

VCRR 031 FIM EUROPE VINTAGE ROAD RACING

Regulations for the European Hill-Climb Championship

2024

**(new addition in green following
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Regulations for the European Hill-Climb Championship

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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 championship will run under jurisdiction of the FIM Europe Sporting Code, FIM Europe Vintage Hill Climb regulations, FIM-E Hill Climb technical regulations, the supplementary regulations of each event, 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 031.T

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 031.T

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.
- Class 5 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.

VCRR 031.3.1.3 MINIMUM NUMBER OR STARTERS, TEAMS AND POINTS SYSTEM

A minimum number for starters is necessary to count championship points. 3 starters to receive points is the minimum per class. The organiser is requested to make a podium ceremony after each event, but FIM Europe will not give points for the championship in these classes.

***The best rider of the Vintage Hill Climb class, having counted less than 3 riders, will not get points but a Certificate as "BEST RIDER".**

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 FIM-E. Within the Solo Classes, points will be awarded up to 8th place.

If teams apply for the team award competition, they have to register using the official Team entry form.

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			

Results and actual championship standings will be timely published on the official FIM-Europe website:

[FIM Europe Official Results \(fim-europe.eu\)](http://fim-europe.eu)

VCRR 031.4 OFFICIALS

For every event, FIM-Europe vintage commission will nominate the jury president. FIM-Europe vintage commission can nominate a technical scrutineer.

VCRR 031.5 RIDERS

VCRR 031.5.1 LICENCES

Riders as well as passengers must be in possession of a valid FIM Europe Promotional Continental licence (one year or one event). CCR Continental Annual licence is also valid.

VCRR 031.5.2 ENTRY AND ENTRY FEE

The Entry form must be sent to the secretary of the event und the entry fee must be transferred.

Each individual event has its own entry fee. Entry fee could be up to 150,-€, this will be specified in the supplementary regulations.

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

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 before 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**

Calendar will be published, a far as confirmed on the FIM-Europe, and on the FIM-Europe website. Double race events are possible but not compulsory.

TIMETABLES

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

Note:** Timetables and races can be changed, by the Jury. Changes have to be immediately published on the official board in the paddock.

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.

It's the organisers duty, to provide at least two practice runs per event. Double race events count as one event.

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

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 and have to be published on the official board in the paddock.

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 organizer has to take the rider's classes into consideration.

VCRR 031.7.4 DISTANCE OF RACES

At least 2 races are held at each event. One race may consist of only one run, ideally of two or more. If at one event, one race has only one run, the other one at least should have two runs. Racetrack length and available time have to be considered for this decision. The number of runs and races has to be specified in the supplementary regulations.

VCRR 031.7.5 START OF RACES

Starts must be made standing with engines running.

VCRR 031.7.6 RACE RESULTS

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

VCRR 031.8 AWARDS

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

For the particular race events no trophies are designated, but it's at the organizer to hold a EC price giving ceremony despite. This must be specified in the supplementary rules. If a price giving ceremony is intended then it must be held for both races.

VCRR 031.9 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. Protests have to be handed over in written form to the clerk of the course at the latest 30 minutes after publishing the signed results.

VCRR 031.10 ATTACHMENT

Attachment 1: Entry form completely filled in and signed, has to be sent via email to the respective event organiser.

This regulations are approved by the FIM-E Vintage Commission.

This regulations are eligible from their publishing date at: <https://www.fim-europe.com>

This are the only valid regulations. Any other existing versions loose their validity, since the day, this version becomes published..

Cases of dispute are discussed within the English version of these regulations.



FIM EUROPE ENTRY FORM

BULLETIN D'ENGAGEMENT

Discipline		Vintage Hill Climb European Championship		
	<input type="checkbox"/>	Class 1 (Classic)		
	<input type="checkbox"/>	Class 2 (Classic)		
	<input type="checkbox"/>	Class 3 (Classic)		
	<input type="checkbox"/>	Class 4 (125 GP)		
	<input type="checkbox"/>	Class 5 (250 GP)		
	<input type="checkbox"/>	Class Classic 500		
	<input type="checkbox"/>	Class 6 (Classic 750)		
	<input type="checkbox"/>	Class 7 (Classic Superbike)		
	<input type="checkbox"/>	Class 8a		
	<input type="checkbox"/>	Class 8b		
	<input type="checkbox"/>	Class 8c		
	<input type="checkbox"/>	Class 9a		
	<input type="checkbox"/>	Class 9b		

RIDER / PILOTE

Surname / Nom		First Name / Prénom		Date of birth / Date de naissance	Nationality/Nationalité
Address / Adresse				Postal Code / Code postal	Country / Pays
FMN	E-mail	Phone / Tel.	Holder of a Continental Licence Détenanteur d'une licence continental	Licence No	

TEAM

Official name of the Team Nom officiel du Team		
Address / Adresse		Licence No

MOTO / MOTORCYCLE

Class / Classe		Make / Marque		4 stroke / 4 temps <input type="checkbox"/>	2 stroke / 2 temps <input type="checkbox"/>
Capacity / Cilindrée		Bore / Alésage		Stroke / mm Course	

MECHANICS / MECANICIENS

Name / Nom		Name / Nom	
Name / Nom		Name / Nom	

Those Persons should receive their passes by presenting their identity-card on their arrival at Race Office. Ces Personnes devraient recevoir les documents d'entrée lors de leur arrivée au Bureau de Course sur présentation de leur carte d'identité.

SERVICE VEHICLES / VEHICULES DE SERVICES

Request for entry and parking / Demande d'entrée et de parking		Number Plate / No d'immatriculation	
Truck / Camion <input type="checkbox"/>	Motor Home <input type="checkbox"/>	Private Car / Voiture <input type="checkbox"/>	

Participants Responsibility et Liability

a) Responsibility

The participants (entrants, drivers, passengers, owners and owner-drivers of vehicles)take part in the event at their own risk. They bear the sole responsibility regarding civil and penal codes for damages caused by them or the vehicle in their use of so far as no liability exemption has been stipulated in compliance with the supplementary regulations of the meeting. If the driver, himself, is neither the owner nor the owner-driver of the vehicle used by him during the competition, he releases those persons listed in the following liability waiver from all claims by the owner and the owner-driver of the vehicle or submits, together with the entry form, a corresponding waiver from the owner or the owner-driver of the vehicle.

b) Liability Waiver

By submitting the entry form, the participants (entrants, drivers, passengers, owners and owner-drivers of vehicles) waive all rights to legal action and recourse for any accident or damage incurred in conjunction with the event against:

- the FIM-Europe, the FIM, the FMNR, their presidents, members, employes and officials;
- member-club of the FMNR and their sub-organization;
- organizer/promoter, his/their representatives, stewards and assistants;
- the owner(s) of the property used for the event including structures and installations on it, the administration of the circuit used for the event, its representatives and assistants;
- the participants and their attendants as well as against his/their own assistants in so far as a race or special tests for attaining high-speeds or best times are concerned;
- authorities, race services and any other organization or corporate or natural bodies involved in the organization of the event, in so far as the accident or damage did not occur through intent or gross negligence. This agreement will take effect for all parties involved with the submission of the entry form to the organizer.

The undersigned recognizes the above restrictions and commits himself to comply strictly with them, if an injury occurs or is noticed during the event of if the rider's health has been affected such that his fitness for continuing in the motorcycling competition has been put in question , the undersigned – with regard to the security risk also resulting for third parties – releases the doctors for their obligation to professional secrecy towards the FMNR and towards the officials carrying responsibility at the event (Doctor of the Event, Clerk of the Course, Sporting Stewards) respectively.

.....
Place, Date Sponsor's Signature Rider's signature Passenger's signature

in case of minors father mother
signature of a legal guardian

other:

The drivers and passengers are insured in accordance with the FIM Europe/FIM Code

STARTING PERMISSION GRANTED

Stamp & signature of the FMN



