

# Classic EUndurance 2010

For 2010, Art Motor organizes a classic Endurance series for motorcycles. Admitted is every motorcycle who complies with the General Technical Regulations and with the Technical Regulations specified for the respective category.

Three events will be run:

|                      |                  |                                      |
|----------------------|------------------|--------------------------------------|
| Alcarras/E:          | 155 min          | 24./25th March 2010                  |
| <b>Oschersleben:</b> | <b>4,5 hours</b> | <b>15./16<sup>th</sup> July 2010</b> |
| France/Spain         | t.b.a            | October 2010                         |

General Technical Regulations:

Admitted and eligible will be motorcycles propelled by air cooled, normally aspirated four stroke engines

Motorcycles competing must have been available in a roadgoing motorcycle on the public market of the respective categories' cut-off year.

Any chassis and engine components' basic design must not be younger than the year defined by the respective category.

This implies the uses of treaded tyres which is obligatory, whereas the use of rain tyres is not permitted.

Parts and components may be of more recent manufacture, however parts and components of identical basic design must have been available on the public market in the span of time limited by the cut-off year of the respective category

A proof deemed to be authentic can be demanded.

Technical Regulations of the 18 /19 inch wheel categories

Motorcycles running on 18 or 19 inch wheels (not Open categories) must not use the following components:

External reservoirs for shock absorbers,

Brake and clutch design of more recent design

Carburettors with other than on motorcycles not contemporarily equipped with these

Fork and shock absorbers of modern design (monoshock, linkages other than direct to the rear shock absorbers) on motorcycles not contemporarily equipped with these

Adjustable hand levers.

These parts however may be used in the „Open“ categories.

Riders competing in the „SuperclassiX“ categories are not eligible to score points for the annual overall championship. Depending on the respective event the

division into categories and classification may vary. In any case however a Classic EUndurance classification according to these rules and regulations will be established.

### Categories and their technical regulations

**Vintage** singles & twins up to 450 cc up to 1974  
Wheels: min. 18 inch diameter, max. 2.5 inch width  
Tyres: max 120 mms  
Brake discs: drum or non-swimming single disc (max. 260 mm) per wheel  
Brake caliper: max. two piston caliper  
Forks: stanchion diameter max. 35 mms, no external damping adjustment

**Vintage Open** singles & twins up to 450 cc up to 1974  
Cf. Vintage, deviations possible

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**ClassiX** four strokes up to 750 cc up to 1978  
Wheels: min. 18 inch diameter, max. 3 inch width  
Tyres: max. 140 mms  
Brake discs: drum or non-swimming discs (max. 300 mm)  
Brake caliper: max. two piston caliper  
Forks: stanchion diameter max. 38 mms, no external damping adjustment

**ClassiX Open** four strokes up to 750 cc up to 1983  
Cf. ClassiX, deviations possible

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**Big ClassiX** four strokes over 750 cc up to 1978  
Wheels: min. 18 inch diameter, max. 4 inch width  
Tyres: max. 150 mms  
Brake discs: drum or non-swimming discs (max. 300 mm)  
Brake caliper: max. two piston caliper  
Forks: stanchion diameter max. 42 mms, no damping adjustment

**Big ClassiX Open** four strokes over 750 cc up to 1983  
Cf. Big ClassiX deviations possible

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**SuperclassiX** 2cyl. up to 1000 cc, 4cyl. up to 750 cc up to 1989  
**(not Oschersleben round, due to SuperclassiX Endurance)**  
Wheels: min. 16 inch diameter, max. 5 inch width  
Tyres: max. 180 mms  
Brakes: discs (max. 300 mm)  
Shock & forks: no electronic adjustment

**SuperclassiX Open** 2cyl. over 1000 cc, 4cyl. over 750 cc up to 1989  
**(not Oschersleben round, due to SuperclassiX Endurance)**  
Cf. SuperclassiX, deviations possible

**Division into categories:** The motorcycle further up in the categories' hierarchy determines in which category a team will be classified without consideration of the

second bike's category The categories follow in the first line the motorcycles' year of public availability. If a motorcycle is more advanced than the technical feature window of his category allows it will be classified in the category in which its technical features are permitted to their full extent. In case of doubt the organizer reserves the right to decide in which category the motorcycle will be classified.

**Classification:** The race classification will be according to categories and the number of laps completed. The team with the most laps is the winner. Each rider has to ride for at least 80 minutes and 4 turns.

**Pitstops:** The number of pitstops is free.

**Change of rider:** Each team has to change riders 7 times during the race. For every lacking change of rider the respective team will be penalized with one lap. A change of rider is only possible if the incoming rider has reached the team's pitbox with the team's transponder.

**Reserve ride:** A reserve rider can only be nominated if he has entered before the race start and has participated in the practice sessions.

**Fuel stops:** Fuelling the bike during the race with running engine is not allowed. At fuelstops with immediate continuation of the race a member of the team must stand next to the bike with a fire extinguisher ready for action.

**Starting grid:** The starting grid will be established according to the lap times achieved in timed practice.

**Start rider:** The fastest rider per team will irrevocably be defined as the start rider provided the team does not nominate the slower rider as the start rider within 30 minutes after publication of practice times.

**Admission to the race:** The organizers reserve the right to admit riders not having taken part in the timed practice and riders whose best lap time exceeds 115% of the average time from the best riders of all categories after close examination. In case a team's second rider will have no valid time from the timed practice, his team will receive a penalty defined as the time difference between the first riders' starting position time and the last riders' starting position of the respective category.

**End of the race:** The race is over as soon as the team with the most laps has crossed the finish line after 240 minutes.

**Licences:** A license will not be required. Riders from outside Germany will need no starting permission. The organizers provide basic insurance for death invalidity, repatriation in case of sickness or injuries and third part liability.