

# **VCRR 032 FIM EUROPE VINTAGE ROAD RACING**

## **Sporting and Technical Regulations for the European Hill-Climb Championship (new addition in green)**

**2025**



**VCRR 032 FIM EUROPE VINTAGE ROAD RACING  
Regulations for the European Hill-Climb Championship**

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## **VCRR 032                    VINTAGE EUROPEAN HILLCLIMB CHAMPIONSHIP**

### **VCRR 032.1                    TITLE AND GENERAL**

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

This championship will run under jurisdiction of the FIM Europe Sporting Code, FIM Europe Vintage Hill Climb regulations, FIM-E Hill Climb technical regulations, the supplementary regulations of each event, and the FIM Europe Vintage Road Race machine eligibility rules.

### **VCRR 032.2                    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 by the organising FMNR.

#### **VCRR 032.2.1                    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 032.2.2                    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.

#### **VCRR 032.2.3                    FLAGS AND LIGHTS USED TO PROVIDE INFORMATION AND INSTRUCTIONS**

##### **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 CoC (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 CoC 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 Clerk of the Course 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 032.3 TECHNICAL RULES**

### **VCRR 032.3.1 GENERAL FOR ALL CLASSES**

**EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE RULES IS STRICTLY FORBIDDEN**

If a change to a part or system is not allowed specifically in any of the following articles, then it is forbidden.

## **VCRR 032.3.2 CATEGORIES / CLASSES**

### **Category CLASSIC MOTORCYCLES:**

**Class 1a:** Solo motorcycles 2-stroke, air cooled only, up to 31.12.1979 models.

**Class 1b:** Solo motorcycles 4-Stroke, air cooled only, up to 31.12.1979 models.

### **Category GP MOTORCYCLES:**

**Class 2:** Solo motorcycles 2-stroke up to 250 ccm, up to 31.12. 1990 models.  
Solo motorcycles 2-stroke up to 350 ccm, up to 31.12. 1984 models.  
Solo motorcycles 4-stroke up to 500 ccm, up to 31.12. 1990 models.

### **Category SUPERBIKES:**

**Class 3a:** Solo motorcycles over 500 ccm, max. 3 cylinders, up to 31.12. 1990 models.  
No fuel injection permitted.

**Class 3b:** Solo Motorcycles up to 750 ccm 4-stroke, up to 31.12. 1990 models.  
Solo motorcycles up to 500 ccm 2-stroke, up to 31.12. 1990 models.  
No fuel injection permitted.

### **Category OPEN CLASS:**

**Class 4:** All remaining solo motorcycles open, with no supercharging, up to 31.12.1990 models.

### **Category SIDECARS:**

**Class 5a:** Sidecars, up to 1200ccm, up to 31.12.1978 models.

**Class 5b:** Sidecars, up to 1200ccm, up to 31.12.1990 models.

For Sidecars classes: Essential for the classification is the year of manufacture of the engine. If engines have been built for continues years but construction remained unaltered throughout the series, engines will be classified by the year of manufacture of the first of the series.

At the end of the season, if there are not at least 3 riders in the class classification, the Vintage Commission can add two classes within the same category. This merge cannot be done between different categories. If, even after merging the classes, less than 3 riders remain in the category at the end of the season, no rider will receive points, but a certificate as the "Best rider".

VCRR 032.3.19 must absolutely be considered!

## **VCRR 032.3.3 ENGINE**

- a) Engine tuning is free. The engine must be of a type, raced or been available pre or in the last construction year, considering the motorcycle type in the related class.
- b) Engines must be naturally aspirated.
- c) It is mandatory to preserve the particularities of the original engine, such as the number of cylinders, the number of camshafts and valves, the number of gear ratios.

- d) Cylinder block and head must keep their original appearance. It is permitted to adapt the external casings when using non- original ignition systems and/or fitting oil coolers.
- e) 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 is strictly forbidden.
- f) It is strictly forbidden, to raise the compression by adapting the cylinder block. The bore and stroke dimensions will be engraved (not penciled) on the right side of the crankcase. (Bore x Stroke in mm, i.e. 75.0 x 53.0).
- g) All lateral covers/engine cases containing oil which could be in contact with the ground during a crash, must be protected by a second cover made from metal, such as aluminum alloy, stainless steel, steel or titanium. Covers made of plastics and composite materials are not permitted. Material and minimum thickness will be stainless steel (3mm), aluminum (4mm), fixed on three points from class 2 onwards for 4-stroke engines only.
- h) All engine breather pipes must lead to an easy-to-handle catch tank with a volume of at least 500ccm.
- i) All oil drain plugs, oil sump, oil filler plugs, oil dipsticks and fastening screws for oil lines must be safety wired, using min. 0.6mm stainless steel safety lock wire to prevent oil spillage.
- j) Improving the engine is just allowed by using materials that were available pre or in the last construction year of the related class.
- k) Improving the engine also is only allowed by mechanical working processes, that were already present before, or in the last construction year of the related class.

#### **VCRR 032.3.4      GEARBOX & CLUTCH**

- a) The gearbox and clutch must be of a type raced or available pre or in the last construction year, considering the motorcycle type, in the related class.
- b) Exposed primary drive trains must have shield(s) fitted for the protection of driver and passenger.
- c) The original clutch can be changed or replaced.
- d) The clutch system (in oil bath or dry) and its actuation are free.
- e) Anti-hopping (slipper clutch) systems are permitted starting from class 2.
- f) All drain, sump and filler plugs must be safety wired, using at least 0,6 mm annealed stainless wire, to prevent oil spillage.
- g) All gearbox breather pipes must lead into a catch tank.
- h) Improving the gearbox is just allowed by using materials that were available pre or in the last construction year of the related class and is only allowed by mechanical working processes, that were already present before, or in the last construction year of the related class.

#### **VCRR 032.3.5      TRANSMISSION**

- a) All gears, shafts, shift drums and shift forks are free.
- b) Chain ratio is free, but the chain pitch must be kept like on the original bike.
- c) The gearbox output sprocket must be covered by a metal guard, it must absolutely cover the opening between the upper chain run.
- d) A metal casing housing must completely cover the primary chain on motorcycles with a separate gear box.
- e) A solid protective cover (shark fin) must be fixed to the swing arm and must always cover the opening between the lower chain run, swing arm and rear wheel sprocket, irrespective of the rear wheel position.

### **VCRR 032.3.6 CARBURETORS**

- a) Carburetors must be of a type raced or available pre or in the last construction year, considering the motorcycle type, in the related class.
- b) Fuel injection is only permitted in class 4 and only if the original bike was fitted with.
- c) The original carburetor system may be replaced, but only into a kind being used pre or in the last construction year of the related class.
- d) Air box can be removed, and carburetors can be re-jetted (all classes).
- e) Any electronic controls are prohibited as long as they weren't installed in the original carburetor.

### **VCRR 032.3.7 IGNITION SYSTEM & KILL SWITCH**

- a) 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, as long as this wasn't mounted on the original motorcycle.
- b) An ignition breaker switch connected 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 motorcycle. The system needs to interrupt the primary circuit and stop the engine as well as the fuel pump (if existing) instantly. The cord needs to be flexible, if a coiled cord is used, it must not be longer than 1m in emerged state.

### **VCRR 032.3.8 EXHAUST SYSTEMS**

- a) The appearance of the exhaust system must match the style of the period in which the motorcycle was built and has always to comply with the noise limits of the respective event.
- b) For safety reasons, the edges of the exhaust outlet(s) should be rounded to avoid sharp edges.
- c) Screws and nuts must fix the exhaust silencer bracket. "Zeus" quick couplings are not allowed.
- d) The exhaust system outlet should be approximately horizontal.

### **VCRR 032.3.9 RADIATORS AND COOLING SYSTEMS**

- a) All classes: Water and oil radiators and oil filters are free.
- b) The oil cooler must not be mounted on or above the rear fender.
- c) The radiator lines connected to the engine can be changed.
- d) The use of quick-release couplings for oil lines is not permitted.
- e) 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.
- f) The only permitted liquid engine coolant for the water-cooling system is water without additives.

### **VCRR 032.3.10 FRAME, FORKS & SUSPENSION**

- a) The frame, forks and suspension must be of a type and style raced or available pre or in the last construction year, of the related class.
- b) Replica aftermarket frames should be faithful replicas both in appearance and dimensions and must fit with the original constructional drawing.
- c) The proof for the construction period of the frame is always the serial number, that is a part of the frame number. Later produced frames may only be used, if the serial production started pre or in the last construction year of the related class.
- d) Self-built frames may only be used, if its use in racing can be proofed. The decision for its safety is by the chief technical scrutineer, or by the FIM-E sent scrutineer.

### **VCRR 032.3.11 SWING ARMS**

- a) The period look of swinging arms must be maintained.
- b) Period style bracing is permitted.
- c) Aftermarket or original swing arms may be used in chassis/swing arm combinations documented to be used in period.
- d) Reinforcing is permitted, but the material must be of the period.

### **VCRR 032.3.12 FUEL TANK**

- a) Carbon fiber is not allowed for tank construction.
- b) Glass fiber fuel tanks are permitted.
- c) The fuel tank must be mounted safe and being fixed. The decision is by the Technical Scrutineers.

### **VCRR 032.3.13 BRAKES**

- a) The braking system can be changed, as long as it fits into the period. If brake cylinders or calipers are self-built, it's compulsory, that they are made of materials, that were available pre or in the last construction year of the related class, as well as it is made by mechanical working processes, that were already present in the period.
- b) Radial brake calipers are prohibited.
- c) The use of separate brake fluid reservoirs is allowed.
- d) Rotors must be circular in shape.
- e) Only brake discs of ferrous material are allowed.
- f) Carbon fiber/ceramic brake discs are forbidden.
- g) Quick couplers on brake lines are forbidden.
- h) The brake pads, shoes and brake lines are free.
- i) The fixing of the calipers on the fork as well as the stoppers of brake pad must be safety wired.
- j) Brake levers/pedals are free.

### **VCRR 032.3.14 WHEELS**

- a) Wheels must be of a type raced or been available pre or in the last construction year, of the related class.
- b) Carbon wheels are forbidden.
- c) Magnesium, aluminum alloy and steel spoke wheels are all authorized if they are of period appearance.

### **VCRR 032.3.15 TYRES**

- a) The use of warmers is allowed in the box and the paddock for all categories.
- b) Slick tyres are only permitted in class 5b.
- c) Hand cut and wet tyres are forbidden in all classes.

### **VCRR 032.3.16 BODYWORK AND APPEARANCE**

- a) The outline taken from the front, rear and both sides must accurately represent a period silhouette and is a crucial part of eligibility.
- b) Appropriate single seat covers and/or race bodywork in the original dimensions and outline are authorized.

- c) If a belly pan is installed under the engine, it must be able to hold the entire oil content of the engine in case of an engine breakdown and must be fitted with at least a single opening of 20 mm diameter in the front lower area. This hole must remain sealed in dry conditions and must be opened only in wet race conditions as declared by the Race Director.

### **VCRR 032.3.17 INSTRUMENTS AND CONTROLS**

- a) Must be of a type and style used in the period in which the motorcycle was built.
- b) Digital temperature or voltage gauges are acceptable.
- c) Lap timers are permitted.
- d) Quick shifters are not allowed.
- e) Handlebars and hand controls:
  - 1) Handlebars may be replaced.
  - 2) Handlebars and hand controls may be relocated.
  - 3) Throttle grip can be modified or substituted.
  - 4) Throttle controls must be self-closing when not held by the hand.
  - 5) Throttle assembly and associated cables can be modified or replaced.
  - 6) Clutch and brake lever may be exchanged by an after-market model.
  - 7) Switches can be changed but electric starter switch (if existing) and engine stop switch must be located on the handlebars.
  - 8) Welding of handlebars is not allowed.
  - 9) The use of titanium, carbon fiber, Kevlar or carbon composite materials for handlebars is forbidden.
  - 10) The use of titanium for nuts and screws is allowed.
  - 11) Handlebar ends must be plugged with a solid material or rubber covered.
  - 12) The minimum angle of rotation of the steering stem on each side of the center line or mid position must be of 15°.
  - 13) In any position of the handlebars /steering stem, the front wheel, tyre and mudguard must maintain a minimum gap of 10 mm to the bodywork and radiator(s).
  - 14) Solid stops (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank, frame or other bodywork when on full lock to prevent trapping the rider's fingers.
  - 15) All handlebar levers must be ball-ended (diameter of this ball should be at least 16 mm). This ball can also be flattened, the minimum thickness of the flattened part should be 14 mm, and the edges must be rounded. These ends must be permanently fixed and form an integral part of the lever.
  - 16) Each control lever must be mounted on an independent pivot.
- f) Footrests and Foot Controls:
  - 1) The use of carbon fiber, Kevlar or carbon composite materials for footrests and foot controls is forbidden.
  - 2) The use of titanium and aluminum alloys for nuts and screws is allowed.
  - 3) Footrests, hangers/brackets and hardware may be replaced and relocated.
  - 4) Gear shift must remain operated manually by foot.
  - 5) Footrests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
  - 6) The end of the footrests must be rounded.
  - 7) Non-folding footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or an equivalent type of material (Alloy), and must be rounded. The plug surface must be designed to reach the widest possible area to decrease the risk of injuries to the rider in the case of an accident. The Chief Technical Officer has the right to refuse any solution not satisfying this safety purpose.

- 8) The rear brake lever, if pivoted on the footrest axis, must work under all circumstances, such as the footrest being bent or deformed.
- 9) A thumb operated rear brake solution is allowed, but there must remain a functioning foot operated rear brake lever. In case of a dispute, the decision of the Chief Technical Officer is final.

### **VCRR 032.3.18      STARTING NUMBERS & PLATES**

- a) All machines must display number plates on the front and both sides. The plates should be 230mm high by 280mm wide. A sufficient space, in the mentioned dimensions, on the fairing can be used as a number plate as well.
- b) Numbers assigned by the promoters/organizers must be used. It is the responsibility of the rider, to purchase the regarding numbers. It is not the organizers duty, to provide starting number stickers.
- c) The starting number needs to be clearly visible, with a stroke width of at least 2,5 cm.

### **VCRR 032.3.19      RESTRICTIONS OF CONSTRUCTIONS**

- a) All motorcycles must keep their shape and way of construction, like they were raced, or have been available in the period of the related class.
- b) If things like wheel size, fork, brake system, caliper, frame, swingarm, etc. have been changed or modified, it is compulsory, that all used parts have been available or raced pre or in the last construction year in the related class. Further, upper mentioned restrictions must be considered. The proof of the construction year of all changed parts must be provided at every technical inspection and in the case of a protest. Evidence can be e.g. original booklets, pictures taken in the period, construction drawings etc. If changed parts do not fit into the construction period of the related class, the motorcycle will be ranged into class 4. In every case it is essential, that the parts, used for modifications have been raced, or been available pre the 31.12.1990. If Motorcycles have been modified with parts, that have been constructed, been raced or been available past the 31.12.1990, they have no permission to race. The rebuilding of original parts and wear parts (brake pads, clutch disks, ...) as well as tyres and batteries are excluded from this rule.

### **VCRR 032.3.20      MODEL YEARS**

Construction year means the year, where the first working model of the motorcycle has been built, including pilot run models, Indication is the frame number. Later produced models built in an unaltered way of construction will be classified to the first construction year. Considering this, younger models than ones been constructed later than the latest model year of the related class, are not allowed to race in this class. The latest models are the 31.12.1990 ones. The proof of the construction year of the motorcycle has to be provided at every technical inspection and in the case of protest.

These regulations are approved by the FIM-E Vintage Commission.

These regulations can be downloaded at: <https://www.fim-europe.com/vintage/> on.

These are the only valid regulations. Any other existing versions lose their validity, since the day, this version becomes published.

Cases of dispute are discussed within the English version of these regulations.

## **VCRR 032.4            MINIMUM NUMBER OF STARTERS, TEAMS AND POINTS SYSTEM**

A minimum number of starters is necessary to count championship points.

3 starters to receive points is the minimum per class. The organiser is requested to make a podium ceremony after each event, but FIM Europe will not give points for the championship in these classes.

The best rider of a Vintage Hill Climb class, having counted less than 3 riders, will not get points but a Certificate as “BEST RIDER”.

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 FIM-E. Within the Solo Classes, points will be awarded up to 8<sup>th</sup> place.

If teams apply for the team award competition, they have to register using the official Team entry form.

Points for each of the six races within the European Championship will be awarded as follows:

<b>1<sup>st</sup>/25 points</b>	<b>2<sup>nd</sup>/20p</b>	<b>3<sup>rd</sup>/16p</b>	<b>4<sup>th</sup>/13p</b>	<b>5<sup>th</sup>/11p</b>	<b>6<sup>th</sup>/10p</b>
<b>7<sup>th</sup>/9p</b>	<b>8<sup>th</sup>/8p</b>	<b>9<sup>th</sup>/7p</b>	<b>10<sup>th</sup>/6p</b>	<b>11<sup>th</sup>/5p</b>	<b>12<sup>th</sup>/4p</b>
<b>13<sup>th</sup>/3p</b>	<b>14<sup>th</sup>/2p</b>	<b>15<sup>th</sup>/1p</b>			

Results and actual championship standings will be timely published on the official FIM-Europe website: [FIM Europe Official Results \(fim-europe.eu\)](http://fim-europe.eu)

## **VCRR 032.5            OFFICIALS**

For every event, FIM-Europe Vintage Commission will nominate the Jury President. FIM-Europe Vintage Commission can nominate a Technical Scrutineer.

## **VCRR 032.6            RIDERS**

### **VCRR 032.6.1            LICENCES**

Riders as well as passengers must be in possession of a valid FIM Europe Promotional Continental licence (one year or one event). CCR Continental Annual licence is also valid.

### **VCRR 032.6.2            ENTRY AND ENTRY FEE**

The Entry form must be sent to the secretary of the event und the entry fee must be transferred.

Each individual event has its own entry fee. Entry fee can be up to 150,-€, this will be specified in the Supplementary Regulations.

Only enlisted riders or teams will be listed in the table and get points. Those riders and teams will possibly receive awards tendered.

### **VCRR 032.6.3      BRIEFING**

A compulsory briefing will be held for all the riders who participate in the FIM Europe Vintage European Championship event before the free practices.

### **VCRR 032.7      EVENTS & TIMETABLES\*\***

The Calendar will be published, as far as confirmed by the FIM-Europe, on the FIM-Europe website. Double race events are possible but not compulsory.

#### **VCRR 032.7.1      TIMETABLES**

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

**Note\*\*:** Timetables and races can be changed by the Jury. Changes have to be immediately published on the official board in the paddock.

### **VCRR 032.8      PRACTICE AND RACES**

#### **VCRR 032.8.1      PRACTICE RESTRICTIONS**

Free or private practice on the race track is not allowed as from the Monday before the EC event.

It's the organisers duty, to provide at least two practice runs per event. Double race events count as one event.

At least one finished practice session is required at each event. Riders or teams having not at least one practice time have no permission to start at the races of the respective event.

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 032.8.2      RESULTS**

The provisional results must be signed by the Clerk of the Course and have to be published on the official board in the paddock.

#### **VCRR 032.8.3      STARTING ORDER**

The starting grid can be determined by the rider's numbers in ascending order, or in ascending order of the practice time.

Starting will take place individually with a time difference of at least 15 seconds between each start.

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

#### **VCRR 032.8.4 DISTANCE OF RACES**

At least 2 races are held at each event. One race may consist of only one run, ideally of two or more. Racetrack length and available time have to be considered for this decision. The number of runs and races has to be specified in the Supplementary Regulations.

#### **VCRR 032.8.5 START OF RACES**

Starts must be made standing with engines running.

#### **VCRR 032.8.6 RACE RESULTS**

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

#### **VCRR 032.9 AWARDS**

FIME Medals will be awarded to the first three in each class championship at the end of the season. Team awards will be given to the highest scoring Clubs & Teams.

For the particular race events no trophies are designated, but it's at the organizer to hold a EC price giving ceremony despite. This must be specified in the Supplementary Regulations. If a price giving ceremony is intended then it must be held for both races.

#### **VCRR 032.10 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. Protests have to be handed over in written form to the clerk of the course at the latest 30 minutes after publishing the signed results.

#### **VCRR 032.11 ATTACHMENT**

Attachment 1: Entry form completely filled in and signed, has to be sent via email to the respective event organiser.

This regulations are approved by the FIM-E Vintage Commission.

This regulations are eligible from their publishing date at: <https://www.fim-europe.com>

This are the only valid regulations. Any other existing versions loose their validity, since the day, this version becomes published..

Cases of dispute are discussed within the English version of these regulations.



**RIDER / PILOTE**

Surname / Nom		First Name / Prénom		Date of birth / Date de naissance	Nationality/Nationalité
Address / Adresse				Postal Code / Code postal	Country / Pays
FMN	E-mail	Phone / Tel.	Holder of a Continental Licence Détenteur d'une licence continental		Licence No

**TEAM**

Official name of the Team Nom officiel du Team					
Address / Adresse					Licence No

**MOTO / MOTORCYCLE**

Class / Classe		Make / Marque		4 stroke / 4 temps <input type="checkbox"/>	2 stroke / 2 temps <input type="checkbox"/>
Capacity / Cilindrée		Bore / Alésage		Stroke / mm Course	

**MECHANICS / MECANICIENS**

Name / Nom		Name / Nom	
Name / Nom		Name / Nom	

Those Persons should receive their passes by presenting their identity-card on their arrival at Race Office. Ces Personnes devraient recevoir les documents d'entrée lors de leur arrivée au Bureau de Course sur présentation de leur carte d'identité.

**SERVICE VEHICLES / VEHICULES DE SERVICES**

Request for entry and parking / Demande d'entrée et de parking		Number Plate / No d'immatriculation	
Truck / Camion <input type="checkbox"/>	Motor Home <input type="checkbox"/>	Private Car / Voiture <input type="checkbox"/>	

## Participants Responsibility et Liability

### a) Responsibility

The participants (entrants, drivers, passengers, owners and owner-drivers of vehicles) take part in the event at their own risk. They bear the sole responsibility regarding civil and penal codes for damages caused by them or the vehicle in their use of so far as no liability exemption has been stipulated in compliance with the supplementary regulations of the meeting. If the driver, himself, is neither the owner nor the owner-driver of the vehicle used by him during the competition, he releases those persons listed in the following liability waiver from all claims by the owner and the owner-driver of the vehicle or submits, together with the entry form, a corresponding waiver from the owner or the owner-driver of the vehicle.

### b) Liability Waiver

By submitting the entry form, the participants (entrants, drivers, passengers, owners and owner-drivers of vehicles) waive all rights to legal action and recourse for any accident or damage incurred in conjunction with the event against:

- the FIM-Europe, the FIM, the FMNR, their presidents, members, employees and officials;
- member-club of the FMNR and their sub-organization;
- organizer/promoter, his/their representatives, stewards and assistants;
- the owner(s) of the property used for the event including structures and installations on it, the administration of the circuit used for the event, its representatives and assistants;
- the participants and their attendants as well as against his/their own assistants in so far as a race or special tests for attaining high-speeds or best times are concerned;
- authorities, race services and any other organization or corporate or natural bodies involved in the organization of the event, in so far as the accident or damage did not occur through intent or gross negligence. This agreement will take effect for all parties involved with the submission of the entry form to the organizer.

The undersigned recognizes the above restrictions and commits himself to comply strictly with them, if an injury occurs or is noticed during the event or if the rider's health has been affected such that his fitness for continuing in the motorcycling competition has been put in question, the undersigned – with regard to the security risk also resulting for third parties – releases the doctors for their obligation to professional secrecy towards the FMNR and towards the officials carrying responsibility at the event (Doctor of the Event, Clerk of the Course, Sporting Stewards) respectively.

.....  
Place, Date                                      Sponsor's Signature                                      Rider's signature                                      Passenger's signature

in case of minors .....  father  mother  
signature of a legal guardian

other: .....

The drivers and passengers are insured in accordance with the FIM Europe/FIM Code

**STARTING PERMISSION GRANTED**

Stamp & signature of the FMN

