

VCRR 031 FIM EUROPE VINTAGE ROAD RACING

**REGULATIONS
FOR THE 2020
EUROPEAN HILL-CLIMB CHAMPIONSHIP**



Commissioned with organisation:

MC Robur Zittau e.V. | Schulberg 1 | 02788 Zittau - OT Dittelsdorf | Ortsclub im ADAC Sachsen



VCRR 031 FIM EUROPE VINTAGE ROAD RACING
Regulations for the European Hill-Climb Championship

VCRR 031.1	TITEL AND GENERAL
VCRR 031.2	CIRCUITS
VCRR 031.2.1	FLAGS, LIGHTS AND BOARDS
VCRR 031.2.2	DIMENSIONS, COLOURS AND LOCATIONS OF THE FLAGS
VCRR 031.2.3	FLAGS AND LIGHTS USED TO PROVIDE INFORMATION AND INSTRUCTIONS
VCRR 031.3	TECHNICAL RULES
VCRR 031.3.1	MOTORCYCLES AND CLASSES
VCRR 031.3.1.1	MOTORCYCLES AND TECHNICAL INFORMATIONS
VCRR 031.3.1.2	CLASSES
VCRR 031.3.1.3	TEAMS AND POINTS SYSTEM
VCRR 031.4	OFFICIALS
VCRR 031.5	RIDERS
VCRR 031.5.1	LICENSES
VCRR 031.5.2	ENTRY AND ENTRY FEE
VCRR 031.5.3	BRIEFING
VCRR 031.5.4	RIDER NUMBERS
VCRR 031.6	TIME TABLE
VCRR 031.7	PRACTICE AND RACES
VCRR 031.7.1	PRACTICE RESTRICTIONS
VCRR 031.7.2	RESULTS
VCRR 031.7.3	STARTING GRID
VCRR 031.7.4	DISTANCE OF RACES
VCRR 031.7.5	START OF RACES
VCRR 031.7.6	RACE RESULTS
VCRR 031.8	PRIZE MONEY
VCRR 031.9	AWARDS
VCRR 031.10	PROTEST
VCRR 031.11	ATTACHMENTS

VCRR 031 VINTAGE EUROPEAN HILLCLIMB CHAMPIONSHIP

VCRR 031.1 TITLE AND GENERAL

The FIM Europe will organise the 2019 European Vintage Hill Climb Championship on circuits in Europe.

This event will run under jurisdiction of the FIM Europe Sporting Code, FIM Europe Vintage Hill Climbing regulations, the supplementary regulations, 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 for 2020 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.

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 Co C 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 2.1

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.

The maximum noise level is 105 dB(A).

VCRR 03.3.1.2 VINTAGE CLASSES Solo motorcycles

Class 1 (Vintage)	2-stroke, up to 250 ccm 1977 models, air-cooled only 4-stroke, up to 350 ccm 1977 models, 2 cylinder only.
Class 2 (Vintage)	2-stroke, up to 500ccm, up to 1980 models, air-cooled only 4-stroke, up to 500 ccm 1980 models
Class 3 (Vintage)	2-stroke >500 ccm up to 1980 models, 3 cylinder 4-stroke >500 ccm, up to 1980 models
Class 4 125 GP	2-stroke up to 125 ccm, up to 1990 models
Class 5 250 GP	2-stroke up to 250 ccm, up to 1990 models 2-stroke up to 350 ccm, up to 1984 models
Classic 500	4-stroke up to 250 ccm, up to 1990 models 4-stroke up to 500 ccm, up to 1984 models
Class 6 Classic 750	2-stroke up to 500 ccm, up to 1990 models 4-stroke up to 750 ccm, up to 1990 models
Class 7 Classic Superbike	2-stroke up to 750 ccm, up to 1990 models 4-stroke from 751ccm - 1200 ccm, up to 1990 models
Class 9 (a) Classic Special Open A	2-stroke open engine size, up to 1984 models 4-stroke open engine size, up to 1984 models without turbo-/supercharger
Class 9 (b) Classic Special Open B	2-stroke open engine size, 1985 to 1990 models 4-stroke open engine size, 1985 to 1990 models without turbo-/supercharger
Class 8a/8b/8c:	Sidecars, see Attachment 2.1

Please see the FIM Europe Vintage Road Race machine eligibility rules for details on each class. The rules are published on the FIME website.

Class 8 will be separated in three performance classes.

Attachment 2.0 is designated for the technical specifications of sidecars.

Attachment 2.1 is designated for technical criterias to devide the sidecar performance classes.

The technical commission differentiates these three sidecar classes in regards to the technical parameters of sidecars.

<http://www.fim-europe.com/vintage/#1473085152566-47ae18f5-e1e7VCRR 5>

Note: Not all classes will race at every round. See the Supplementary regulations or entry forms for details on which classes will race at each round.

In solo classes, there must be at least 8 participants at each class. Due to this classes may be combined. It is the decision of the event organiser, to put out classes with less than 8 participants. This is why it may happen, that not every class will be putted out at each single event. Please see supplementary regulations of the events for details.

For the sidecars, there will be no minimum number of participants in gernal. If a class has multiple times less than 4 starters, this class may be delated or combined with a higher performance class.

VCRR 031.3.1.3 TEAMS AND POINTS SYSTEM

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 FIME.

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

The oraniser will register all the classes and teams for the Championship at the FIM E, if the teams enrolled with the promoter prior to that.

Points for each of the ten 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

The organiser provides the table with results and latest standing. The campionhip standing will be published prompt on the organisers website.

www.deutscher-bergpreis-fim-europe.com

VCRR 031.4 OFFICIALS

As per the General Rules VCRR 01 for Vintage Championships and Cup events.

VCRR 031.5 RIDERS

VCRR 031.5. 1 LICENCES

Drivers and co-drivers need to be in possession of a signed and valid license of their national federation. The FIM Vintage Commission authorizes the participants of the FIM Vintage Hillclimb European Championship to participate on these events with a National B-license plus. (for street racing, national and Europe open license)

For every participation at an event in the FIM Vintage EC there is a fee of 10,-€ to be paid by the end

of the season to the FIM.

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.

MC Robur Zittau e.V. will rise an **onetime entry fee of 135,-€** for the entire season for motorcycles as well as for sidecars. This fee covers the organisation costs and will guarantee the participation at the “Regularity Trophy”. (Attachment 1)

MC Robur Zittau IBAN: DE98850501000232068321 BIC WELADED1GRL

Each individual event has its own entry fee.

Only enlisted riders or teams will be listed in the table. Those riders and teams will possibly receive awards as well as the prize money tendered by the organiser. If less than 5 teams or riders achieve points, prize money will be reduced by 50 percent.

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 after 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**

Two races will be held at each event. Places 1 to 15 will be awarded with points for the Championship. At least one practice is required at each event.

20th – 21st June 2020	Julbach (A)
27th -28th June 2020	Isola del Liri Prov. FR (I)
04th – 05th July 2020	Beocourt (CH)
11th – 12th July 2020	Munster (F)
01st – 02nd August 2020	Lückendorf (D)

The race with the lowest result is not counted.

TIMETABLES

At least one practice is required at each event.

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

Note**: Timetables and races can be changed, with approval of the FIM Europe Vintage Commission or Jury.

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.

The organiser is responsible for the execution of practice.

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. A practice time is not necessarily a requirement, since the starting grid is determined by the rider's number.

VCRR 031.7.3 STARTING ORDER

The starting grid is determined by the rider's numbers in ascending order.

Starting will be take place individually with a time difference of at least one start every 20 seconds.

During the assignment of rider's numbers, the promoter has to take the rider's classes into consideration.

VCRR 031.7.5 DISTANCE OF RACES

All events are double events. Two races will take place at each race day.

VCRR 031.7.5 START OF RACES

Starts must be made standing with engines running.

VCRR 031.7.6 RACE RESULTS

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

Riders will participate in one training session and two races per race-day. The fastest run will be counted. The same procedure will apply to the second race-day.

It's the organisers decision, if only one practice session is held for the whole event.

VCRR 031.8 PRIZE MONEY

Enlisted riders and sidecar teams will receive a prize money for places 1-3 in each class after the end of the season.

The definite amount will be made public before May 2020.

VCRR 031.9 AWARDS

FIME Medals will be awarded to the first three in each class championship.

Team awards will be given to the highest scoring Clubs & Teams.

VCRR 031.1 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.

VCRR 031.11 ATTACHMENT

Attachment 1: **rider and co-driver need to fill and sign the entry form** (sidecars only)

Attachment 2: **the datasheet needs to be filled**

Attachment 3: Legal Disclaimer-valid for all participants.

These three Attachments need to be sent to the organiser by 29th of February 2020 latest. The organiser's details are as follows:

MC Robur Zittau, Po-Box 1169, 02797 Zittau (GER)

Mail: info@motorsport-riedel.de Fax: 00493587243934

The classification will be sent out to the participants via Mail.

These regulations are approved by the FIM E Vintage Commission.

Any other cases of dispute are discussed within the English version of these preliminary regulations.

This are the only valid regulations. Without further notice eligible from 01.01.2020 on.

Attachment 1

Application for participation at the „FIM-E –Hill Climb European Championship“

First Name:.....**Last Name:**.....**Solodriver**

First Name:.....**Last Name:**.....**Combination driver**

Place of residence.....Zip Code.....Street.....Nr.....

Country.....Tel..... Mobile..... Fax.....

Mail.....Participation: FIM Hill EC.....German ‚Bergpreis‘.....

Combination Team:.....

First Name:..... **Last Name:**.....**Co-driver 1**

Place of residence.....Zip Code.....Street.....Nr.....

Country.....Tel..... Mobile..... Fax.....

Mail.....

First Name:..... **Last Name:**.....**Co-driver 2**

Place of residence.....Zip Code.....Street.....Nr.....

Country.....Tel..... Mobile..... Fax.....

Mail.....

The aforementioned Drivers and Co-Drivers participate under the conditions mentioned in the Announcement of the „FIM Vintage Hillclimb European Championship“ and the conditions from the Announcement „German – Bergpreis“ at these events.

Solodriver.....Date.....

Combination Driver.....Date.....

Co-Driver 1:.....Date.....

Co-Driver 2.....Date.....

Attachment 2

„FIM Europe Vintage „ Hill Climb Championship 2020“

Important specifications for the class division of the Motorcycle Combinations and Solo Classes.

Solodriver:.....Combination Driver..... Co-Driver.....

Mail.....Tel:.....Mobile.....

Julbach (A).....Isola del Liri (I)..... Beocourt (CH).... Munster (F).....Lückendorf (D).....

Chassis: Engine..... Displacement.....Tire size 13“..... 16“.....other.....

YoC Chassis..... YoC Engine.....(the first application in series counts as year of construction)

Number of Cylinder.....Cooling System.....

Appropriate Class according to the technical code of the FIM and the Announcements

Combinations: 8a.....8b..... 8C..... **Solo:** K1.....K 2.....K 3..... K 4.....K 5 K 6.....K 7.....

The technical commission decides over the class division after entry of the data sheets or the technician the class.

Decision of the technical commission:.....

Consultation with the team is necessary:.....

Requests to Mr. **Andre Herrmann** Technical Commissioner Telephone: 01737370976
Mr. Herrmann holds a DMSB A and a FIM Europe License

Klaus Riedel
MC Robur Zittau im ADAC
Organisation „Hillclimb European Championship“ 2020

The Announcement for the European Championship will be released by the end of 12.2019 at www.deutscher-bergpreis-fim-europe.com and January 2020 as a brochure in German, English and French.
Every registered driver and combination team will receive a brochure for free by mail.

Attachement 2.1

VCCR 05.5 POST CLASSIC SIDECAR Classification & Technical Specification

VCRR 05.5.1 POST CLASSIC SIDECAR CLASSES

Classification:

- Class 8a:** Sidecars up to 31/12/1975 models
Air cooled two-stroke and four-stroke engines up to 750ccm
- Class 8b:** Sidecars up to 31/12/1978 models
Four-stroke engines up to 1000ccm
Two-stroke engines up to 750ccm
- Class 8c:** 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.

VCRR 05.5.2 FRAME, FORK & STEERING

The frame, forks and steering must be a style and type according to their class. Handlebars and attached grips/handles need to be constructed in a way which doesn't allow crack formation. The use of composite materials is not permitted. Exposed handlebar-endpieces need to be sealed and/or covered with rubber. The minimum distance between the endpiece of the handlebar and the static part of the sidecar (while the steering is fully turned) is 20mm.

VCRR 05.5.3 ENGINE

The engines installed in the outfit, must have been raced or sold commercially in Europe prior to:

- 31/12/1975 for Class 8a/K1
- 31/12/1978 for Class 8b/K2
- 31/12/1990 for Class 8c/K3.

Engines must use the original castings or close replicas and retain the outside appearance of the original manufacturer. It is permitted to adapt the external casings when using non-original ignition systems and/or fitting oil coolers.

The internal specification is free from restriction but must meet all the requirements of the eligibility rules within their class.

The effective cubic capacity can only vary to the data originally provided on the data sheet by a maximum

of 10%, if an enlargement of the cylinder bore was necessary due to wear and/or missing original parts. Any other form of capacity enhancement or false declaration will result in disqualification. All engine breather pipes must lead to an easy-to-handle catch tank with a volume of at least 500ccm. All drain, sump and filler plugs must be safety wired, using 0.7mm annealed stainless wire, to prevent oil spillage. The only cooling liquids permitted are oil and water. Additives for prevention of wear and tear are not allowed to contain any monoethylene glycol (MEG).

Where required by the National Federation regulations, engine and gearbox oil containment must be fitted in accordance with the National Federation regulations.

VCRR 05.5.4 GEARBOX & CLUTCH

The gearbox and clutch must be of a type raced or available in a time according to their class specification. Exposed drive trains must have shield(s) fitted for the protection of driver and passenger. **“Slipper” clutches are not permitted.**

VCRR 05.5.5 CARBURETOR

Carburetors must be of a type raced or available in a time according to their class specification. **Fuel injection is not permitted.**
Induction above atmospheric pressure is not permitted.

VCRR 05.5.6 IGNITION SYSTEM & KILL SWITCH

Modern ignition systems may be used but restricted to those with a two-dimensional advance curve. Ignition systems using throttle position sensors are not permitted. An ignition switch operated by a cord attached to the driver's wrist must be fitted as a safety measure in the event of the driver parting company with the outfit. The system needs to interrupt the primary circuit and kill the engine as well as the fuel pump instantly. The cord needs to be flexible, if a coiled cord is used, it should not be longer than 1m in emerged state.

VCRR 05.5.7 BRAKES

Brakes must be of a type raced or available in a time according to their class specification. The braking system must have two independent systems, with one of them working on at least two wheels. Brake discs need to be made of ferrous materials. **Brake discs must not be ventilated or incorporate floating carriers in class 8a/K1.**

VCRR 05.5.8 WHEELS & TYRES

Wheels must be of a type raced or available in a time according to their class specification. Generally, they need to be in a state which rules out breaking. This decision is taken to account by the technical commission.

Moulded treaded tyres must be used in class 8a/K1, slick tyres are permitted in classes 8b/K2 and 8c/K3.

VCRR 05.5.9 EXHAUSTS SYSTEM & SILENCERS

The exhaust system outlet must be approximately horizontal. Every part needs to be secured against possible damage caused by vibrations. The noise limit for all classes is 105 dB(A), measured static on a stationery outfit.

VCRR 05.5.10 INSTRUMENTS & CONTROLS

Must be of a type raced or available in a time according to their class specification. Instruments must be of the analogue type. Wireless transmission of data is not allowed. The fitting of digital meters is only permitted in class 8c/K3. Gear shift change lights are not permitted, however, a control light for neutral gear might appear.

VCRR 05.5.11 SILHOUETTE & FAIRINGS

The silhouette and fairings of the outfit have to generally resemble the appearance of genuine models, according to their class specification.

VCRR 05.5.12 NUMBER PLATES

All sidecars must display number plates on the front and both sides. If the fairing provides a large enough free space, it can be used as a number plate. In other cases the plates should be 230mm high by 280mm wide. The starting number needs to be clearly visible, with a stroke width of at least 25mm. Numbers assigned by the promoters/organisers have to be used.

Attachement 3

The racing team takes part in the following races:

We take part:				yes	no
20th-21th June	Julbach	(A)	FIM & Regularity		
27th-28th June	Isola del Liri	(I)	FIM & Regularity		
04th-05th July	Beocourt	(CH)	FIM & Regularity		
11th-12th July	Munster	(F)	FIM & Regularity		
01th-02th August	Lückendorf	(D)	FIM & Regularity		
07th-08th November	Cheb	(CZ)	Jahresabschlussfeier		

Please tick the corresponding race without obligation.

The race with the lowest result is not counted.

Attachement 4

Legal Disclaimer - Valid for solo machines and sidecars

The participants take part at any event on their own risk. They carry full penal and civil responsibility for any damages caused by them and/or their vehicles unless non-liability is officially agreed on beforehand.

With handing in their entry form, drivers and co-drivers accept that damages throughout the events will not be covered by

- the promoters/organizers;
- the operators, marshals, owners of the racetrack, administrative authorities or any other person responsible for the organisation of the event; as well as
- the roadmaking authorities, in any case of damage to official roads (and corresponding accessories) used during the race event;
- or any other representative and helping and/or assisting personal to above mentioned persons.

Participants signing this form accept that; with the exception of damages caused by injury to life, body or health - even if caused by a deliberate or non-deliberate delinquency of an otherwise nonliable person or their representative - as well as any other form of damage - caused by a deliberate or non-deliberate delinquency of an otherwise non-liable person or their representative - damages occurring during the race events will not be covered by

- other participants (applicants, drivers, co-drivers), their assistants, team-owners, helping personal of other vehicles;
- as well as by the applicant himself, the drivers themselves, co-drivers (if not agreed on differently between applicants/drivers/co-drivers) and their representatives.

This legal disclaimer is valid for all parties involved once the entry form is handed in. It is valid on any legal claims, especially those concerning compensation – contractual and non-contractual – as well as claims resulting from illicit activity. Implicit legal disclaims are inviolate within this legal disclaimer.

With my signature I confirm that I have read this legal disclaimer and that I accept every detail in it. This representation is valid for all events within the “FIM-E Hill-Climb-Championship”, the “Deutscher Bergpreis 2020” and the “Regularity Trophy”.

Signatures: _____ Date: _____
