



VINTAGE COMMISSION
Motocross sporting regulations
2022

VCMX Art. 1 – Motorcycles and Classes

Vintage: motorcycles produced before 31-12-1976.

- pre-73 (*over 50*)
- pre-73 (*over 60*)
- pre-73 (*over 68*)
- pre-76

Classic: motorcycles produced from 1977 to 1979

- C1 (up to 125cc)
- C2 (over 125cc)

Promo: motorcycles produced from 1980 to 1989

- P1 (up to 125cc);
- P2 (over 125cc);

Evo: motorcycles produced from 1990 to 1996

- E1 (up to 125cc)
- E2 (over 125cc)

Queen: motorcycle from 350cc to 500cc 2 stroke

Fifty: motorcycle of up to 50cc 2stroke by the year 1982

- F1 (until 1977)
- F2 (until 1982)

Rookies: motorcycles produced until 1989 up to 250cc two stroke

- R1 (up to 125cc)
- R2 (up to 250cc)

VCMX Article 2 - Age limits

Vintage:	over 50
Classic:	over 45
Promo:	over 35
Evo:	over 35
Queen:	over 35
Fifty:	over 30
Rookies	under 35

VCMX Art. 3: - Participation

Any change of class during the season leads to a new accumulation of points.
Points earned in one class won't be transferred to another one.

VCMX Art. 4 - Licences

- National licence complete with insurance and starting permission

VCMX Art. 5 - Registration and entry fee:

The entry fee is fixed to maximum € 200 per rider, per class and per event, providing the entry form arrives on time to the Organiser/Coordinator. If the inscription is received after the closing date of entries (at least 10 days before the event), the entry fee will be maximum € 300 per rider, per class and per event.

VCMX Art. 6 - Number of starters

The maximum number of riders admitted to the practices and race, must be stated in the SR. This must be 300 riders maximum.

VCMX Art. 7 - Non-participation in an event

Riders who enter a European Vintage Motocross Cup event and who cannot take part are subject to the provisions of the FIM-Europe European Vintage Motocross Cup Regulations. The riders enrolled in an event and absent without excuse will have to pay a penalty of 300€ (EURO). The fee will be charged to the rider's FMN by the FIM Europe. A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the officials of the reasons for his non-participation.

VCMX Art. 8 - Supplementary Regulations

At least 60 days before the event the FMNR must send the Supplementary Regulations to the FIM Europe General Secretariat for approval. After approval they will be sent back to the FMNR. The N° of the banking account for the transfer of the inscription fee must appear in the Supplementary Regulations of the event.

VCMX Art. 9 - Entrance to the departure gate

For the first race of the season, the starting grid will be prepared according to the test times

For the rest of the season the starting grid will be based on the provisional rankings, for the riders' present in the rankings, and for everyone else, based on test times.

VCMX Art. 10 - Rankings

All riders ranked in one run earn points.

25-20-16-13-11-10-9-8-7-6-5-4-3-2- and 1 point for all runners ranked after 15th place.

To be classified, riders must have completed at least one lap.

In the last event, the best result of either run is worth twice as many points.

The Cup ranking will be determined on the basis of the sum of the points of all the heats.

If the event is recognized the validity for the national championship of the country, rankings will be extrapolated by recalculating the scores and will be valid as a ranking national championship, in compliance with the rules of the national championship.

VCMX Art. 11- Awards

Vintage:

- the first three riders of the Pre 73 over 50;
- the first three of the over-60s;
- the first three of the over-68s.
- the first three of the Pre 76 class

Classic

- the first three riders of the C1 class (up to 125cc.)
- the first three riders of the C2 class (over 125 cc.)

Promo

- the first three riders of the P1 class (up to 125 cc)
- the first three riders of the P2 class (over 125 cc.)

Evo

- the first three riders of the E1 class (up to 125 cc.)
- the first three riders of the E2 class (over 125 cc.)

Queen

- the first three riders of the class

Fifty

- the first three riders of the F1 class
- the first three riders of the F2 class

Rookies

- the first three riders of the R1 class
- the first three R2 class riders

The race and Cup rankings will only be valid if at least three riders are classified who compete in the same sub category.

Valid if there are at least three riders.

VCMX Art. 12 - Motorcycles allowed

Motorcycles, must appear as original as possible.

Each rider must show/prove that the bike is an original machine from the period and the Jury President decision is final.

Special prototypes, craft or other, will be submitted to a special technical inspection.

Governments and the environment impose strict noise rules, so every rider will have to comply with the rules

national regulations on the environment, pollution and noise limits.

All riders are invited to make the necessary efforts to prevent more restrictive measures to be taken.

Riders who do not comply with anti-pollution noise standards will not be able to start.

In the event that a motorcycle is declared unsuitable but it is not dangerous for the other competitors, may be admitted to the race, at organisers decision and by mutual agreement with the Jury President, this bike will not be classified in the race or in the Cup.

All motorcycles must be equipped with an engine stop button.

This engine stop system must be fixed on the left or right handlebars and easily activated without the rider releasing the handlebar grip.

For obvious safety reasons, an Official must be able to turn off the engine in case of emergency. This engine stop system will be tested during the technical inspection.

The handlebar must be equipped with a protection on the crossbar.

Modern Pro handlebars without crossbar are prohibited.

Chainguard protection: with the exception of motorcycles which are not fitted with them from birth, it is necessary to install a chainguard protection.

VCMX Art. 13 - Table colors number port

The number plates of the riders from abroad will be Grey and the color number Black.

For all other riders, the rules laid down in the respective national regulation apply.

VCMX Art. 14 - Safety equipment of the riders

Riders must be equipped with modern safety equipment that meets current standards defined by the current FIM Technical rules for Motocross

It is mandatory to wear chest and back protection according to the FIM Technical rules for Motocross.

An environmental carpet must be placed under the bike in the paddock.

VCMX Art. 15 – Protest

All protest must be submitted in accordance with the FIME Disciplinary and Arbitration Code together with a fee of €350 (EURO)

VCMX Art. 16 - TECHNICAL RULES

The FIM Technical Rules for Motocross apply for these classes.