximum exceed of lap-time of the day are 60 (sixty) minutes.

VEEC 01.11 TESTS

Special Tests should be part of the event:

- **Start Test (ST)**
- **Acceleration Test (AT)**
- **Cross Country Test (Enduro Test) (CT)**
- **Trial Test (TT)** (eventually).

VEEC 01.11.1 START TEST (ST)

At the beginning of the event a Starting Test is foreseen:
Start by kick starter within 1 (one) minute and riding a minimum of 20 meters by engine power.

If this Start Test is not fulfilled, a penalty of 10 (ten) seconds will be given.

VEEC 01.11.2 ACCELERATION TESTS (AT)

An Acceleration Test (AT) can be included within the lap; it should have a maximum length of 200 meters.

If the event has more than 1 (one) lap, the AT should be counted in the second lap of the event.

Acceleration tests can be organized as an extra test also.
The ridden time of the AT should be multiplied by 5.

VEEC 01.11.3 CROSS COUNTRY TESTS (CT)

Cross Country Tests (CT) 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.

Each of the CT's should not last longer than about 5 minutes to 7 minutes.

VEEC 01.11.4 TRIAL TESTS (TT)

Trial Tests (TT) shall be counted according to *International Trial-Penalty-Point Rules*.
Trial points should be multiplied by 5 and transferred into seconds.

VEEC 01.12. FINAL RESULTS

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

- Start Test
- Acceleration Test
- Cross Country Test
- Lap timing
- Trial-Penalty-Points (transferred into seconds).

VEEC 01.13 RIDERS SAFETY EQUIPMENT

Pilots must use an approved helmet according to actual ECE rules.
JET helmets are permitted, provided they have the actual ECE approval.
A protection for chest and back is recommended.

VEEC 01.14 LICENSES

The pilot must hold be in possession of the national license and the starting permission of his federation, for the single event. a valid FIM Europe Promotional Continental Licence, either one event or annual.

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VEEC 01.15 COSTS

The entry fee, calculated by the organizer, must be paid from the rider to the organizer.
The organizer has to pay a fee of 20,00 Euro per rider to FIM Europe.

VEEC 01.16 ENVIRONMENTAL RULES

Enduro riding is an "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.

VEEC 01.17 NOTES

~~In case of doubt the English version of these rules prevails.~~

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