

Provisory technical regulations regarding the motorcycles

For the rest of the regulations, kindly wait for the official UEM publication.

1. General

The motorcycles taking part to the Endurance Vintage UEM Cup will be in original configuration. If certain parts had to be replaced, these should be similar to the original ones.

For the engine, particularities from the mass-produced motorcycles need to be kept like: numbers of valve, number of transmission ratio, etc.

Motorcycles with 4 stroke engines mandatorily have to be equipped with a reservoir in the bottom of the fairing being able to hold at least half of the lubrication and cooling liquids.

The reservoirs for gasoline, water, engine oil and gear oil should be equipped with a catch tank that mandatorily should lead to a recipient that can hold a minimum capacity of half a litre.

All the drain bolts, oil filters, hoses and hose-bolts, oil filling caps and checking gauges of the engine and gearbox cases have to be locked with safety wire, in order to prevent any bolt from coming loose.

For the liquid cooled engine, the only authorised liquids will be pure water or water mixed with an ethylic alcohol. An engine-cut switch fixed at the steer, within reach from the handles, is mandatory.

The handles of the brake, the clutch and possibly the decompression should be equipped with a ball at the end (minimum 16mm).

The gas lever should automatically go back to its initial position when the rider releases it.

Handlebar ends must be secured.

All outside bolts (peg of the rear break, chain adjusters) should be protected with a rubber cover.

The front sprocket has to be covered with a metallic protective shield.

A metallic cover should completely shield the primary chain on engines with a separate gearbox.

Using a chain protector with a thickness of 5 mm is recommended.

The reservoir for gasoline has to be recovered with a spongy fireproofed material like "Explosafe" and have only one cap for the refuelling, besides the catch tank that has to hold a minimum capacity of 250 cl.

The carburator has to be with round throttle slide.

Slick tyres, carved slick tyres and rain tyres are forbidden. Only tyres with a tyre tread like the one found in retail are authorised. Tyre warmers are also forbidden.

Fix discs or semifloating with a maximum diameter of 300 mm are allowed. For safety reason, semifloating disc are authorised. It should be noted that the disc is considered "semi-floating" if the braking surface is fixed with pawls having springs for the axial backlash. Therefore a "semi-floating" disk will move from the holder only by acting with axial forces while in the floating disc the braking surface is free to move axially.

The master cylinders from the motorcycles base period are allowed. Calipers with more than 2 pistons are forbidden as well as master cylinder with a separated oil reservoir of recent construction.

Bolt and screw metal binding that bind the callipers to the fork are compulsory.

Data recording system are not allowed.

Fuel injection and forced induction system are not allowed.

Slipper clutch is forbidden.

Carbon accessories and exhaust silencer are not permitted.

1.1. Numbers and colours of the plates

The motorcycles need to be equipped with solid, rectangular number plates with rounded edges. The dimensions of these plates have to be at least 285mm of width and 235mm of height. The size of the numbers has to be of 140mm of height, 80mm of width and 25mm of depth. For the numbers of two

digits, the digits have to be separated by a space of 15mm. Three number plates are mandatory and need to be placed as follows : one in the front of the bike and two at each side of the rear of the bike. The tape used for the numbers needs to be retro-reflective. The number plates do not need to be lit but cannot be inclined more than 30° vertically.

Classe Maxi Classic: the number plates are matt black and the numbers are white

Classe Classic 1000: the number plates are yellow and the numbers are black

Classe 750: the number plates are white and the numbers are black.

Classe 750 TT: the number plates are red and the numbers white.

1.2. Classes

The following classes are allowed to take part to the European Classic Series:

1.2.1. Classe Maxi Classic

These motorcycles have to be built after January 1st 1960 and before December 31st 1982 and have a minimum of two cylinders. There is no limitation as to the cylinder content but these has to be superior to 340 cc.

Framework number needs to be mass-produced motorcycle number.

Wheels: 18 inches, rim width of maximum 4 inches.

Front fork tubes of maximum **42** mm diameter.

Brake: original fix disc or semifloating with a maximum diameter of 300mm. Floating disk are prohibited.

Special frameworks are allowed if the coupling framework-engine can be proved with historical documentation.

1.2.2. Classe Classic 1000

These motorcycles have to be built after January 1st 1960 and before December 31st 1981 and have a minimum of two cylinders. Maximum cylinder content is 100cc for 2 valves engine and 750 cc for 4 valves engine.

Framework number needs to be mass-produced motorcycle number. In case of dispute, the rider has to prove this point.

Wheels: 18 inches, maximum rim width of 3,5 inches.

Brake: original fix disc or half floating with a maximum diameter of 300mm. Floating disk are prohibited.

Front fork tubes of maximum **38** mm diameter.

For the Ducati Pantah: carter with stud 70 mm from the center, air cylinder not envisaged for an intern liquid cooling.

Special frameworks are allowed if the coupling framework-engine can be proved with historical documentation.

The cylinder control check could be done at the end of the race.

1.2.3. Classe 750

Mass-produced model built before December 31st 1981, 4-stroke engine, 750 cc.

Framework number needs to be mass-produced motorcycle number. In case of dispute, the rider has to prove this point.

Wheels: 18 inches, maximum rim width of 3,5 inches.

Brake: original fix disc or half floating with a maximum diameter of 300mm. Floating disk are prohibited.

Front fork tubes of maximum **38** mm diameter.

For the Ducati Pantah: maximum cylinder content of 600cc, carter with stud 70 mm from the middle, piston with a maximal course of 61,5 mm. Air cylinder not envisaged for inter liquid

cooling. Swing arm with 2 shock absorbers.

Special frameworks are allowed if the coupling framework-engine can be proved with historical documentation.

The cylinder control check could be done at the end of the race.

1.2.4. Classe 750 TT

Mass-produced model built until December 31st 1985, 4-stroke engine, 750 cc maximum and 2 valves per cylinder or 2-stroke engine, 2 cylinder and cylinder content between 340cc and 500cc.

Framework number needs to be mass-produced motorcycle number. In case of dispute, the rider has to prove this point.

Wheels: 18 inches, maximum rim width of 4 inches.

Brake: original fix disc or half floating with a maximum diameter of 300mm. Floating disk are prohibited.

Front fork tubes of maximum **42** mm diameter.

For the Ducati Pantah: maximum cylinder content of 600cc, carter with stud 70 mm from the middle, piston with a maximal course of 61,5 mm. Air cylinder not envisaged for inter liquid cooling. Framework with one shock absorber are allowed.

Special frameworks are allowed if the coupling framework-engine can be proved with historical documentation.

1.3. The cylinder control check could be done at the end of the race Reserve bike

The teams can use a second vehicle. A "T" letter will be placed alongside the numbers of this second motorcycle. Both bikes will have to pass the technical scrutineering

During the qualifications and the warm-up, the teams can use both vehicles without restrictions (but both bikes cannot be on the track in the same time). At least one hour before the race, the team manager has to tell the race secretariat which motorcycle will race. This bike will be the only one to be allowed to compete during the race.

During the race, the motorcycle that does not compete has to be outside of the box. If this bike is used during the race the team will be disqualified.

1.4. Lights

For the night-time races, each motorcycle must be equipped with a complete lighting system, in working condition and consisting of:

- a headlight that can be covered for the day race. The lenticular headlights and the xenon lamp kits, settled in optical non originally planned for this type of lighting are prohibited. Additional Xenon headlights, originally planned for this equipment are allowed;
- a rear light composed out of two independent bulbs with a minimum strength of 5W, plugged on two independent electrical circuits. The feeding will be assured by the energy of the bike or by additional batteries. LED lights are not authorised unless they are fixed in the original lights or have the same aspect as the lights from those days;
- A reflector of 60cm² will be fixed at the rear end of the bike.

During daytime race, the lighting system can be removed

1.5. Forbidden parts

- 16, 16,5 and 17 inches wheels. Only 18 inches wheels are allowed.
- Carbon exhaust silencer.

- Floating braking disk. Half floating disks are allowed.
- More than 2 pistons callipers.
- Data recording system.
- Fuel injection system.
- Forced induction.
- Slipper clutch.

1.6. Elements that are to be removed

Following elements should be removed

- Side stands and central stands;
- flickering lights;
- mirrors;
- mineralogical plates;
- all other accessories that might be dangerous in competition.

1.7. Tyres

The tyres should have a maximum width of 150mm and mounted onto the wheels a maximum width corresponding to the classes.

Rain tyres and tyre warmers are forbidden.

1.8. Noise restrictions

Even after several technical controls, all motorcycles can at any time be tested on noise. The maximum allowed sound level cannot exceed 101 dB/A with a tolerance of 3 dB/A after the race.