

2020 VEC 01 Vintage Enduro Championship Technical Rules

INDEX

VEC 01.1 TECHNICAL RULES

VEC 01.2 CATEGORIES / CLASSES of VINTAGE ENDURO MOTORCYCLES

VEC 01.2.1 CATEGORIES

VEC 01.2.2 CLASSES and DISPLACEMENT

VEC 01.3 PERMITTED TYRES

VEC 01.4 LIGHTING

VEC 01.5 SAFETY RULES

VEC 01.6 PLATE COLOURS and RACE NUMBERS

VEC 01.7 DOCUMENTS for the MOTORCYCLES

VEC 01.8 PARTICIPANTS / RIDERS

VEC 01.9 TIMING and TESTS

VEC 01.10 COURSE

VEC 01.11 TESTS

VEC 01.11.1 ACCELERATION TEST

VEC 01.11.2 CROSS COUNTRY TEST

VEC 01.11.3 TRIAL TEST

VEC 01.12. FINAL RESULTS

VEC 01.13 RIDERS SAFETY EQUIPMENT

VEC 01.14 LICENSES

VEC 01.15 COSTS

VEC 01.16 ENVIRONMENTAL RULES

VEC 01.17 NOTES

VEC 01.1 TECHNICAL RULES

In principle Vintage Enduro events must follow the existing rules for the FIM European Enduro Championship.

Vintage bikes shall demonstrate the “State of the Art” of motorcycle constructions of the past.

As a general rule, motorcycles participating in an FIM European Vintage Enduro event should have a visual look according to their original construction; only small modifications, which do not cause advantages for the rider and disadvantages for other participants of the event, can be allowed.

In principle motorcycles in the Vintage Enduro Championship must be equipped with:

- Air cooled engines,**
- Drum brakes on front and rear wheels,**
- 2 shock absorbers for the rear suspension.**

Progressive rear suspension (Monocross, Prolink, Unitrak, etc.) are not allowed; **exceptions** are YAMAHA-cantilever swingarms and ROKON and KRAMER constructions only.

Vintage bikes and Vintage riders will show the “technical spirit of the time” of construction and it’s production.

Well maintained or reconstructed bikes for Vintage events should use still existing components of the relevant category.

The shortage of some components will allow the use of the following non-original parts - but commonly sold during years of the motorcycle production:

Mudguards,

Gas throttle,

Handlebar safeguards (protective padding), hand protectors (open type),

Rims (both) can be in steel or aluminum, but should be of the period,

Rear shock absorbers must be from the same period as the motorcycle-production (even if of different size and brand).

Folding foot-rests are advised.

Exhaust systems: mufflers / silencers and exhaust pipes must be as near as possible to the original system in its shape and characteristics.

For Vintage events all Vintage bikes must pass a technical inspection, including a noise- and light-control. Noise emission should find the acceptance of the public and the official authorities to avoid problems for the Enduro sport.

VEC 01.2 CATEGORIES / CLASSES of Vintage Enduro Motorcycles

VEC 01.2.1 CATEGORIES

Category 1975: EXPERT Motorcycles manufactured up to 1975

Category 1980: CLASSIC Motorcycles manufactured up to 1980

* Classic motorcycles produced after 1980 until 1983 maximum, are allowed also, if they are equipped with air cooled engines, 2 drum brakes and 2 shocks in the rear.

Category 1989, OPEN: Motorcycles manufactured up to 1989

In this Category Open (EVO) motorcycles are not restricted to air cooled engines,

VEC 01.2.2 CATEGORIES, CLASSES and DISPLACEMENT of the engine

The following CATEGORIES and CLASSES - according to the displacement of the engine are foreseen:

CATEGORY EXPERT: Motorcycles manufactured up to 1975

CLASSES:

Class up to 125 cc

Class over 125 cc

CATEGORY CLASSIC: Motorcycles manufactured up to 1980 *

* Classic motorcycles produced after 1980 until 1983 maximum, are allowed also, if they are equipped with air cooling, two shocks and drum brakes

CLASSES:

Class up to 125 cc

Class up to 250 cc

Class over 250 cc

CATEGORY OPEN : Motorcycles manufactured up to 1989

CLASSES:

Class up to 80 cc

Class up to 125 cc

Class up to 250 cc

Class over 250 cc

A tolerance of 5% of the cylinder bore dimension relative to the original is permitted to reflect successive repairs.

A class will be set up with a minimum of 3 pilots.

VEC 01.3 PERMITTED TYRES

The use of Enduro tyres (FIM) is compulsory.
During one day events 1 (one) tyre per wheel is allowed.

VEC 01.4 LIGHTING

The lighting system must be in regular working condition and will be tested during Technical Inspection of the organizer.
Lighting should be able to operate on road and off road.

VEC 01.5 SAFETY RULES

The handlebar reinforcing bar must be equipped with a protection pad (foam).
Handlebar ends must be sealed.
Motorcycles must be fitted with an engine stop system. This system must be mounted on the left or right handlebar, and capable of being operated without the rider.
For safety reasons, a marshal should also be able to shut off the engine in case of an emergency.
The operation of the engine stop system can be tested during the Technical Inspection.
The original footrests may be fixed, but the spring-loaded folding type is preferred.
The stand is optional, but the rider must provide a removable stand for parking in the "Parc Fermé".

VEC 01.6 PLATE COLOURS and RACE NUMBERS

All motorcycles must display number plates on the front and on both sides.
The plates should be 230 mm high and 280 mm wide.
The plates must be yellow with black numbers.
Minimum size of these black numbers should be 11 cm.

VEC 01.7 DOCUMENTS for the MOTORCYCLES

Motorcycles must have a valid registration document and insurance certificate.
Frame numbers must be the same as on the official documents.
The registration number of the motorcycle must be on a plate attached to the rear fender. The plate shall not exceed the width of the fender.
The requirements of the country of origin of the participants will be taken into account.

VEC 01.8 PARTICIPANTS / RIDERS

There is no age-limit in the FIM European Vintage Championship.
For the Championship, the first 15 qualified riders will obtain between 25 points and 1 point – according to the existing system.
Points are awarded to the top 15 (fifteen) riders, for each category and class, as follows:
25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Riders who want to participate and to be valued in the Vintage Enduro European Championship (VEC) have to start at least in 2 (two) races of the Championship.

Riders can score points in the Category and Class in which they have started.
If riders change their bikes and Categories and / or Classes during the season, they cannot take already collected points with them to different Categories or Classes.

An overall ranking will be established on each event.

VEC 01.9 TIMING and TESTS

At the beginning of the event a Starting Test is foreseen: start by kick starter within 1 (one) minute and riding a minimum of 20 meters by engine power.

If this start test is not fulfilled a 20 (twenty) seconds penalty will be given.

For every lap the organizer must work out a realistic time schedule – according to the length of the lap and the actual weather conditions.

This time schedule must be agreed by the Jury!

VEC 01.10 COURSE

A total distance of ca. 120 km up to maximal 150 km is foreseen;

the total distance of the race course will be covered in maximal 3 laps.

Variations may be made according to the actual weather and climatic conditions and according to the official local possibilities.

The course shall have tracks on road and off road.

Inside the course there should be at least 1 (one) Time Check (TC) or stamp-control.

Different Special Tests (ST) should be or can be included, according to the local conditions.

At the end of each lap there has to be a Time Check (TC) with stamp-control.

Riders who do not fulfill the lap-timing will receive a 60 seconds penalty for every minute outside their given time.

Maximum lap-time-excess will be 60 minutes.

VEC 01.11 TESTS

Special Tests (ST) should be part of the event:

- Start test
- Acceleration test
- Cross country test (Enduro test)
- Trial test (eventually).

VEC 01.11.1 ACCELERATION TESTS

An Acceleration Test (AT) can be included within the lap; it should have a maximum length of 200 meters.

If the event has more than 1 (one) lap, the AT should be counted in the second lap of the event.

Acceleration tests can be organized as an extra test also.

The ridden time of the AT should be multiplied by 5.

VEC 01.11.2 CROSS COUNTRY TESTS

Cross Country Tests should be ridden within the lap(s).

If the event has more than 1 (one) lap, it should be counted in the second and third lap of the event.

VEC 01.11.3 TRIAL TESTS

Trial Tests shall be counted according to international trial-penalty-point rules.

Trial points should be multiplied by 5 and transferred into seconds.

VEC 01.12. FINAL RESULTS

The final result will be calculated as an addition of all points of all tests:

- start test
- acceleration test
- cross country test
- lap timing
- trial-penalty-points (transferred into seconds).

VEC 01.13 RIDERS SAFETY EQUIPMENT

Pilots must use an approved helmet according to actual ECE rules.

JET helmets are permitted, provided they have the actual ECE approval.

A protection for chest and back is recommended.

VEC 01.14 LICENSES

FIM Europe license or National license.

“One-day-license” is allowed for “One-day-racers”.

Starting permission, for foreign riders, by the National Federation of their country.

VEC 01.15 COSTS

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

The organizer has to pay a fee of 10,00 € per rider to FIM Europe.

VEC 01.16 ENVIRONMENTAL RULES

Enduro riding is a "endangered" discipline and our shared goal is to preserve it's future.

Compliance with the rules established by the organizers is obligatory.

An environmental mat must be used in the paddock.

VEC 01.17 NOTES

In case of doubt the English version of these rules prevails.