



2024 VMCC 01 FIM Europe Vintage Motocross Cup Rules

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FIM-Europe is organising a 2024 European Cup for Vintage Motocross.

VMCC 01.1 CLASSES AND DISPLACEMENT

1. **Vintage:** Manufactured up to model year 1976 with 2 different classes: pre-70 and pre-76
2. **Classic:** Manufactured from model year 1977 with air cooled engines, twin shock absorbers or cantilever suspension and drum brakes front and rear.

VMCC 01.2 REGULATIONS:

- Any change between classes during the season lead to a new points accumulation. Any points earned in one class will not be transferred to another.
- The FIM Europe Vintage Motocross Cup is open to European riders.

VMCC 01.3 LICENSES

- Only holders of a FIME PROMOTIONAL CONTINENTAL license (Annual or One Event) are eligible for the FIM EUROPE Cup standings.

VMCC 01.4 CONDUCT OF THE RACE

- Entries will close 4 weeks before the event. Entries will be received 30 days before the race.
- If an entry is accepted and the rider wants to cancel, then he must inform FIM Europe and the organizer in writing as soon as possible.
- The rider that does not respect this cancellation code will not be a priority at the next event.
- Entries received after the closing date may be accepted if there is availability but will start from last place on the grid.
- The maximum number of entries accepted will be limited to 120% of the capacity.
- The administrative and technical controls will be carried out on Saturday afternoon and Sunday morning before the start of free practice.
- The riders must present their machines and clothing in accordance with the technical rules of Motocross.

VMCC 01.5 EVENT PROGRAM

- Morning: 1 free practice session of 10 minutes plus 1 timed practice session of 15 minutes.
- Afternoon: 2 races of 15 minutes + 1 lap

VMCC 01.6 GRID

For the first race of the season, the starting grid will be made based on the practice times
For the rest of the season, the starting grid will be based in the provisional rankings.

VMCC 01.7 FINAL RESULTS

All riders classified in a round score points as follows:

- 50-45-43-40-38-36-34-32-30-28-26-24-22-20-18-16-14-13-12-11-10-9-8-7-6-5-4-3-2 and 1 point for all riders classified after 29th place.
- To be classified riders must have completed at least one lap.
- The riders with one-event licenses are listed on the classification chart but don't score points in the Cup.
- At the last event, the best of the two rounds counts double points.

- The Cup classification will be established on the accumulation of points from all rounds less one, except in the case of one or more events being cancelled and less than 5 races are run.
- In this case all rounds will count.

VMCC 01.8 MINIMUM AGE LIMIT

- Riders in Vintage category: 45 years.
- Riders in Classic category: 35 years
- The riders whose age is less than the limit of the category are classified in the races but do not score points in the Cup.

VMCC 01.9 AWARDS

- *Vintage Championship*
 - Overall classification pre-70 - The first 3 riders
 - Overall classification pre-76 - The first 3 riders
 - Riders over 60 years - The first 3 riders
- *Classic Championship*
 - Overall classification - The first 3 riders
 - Classification 125 - The first 125cc rider
 - Classification 4 Stroke - The first 4 Stoke rider
 - Riders over 55 years - The first 3 riders

Intermediate standings will only be achieved on the condition that 3 riders at least compete in the same subcategory.

An award-winning rider will not be awarded a second trophy in a subcategory.

VMCC 01.10 TECHNICAL RULES

- The bikes will have to look as original as possible.
- Special motorcycle racing prototypes, handcrafted or others will have a special technical inspection.
- In the "pre-70 Vintage" category, replicas or rebuilt motorcycles will be allowed but they must not exceed the engine capacity of the original machines.
- All Vintage bikes must pass a technical inspection, including a noise control. Riders of unsilenced machines will not be permitted to start. Riders are asked to make the necessary efforts to avoid that more restrictive measures are imposed.
- If a machine is declared non-eligible but does not represent a danger to other competitors, it may be accepted into the race, subject to availability. Any such machines will be classified on the race, but will not score points in the Cup.
- All motorcycles must be equipped with a reliable system to stop the engine.
- This system of stopping the engine must be mounted on the left or right handlebar and easily reached and operated without the rider releasing the handlebar grip.
- For obvious safety reasons, a marshal must be able to stop the engine in an emergency.
- This engine stop system will be tested at the technical inspection.
- For machines with electronic ignition deemed "at risk" the grounding will be verified with a static tester.
- The handlebars must be equipped with a protection pad on the cross bar.
- Modern Pro handlebars without cross bar are prohibited.
- Gearbox output protection: a housing or protection guard must be installed to protect the transmission gear out of the gearbox.

- Each rider will have to provide an identity card form (technical passport) for his machine, that he will sign in the presence of the technical control.
- This card must be identical to the manufacturers' for the model year type.
- The bore and stroke of the piston, measured in millimetres, must be stamped on the crankcase.

VMCC 01.10.1 TECHNICAL COLLEGE

- The FIM Commissioner
- Technical Commissioner of the event
- Riders Representative elected by their peers during the first race.

The College will investigate any suspect machine of noncompliance and produce a written report that will be attached to the meeting report.

VMCC 01.11 PLATE COLOURS

- Yellow for 500
- Green for 250
- Black for 125

VMCC 01.12 RIDERS SAFETY EQUIPMENT

- Riders must be equipped with modern safety equipment that meets the current standards as defined in the FIM Europe directory.
- Helmets must meet the ECE22.05 standard, legible reference on the label in the helmet will be accepted.
- Jet ECE 22.05 homologated helmets are allowed.
- Wearing chest and back protection is obligatory. (CE standard).
- Chest, EN 14021 is strongly recommended;
- Back, EN 1621-1 or 1621-2 is mandatory;
- Full Protection (Chest and integrated back), EN 1621-1 or 1621-2 is mandatory and EN 14021 is strongly recommended.

VMCC 01.13 ENVIRONMENTAL RULES

- Compliance with the rules established by the organizers is obligatory.
- An environmental carpet will be placed under the bike in the paddock.

VMCC 01.14 COSTS

- The entry fee, calculated by the organizer, must be paid by the rider to the organizer.