



Technical Regulations 2019

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ENGINES

- Engines are preferred to have working starter motors and generators,
- Any machine not having a working starter motor will start at the back/rear of the grid irrelevant of the team's qualification time,
- Modification and tuning on CLASSIC, MAXI CLASSIC, OPEN and FORMULA Air cooled engines are all free,
- Engine tuning or modification in the FORMULA liquid-cooled engine is forbidden. Engines must remain as manufactured. Only replacement / aftermarket clutch springs, plates, radiators and oil filters are allowed,
- It is mandatory to preserve the particularities of the series models such as the number of cylinders, the number of gear ratios (free for OPEN class), the number of camshafts, etc
- The engine crankcases must remain similar with the original. However, internal modifications to these housings are permitted (Appendix 3),
- The cylinder block, cylinder head and cylinder head cover must correspond to the original model of the engine,
- The addition of a pump to create a vacuum in the crankcase is forbidden,
- Side covers can be modified or replaced. It is
- Ducati 900SS engine (904), DS prior to but not including the EVO engine are allowed (Appendix 3),
- It is recommended to install "protections" or "anti-crash bobins" providing central protection for the motorcycle, protecting the frame, engine and other critical components in the event of a fall or slipping.

CLUTCH

- The original clutch can be changed or replaced,
- No electric source may be used for clutch operations,
- The clutch system (in oil bath or dry) and its control (cable / hydraulic) are free,
- No form of slipper clutch or traction control is permitted,

TRANSMISSIONS

- All gears, shafts, shift drum and shift forks are free,
- The gearbox output gear shall be covered by a metal guard,
- A metal casing must completely cover the primary chain on motorcycles with a separate box,
- It is mandatory to install a protection (sharks fin) made of plain plastic, (minimum = L : 160mm, H : 60mm, D : 10mm) between the lower part of the chain and the crown / rear sprocket,



IGNITION /CONTROL UNIT (ECU)

- The ignition control unit software can be flashed on all classes except FORMULA liquid cooled engines,
- FORMULA liquid-cooled motorcycles category ECU ignition unit must be original and can not be flashed,
- FORMULA air cooled ECU ignition is free,
- The ECU location can be changed (changed places),
- Spark plugs, spark plug connectors and power leads can be replaced,
- Direct coils are not allowed (inserted in the candle cap - Stick coils),

CARBURETTORS

- Carburetors can be round-type, no restriction in the size used, (details in General Eligibility document)
- Carburetors must be of a type used within 70-80's,
- Injection or forced feeding (turbo/supercharger) of any type is forbidden,
- Injection only allowed as original equipment, example: GPZ1100B1,
- Flat slide carburetors can only be fitted to FORMULA and OPEN classes, (details in General Eligibility document)
- Airbox can be removed and carburetors re-jetted (all classes),

FORKS

- The period look of forks and fork yokes must be maintained,
- The use of upside-down forks is forbidden,
- Fork tubes/slider to be plain in appearance,
- No replacement suspension system or electronically controlled prototype can be used,
- The steering damper can be added or replaced by an accessory damper,
- The steering damper cannot act as a steering angle limitation device,
- Cartridge kits to forks are accepted,

SHOCK ABSORBERS

- A modification of the angle of the dampers is allowed,
- The rear damper(s) can be replaced, but an identical system should be used (double or single),
- No replacement suspension system or electronically controlled prototype can be used,

FRAMES

- Original manufacturers standard frames are permitted in all classes,
- Standard frames can be braced with period modifications including FORMULA,
- Aftermarket frames are allowed in MAXI CLASSIC and OPEN classes (See Appendix 1),

SWINGING ARMS

- The period look of swinging arms must be maintained,
- The original or replacement swingarm must match the vintage model for CLASSIC and FORMULA liquid-cooled motorcycles,
- The original or replacement swingarm is free for MAXI-CLASSIC, OPEN and FORMULA air-cooled categories. Period style bracing is permitted.



FUEL TANK

- The fuel tank must not exceed 24 litres and be in period appearance,
- Carbon fiber is not allowed for tank construction,
- Glass fiber (GRP) fuel tanks are permitted,
- The fuel tank must be fixed on the frame, by the front and the back, by a system resistant in case of a fall,
- The fuel tank is preferred to have a flame retardant material (eg Explosafe[®]),
- Single fast fill opening is accepted only. Twin fill must have one filler/hole disabled,

BRAKES

- FORMULA & OPEN, the use of separate cylinder master cylinder tank/reservoir is only allowed,
- CLASSIC and MAXI CLASSIC must use one piece master cylinder and tank/reservoir,
- The use of Radial Master-cylinder is forbidden,
- Either manufacturers original fitment or period alternative brakes are permitted,
- The rear master cylinder can be modified,
- FORMULA & OPEN, floating discs of the bobbin type are permitted,
- CLASSIC and MAXI CLASSIC, semi- floating discs type are permitted,
- Discs must be circular in shape; discs "petals" (wavy discs) are forbidden,
- Only brake discs of ferrous material are allowed, Carbon fibre/ceramic brake discs are forbidden,
- Quick couplers of brakes are forbidden,
- The brake pads, shoes and hoses are free,
- It is strongly recommended to install a front brake lever protection, some Federation requires it (i.e. UK),

WHEELS

- Wheels are free from restriction in material construction. Magnesium, aluminium alloy and steel spoke wheels are all authorised if they are of classic and period appearance,
- Carbon wheels are forbidden,
- Quick release systems on both wheels are authorised in MAXI-CLASSIC and OPEN classes,

EXHAUST SYSTEMS

- Exhaust systems must look period,
- No underseat exhausts,
- For safety reasons, the edges of the exhaust outlet(s) should be rounded to avoid sharp edges,
- The exhaust silencer bracket must be removed by screws and nuts. "Zeus" quick couplings are not allowed,
- Exhaust systems must meet the organisers local sound limit requirements, but is otherwise free from restriction,



TYRES

- The use of warmers is allowed in the box and the pitlane for all categories, prohibited on the starting grid,
- Tyre warmers are prohibited on the starting grid,
- If tyre warmers are to be used it is at the rider's risk. He will not be able to determine the exact tyre temperature at the beginning of a race,
- Slicks: Use is forbidden in all classes,
- Hand Cut Tyres: Use is forbidden in all classes,
- Wets: Use is forbidden in all classes,

BODYWORK AND APPEARANCE

- This outline taken from front, rear and both sides must accurately represent a period silhouette and is a crucial part of eligibility,
- Appropriate single seat covers and/or race bodywork in the original dimensions and outline are authorised,
- A Belly pan must be installed under the engine and equipped with two openings that are clear in the event of rain.

INSTRUMENTS AND CONTROLS

- Must be of a type and style used in the period,
- Digital temperature or voltage gauges are acceptable,
- Digital dashes are forbidden,
- Handlebars and hand controls are free,

RADIATORS AND COOLING SYSTEMS

- The original / standard radiator or oil cooler can be modified or replaced in ALL classes,
- The oil cooler must not be mounted on or above the rear fender,
- The radiator lines connected to the engine can be changed,
- The appearance of the front, rear and side profiles of the machine must conform to the approved form after the addition of additional radiators or oil coolers,

LIGHTS

- Front and rear lighting must be period in physical appearance,
- LEDs will only be permitted if they are fixed in the original lights or have the appearance of classic lights,
- Each light circuit includes a front headlamp and a non-flashing rear light,
- The first and second circuit are controlled by two switches with ON / OFF position and are positioned on the left side of the handlebars,
- The third circuit (rain, emergency light) shall have a switch with the ON / OFF positions connected directly to the battery, preferably without fuse (see diagram in Appendix 6) to this Regulation;
- A 60cm² retro-reflective device will be attached to the rear of the motorcycle,
- The lateral identification LEDs can not be alternative (flash) and limited to green, blue or white,
- The rear, left and right identification numbers may be bright,



NUMBER PLATES

- The machines must bear solid, rectangular shaped number plates with rounded corners, measuring at least 285 mm wide and 235 mm high,
- The figures must have the following minimum dimensions: 140 mm high, 25 mm thick and 80 mm wide, spaced 15 mm apart,
- The plates, three in number, must be arranged, one frontal front centre or front right or left, the other two on each side, necessarily at the rear of the bike,
- The machines must bear solid, rectangular shaped number plates with rounded corners, measuring at least 285 mm wide and 235 mm high,
- Class colors are defined as follow :
 - CLASSIC :
 - Number plates are WHITE (RAL 9010) and BLACK numbers (RAL 9005) : **100**
 - MAXI CLASSIC:
 - Number plates are BLACK (RAL 9005) and WHITE numbers (RAL 9010) : **100**
 - FORMULA :
 - Number plates are RED (RAL 3020) and WHITE (RAL 9010) numbers : **100**
 - OPEN :
 - Number plates are YELLOW (RAL 1026) and BLACK numbers (RAL 9010) **100**

FUEL

- Pump fuel, racing gasoline or AVGAS are allowed and limited to a maximum of 105 RON,
- Methanol Nitromethane are prohibited.



APPENDIX 1 - FRAMES

AUTHORISED AFTERMARKET FRAMES - MAXI CLASSIC and OPEN CLASSES ONLY

- Corki
- Egli
- Harris
- Martin
- Moko
- Nico Bakker
- PEM
- PEMDA
- P&M
- Rau
- Rickman
- Rob North
- Seeley
- Spondon
- Verlicchi
- Others with official paperwork

UNAUTHORISED FRAMES

- All aluminium Delta Box are forbidden



APPENDIX 2

Note – this is NOT the list of all eligible bikes, please find some examples of bikes allowed for each class.

CLASSIC: 31/12/1968 to 31/12/1981

- BMW R65, R75, R90
- BSA Rocket III
- Ducati Bevel 750, 750S, 860, 900SS, 900-MHR, 900-SD, 90-SSD,
- Ducati Pantah 500SL, 600SL
- Ducati TT2-600
- Honda CB-750, CB-750/BO, CB-900/BO
- Laverda SF-750, SF-1000
- Kawasaki Z-900, Z-1000, Z-1R, Z-650, Z-750, KZ-750, 1000-J
- Suzuki GT-750, GS-750, GS-1000
- Triumph Rob North
- Yamaha XS-650, XS-750, XS-850, XS-1100

MAXI CLASSIC: 31/12/1975 to 31/12/1984

- Bimota SB5
- Ducati TT1 & TT2
- Honda CB-1100F, CB-1100 R, CBX-1000
- Moto Guzzi Lemans II, IV
- Suzuki TR-750, RG-500 Gamma, GSX-1100E, GSX-1100S, GSX-1100 EFE,
- Yamaha FJ-1100

FORMULA: 31/12/1972 to 31/12/1986

- BMW R65, R75
- Cagiva Alazzurra 650
- Ducati Pantah 650, 750-F1
- Honda CB-750 BO, CBX-750, VF-750, VFR-750 (RC24 I & II)
- Kawazaki GPZ-750, GPZ-750R, GPX-750R
- Suzuki GSXR-750, frame GR75A, engine details in Appendix 3.
- Yamaha RDLC-500, FZ-750 (1 and 2 series only, series 2 must conform to series 1 shilloette half fairing)

OPEN: 31/12/1975 to 31/12/1986

- BMW K100, K100-RS, (2 valves)
- Honda VF-1000R, VF1000F
- Kawazaki GPZ-900R, GPZ-1100, GPZ-1000 RX,
- Suzuki GSXR-1100 Frame GU74A or aftermarket, engine details in Appendix 3.
- Yamaha FJ-1200 (1TX)
- All CLASSIC, MAXI CLASSIC models with wheels and/or brakes from the OPEN class specification or FORMULA with modified engines



APPENDIX 3

DUCATI engines

Ducati engines allowed in the Pantah or TT chassis for the MAXI-CLASSIC or OPEN classes are:

- **904 AUTHORIZED:** engine based on the 904cc (92 x 68 mm) installed on the 900ss (1989-2002) are authorised in the FORMULA or OPEN Classes. The admission of the vertical head cylinder is free.
- **1000 DS AUTHORIZED:** 992cc (94 x 71,5mm) crankcases installed on the 2002-2006 Multistrada 1000 DS are allowed in OPEN class only. Admission of the vertical head cylinder will imperatively be made by the rear of it.
- **1100 DS AUTHORIZED:** 1078cc (98 x 71.5mm) crankcases installed on the 2006-2008 Multistrada 1100 DS are allowed in OPEN class only. Admission of the vertical yoke will imperatively be made by the rear of it.
- **1100 EVO NOT PERMITTED:** 1078cc (98 x 71.5mm) engine installed on the 2009-2013 Monster 1100 EVO.

Type	Model	Production Year	Displac ccm	Side Cltuch Command	Gearbox	CLASS
Pantah	500	1979-1981	498,64	Right	5	Classic
Pantah	600 SL	1981-1983	574,11	Right	5	Classic
Pantah	650 SL	1983	649,56	Right	5	Classic
TT2	600	1980-1983	597,75	Right	5	Maxi-classic
750	F1	1985-1988	820	Right	5	FORMULA
750	Paso	1986-1988	748	Right	5	FORMULA
Monster / SS		1989-2002	904	Left	6	Original Frame = FORMULA TT Frame = MAXI or OPEN
Monster/Multi	1000 DS	2002-2006	992	Left	6	OPEN
Monster/multi/hyper	1100 DS	2006-2008	1078	Left	6	OPEN
Monster/Multi EVO/Hyperm	1100 EVO	2009-2013	1078	Left	6	NOT ELIGIBLE

SUZUKI engines

The Suzuki engines allowed in the classes FORMULA or OPEN are:

FORMULA: R705, R712, R716, R736

OPEN: U703, V707, V710, V719, V720



APPENDIX 4

Machines will be inspected in Technical Control to make sure they comply with this Regulation or with the National Motorcycle Federation (NFM) regulations if it differs.

This will include items like: rounded ends on handlebars and footrests; guards over the drive chain at the gearbox sprocket and at the bottom of the rear wheel sprocket; oil containment under the engine; clearance between the handlebars; tank and fairing and so on.

Please refer to the Standing Regulations of the NFM and Supplementary Regulations of the meeting. Virtually all regulations between countries are much the same but there are variations.

REMARK:

DEROGATION / DEVIATION FROM TECHNICAL REGULATIONS

Possible derogations / deviations will only be granted by the EEC Jury after receipt of a detailed written request accompanied by the technical and photographic appendices, (info@eelc.eu)

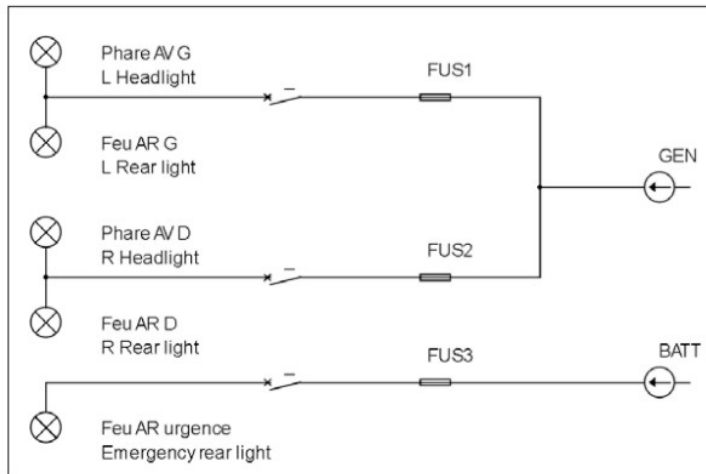
Derogations / deviation from technical regulations above will be granted by EEC Jury after consultation with the organising committee of the event for motorcycles which were originally produced with elements (wheels, fork tubes, etc.) whose characteristics differ from those mentioned in the Class listings.

The Jury's decision is irrevocable and binding.



APPENDIX 5

FIME Lighting System Wiring Diagram



The front and rear lights and will be coupled in circuit.

- Circuit 1: Left,
- Circuit 2: Right.

Note: The 3rd light can be powered by independent batteries, but the ON / OFF control must be operate from the front controls. The location of the 3rd light will be imperatively take place under the saddle for safety reasons (crash) or rain.