

VCRR 031 FIM EUROPE VINTAGE ROAD RACING

Regulations for the Vintage European Hill-Climb Championship



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VCRR 031.1	TITLE AND GENERAL
VCRR 031.2	CIRCUITS
VCRR 031.2.1	FLAGS, LIGHTS AND BOARDS
VCRR 031.2.2	DIMENSIONS, COLOURS AND LOCATIONS OF THE FLAGS
VCRR 031.2.3	FLAGS AND LIGHTS USED TO PROVIDE INFORMATION AND INSTRUCTIONS
VCRR 031.3	TECHNICAL RULES
VCRR 031.3.1	MOTORCYCLES AND CLASSES
VCRR 031.3.1.1	MOTORCYCLES AND TECHNICAL INFORMATIONS
VCRR 031.3.1.2	CLASSES
VCRR 031.3.1.3	TEAMS AND POINTS SYSTEM
VCRR 031.4	OFFICIALS
VCRR 031.5	RIDERS
VCRR 031.5.1	LICENSES
VCRR 031.5.2	ENTRY AND ENTRY FEE
VCRR 031.5.3	BRIEFING
VCRR 031.5.4	RIDER NUMBERS
VCRR 031.6	TIME TABLE
VCRR 031.7	PRACTICE AND RACES
VCRR 031.7.1	PRACTICE RESTRICTIONS
VCRR 031.7.2	RESULTS
VCRR 031.7.3	STARTING GRID
VCRR 031.7.4	DISTANCE OF RACES
VCRR 031.7.5	START OF RACES
VCCR 031.7.6	RACE RESULTS
VCRR 031.8	PRIZE MONEY
VCRR 031.9	AWARDS
VCRR 031.10	PROTEST
VCRR 031.11	ATTACHMENTS

VCRR 031 **VINTAGE EUROPEAN HILLCLIMB CHAMPIONSHIP**
VCRR 03.1 **TITLE AND GENERAL**

The FIM Europe will organise the European Vintage Hill Climb Championship on circuits in Europe.

This event will run under jurisdiction of the FIM Europe Sporting Code, FIM Europe Vintage Hill Climbing regulations, the supplementary regulations, and the FIM Europe Vintage Road Race machine eligibility rules.

VCRR 031.2 **CIRCUITS**

The races must take place on approved asphalt Hill Climb tracks. During the event the Road must be closed for public use.

The length of the track must be at least 1500 meters and must be homologated by the organising FMNR.

VCRR 031.2.1 **FLAGS, LIGHTS AND BOARDS**

Marshals and other officials display flags, lights and/or boards to provide information and/or convey instructions to the riders during practices as well as the races.

In addition, there must be at least one flag Marshal post with a maximum distance between each Marshal post of 250 meters and each Marshal must always be able to see the next in the row. Each Marshal post should ideally consist of one flag marshal and one track marshal.

VCRR 031.2.2 **DIMENSIONS, COLOURS AND LOCATIONS OF THE FLAGS**

The dimensions of all the flags must be minimum: 80 cm horizontal X 60 cm vertical.
The colours of the flags must be bright and clear.

The flag Marshals must be located so that every Flag Marshal has visual contact with the post before and after him.

In principle each Chief of a Marshal post of a sector, must have visual contact with at least the post before and after his post and must have radio or telephone contact with the Clerk of the Course or his deputy.

VCRR 031.2.3 FLAGS AND LIGHTS USED TO PROVIDE INFORMATION AND INSTRUCTIONS

Yellow and Red Striped Flag

Oil, water, gravel or another substance is affecting the adhesion of the track.

Blue Flag

Shown waved to a slower Rider(s) who is (are) about to be overtaken by a faster rider.

The slower rider may not hinder the faster Rider.

- During practices, the Rider concerned must keep his line and slow down gradually to allow the faster Rider(s) to pass him.
- During the race, the Rider concerned must allow the following rider(s) to pass him at the earliest opportunity.

Red Flag waved and/or flashing Red Lights (along the track)

Shown at each Marshal post and indicates that the race or practice is being interrupted usually due to an accident or dangerous conditions. Riders must stop immediately and wait for a car who will guide them back to the start.

Red flags or lights may not be passed.

All the Riders up to the point of accident will be escorted by a leading car and a closing car back to the starting area. The leading car may not be passed by the Riders.

If a rider crash on track, the race must be stopped by Co C (flag Marshal) with red flag. All marshals back to the start must show immediately the red flag and all Riders before the crash zone must stop.

The track will be cleaned up and the Co C brings the riders back to the start. All this Riders can do a new start.

The rider, who caused the interruption drops out for this run.

Wet race

If the Clerk of the Course decides during one class that the weather conditions changed, to declare the race to a wet race, then all Riders of this class will come back to the start where the whole group (also double starters) must restart the race under same conditions.

VCRR 031.3 TECHNICAL RULES

See Attachment 2.1

VCRR 031.3.1 MOTORCYCLES AND CLASSES

VCRR 031.3.1.1 MOTORCYCLES AND TECHNICAL INFORMATION

Races are open to motorcycles and sidecars as defined by, and must be in conformity with, the FIM Europe Vintage Technical Regulations.

The maximum noise level is 105 dB(A).

VCRR 03.3.1.2 VINTAGE CLASSES

- Class 1 (Classic):** Solo motorcycles up to 250 ccm 2-stroke only air cooled. Solo motorcycles up to 350 ccm 4 stroke with max. 2 cylinders. Both up to 31/12/1977 models.
- Class 2 (Classic):** Solo motorcycles 2-stroke air cooled only, up to 500 ccm up to 31/12/1980 models.
Solo motorcycles 4-Stroke up to 500 ccm, up to 31/12/1980 models.
- Class 3 (Classic):** Solo motorcycles 2-stroke over 500 ccm with max. 3 cylinders, up to 31/12/1980 models.
Solo motorcycles 4-stroke over 500 ccm, up to 31/12/1980 models.
- Class 4 (125 GP):** Solo motorcycles up to 125 ccm 2-stroke, up to 31/12/1990 models.
- Class 5 (250 GP):** Solo motorcycles up to 250 ccm 2-stroke, up to 31/12/1990 models.
Solo motorcycles up to 350 ccm 2-stroke, up to 31/12/1984 models.
- Classic 500:** Solo motorcycles up to 250 ccm 4-stroke, up to 31/12/1990 models.
Solo motorcycles up to 500 ccm 4-stroke, up to 31/12/1984 models.
- Class 6 (Classic 750):** Solo motorcycles up to 500 ccm 2-stroke, up to 31/12/1990 models.
Solo motorcycles up to 750 ccm 4-stroke, up to 31/12/1990 models.
- Class 7 (Classic Superbike):** Solo motorcycles up to 750 ccm 2-stroke, up to up to 31/12/1990 models.
Solo motorcycles from 751 ccm up to 1200 ccm 4-stroke, up to 31/12/1990 models.

Class 8a (Sidecar): Sidecars up to 31/12/1975 models
Air cooled two-stroke and four-stroke engines up to 750ccm

Class 8b (Sidecar): Sidecars up to 31/12/1978 models
Four-stroke engines up to 1000ccm
Two-stroke engines up to 750ccm

Class 8c (Sidecar): Racing sidecars, F1 and F2 sidecars up to 31/12/1990
No engines with fuel injection permitted
Maximum cubic capacity 1100ccm

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.

Class 9(a) Classic special open:

Solo motorcycles 2-stroke open, 4-stroke open, no pressure charging by turbo or supercharger, up to 31/12/1984 models.

Class 9(b) Classic special open:

Solo motorcycles 2-stroke open, 4-stroke open, no pressure charging by turbo or compressor, from 1985 up to 31/12/1990 models.

Please see the FIM Europe Vintage Road Race machine eligibility rules for details on each class.

Note: Not all classes will race at every round. See the Supplementary regulations or entry forms for details on which classes will race at each round.

In solo classes, there must be at least 8 participants at each class. Due to this classes may be combined. It is the decision of the event organiser, to put out classes with less than 8 participants. This is why it may happen, that not every class will be putted out at each single event. Please see supplementary regulations of the events for details.

For the sidecars, there will be no minimum number of participants in general. If a class has multiple times less than 4 starters, this class may be delated or combined with a higher performance class.

VCRR 031.3.1.3 TEAMS AND POINTS SYSTEM

Teams of up to three riders or three sidecar teams, representing Clubs and Nations, may register for the Team awards competition. Points will not be counted until teams have registered with FIME. Within the Solo Classes, points will be awarded up to 8th place.

The organizer will register all the classes and teams for the Championship at the FIM E, if the teams enrolled with the promoter prior to that.

Points for each of the six races within the European Championship will be awarded as follows:

1st/25 points	2nd/20p	3rd/16p	4th/13p	5th/11p	6th/10p
7th/9p	8th/8p	9th/7p	10th/6p	11th/5p	12th/4p
13th/3p	14th/2p	15th/1p			

VCRR 031.4 OFFICIALS

As per the General Rules VCRR 01 for Vintage championship and cup events.

VCRR 031.5 RIDERS

VCRR 031.5.1 LICENCES

Riders as well as passengers must be in possession of a valid **and signed** licence of the FIM Europe (one year or one event), or from another CONU, which is delivered by the rider's FMN.

They must have a written approval of their FMN with an accordance to participate.

The FIME vintage commission grants an exceptional permission for participants of the FIME vintage hillclimb championship to take part with a FMN-B-licence open for europe. This licence is not necessary if they own a valid licence from their FMN accompanied by written start permission and insurance.

For each of the three FIM European Championship raises an additional fee of 10,- € needs to be paid to the FIM E.

VCRR 031.5.2 ENTRY AND ENTRY FEE

To entry to the Vintage European Hill-Climb Championship, please use the entry form provided on the FIM-E-website.

Each individual event has its own entry fee. Except the processing fee in VCRR 31.5.1, no further fee is provided for the 2022 season.

Only enlisted riders or teams will be listed in the table. Those riders and teams will possibly receive awards.

VCRR 031.5.3 BRIEFING

A compulsory briefing will be held for all the riders who participate in the FIM Europe Vintage European Championship event after the free practices.

VCRR 031.5.4 RIDER NUMBERS

The rider's numbers will be assigned by the organiser when processing the entry form. The rider's numbers will be published on the internet.

VCRR 031.6 EVENTS & TIME TABLES**

Event dates will be published on the FIM-Europe website. One race will be held at each event. Double race events are possible but not compulsory. Places 1 to 15 will be awarded with points for the Championship.

TIMETABLES

At least one practice is required at each event, weather single or double race events.

The timetable of each event will be published by the promoters together with the entry forms for the specific events.

Note:** Timetables and races can be changed, with approval of the FIM Europe Vintage Commission or Jury.

VCRR 031.7 PRACTICE AND RACES

VCRR 031.7.1 PRACTICE RESTRICTIONS

Free or private practice on the race track is not allowed as from the Monday before the EC event.

At least one finished practice session is required at each event, weather single or double race events. Riders or teams having not at least one practice time have no permission to start at the races of the respective event.

The organiser is responsible for the execution of practice.

If a rider or a team must repeat or catch up a practice due to severe reasons, they have to apply for the catch up practice at the clerk of the course, stating the reasons. The decision to approve or reject the inquiry is only by the clerk of the course.

VCRR 031.7.2 RESULTS

The provisional results must be signed by the Clerk of the Course.

VCRR 031.7.3 STARTING ORDER

The starting grid can be determined by the rider's numbers in ascending order, or in ascending order of the practice time.

Starting will be take place individually with a time difference of at least 15 seconds between each start.

During the assignment of rider's numbers, the promoter has to take the rider's classes into consideration.

VCRR 031.7.4 DISTANCE OF RACES

Each race has two runs. Double race events can be held. At least one finished practice session is required at each event, weather single or double race events (see 031.7.1).

VCRR 031.7.5 START OF RACES

Starts must be made standing with engines running.

VCRR 031.7.6 RACE RESULTS

After the compulsory training session, two races will be held. The fastest run will be counted and distinguishes the rider's place; however, both races need to be started in any way.

Riders will participate in one training session and two races. The fastest run will be counted. In case of double race events, there are two more race runs. It's the organisers decision, if several practice sessions will be held, or only one practice session will be held for the whole event.

VCRR 031.8 PRIZE MONEY

There is no prize money provided for the 2022 season.

VCRR 031.9 AWARDS

FIME Medals will be awarded to the first three in each class championship.
Team awards will be given to the highest scoring Clubs & Teams.

VCRR 031.10 PROTEST

All protests must be submitted in accordance with the FIME Disciplinary and Arbitration Code together with a fee of 350,-€ (Euro). Protest time starts with publishing the race results.

VCRR 031.11 ATTACHMENT

To fill in entry form, datasheet and sign the legal disclaimer, please use the entry form, provided on the FIM-E website!

The classification will be sent out to the participants via Mail.
These regulations are approved by the FIM E Vintage Commission.
Any other cases of dispute are discussed within the English version of these preliminary regulations.
This are the only valid regulations. Without further notice eligible from 01.05.2022 on.