

FIM EUROPE VINTAGE COMMISSION

Sports and Technical Regulations for the European Regularity Cup

2024



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1. Name

The race organizer, which is included in the series of international championships, must list all categories in the Supplementary Regulations and accept all registered competitors who meet the conditions for participation in the regularity racing.

2. Motorcycles

Only historic road and racing motorcycles manufactured before 1993 can take part in the regularity racing.

All riders can only start on properly tested motorcycles whose licenses have been issued by the federation or historical register.

3. Categories

A1	motorcycles up to 1949 50 cc motorcycles 125cc motorcycles	until 1993 until 1983	starting number 2xx
A2	motorcycles 175-250 cc	until 1983	starting number 3xx
B	motorcycles 350 cc, 500 cc	until 1983	starting number 5xx
C	motorcycles up to 750 cc	until 1983	starting number 7xx
D	motorcycles up to 1300 cc	until 1993	starting number 9xx
E	sidecars	until 1993	starting number 1xx

In case of a low number of starting competitors, the organizer can merge individual categories at its own discretion. The organizer is obliged to observe the range of bib numbers in individual categories.

4. Track

Regularity races shall be organized on a professional circuit or city tracks where the track must be at least 5 m wide.

5. Racers

Only holders of a FIME PROMOTIONAL CONTINENTAL licence are eligible for the FIM EUROPE Cup standing.

The minimum age to participated riders is 30 years old.

A briefing/debate is mandatory for all participants who are starting for the first time on a circuit where they have not started yet. The time and place must be specified in the Special Provisions of the Race.

6. Training

To qualify for regularity, each rider must complete 3 full laps. If the rider starts in two classes, the total of the training runs must be at least 4 complete circuits, of which at least 1 circuit in one class. The total duration of all the training sessions for each class must be equal to or greater than the scheduled duration of the periodic ride. Achieved training times are not disclosed. The position on the starting grid will be determined by the Jury. It is strictly forbidden to use stopwatches and other measuring devices on the track during training and races, for using any device, the competitor is immediately disqualified from the event. In the event of an accident during the event, the competitor is ordered to repeat technical inspection. No rider is allowed to go out onto the track until his motorcycle has undergone a technical screening.

7. Evaluation drive

The rider must be prepared in the designated area no later than 5 minutes before the start of the track according to the timetable.

The start is with the engine running, provided that the circuit has created conditions in front of the type of such start according to SMF regulations. The starting method must always be specified in the Special Provisions of the Race.

The start is mass from the starting grid on the instructions of the starter flag. (prohibition of the use of el. starters). If the rider himself is not able to crush his machine without help, it is necessary to notify the race director or sports commissioner at the latest after the end of training. In this case, the participant starts with the assistance of one mechanic from the last row of the starting grid. It can start only on the instructions of the starter assistant. In case of bad weather, the race director and the jury may, on the instructions of the starter, start gradually at intervals. The ride of regularity is driven for a specified time and not for the number of laps driven, and therefore, after the prescribed time from the start, the starter waves off all riders in turn, regardless of the order in which they are running. The ride time is in the range of 13 - 20 min.

8. Evaluation

There are 60 penalty points for early start. The basic time of regularity is the time achieved by the rider passing on his **second lap**. With this time, the achieved times are compared in some other, predetermined comparison rounds. The rounds designated as comparative are known in advance only **to the chairman of the jury and the timekeeper**. Time deviations from the base time, accurate to 0,01 sec, are converted into penalty points (1 sec = 1 point), which are added together. The racer with the fewest penalty points is the winner. In the case of equality, the difference in 0.001 seconds decides the better placement as an auxiliary criterion. Only a competitor who has completed all comparison laps and crossed the finish line (waved a checkered flag) after the time limit expired, regardless of the number of laps driven, can be classified.

An evaluation drive can only be evaluated as a regularity ride and not as a ranked race at the finish.

8.1. Final classification

In each race, the top 15 riders in each class will be awarded as follows:

Location 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

All achievements in each category count towards the overall ranking of the international championships.

With equal points, the competitor who achieved the best positions is more successful. This means that the first is the rider with the most first places, followed by second places, etc. If equality persists, it is definitely the finish in the last race, then the penultimate race, etc.

To evaluate the series, it is necessary to take two racing events (not races).

In order to evaluate the series, it is necessary that in the final table there are at least four competitors in the class who started in at least one race.

9. Protests

When driving regularly, it is not possible to file a protest for the measured time.

10. Deposits and Rewards

The amount of deposits must be specified in the Supplementary Regulations of the Race. The organizer is not obliged to announce rewards to competitors.

11. Validity

These sports regulations come into force on 1 January 2024.