



## VCRR 05 FIM EUROPE VINTAGE ROAD RACE MACHINE ELIGIBILITY RULES

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## **OVERVIEW**

The purpose of these eligibility rules is to ensure the Vintage machines racing today represent racing machines from the Vintage, Forgotten Era and Post Classic Eras.

## **GENERAL NOTES**

- Modifications permitted to maintain serviceability and/or meet current regulations are detailed in these rules.
- Eligibility will not be granted to a machine, assembled from period components, of a type that was not raced pre 31/12/1972, except class 2b that may use components up to 1983.
- Any replica part used must closely resemble the original period part.
- The owner/rider is responsible for supplying proof of eligibility of any machine or component.
- Eligibility certificates issued to “Vintage” machines by the UK, Scandinavian or Croatia registration schemes will be accepted for FIM Europe Cup events.
- The interpretation of the Vintage Machine Eligibility Rules is the responsibility of the FIM Europe Vintage Commission.

## **VINTAGE SECTION**

### **VCRR 05.1.1 VINTAGE SOLO CLASSES**

Class 2 - Solo Motorcycles up to 200cc

Class 3 - Solo Motorcycles 201 - 250cc

Class 4 - Solo Motorcycles 251 - 350cc

Class 5 - Solo Motorcycles 351 - 500cc

Class 6 - Solo Motorcycles 501 – 750cc

All four stroke machines must have been raced or sold commercially in Europe prior to 31/12/1972

All two stroke machines must have been raced or sold commercially in Europe prior to 31/12/1967,

### **VCRR 05.1.2 FRAME, FORKS & SUSPENSION**

The frame, forks and suspension must be of a style and type raced or available pre 31/12/1972 four strokes, pre 31/12/1967 for two strokes

Fork braces are not permitted.

Hydraulic or mechanical anti-dive suspension systems are not permitted.

Monoshock rear suspension is not permitted unless original fitment on that machine.

External reservoirs on rear suspension units are not permitted.

### **VCRR 05.1.3 ENGINE**

The engine must be of a type raced or available pre 31/12/1972 (four strokes), 31/12/1967 (two strokes). Engines must use the original castings or close replicas and retain the outside appearance of the original manufacturer. It is permitted to adapt the external casings for the sole purpose of using non-original ignition systems and/or the fitting oil coolers.

The internal specification is free from restriction but must meet all the requirements of these eligibility rules.

All engine breather pipes must lead to a catch tank.

All drain, sump and filler plugs must be safety wired, using 0.7mm annealed stainless wire.

Where required by the National Federation regulations, engine and gearbox oil containment must be fitted in accordance with the National Federation regulations.

Two stroke machines are not permitted in Vintage Class 5 (500cc)

#### **VCRR 05.1.4 GEARBOX & CLUTCH**

Gearboxes must retain the outside appearance of the original manufacturer. The internal specification is free from restriction but must meet all the requirements of these eligibility rules. External manually operated overdrive systems are allowed in class 2b.

“Slipper” type clutches are not permitted.

Belt Primary Drives are permitted but should be concealed.

All gearbox breather pipes must lead to a catch tank

All drain, sump and filler plugs must be safety wired, using 0.7mm annealed stainless wire.

#### **VCRR 05.1.5 CARBURETTOR**

Carburettors must be of a pre-31/12/1972 type.

Amal Mk2, Kei-Hin CR type and Gardner carburettors are permitted.

Fuel injection is not permitted.

Induction above atmospheric pressure is not permitted.

#### **VCRR 05.1.6 IGNITION SYSTEM**

Modern ignition systems may be used but restricted to those with a two-dimensional advance curve.

Ignition systems using throttle position sensors are not permitted.

#### **VCRR 05.1.7 BRAKES**

Any pre-1973 drum type brake may be fitted.

The only disc brake callipers permitted are:

1. AP Lockheed two piston calliper.
2. Honda single piston calliper
3. Brembo or Grimeca (Moto Guzzi T3)
4. Dunstall (Integral with slider)
5. Yamaha (XS650)

Floating rotors are not permitted.

#### **VCRR 05.1.8 WHEELS & TYRES**

Wheels must be of a diameter 18ins of at least 18 inches and of wire spoke design.

Maximum rim width is 2.15 ins (WM3) for machines up to 500cc and 2.5ins (WM4) for 501cc - 750cc machines.

Moulded treaded tyres must be used, modified slick, and wet weather tyres not permitted.

Tyre warmers are not permitted.

#### **VCRR 05.1.9 EXHAUSTS SYSTEM & SILENCERS**

The exhaust system outlet must be approximately horizontal and comply with any sound regulations in force at the meeting.

#### **VCRR 05.1.10 INSTRUMENTS & CONTROLS**

Must be of a type used pre 31/12/1972. Instruments must be of the analogue type.

The fitting of digital meters is not permitted. Gearshift change lights are not permitted

#### **VCRR 05.1.11 TANKS & FAIRINGS**

Petrol Tanks, seats and fairings must resemble the designs of these components used pre 31/12/1972.

Petrol tanks should contain explosion retardant foam.

**VCRR 05.1.12 NUMBER PLATES**

All machines must display number plates on the front and both sides. The plates should be 230mm high by 280mm wide.

Colours as below:

Up to 250cc White figures on Green background

350cc White figures on Blue background

500cc Black figures on Yellow background

750cc Black figures on White background

**VCRR 05.2.1 FORGOTTEN ERA SOLO CLASSES****FORGOTTEN ERA CLASSES**

**Class 7a Solo motorcycles 351cc – 1300cc (Pre 31/12/1981)**

**Class 7b Solo motorcycles up to 350cc (Pre 31/12/1981)**

**VCRR 05.2.2 FRAME, FORKS & SUSPENSION**

The frame, forks and suspension must be a style and type used pre-31/12/1979 for class 7a & pre 31/12/1981 for class 7b.

Hydraulic or mechanical anti-dive suspension systems are not permitted.

**VCRR 05.2.3 ENGINE**

The engine must be of a type raced or available pre-31/12/1979 for class 7a & pre 31/12/1981 for class 7b. Engines must use the original castings or close replicas and retain the outside appearance of the original manufacturer. It is permitted to adapt the external casings for the sole purpose of using non-original ignition systems and/or the fitting oil coolers.

The internal specification is free from restriction but must meet all the requirements of these eligibility rules.

All engine breather pipes must lead to a catch tank.

All drain, sump and filler plugs must be safety wired, using 0.7mm annealed stainless wire.

Where required by the National Federation regulations, engine and gearbox oil containment must be fitted in accordance with the National Federation regulations.

**VCRR 05.2.4 GEARBOX & CLUTCH**

Gearboxes must retain the outside appearance of the original manufacturer. The internal specification is free from restriction but must meet all the requirements of these eligibility rules.

Electronic control of the gearbox operation is not permitted.

All gearbox breather pipes must lead to a catch tank

All drain, sump and filler plugs must be safety wired, using 0.7mm annealed stainless wire, to prevent oil spillage

**VCRR 05.2.5 CARBURETTOR**

Carburettors must be of a type pre-31/12/1981.

Fuel injection is not permitted.

Induction above atmospheric pressure is not permitted.

**VCRR 05.2.6 IGNITION SYSTEM**

Modern ignition systems may be used but restricted to those with a two-dimensional advance curve.

Ignition systems using throttle position sensors are not permitted.

**VCRR 05.2.7 BRAKES**

Brakes must be of a type used pre 31/12/1981.

Brake calliper pistons are limited to a maximum of four pistons per wheel.

**VCRR 05.2.8 WHEELS & TYRES**

Wheels must be of a type pre-31/12/1981 with a minimum diameter 18ins.  
Moulded treaded tyres must be used. Slick, modified slick, and wet weather tyres not permitted. Tyre warmers are not permitted

**VCRR 05.2.9 EXHAUST SYSTEM & SILENCERS**

The exhaust system outlet must be approximately horizontal and comply with any sound regulations in force at the meeting.

**VCRR 05.2.10 INSTRUMENTS & CONTROLS**

Must be of a type used pre-31/12/1981.

**VCRR 05.2.11 TANKS & FAIRINGS**

Petrol Tanks, seats, bodywork, and fairings must resemble the designs of these components used pre-31/12/1981.  
Petrol tanks should contain explosion retardant foam.

**VCRR 05.2.12 NUMBER PLATES**

All machines must display number plates on the front and both sides. The plates should be 230mm high by 280mm wide.  
Colours as below:  
250cc White figures on Green background  
350cc White figures on Blue background  
500cc Black figures on Yellow background  
750cc Black figures on White background  
>750cc White figures on Red background

**VCRR 05.3.1 POST CLASSIC SOLO CLASSES**

**Class 9a** - 351cc- 500cc Two-strokes manufactured before 31/12/1983, 601cc -1300cc four-stroke manufactured before 31/12/1983, and 750cc four-stroke motorcycles manufactured before 31/12/1987.

**Class 9b** – Up to 350cc two stroke motorcycles and up to 600cc four stroke motorcycles manufactured before the end of 1987.

**VCRR 05.3.2 FRAME, FORKS & SUSPENSION**

The appearance and construction shall be as used during the period. Only engine-frame combinations used in the period are permitted.

**VCRR 05.3.3 ENGINE**

Engines must use the original castings or close replicas and retain the outside appearance of the original manufacturer. It is permitted to adapt the external casings for the sole purpose of using non-original ignition systems and/or the fitting oil coolers.  
The internal specification is free from restriction but must meet all the requirements of these eligibility rules.  
All engine breather pipes must lead to a catch tank.  
All drain, sump and filler plugs must be safety wired, using 0.7mm annealed stainless wire.  
Where required by the National Federation regulations, engine and gearbox oil containment must be fitted in accordance with the National Federation regulations.

**VCRR 05.3.4 GEARBOX & CLUTCH**

Gearboxes must retain the outside appearance of the original manufacturer. The internal specification is free from restriction but must meet all the requirements of these eligibility rules. Period slipper clutches are permitted

Electronic control of the gearbox operation is not permitted.

All gearbox breather pipes must lead to a catch tank

All drain, sump and filler plugs must be safety wired, using 0.7mm annealed stainless wire, to prevent oil spillage

#### **VCRR 05.3.5 CARBURETTOR**

Carburettors must be of a type that was available during the period.

Period correct fuel injection is allowed only if originally used on the motorcycle.

Induction above atmospheric pressure is not permitted.

#### **VCRR 05.3.6 IGNITION SYSTEM**

There is no restriction to the ignition system. The machine shall be equipped with an easily accessible emergency stop switch.

#### **VCRR 05.3.7 BRAKES**

The brake drums, calipers and cylinders must be of a type and construction that was used within the period. The discs must be made of ferrous material. The size, type and construction must be period correct.

#### **VCRR 05.3.8 WHEELS & TYRES**

The wheels shall be of a design, construction and size that was used within the period.

Moulded treaded tyres must be used. Slick, modified slick, and wet weather tyres are not permitted. Tyre warmers are not permitted

#### **VCRR 05.3.9 EXHAUST SYSTEM & SILENCERS**

The exhaust system outlet must be approximately horizontal and comply with any sound regulations in force at the meeting.

#### **VCRR 05.3.10 INSTRUMENTS & CONTROLS**

Must satisfy the technical regulations in force at the meeting.

#### **VCRR 05.3.11 TANKS & FAIRINGS**

Petrol Tanks, seats and fairings must resemble the designs of these components used in the period pre 31/12/1983 or pre 31/12/1987 as applicable

Petrol tanks should contain explosion retardant foam.

#### **VCRR 05.3.12 NUMBER PLATES**

All machines must display number plates on the front and both sides. The plates should be 230mm high by 280mm wide in the colours described below.

250cc White figures on Green background

350cc White figures on Blue background

500cc Black figures on Yellow background

750cc Black figures on White background

1000cc White figures on Red background

#### **VCRR 05.4.1 VINTAGE SIDECAR CLASSES**

##### **Class 8a - Pre 31/12/1972 Sidecars Up to 1300cc**

Wheels ≤15 inches and a maximum rim width of 5.5 inches. The sidecar wheel size is optional.

##### **Class 8b - Pre 31/12/1972 Sidecars Up to 750cc**

Front and rear wheels must be a minimum of 16 and a maximum width of 2.5 in (WM4). The sidecar wheel size is optional.

#### **VCRR 05.4.2 FRAME, FORKS & STEERING**

The frame, forks and steering must be a style and type used pre-31/12/1972. The maximum permitted width of the outfit including the exhaust is 1700mm

#### **VCRR 05.4.3 ENGINE**

The engines installed in the outfit, must have been raced or sold commercially in Europe prior to 31/12/1972.

Engines must use the original castings or close replicas and retain the outside appearance of the original manufacturer. It is permitted to adapt the external casings when using non-original ignition systems and/or fitting oil coolers.

The internal specification is free from restriction but must meet all the requirements of these eligibility rules.

All engine breather pipes must lead to a catch tank.

All drain, sump and filler plugs must be safety wired, using 0.7mm annealed stainless wire, to prevent oil spillage.

Where required by the National Federation regulations, engine and gearbox oil containment must be fitted in accordance with the National Federation regulations.

#### **VCRR 05.4.4 GEARBOX & CLUTCH**

The gearbox and clutch must be of a type raced or available pre 31/12/1972. Exposed drive trains must have shield(s) fitted for the protection of driver and passenger.

“Slipper” clutches are not permitted

#### **VCRR 05.4.5 CARBURETTOR**

Carburettors must be of a pre-31/12/1972 type.

Amal Mk2, Kei-hin CR type and Gardner carburettors are permitted.

Fuel injection is not permitted.

Induction above atmospheric pressure is not permitted.

#### **VCRR 05.4.6 IGNITION SYSTEM & KILL SWITCH**

Modern ignition systems may be used, but restricted to those with a two dimensional advance curve. Ignition systems using throttle position sensors are not permitted. An ignition switch operated by a cord attached to the driver's wrist must be fitted as a safety measure in the event of the driver parting company with the outfit.

#### **VCRR 05.4.7 BRAKES**

Brakes must be of a type used pre 31/12/1972. The braking system must have two independent systems working on at least two wheels. Brake discs must not be ventilated or incorporate floating carriers.

#### **VCRR 05.4.8 WHEELS & TYRES**

Wheels must be of a type used pre 31/12/1972. The maximum width is specified in Section VCRR 05.5.1. Moulded treaded tyres must be used, modified slick, and wet weather tyres not permitted. Tyre warmers are not permitted.

#### **VCRR 05.4.9 EXHAUSTS SYSTEM & SILENCERS**

The exhaust system outlet must be approximately horizontal and comply with any sound regulations in force at the meeting.

#### **VCRR 05.4.10 INSTRUMENTS & CONTROLS**

Must be of a type used pre 31/12/1972. Instruments must be of the analogue type.

The fitting of digital meters is not permitted. Gearshift change lights are not permitted

#### **VCRR 05.4.11 TANKS & FAIRINGS**

Petrol Tanks, seats, bodywork, and fairings must resemble the designs of these components used pre 31/12/1972.



Petrol tanks should contain explosion retardant foam.

#### **VCRR 05.4.12 NUMBER PLATES**

All sidecars must display number plates on the front and both sides. The plates should be 230mm high by 280mm wide.

Colours as below:

#### **VCRR 05.5.1 FORGOTTEN ERA SIDECAR**

##### **Class 8c Pre 31/12/1983 Sidecars type F2**

-up to 1100cc four strokes air-cooled

-up to 750cc two strokes air cooled or water cooled

#### **VCRR 05.5.2 FRAME, FORKS & STEERING**

The frame, forks and steering must be a style and type used pre-31/12/1983.

#### **VCRR 05.5.3 ENGINE**

The engines installed in the outfit, must have been raced or sold commercially in Europe prior to 31/12/1983.

Engines must use the original castings or close replicas and retain the outside appearance of the original manufacturer. It is permitted to adapt the external casings when using non-original ignition systems and/or fitting oil coolers.

The internal specification is free from restriction but must meet all the requirements of these eligibility rules.

All engine breather pipes must lead to a catch tank.

All drain, sump and filler plugs must be safety wired, using 0.7mm annealed stainless wire, to prevent oil spillage.

Where required by the National Federation regulations, engine and gearbox oil containment must be fitted in accordance with the National Federation regulations.

#### **VCRR 05.5.4 GEARBOX & CLUTCH**

The gearbox and clutch must be of a type raced or available pre 31/12/1983. Exposed drive trains must have shield(s) fitted for the protection of driver and passenger.

“Slipper” clutches are not permitted.

#### **VCRR 05.5.5 CARBURETTOR**

Carburettors must be of a pre-31/12/1983 type.

Fuel injection is not permitted.

Induction above atmospheric pressure is not permitted.

#### **VCRR 05.5.6 IGNITION SYSTEM & KILL SWITCH**

Modern ignition systems may be used but restricted to those with a two-dimensional advance curve. Ignition systems using throttle position sensors are not permitted. An ignition switch operated by a cord attached to the driver's wrist must be fitted as a safety measure in the event of the driver parting company with the outfit.

#### **VCRR 05.5.7 BRAKES**

Brakes must be of a type used pre 31/12/1983. The braking system must have two independent systems working on at least two wheels. Brake discs must not be ventilated or incorporate floating carriers.

#### **VCRR 05.5.8 WHEELS & TYRES**

Wheels must be of a type used pre 31/12/1983. Moulded treaded tyres must be used, modified slick, and wet weather tyres not permitted. Tyre warmers are not permitted.

#### **VCRR 05.5.9 EXHAUSTS SYSTEM & SILENCERS**

The exhaust system outlet must be approximately horizontal and comply with any sound regulations in force at the meeting.

#### **VCRR 05.5.10 INSTRUMENTS & CONTROLS**

Instruments are of a free choice.

#### **VCRR 05.5.11 TANKS & FAIRINGS**

Petrol Tanks, seats, bodywork, and fairings must resemble the designs of these components used pre 31/12/1983.

Petrol tanks should contain explosion retardant foam.

#### **VCRR 05.5.12 NUMBER PLATES**

All sidecars must display number plates on the front and both sides. The plates should be 230mm high by 280mm wide.

Colours: white background and black numbers.

#### **VCRR 05.6.1 POST CLASSIC SIDECAR CLASSES**

##### **Classification:**

**Class 8d/K1:** Sidecars up to 31/12/1975 models

Air cooled two-stroke and four-stroke engines up to 750ccm

**Class 8e/K2:** Sidecars up to 31/12/1978 models

Four-stroke engines up to 1000ccm & Two-stroke engines up to 750ccm

**Class 8f/K3:** Racing sidecars, F1 and F2 sidecars up to 31/12/1990

Maximum cubic capacity 1100ccm No engines with fuel injection permitted,

#### **VCRR 05.6.2 FRAME, FORK & STEERING**

The frame, forks and steering must be a style and type according to their class. Handlebars and attached grips/handles need to be constructed in a way which doesn't allow crack formation. The use of composite materials is not permitted. Exposed handlebar-endpieces need to be sealed and/or covered with rubber.

The minimum distance between the endpiece of the handlebar and the static part of the sidecar (while the steering is fully turned) is 20mm.

#### **VCRR 05.6.3 ENGINE**

Essential for the classification is the year of manufacture of the engine. If engines have been built for continuous years but the construction remained unaltered throughout the series, engines will be classified by the year of manufacture of the first of their series.

The engines installed in the outfit, must have been raced or sold commercially in Europe prior to:

- 31/12/1975 for Class 8d/K1, 31/12/1978 for Class 8e/K2, 31/12/1990 for Class 8f/K3.

Engines must use the original castings or close replicas and retain the outside appearance of the original manufacturer. It is permitted to adapt the external casings when using non-original ignition systems and/or fitting oil coolers.

The internal specification is free from restriction but must meet all the requirements of the eligibility rules within their class.

The effective cubic capacity can only vary to the data originally provided on the data sheet by a maximum of 10% if an enlargement of the cylinder bore was necessary due to wear and/or missing original parts. Any other form of capacity enhancement or false declaration will result in disqualification.

All engine breather pipes must lead to an easy-to-handle catch tank with a volume of at least 500ccm. All drain, sump and filler plugs must be safety wired, using 0.7mm annealed stainless wire, to prevent oil spillage. The only cooling liquids permitted are oil and water. Additives for prevention of wear and tear are not allowed to contain any mono-ethylene glycol (MEG). Where required by the National Federation regulations, engine and gearbox oil containment must be fitted in accordance with the National Federation regulations.

#### **VCRR 05.6.4 GEARBOX & CLUTCH**

The gearbox and clutch must be of a type raced or available in a time according to their class specification. Exposed drive trains must have shield(s) fitted for the protection of driver and passenger. "Slipper" clutches are not permitted.

#### **VCRR 05.6.5 CARBURETTOR**

Carburettors must be of a type raced or available in a time according to their class specification. Fuel injection is not permitted. Induction above atmospheric pressure is not permitted.

#### **VCRR 05.6.6 IGNITION SYSTEM & KILL SWITCH**

Modern ignition systems may be used but restricted to those with a two-dimensional advance curve. Ignition systems using throttle position sensors are not permitted. An ignition switch operated by a cord attached to the driver's wrist must be fitted as a safety measure in the event of the driver parting company with the outfit. The system needs to interrupt the primary circuit and kill the engine as well as the fuel pump instantly. The cord needs to be flexible, if a coiled cord is used, it should not be longer than 1m in emerged state.

#### **VCRR 05.6.7 BRAKES**

Brakes must be of a type raced or available in a time according to their class specification. The braking system must have two independent systems, with one of them working on at least two wheels. Brake discs need to be made of ferrous materials. Brake discs must not be ventilated or incorporate floating carriers in class 8a/K1.

#### **VCRR 05.6.8 WHEELS & TYRES**

Wheels must be of a type raced or available in a time according to their class specification. Generally, they need to be in a state which rules out breaking. This decision is taken to account by the technical commission. Moulded treaded tyres must be used in class 8d/K1, slick tyres are permitted in classes 8e/K2 and 8f/K3.

#### **VCRR 05.6.9 EXHAUSTS SYSTEM & SILENCERS**

The exhaust system outlet must be approximately horizontal. Every part needs to be secured against possible damage caused by vibrations. The noise limit for all classes is 105 dB(A), measured static on a stationery outfit.

#### **VCRR 05.6.10 INSTRUMENTS & CONTROLS**

Must be of a type raced or available in a time according to their class specification. Instruments must be of the analogue type. Wireless transmission of data is not allowed. The fitting of digital meters is only permitted in class 8c/K3. Gearshift change lights are not permitted, however, a control light for neutral gear might appear.

#### **VCRR 05.6.11 SILHOUETTE & FAIRINGS**

The silhouette and fairings of the outfit generally have to resemble the appearance of genuine models, according to their class specification.

#### **VCRR 05.6.12 NUMBER PLATES**

All sidecars must display number plates on the front and both sides. If the fairing provides a large enough free space, it can be used as a number plate. In all other cases the plates should be 230mm

high by 280mm wide. The starting number needs to be clearly visible, with a stroke width of at least 25mm. Numbers assigned by the promoters/organisers must be used.