

Classic Endurance Championship 2020

CLASSIX < 1986 & SUPERCLASSIX < 1998

Art Motor – racing with friends and the Classic Endurance e.V. organize the Classic Endurance Championship 2020 for 4stroke motorcycles with 18 inch wheels in specification as known until 1986 and combustion engine motorcycles with 17 inch wheels in specification as known until 1998. The following races count towards the championship:

2nd/3rd May / Oschersleben / D	4 h
5th/6th June / Assen/NL	4 h
15th/16th August / Chambley / F	3 h
19th/20th September / Oschersleben / D	4 h

All teams competing with two riders and one or two motorcycles conformous to their respective category's technical and general rules are invited to compete and are eligible for points. The classification will be established separately for divisions and categories. The younger motorcycle's year of construction will define the category in which the respective team will be classified.

In case of less than 3 entered teams per category the category in question will run and be classified with the next higher category.

ClassiX - until 1986: Treaded tyres, conventional forks and carburettor/s obligatory

ClassiX: 2/3- cyl. max. 950ccm / 4/6-cyl. max 600 ccm until 1986
Wheel and tyre size without restriction, treaded tyres only;
Not permitted: Upside-Down-forks, six piston-/ radial brake calipers, wave brake discs, rain tyres. No riders with International licence.

Big ClassiX: 2 – 6 cyl. over 750 ccm until 1986
Wheel and tyre size 16, 18 and 19 inch only , treaded tyres only
Not permitted: 17 inch wheels, Upside-Down-forks, six piston-/ radial brake calipers, wave brake discs, rain tyres-

SuperClassiX - until 1998: No restriction in wheels and tyres, front forks & combustion control

TT Open: 4 cyl.: over 750 ccm, 2/3 cyl.: liquid cooled over 1.000 ccm c
permitted: fuel injection as on production bike, oil cooler/s, riders cf 1.1.

TTF1: 4 cyl.: up to 750 ccm, 2/3 cyl.: liquid cooled up to 1.000 ccm c
permitted: fuel injection as on production bike, oil cooler/s, riders cf as in 1.1.

TTF2: 4 cyl.: up to 600 ccm, 2/3-cyl. LC up to 750 ccm, aircooled over 1.000ccm
permitted: fuel injection as on production bike, oil cooler/s

TTF3: 4 cyl.: up to 490 ccm, 1/3 cyl.: LC up to 660 ccm, aircooled up to 1.064 ccm
permitted: fuel injection as on production bike, oil cooler/s

LC = liquid cooled / flüssigleitsgekühlt

1. General rules of competition

The competition is only open to motorcycles available on the European market up to 1986 (ClassiX) or 1998 (SuperclassiX), complying with the category's technical rules and general technical regulations. A proof of availability can be demanded by the organizers.

Not permitted in any category are the following:

- motorcycles with supercharging of any kind (turbo, compressor, etc.)
- carbon brake discs
- carbon wheels

1.1 Competitors

18inch wheeled teams having achieved a top-3- result in the international Classic Endurance's top 18 inch category may only compete in the BigClassiX .

17inch wheeled teams having achieved a top-3- result in an international 17 inch category are not eligible to race in the Classic Endurance Championship.

1.2 Wild Card

The organizers reserve the right to admit, classify and evaluate teams whose motorcycles do not conform to their category but meet its spirit.

2. Classification

2.1 The technical regulations are binding for the classification. On request, a deviation from the classification in one of the standard categories is possible in order to maintain equal opportunities.

2.2. Teams taking the start with one bike will be credited one lap at the race's half time.

2.3 For two bike teams, the higher rated bike determines the classification of the team regardless of the lower rated bike.

2.4. If less than 3 teams have signed in for a race category until the end of the entry period, the respective category will be assigned to and classified with the next higher one.

2.5. Teams competing with a motorcycle younger than the category's period of production are admitted to the start, but will not be classified in the results for the 2020 season.

3.1 Points per race

The classification for each race is made, divided into categories, according to the number of laps completed per team.

Only those motorcycles will be classified having completed in the race's last 15 minutes at least one lap in less than 200% of the fastest lap of their team's competition. (If conditions are not comparable, the organisers may apply a comparable value).

3.2. Classification for the championship

To determine the overall winners, the classified teams will be awarded points depending on the number of teams per category at the event in question. The first decimal position after the decimal point is identical to the number of teams per category in the event

1 team: GP score x 1.1

2 teams: GP score x 1.2 etc.

9 and more teams GP score x 1.9.

3.3. Championship

The best teams of the overall classification as well as of the competition until 1986 and of the competition until 1998 are determined and honoured, all classifications per class are determined and published.

4. Rules of the competition

4.1. Riding time: each rider must complete at least 80 minutes driving time and 4 turns (for 3 hour races 60 minutes and 3 sessions).

4.2. Pit stops: The number of pit stops is optional.

4.3. Rider changes: Each team must complete at least 7 rider changes (5 for 3 h race). If the prescribed number of rider changes is not reached, the team concerned loses one lap for each missing change. A rider change is only possible if the respective other rider has reached the team box or the change place with the team's transponder. If there is a longer interruption of the race, the organizer can reduce the number of obligatory changes.

4.4. Reserve rider: The use of a reserve rider is only permitted if his entry as 3rd rider was made before the start of the race and if he has taken part in the qualifying practice.

4.5. Refuelling stops: Refuelling during the race is only allowed with the engine switched off. During refuelling stops with immediate continuation of the race, one team member must be nearby with a fire extinguisher ready for use.

4.6. Starting grid: The starting grid will be established in the order of the fastest lap times achieved in the qualifying (Q1 + Q2 per rider).

4.7. Start rider: The rider taking the start has to be nominated at the latest within 30 minutes after the announcement of the qualifying practice times, otherwise the fastest rider of the respective team is irrevocably nominated as the rider taking the start.

4.8. Admission to the race: The organizers reserve the right to admit riders who did not participate in the timed practice and riders whose best lap time exceeds 115% of the average time of the fastest riders of the classified divisions, under consideration of the individual case. If a team's second rider has not achieved a valid time in qualifying but in warm up, the team will be moved 10 positions back in the starting grid.

4.9. End of the race: The race is finished as soon as the rider of the team with the highest number of laps has crossed the finish line under his own power after the end of the announced race distance.

4.10. Unsportsmanlike or dangerous behaviour on the race track can be punished at the discretion of the race management.

4.11. License: A license is not required for taking part in the Championship but might be at the event organizer's discretion at single events. Riders from abroad do not need a starting permission from their national federation. An additional insurance covering invalidity and death is offered.

5. Tyre regulations

5.1. The choice of tyres is defined by the technical rules per category .

5.2. The use of rain tyres (SuperclassiX only) and tyre warmers is permitted until further notice.

6. Safety regulations for refuelling

Fast tank systems without pressurisation are permitted, provided the petrol tank does not have a double tank nozzle. The refuelling equipment for motorcycles must be designed in away that the flow of petrol can be interrupted at any time and is automatically cut off when the petrol tank is released.

7. Technical regulations, safety regulations

7. Start numbers: All motorcycles must have clearly legible start numbers at the front, left and right.

7.2. Oil safety: All oil-bearing screw and bolt connections (oil drain plug, oil filler opening / cap, oil filter) must be firmly and reliably secured with wire. Breather hoses must lead into separate containers with a sufficient volume (min. 0,5 l).

7.3. Noise limitation: During the event, motorcycles must not exceed the noise limit set by the race track operator. During the event(s) at Oschersleben, the noise limit for the pass-by noise at the end of start/finish of 100 dB(A) set by the Motorsport Arena will apply, at Assen 103 dBA stastic. There will be one stationary and one dynamic measurement. Participants may be warned in the event of infringements and excluded from the competition if the infringement continues.

7.4. Glass safety: Headlights, lights and mirrors must be removed or masked in such a way that they cannot splinter.

7.5 Side stands must be removed or secured against folding out.

7.6. Pillion footrests must be removed or secured against folding out.

7.7. Handlebar ends and footrests must be closed

7.8. Helmets must comply with ECE 05 or a comparable standard.

7.9. Rider's clothing must be made of leather. Two-piece suits are permitted if both parts are firmly attached to each other. Boots must cover the ankle. The wearing of gloves is compulsory, as is the wearing of a back protector.

8. Special regulations Endurance

8.1. Teams may campaign one or two motorcycles. Timekeeping is achieved with one transponder per team - consequently the transponder has to be changed when changing riders in two bike teams. The transponders must be fixed in the corresponding holder and not only with tape or wiring. Loss of transponder = no time = no evaluation of the laps completed without transponder.

8.2. 1 or 2 Warm-up laps is resp. are started out of the pitlane (depending on the track). After completing the warm up lap the starting grid will be set up on the start/finish straight.

8.3. The start will be a Le Mans start: The 2nd rider holds the starting motorcycle with running engine at a 45 degree angle to the pit wall. The start rider stands on the opposite side and waits for the start signal.

8.4. In case of a crash on the first lap, the race can be stopped and restarted.

8.5. in case of an incident during the further course of the race the race management can initiate a safety car phase. This will be marked with a sign "SC" at start/finish. The Safety Car collects the field at the exit from the pitlane. Behind the safety car, overtaking is prohibited. The end of the safety car phase is announced by the extinguishing of the flashing lights at the safety car. After the safety car has left the track, overtaking is prohibited until the start/finish line. In case of a safety car phase the sending of rescue and recovery vehicles out on the circuit is signalled with the white flag.

In case of a pitstop during the safety car phase the rider having stopped may only leave the pitlane after the green light is shown at the exit of the pitlane signalling the passing of the participants on track. Eventual rider changes during the safety car phase will not be counted as obligatory rider change stop.

Alternatively the race may be interrupted. In this case the red flag is shown by the marshals and the red light on the start finish straight is switched on. From the first red flag on overtaking and speeding are strictly forbidden. Riders go into the pitlane and take their restart position on the red line at the exit of the pitlane, one after the other, in ca 1 m distance from bike to bike, until the race is restarted with one warm up lap under the yellow flag until the green light is shown on the start finish straight.

In case of a pitstop under race interruption the rider having stopped must rejoin the end of the queue of riders in the pitlane and restart the race with them at the signal of the race direction. Eventual rider changes during the safety car phase will not be counted as obligatory rider change stop.

8.7. if a motorcycle touches the ground in case of an incident, this vehicle may not return to the track but must be brought to the pitlane via the rescue roads or by the service truck. The race can be continued after a successfully passed technical inspection. Alternatively a two bike team can finish the race as a one bike team.

8.8. In the pit lane and on the escape routes a speed limit of 50 km/h applies, overtaking is not allowed.

8.9. Classic Endurance and SuperclassiX Endurance will be held together under the Classic Endurance Championship title. The classification will be done separately. In a wet race the driving time in practice and race can be shortened to compete separately.



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