



## VCRR 02 FIM EUROPE VINTAGE ROAD RACING REGULATIONS

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Where is written "he" or "his", it means also "she" or "her".

**VCRR 02.1 GENERAL**

The following regulations apply solely to all Vintage Road Races that will be organised under the jurisdiction of the FIM Europe according to the FIM Europe Sporting Code. In the case there being no or not sufficient FIM Europe regulations the FIM regulations will apply.

**VCRR 02.2 EVENTS**

A Vintage Road Race event can include various competitions held on a single day or over several successive days. In general, each race will be limited to one class of motorcycles of the same group, however, it is possible to combine several classes in a single race.

**VCRR 02.3 SUPPLEMENTARY REGULATIONS**

For each event there must be Supplementary Regulations, approved by the FMNR and Vintage Commission. These SR's must be available for each rider and/or team who wants to participate in the concerning event before the start of this event.  
See annex 2 for a blank format.

**VCRR 02.4 RIDERS**

Riders must hold a valid FIM Europe Promotional Continental Licence, either one event or annual.

**VCRR 02.5 CIRCUITS**

Races must be held on a circuit that is closed for public use.  
For the races counting towards a FIM Europe Championship or Cup, refer to Appendix VCRR 02 General Rules art. 02.2.  
For the other races, the standards will be laid down by each FMNR, but always in accordance with the guidelines of the FIM Europe Standards for Vintage Road Racing Circuits

**VCRR 02.6 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.

**VCRR 02.6.1 Dimensions, colours and location of the flags**

The dimensions of all the flags must be: 100 cm horizontal X 80 cm vertical.  
The colours of the flags must be bright and clear.  
The flag dimensions and colours will be checked during the day of the first practice session.  
The location of the flags will be fixed during the circuit homologation and/or the pre-inspection.

**VCRR 02.6.2 Flags and lights used to provide information**

National Flag	May be waved at the start line to start the race.
Green Flag or Green Light	The track is clear of all hazards. This flag must be presented lightly waved or motionless at each marshal post on the first lap of each practice and the Warm Up session, during the sighting lap and the warm up lap. This flag must be shown at the flag marshal post immediately after the incident that necessitated the use of the yellow flag.
Green Light	When waved by the starter it is the signal to start the Warm Up lap. This light must be switched on at the pit lane exit to signal the start of each practice, the Warm Up session, the Sighting lap and the Warm Up lap.
Yellow and Red Striped Flag	Oil, water, gravel or another substance is affecting the adhesion of the track. This flag must be shown motionless on at least two flag marshal posts before this situation.
Chequered Black and White Flag	Must be shown waved at the finish line on track level and indicates the finish of a race or practice session.

**VCRR 02.6.3 Flags, lights and boards which convey information and instructions**

Yellow Flag or Flashing Yellow Light	<p>Indicates danger ahead, on or nearby the track. It must be shown waved on at least two marshal posts before the danger.</p> <p>Riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown, unless it is a much slower rider (Backmarker).</p> <ul style="list-style-type: none"> <li>– Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred and the fastest lap of that session.</li> <li>– Any Infringement of this rule during the race will be penalised with a penalty of 20 sec added to the total race time.</li> <li>– In both cases, further penalties (such as a fine or suspension) may also be imposed.</li> <li>– If immediately after having overtaken, the rider realise that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed.</li> </ul> <p>During the final inspection lap, this flag must be presented at the exact place where the flag marshal will be positioned during the practices and races. Flashing Yellow lights along the track (if used) gives the same instructions.</p>
Flashing Blue Light	<p>A flashing Blue light must be switched on at the end of the pit lane exit during practices and races. The rider(s) who enter the track may not hinder the rider(s) on the track.</p>
White Flag	<p>There is a slow moving car, ambulance or similar vehicle on the track. Shown waved at two posts before the vehicle and indicates that the rider will encounter the vehicle in the current or next section of the track. It is forbidden for a rider to overtake another rider during the display of the white flag, unless it is a much slower rider and until he passed the vehicle.</p> <p>Overtaking the slow moving vehicle is permitted.</p> <p>As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented.</p> <p>In principle for FIM Europe Vintage Cup races: If a car must go on the track and this cause danger, the practice or race will be stopped.</p>
Blue Flag	<p>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.</p> <ul style="list-style-type: none"> <li>– <u>During practices</u>, the rider concerned must keep his line and slow down gradually to allow the faster rider(s) to pass him.</li> <li>– <u>During the race</u>, the rider concerned must allow the following rider(s) to pass him at the earliest opportunity.</li> </ul>
Red Flag waved and/or Red Flashing Light (along the track)	<p>Shown at each marshal post and indicates that the race or practice is being interrupted. Riders must return slowly to the pits.</p>
Red Flag and/or Red Light motionless (in the pit lane or on the track)	<p>Riders must stop. They may not pass this flag or light.</p> <p>The red light is switched on before the start of a race and will be switched off after 2 to 5 seconds. This is the start of a race.</p>
Black Flag together with a white number on a black signalling board	<p>This flag is shown on the start/finish line and some marshal posts only under order of the Jury President.</p> <p>The rider with this number must stop at the pits at the end of the current lap. He cannot restart except on order from the CoC or Jury President.</p>
Black Flag with orange disk (Ø 40 cm) together with a white number on a black signalling board	<p>This flag is only shown on the marshal posts under the order of the Clerk of the Course. It informs the rider whose motorcycle number is displayed that his motorcycle has mechanical problems likely to endanger himself or others. He <u>must immediately leave the track</u>, on a safe place.</p>

#### **VCRR 02.6.4 Marshals uniforms**

It is strongly recommended that Marshals uniforms and raincoats should be of a neutral colour that cannot be confused with the flags.

#### **VCRR 02.6.5 Safety car(s)**

The Safety car(s), if they are to go on the track, must be equipped with flashing lights. The words "SAFETY CAR" should be clearly indicated on the back and the sides of the car. For events taking place partly at night, these words should be retro-reflective.

Overtaking of these car(s) is not authorised.

#### **VCRR 02.6.6 Medical car(s)**

The medical car(s), if they are to go on the track, must be equipped with flashing lights. The words "MEDICAL CAR" should be clearly indicated on the back and the sides of the car.

Overtaking of a Medical car is authorised.

### **VCRR 02.7 PRACTICE SESSIONS**

- -A minimum period of time must be put aside for the practice sessions and mentioned in the Supplementary Regulations (SR) of the event. Each class or group must be allotted at least one period of timed practice.
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- The end of practice will be indicated by waving of a chequered flag. At the same time the pit exit will be closed. A rider's times will continue to be recorded until he passes the chequered flag. After the chequered flag, riders may complete one additional lap before entering the pits. It is not permitted to pass the chequered flag more than once.
- If a practice is interrupted due to an incident or any other reason, then a red flag will be displayed at all marshal's posts. All riders must return slowly to the pit lane. When practice is restarted, in principle the time remaining will be that shown on the count-down device in the pit lane and/or start/finish line at the moment the red flags were displayed.
- Riders or mechanics may only start their motorcycles in the pit lane by pushing in the direction of the circuit or use a starting device.
- After the official practice has started, the race surface of the circuit should not be washed or brushed except on instruction from the Jury President and the Clerk of the Course in response to a localised change in conditions.
- If for the timekeeping a transponder system is used, it's the rider's own responsibility to have a good working transponder mounted on his motorcycle. If there is no transponder mounted on his machine he will not be qualified with times in that particular session. If the number of qualified starters is not more than the circuit homologation, the jury will decide if he can start on the end of the starting grid.

### **VCRR 02.8 ADMISSION TO THE START**

#### **VCRR 02.8.1 Starting grid for circuit races**

The SR must indicate the number of riders that will be admitted to each class for practice and race. Whichever method is used to determine qualifiers, it must be based upon practice times.

In order to be admitted to start in a race, a rider must have accomplished a minimum number of laps mentioned in the SR during one of the official practices.

When a rider is taking part in several classes at the same meeting, the minimum number of laps should to be completed for each class. The organiser must provide a timekeeping service for all official practices.

The results of all qualifying practice sessions of one class should be resumed by indicating the best time of a rider. This serves to qualify for the actual race. In case of a tie, the 2nd best time will be taken into consideration and so on if the tie remains.

The Starting grid will be formed by the fastest rider of a class on the first position (Pole position), the second fastest rider on the second place, etc.

If, for any reason, it is not possible to use times of the qualifying sessions from the whole group, the times of the official free practice may take in account.

#### **VCRR 02.8.2 Practice in several groups**

If a class is split into several practice groups, these groups must be composed of the same number of riders plus or minus one. **For the first practice** the formation of the groups will be determined by decision the Jury.

**For the second practice the fastest times of the first practice are taking in account. The fastest rider first, slowest rider last. This total group must be split into smaller groups composed with the same number of riders plus or minus one. Changing from group is not allowed.**

When all practices have run under the same conditions: the starting grid will be formed by taking the fastest lap-times of all the qualified riders of the total class and fill the maximum number of Starters in conformity with the SR.

### VCRR 02.8.3 Hill climbs

In order for a rider to be admitted to start, he must have a practice time for his class.

## VCRR 02.9 STARTING METHODS

There are two types of starts in road races:

1. Group starts
2. Starts given at intervals (either individually or by groups of more than one motorcycle).

Starts can be made with engines running.

### VCRR 02.9.1 Start procedure for group starts

The pole position, allocated to the fastest rider, will be fixed during the homologation of the circuit.

The start procedure must be done within 15 minutes. Some time periods may be shortened.

- 1) 10 Minutes (or less) before the Start of the Race  
Pit lane exit opens for sighting lap(s).
- 2) The sighting lap is not compulsory. Riders who do not go onto the grid, may start the warm up lap or the race from the pit lane under the instructions of the marshal positioned at the pit lane exit.
- 3) Riders who encounter a technical problem on the sighting lap may return to the pit lane to make adjustments or to change machines.
- 4) When the riders reach the grid after the sighting lap, they must take up their positions and may be attended by up to three persons, one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass".
- 5) Panels at the side of the track will indicate the row of the grid, to assist riders in locating their grid position.
- 6) Refuelling or change of fuel tank on the starting grid is forbidden.
- 7) The warm up lap will start as one group by the Starter waving the green flag. The riders will make one lap, at unrestricted speed. As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green and/or a green waved flag is shown. Any riders waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later the light will be turned red and a marshal will display a red flag closing the pit lane exit.
- 8) After returning to the grid the riders must take up their positions with the front wheel of their motorcycle close to the line defining the grid position and keep their engines running. An official will stand at the front of the grid holding up a red flag.  
Any rider who encounters a problem with his machine on the warm up lap may return to the pit lane and make repairs or change machine.  
Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.  
When the grid is assembled the Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.  
A red light will be displayed for between 2 and 5 seconds after which this red light will be switched off. When the red light is switched off, the riders may start their race.
- 9) Anticipation of the start (jumpstart) is defined by the motorcycle moving forward when the red light(s) are on. The Clerk of the Course together with the Jury President, will decide if a penalty is to be imposed.

The penalty will be either the Ride Through penalty or 20 seconds added to his (total) race time.

- 10) If, after the red light has switched off, a rider stalls his machine then the start line marshals may assist the rider by pushing him along the track until the engine starts. If, after a reasonable period, the engine will not start then the rider must push it into the pit lane, under the supervision of the officials, where his mechanics may provide assistance to start it or the rider may change machine.
- 11) After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light and/or a waved green flag to start any riders still in the pit lane.
- 12) After the leading rider has passed the finish line at the end of his first lap, no further changes of machines are permitted unless the race is interrupted.
- 12) Should there be a problem on the grid that might prejudice the safety of the start, than the official in charge of the start may display a flashing yellow light and the board "Start Delayed". The marshal with the red flag stay or comes back in front of the grid.  
In this instance:
  - Riders may stop their engines and one mechanic per rider will be permitted to enter the grid to assist the riders. The start procedure will then be re-commenced by riders completing an additional warm up lap and the race distance will be reduced by one lap;
  - or:
  - The starter can give the order to start an extra warm up lap immediately. The race distance will be reduced by one lap.

### **VCRR 02.9.2 Starts given at intervals**

If starts are given at intervals, either individually or by groups, the starting signal is given at successive intervals to each rider or group of riders from the starting line or from a stationary position in the immediate vicinity of this line.

### **VCRR 02.9.3 Ride Through procedure**

During the race, the rider will be requested with a yellow board + his number at the start/finish line to Ride Through the pit lane without stopping at his box. He may then rejoin the race.

The rider must respect the speed limit (60 km/h), in the pit lane. In case of infraction of this speed limit, the Ride Through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.

In the event of a restarted race, the above regulation will also apply. In the case of a race interrupted prior to the penalty being enforced, and if there is a second part, the rider will be required to Ride Through after the start of the second part of the race.

In the case of a rider carrying forward a penalty for anticipation of the start into the second part of a race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

After notification has been made to the team, a yellow board (100cm horizontal x 80 cm vertical) displaying the rider's number (black colour, height 50cm, stroke width 10cm) will be shown at the finish line and the information will also be displayed on the time keeping monitors. Failure by the relevant rider to Ride Through, having been shown the board 3 times, will result in that rider being shown the black flag.

If more than one rider is penalised, the riders will be signalled to Ride Through on subsequent laps. The order of the riders will be based on the qualifying times with the faster rider first.

In case of a rider failing to respond to the instruction to Ride Through, and there is more than one rider penalised, no subsequent rider will be signalled to Ride Through until the previous rider has completed the ride through or has been shown the black flag.

If a penalised rider has not been able to carry out the Ride Through penalty before the end of the race, a 20 seconds penalty will be added to his total race time.

### **VCRR 02.10 MEANS OF PROPULSION**

During a race, a motorcycle can only be propelled by its own driving power, the muscular effort of its rider and/or its passenger and by the natural forces of gravity.

### **VCRR 02.11 BEHAVIOUR DURING PRACTICE AND RACE**

- 1) Riders must obey the flag signals, light signals and boards, which convey instructions.
- 2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. The speed limit in the pit lane is 60 km/h. Riders must at all times adhere to the provisions of the Sporting Regulations. All infringements to these rules will be penalized by the Clerk of the Course.
- 3) Riders who fall from their machine are not permitted to continue with the practice or race until passed fit by the Medical Officer and the machine re-inspected by Technical Control.
- 3) Riders should only use the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin the circuit at the place indicated by the marshals or at a place, which does not provide an advantage to him. machine
- 4) If a rider encounters a problem with his machine which will result in his retirement from the practice or race, he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 6) Riders may enter the pit-lane during the practice and the race to make adjustments to their machines or change tyres. During the race all such work must be carried out in the pit lane on the working apron in front of the boxes.  
Refuelling is strictly prohibited after the leading rider has passed the finish line after the first lap of the race. (except Endurance)  
During the intervals, if races are interrupted, work and refuelling in the pit boxes is permitted.
- 6) Riders who stop their motorcycle in the pits may be assisted to re-start it by the mechanics or a starting device.
- 7) Riders must not transport another person on their machine during the practices and race.
- 8) Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 9) No radio signal of any kind may pass between a rider and someone in the pit lane, pit box or the paddock.
- 10) Voluntary stopping on the track during practices and races is forbidden.
- 11) Practice starts are only permitted, when it is safe to do so, at the pit lane exit, before joining the racetrack, or in the cool down lap after the chequered flag and not in the race line.
- 12) As a general rule, silence in the paddock must be respected during the night between 11.00 pm and 07.00 am except local restrictions.

### **VCRR 02.12 ASSISTANCE IN THE PITS**

A rider may only receive assistance or have his machine refuelled at his own pit area. He is entitled to the services of three assistants but under no circumstances are these assistants allowed to go beyond the line, which marks out the pit area. Assistants may carry out repairs, adjustments or refuelling. During refuelling, the engine of the machine must be stopped.

Any violation of this rule may be penalised.

### **VCRR 02.13 CHANGE OF MOTORCYCLE OR PASSENGER**

#### **VCRR 02.13 Use of several motorcycle**

During practice, a rider may use a maximum of two motorcycles, providing they have passed the technical controls under the rider's name and with the correct number.

#### **VCRR 02.13.2 Change of passenger**

During practice for sidecars, it is possible to change the passenger once only. This change must be immediately notified to the Clerk of the Course, who in turn will inform the timekeeping service.

A change of passenger with another team is only possible if the rider of the team agrees. The sidecar rider can run the race only, if he is qualified with the 2nd passenger.

The minimum number of timed laps foreseen in the SR must be accomplished with the 2nd passenger.



**VCRR 02.14 INTERRUPTION AND RESTARTING OF A RACE****VCRR 02.14.1 Interruption of a race**

**VCRR 02.14.1.1** If the Clerk of the Course decides to interrupt a race due to climatic conditions or some other reason, then red flags will be displayed at all marshals' posts and he will switch on, if present, the red flashing lights around the circuit. Riders must immediately slow down and return to the pit lane, confident that the results of the race will be counted as from the end of the previous lap.

The results will, therefore, be the results taken at the last point where every rider still competing had completed a full lap and in the same lap as the leader without the red flag being displayed.

To be qualified, a rider must ride on his own motorcycle within 5 minutes into the pit lane.

*Example of a race consisting of 30 laps:*

*If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then race result will be 8 laps completed, and the second part will consist of 12 laps.*

*If a Red Flag is shown when the leader and all other riders on the same lap as the leader are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 11 laps.*

**VCRR 02.14.1.2** If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a new race will be run over maximum 2/3 number of laps of the actual race \*\*. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count.

**VCRR 02.14.1.3** If three laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than 2/3 of the actual race distance, rounded down to the nearest whole number of laps (or 2/3 of the actual race duration), than the race will be re-started. The number of laps of the second part will be no more than to accomplish 2/3 of the actual race, but with a minimum of 5 laps \*\*. Those two races and times will be added together to arrive at a final result. If it is found impossible to re-start the race, then the results will count and only half points will be awarded.

*Example of a race consisting of 24 laps:*

*If a Red Flag is shown after 9 laps, the second part will run about  $2/3 \times 24 = 16 - 9 = 7$  laps.*

*If a Red Flag is shown after 13 laps, the second part will run about  $2/3 \times 24 = 16 - 13 = 3$ , but becomes minimum 5 laps.*

\*\* This shortening in 2/3 number of laps must be used for European Championship and FIM Europe Vintage Cup races.

**VCRR 02.14.1.4** If the results calculated show that 2/3 of the actual race distance rounded down to the nearest whole number of laps (or 2/3 of the actual race duration) have been completed by the leader of the race and by all other riders on the same lap as the leader, than the race will be deemed to have been completed and full points will be awarded.

**VCRR 02.14.2 Re-Starting a race that has been interrupted****VCRR 02.14.2.1 Time before the re-start**

If a race has to be re-started, then it will be done as quickly as possible, depending on the track conditions. As soon as the riders have returned to the pits, the Clerk of the Course will announce a new start time of the start procedure, which, conditions permitting, should not be later than 20 minutes after the initial display of the red flag. The start procedure will be identical to a normal start with a sighting lap, warm up lap, etc. but sometimes can be shortened.

**VCRR 02.14.2.2 Re-Start**

Conditions for the re-started race will be as follows:

- A) In the case of situation described in Art. VCRR 01.14.1.2:
  - a. All riders may re-start.
  - b. Motorcycles may be repaired or changed and wheels/tyres may be changed. Only refuelling in the pit lane is permitted.
  - c. The number of laps will be 2/3 of the original race distance.
  - d. The grid positions will be as for the original race.

- B) In the case of the situation described in Art. VCRR 01. 14.1.3:
- a. Only riders who are on the intermediary placing may re-start.
  - b. Motorcycles may be repaired or changed and wheels/tyres may be changed. Only refuelling in the pit lane is permitted.
  - c. The number of laps or the duration of the following race will be the number of laps or duration required to accomplish 2/3 of the original race distance **with a minimum of 5 laps**.
  - d. The grid positions will be based on the intermediary placing established in accordance with Art. RR 01.14.1.1. The intermediary grid placing must be available to the riders before the following part of a race can be started.
  - e. The final result of the race will be based on the results of each rider classified in each race added together. Riders who have completed an identical number of laps will be placed according to the combined times of each race. In case of a tie, the results of the last race will be decisive.

## **VCRR 02.15 FINISH OF A RACE AND RACE RESULTS**

### **VCRR 02.15.1 Races with group start**

#### **VCRR 02.15.1.1 Finish**

When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level. The chequered flag will be continuously displayed to the subsequent riders.

When the chequered flag is shown to the leading rider, no rider may exit from the pit lane to enter the track. To this purpose, once the chequered flag is shown, the red light will be switched on at the exit of the pit lane and a marshal, showing a red flag, will stand at the exit of the pit lane.

#### **VCRR 02.15.1.2 Photo-Finish**

In case of a photo-finish between two or more riders, the decision must be taken in favour of the rider whose front wheel leading edge crosses the plane of the finish line first. In case of a tie, the riders concerned will be ranked in the order of the best lap time made during the race.

#### **VCRR 02.15.1.3 Wrong finish**

Should for any reason other than under Art. VCRR 01.15.1.1, the end of the race signal be given before the leading motorcycle completes the actual number of laps or duration, the race will be deemed to have finished when the leading motorcycle last crossed the line before the signal was given. Should the end of race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

If a race is interrupted during the finish of the race, the results are as follows:

1. The riders who passed the chequered flag will finish in that order;
2. The riders who did not pass the finish line will be in the order of the lap before the chequered flag was shown and added to the riders of point 1.

#### **VCRR 02.15.1.4 Finish order**

The results will be based on the order in which the riders cross the line having completed the required number of laps.

#### **VCRR 02.15.1.5 Finish conditions**

To be counted as a finisher in the race and be included in the results, a rider must have:

- a. Completed 75% of the number of laps rounded down, carried out by the winner of the race;
- b. Crossed the finish line within five minutes after the race winner;
- c. And must be in contact with his machine and wearing his complete outfit and helmet.

### **VCRR 02.15.2 Races with starts given at intervals**

In a race with starts given at intervals, the winner is the rider who obtains the best time over the total distance laid down in the SR.

### **VCRR 02.15.3 Hill Climb races**

The race takes place in 2 heats. The final placing will be determined after the time of the best heat is known. In case of a tie, the best time of the last heat will divide the riders.

#### **VCRR 02.15.4 Championship points**

The points will be awarded individually to each rider.

For each race the final placing will determine the allocation of points.

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

#### **VCRR 02.16 PODIUM CEREMONY**

The riders placed in the first three positions in each race should be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation at the podium ceremony is compulsory.

#### **VCRR 02.17 PRIZES**

##### **VCRR 02.17.1 PLACING FOR OBTAINING PRIZES**

The placing for obtaining prizes are drawn up upon the basis of riders placed according Art. VCRR 01.15.1.4.

##### **VCRR 02.17.2 PAYMENT**

If there is prize money available (see SR), it will be paid to the riders at the end of each race, after the protest time has expired and with the approval of the Jury President. The prizes must be available till 20.00 hours. Prize money not collected will return to the organiser

#### **VCRR 02.18 PARC FERME**

After the end of the race, all the machines, which have finished the race, should remain at the disposal of the officials for 30 minutes in the closed park. They cannot be taken away without the approval of the Jury.

With the exception of Jury members, the Clerk of the Course, Technical officials and officials who are in charge of keeping watch over the closed park area, no-one not even the rider, may at any time or for any reason be admitted into the closed park (Parc Ferme) area unless they have a written and signed authorisation from the Clerk of the Course.

#### **VCRR 02.19 DEPOSITS IN CASE OF MACHINE CONTROL FOLLOWING A PROTEST**

The deposits in case of dismantling and reassembling a machine following a protest, are as follows:

€ 250,--	for a 2-stroke engine (material included)
€ 500,--	for a 4-stroke engine (material included)

If the party who makes the protest is the losing party, the deposit must be paid to the winning party.

If the party who makes the protest is the winning party, the deposit must be reimbursed. The losing party can be penalised by the Jury.

#### **VCRR 02.20 DEPOSIT FOR FUEL CONTROLS FOLLOWING A PROTEST**

All requests for fuel control following a protest must be accompanied by a deposit of €1,000 paid to the Jury or the FIM Europe (in case of supplementary controls).

Any new requests for control must be presented to the FIM Europe within 5 days of the reception date of the results of the preceding control notified in conformity with article 5.5 of the FIM Europe Disciplinary and Arbitration Code and pay a deposit of € 1,000

After the last control:

- the winning party will have its deposit reimbursed.
- the losing party will have to pay the costs of all the controls carried out after deduction of deposits, which it has already paid.

#### **VCRR 02.21 SANCTION FOR NON-COMPLIANCE WITH THE FUEL RULES**

A fuel control may be carried out in accordance with Art. 2.10 of the Vintage Road Racing Technical rules. A rider whose fuel does not correspond to the technical requirements will be sanctioned as follows:

1. Exclusion from the whole event in question independent of the moment of the fuel sampling (i.e. practice, 1st and/or 2nd race);
2. Fine of € 700,--;
3. Payment of all costs connected to the fuel test(s) for his case.

In case of a subsequent offence in the same season:

1. Exclusion from the current Championship;
2. Suspension from all FIM Europe Championship and/or Cup events for the rest of the season.

#### **VCRR 02.22 TIMEKEEPING**

##### **RR 02.22.1 Time keeping instruments**

In order to carry out his duties a timekeeper at international meetings must use, according to the competition, the following material:

- An electrical apparatus with mechanical recorder registering time in 1/5 or 1/10 second or less intervals, or
- An apparatus functioning automatically, synchronised with time of day registering time 1/100 second.
- A reserve chronometer to check the readings of instruments being used.

VCRR 02.22.2 For the European Championship and the FIM Europe Cup Races the use of a transponder system is compulsory. A deposit for the use of transponders must be notified in the SR.

A transponder may only be used by one rider. He may use it in several classes.

VCRR 02.22.3 Instruments detailed above must have a first class certificate of accuracy issued by an official National Observatory or Institute of Horology. The certificate must be dated not more than 2 years prior to the date of the competition for which it is used.

VCRR 02.22.4 Riders must accept any type of time keeping system approved by the FIME.

## ANNEX 1

### LEXICAL

<b>FIM</b>	International Motorcycle Federation / Fédération Internationale Motocyclisme
<b>FIM Europe</b>	Continental Union recognised by the FIM
<b>VC</b>	Vintage Commission / <a href="#">Commission de Courses sur Route</a> (FIM)
<b>SC</b>	Sporting Code / Code Sportif
<b>DAC</b>	Disciplinary and Arbitration Code / Code Disciplinaire et d'Arbitrage
<b>RRR</b>	Road Racing Rules / Règlement de Courses sur Route
<b>SR</b>	Supplementary Regulations / Règlement Particulier
<b>FMN</b>	National Motorcycle Federation / Fédération Motocycliste Nationale
<b>FMNR</b>	National Motorcycle Federation Organiser / Fédération Motocycliste Nationale Organisatrice
<b>CoC</b>	Clerk of the Course / Directeur de Course
<b>SC</b>	Side-car / Side-car
<b>2T</b>	Two stroke engine / moteur à 2 temps
<b>4T</b>	Four stroke engine / moteur à 4 temps

**ANNEX 2:**



**Supplementary Regulations**

**1.) Announcement.**

The (Club) on behalf of the xxxxx Federation will organise an **FIM Europe Vintage Road Racing Championship** event at the xxxxxxxx circuit.

This event will be held from xx/xx/2019 to xx/xx/2019.

IMN: 126/XX

**2.) The Secretariat of the Organising Committee:**

Address of the Organising Committee:.....  
 Before the event (Tel, e-mail & fax) .....  
 During the event (Tel, e-mail & fax) .....  
 Race Office Opening Times .....  
 After the event (Tel, e-mail & fax) .....

**3.) Circuit**

The address of the circuit:

The circuit is xx.xxx km long and raced in a clockwise / anti-clockwise direction.

A drawing of the circuit is enclosed.

FIM Europe circuit licence: xxxxxx

**4.) Jurisdiction**

The event will be held in accordance with the FIM Europe Sporting Code, the FIM Europe Vintage Road Racing rules and these Supplementary Regulations.

**5.) Officials:**

Jury President: .....  
 FMNR Delegate: .....  
 Head of organisation:.....  
 Clerk of the Course .....  
 Chief of technical inspections: .....  
 Chief Medical Officer: .....  
 Environmental Steward. ....  
 Secretary of the meeting: .....  
 Secretary of the Jury: .....  
 Chief timekeeper: .....  
 Location of the FIME Jury Room: .....

**6.) Categories and Classes:**

Motorcycles of the following classes are eligible:

VINTAGE CLASSES

- Class xx
- Class xx
- Class xx

FORGOTTEN ERA CLASSES

- Class xx
- Class xx

POST CLASSIC CLASSES

- Class xx

All machines must comply with the FIM Europe Vintage Road race machine eligibility rules.

### 7.) Number of Riders allowed:

	Practice	Races
Solo:	xx	xx
Sidecar	xx	xx

### 8.) Entries and Entry Fees

Applications for entry must be made on the official FIM Europe entry form in appendix A of these regulations. Applications must be approved by the rider's FMN (starting permission). Entries must be received by the organiser in written form or by electronically devices not later than **xx/xx/ 2021**.

The entry fee is € per class.

Applications after xx/xx/2021 must pay **50,00 €** extra entry fee.

The organiser will select the entries and advise riders within 72 hours of the entry closing date whether the entry as been accepted or rejected.

### 9.) Registrations, technical inspections

No rider is permitted on track unless he/she has passed the technical inspections Riders must present themselves, their machines, clothing equipment and documents at the technical scrutineering.

No rider or machine is permitted onto the track unless he/it has passed the technical inspections that will be scheduled as below.

Friday -

Saturday -

### 10.) Practising

As per schedule below

Class	Free practice	Timed practice

### 11.) Races & distances

Class	Race 1	Race 2	Laps	Distance

### 12.) Prizes

Prizes are at the discretion of the organiser.

### 13.) Protests

All protests must be made in accordance with the requirements of the FIM Europe Disciplinary and Arbitration Code and be accompanied by a fee of **€ 350**

[http://www.fim-europe.com/pdf/FIMEuropeDisciplinaryandArbitrationCode\\_2014eng&free.pdf](http://www.fim-europe.com/pdf/FIMEuropeDisciplinaryandArbitrationCode_2014eng&free.pdf)

### 14.) Fuel

There will be fuel/no fuel available in the paddock.

### 15.) Insurance

All riders and passengers must have start permission from the federation that issued their licence.

In granting a starting permission to a rider or passenger holder an FMN certifies that this rider or passenger is insured for personal accidents covering death, permanent disability, medical treatment and repatriation. The minimum benefits to be covered by this insurance are published in the FIM Europe website (the amounts must be written in Euros only). The insurance must be valid for all events and official practices

The organiser disclaims all responsibility for damage to motorcycle, its accessories and components out of an accident, fire or other cases.

**16.) Renunciation of any Recourse against Sporting Authorities**

Apart from the requirements of the Sporting Code, riders by participating renounce all rights of appeal against the organiser, his representatives or agents by arbitration or before a tribunal or any other manner not foreseen by the Sporting Code for any damages for which they could be liable in consequence of all acts or omissions on the part of organiser, his officials, representatives or agents in the application of these regulations or contributed to or arising out of their actions.

**Enclosures:**

- Entry form
- Drawing of the circuit

Approved by the Organiser

date xx/xx/2021

Approved by the Clerk of the Course

date xx/xx/2021

Approved by the FIME Vintage Commission

date xx/xx/2021



**Annex 3:**

## Minutes of the Jury meeting

**EVENT:****IMN Nr.:****Jury meeting Nr. 1**

*In principle, the first Jury meeting will take place 1 ½ hour before the beginning of the official free practice.*

**Date:****Time start:****Time end :**

## 1. Presence:

Members of the Jury with voting rightsLicence number

President	:		
FMNR Delegate	:		
FMN Del. (appointed during event):	:		

Members without voting rights

Clerk of the Course	:		
Chief Technical Inspection	:		
Environment Official	:		
FMN Delegates	:		
Promoter	:		
Secretary of the Meeting	:		
Others	:		

## 2. Checklist of the Jury President

Appointment of the third Jury member	:	
Permission from the local authorities	:	
Third party insurance policy	:	
Track homologation (FIM or )	:	
Supplementary Regulations	:	
Time schedule	:	
Possible alterations/changes	:	
Additional class(es)	:	
Nearest hospital/medical centre	:	

## 3. Report of the Clerk of the Course

Track inspection	:	
Is speed in pit lane controlled	:	
Any protests received	:	
Is timekeeping with transponders	:	
How is the communication to paddock	:	

## 4. Report of the Secretary of the meeting

Nr. of riders accepted (total per class)	:	
Official exchange rate, if no Euro	:	
Are the names checked in entry list	:	
1-Event licences must be collected	:	

## 5. What for technical inspections

Noise	:	
Weights	:	
Clothes and helmet(s)	:	

## 6. Report of the Environmental Steward :

## 7. Riders briefing

Where	:		When	:
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## 8. Other business/remarks :

## 9. Next track inspection :

## 10. Next Jury meeting :

The Jury President The Secretary





### Minutes of the Jury meeting

EVENT : IMN Nr.:

### Final meeting

Date: Time start:

Time end :

#### 1. Presence:

##### Members of the Jury with voting rights

##### Licence number

President : |  
 FMNR Delegate : |  
 FMN Delegate : |

##### Members without voting rights

Clerk of the Course : |  
 Chief Technical Inspection : |  
 Environment Official : |  
 FMN Delegates : |  
 Promoter : |  
 Secretary of the Meeting : |  
 Others : |

#### 2. Checklist of the Jury President

Minutes of the last meeting :

#### 3. Report of the Clerk of the Course

Timetable :  
 Any protests received :  
 Any rule infractions :  
 Are there penalties given :  
 Nr. of falls/accidents :  
 Injured riders :

See report of medical Officer.

#### 4. Report from secretariat

Nr. of drivers accepted (total per class) :  
 Nr. of 1 event licences (must collected) :  
 Final list of excused riders :  
 Final list of non-excused riders :

#### 5. Report from final technical inspection check after race

Which riders were checked :  
 What was checked :

See attached Technical report

#### 6. Approval of results

Final results :  
 Championship standing :

#### 7. Other businesses

Number of spectators :  
 Was it broadcasted on TV :

#### 8. Overall impression of the event :

The Jury President The Secretary