



ALPE ADRIA RR VINTAGE CHAMPIONSHIP 2015

Technical regulations

Vehicle classes taking part in Alpe Adria Championship for historic Motorcycles are splitted into two categories:

Category „Oldtimer“

Category „Classic“

The difference between these two categories only concerns the year of construction of the motorcycles, not their technical characteristics.

For competing in this championship, motorcycles must be in accordance with this regulation; design and form have to remain the same as in the year of construction.

For all classes:

Technical characteristics have to be in accordance with the state of the technology used in the year of construction, or in common usage during this time. Every modification must be proofed by the rider using either original technical documents or special motorcycle magazines of that period.

National registration documents with pictures, or national technical passports issued by an FMNR will be accepted.

All motorcycles must be fitted with oil drain tray, which must be able to catch all engine and gearbox fluids in case of a leakage

Coolant fluid must only consist of water, no additives allowed.

Oil drain-, checking-, and refilling plug, as well as oil filters, must be secured by wiring.

Lightening devices, turning indicators, license plates have to be dismounted (no pasting over allowed).

Fin chain guard is obligatory.

Category OLDTIMER up to 1972 max.

Class: Oldtimer up to 250cc	4 stroke	y.o.c. max. 1972
	2 stroke	y.o.c. max. 1967
Oldtimer up to 500cc	4 stroke	y.o.c. max. 1972
	2 stroke	y.o.c. max. 1967
Oldtimer over 500ccm	4 stroke	y.o.c. max. 1972

Engine

Maximum admissible bore tolerance is the 3. excess to the original bore measurement.

For Honda CB twins 350/450/500cc only torsion bars are allowed, no coil springs.

Carburetors must be stock or from period, dimension is free.

Makes accepted: CR, AMAL, MK2, Dell'Orto, BING, Mikun, and Gardner

No flat slides allowed (except Gardner)

Exhaust

Maximum noise level must be stated in the supplementary regulations of the event concerned (db/A).

Noise level may be checked at any time by the scrutinisers, without any notice!

Frame

Must be stock, special constructions must be period specific.

Chassis

Forks must be stock or from period, maximum diameter is 35mm.

No upside-down forks allowed.

Only twin-shocks, external oil or gas tanks are not allowed.

Brakes

Must be same model and dimensions as stock. Maximum two piston brake callipers (Lockheed , Brembo permitted), max. brake disc diameter is 300mm,

No free or partly floating brake discs allowed no radial brake cylinders.

Wheels/Tyres

Only spoke wheels allowed, minimum diameter 18“, maximum rim width is 3“.

Tyres must be free available on the market, no slicks allowed.

General

Actual race technical and electronic devices are forbidden, as well is Titan/Carbon.

Numbers: OLDTIMER

Class up to 250ccm	plate – green	number – white
Class up to 500ccm	plate – yellow	number – black
Class over 500ccm	plate – yellow with black frame	number – black

Numbers must be clearly visible and readable, mounted at the front and both lateral sides.

Compulsory colours must be strictly respected!

Decisions concerning changes are up to the Jury President of the event, together with the Chief Scrutiner!

Category CLASSIC-Legend-Open:**Class:**

Classic 500	y.o.c. max. 1980	4 stroke up to 500cc 2 strokes up to 250cc air-cooled only
Classic 750	y.o.c. max.1980	4 stroke up to 750cc 2 stroke up to 350cc
Classics Legend	y.o.c. max.1989	4 stroke up to 750cc 2 stroke up to 500ccm
Classic Special open	y.o.c. max.1989	4 stroke open no turbo/blower/gas charging 2 stroke open

Classic Special is open for all motorcycles up to year of construction 1989 which do not correspond to one of the other classes mentioned in this regulation, as well as replicas, production racers, prototypes and custom built bikes.

Engine

All performance components must respect class and year of construction concerned.

Carburettors must be stock or from period, dimension is free.

Exhaust

Maximum noise level must be stated in the supplementary regulations of the event concerned (db/A).

Noise level may be checked at any time by the scrutineers, without any notice!

Frame

For classes Classic 500, Classic 750, Classic Legend:

Frame must be stock, if special built frames are used, they must be in accordance to the period provided they had been used originally (Bimota, Egli, Moko, Haris, etc....).

Classic Special Open:

Technical upgrades, young timer, self-made/custom built

Chassis

Forks must be stock or from period.

No upside-down forks, except in **Classic Special Open**.

For classes Classic 500, Classic 750:

Telefork max. diameter 43 mm

Shocks must be stock or from period, cantilever only if originally equipped.

Classic Special Open:

Upside-down fork, monoshocks and single swing arms permitted.

Brakes

For classes Classic 500, Classic 750, Classic Legend:

Two piston brake callipers, no radial brake pumps.

Classic Special Open:

Brakes free, period typical modifications allowed.

Wheel/Tyres

For classes Classic 500, Classic 750, Classic Legend:

Rim diameter only 16" 18" 19".

Classic Special Open:

Wheels/Tyres free, 17" permitted.

Tyres must be free available on the market, no slicks allowed.

General

Actual race technical and electronic devices are forbidden.

Numbers: CLASSIC

<u>Class:</u>	Classic 500ccm	plate – yellow	number – red
	Classic 750ccm	plate – red	number – white
	Classic Legend	plate – white	number – black
	Classic Special Open	plate – black	number – white

Numbers must be clearly visible and readable, mounted at the front and both lateral sides.

Compulsory colours must be strictly respected!

Decisions concerning changes are up to the Jury President of the event, together with the Chief Scrutiniser!