



**ALPE ADRIA MOTORCYCLE UNION  
ROAD RACING VINTAGE TECHNICAL REGULATIONS 2017 (AARRTR)**

Motorcycle classes taking part in Alpe Adria Championship for historic Motorcycles are basically split 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 dismantled (no pasting over allowed).

Fin chain guard is obligatory.

**Category OLDTIMER up to 1972 max.**

<b>Class: Oldtimer up to 250cc</b>	<b>4 stroke</b>	<b>y.o.c. max. 1972</b>
	<b>2 stroke</b>	<b>y.o.c. max. 1972</b>
<b>Oldtimer up to 500cc</b>	<b>4 stroke</b>	<b>y.o.c. max. 1972</b>
	<b>2 stroke</b>	<b>y.o.c. max. 1972</b>
<b>Oldtimer over 500ccm</b>	<b>4 stroke</b>	<b>y.o.c. max. 1972</b>

**Engine**

Maximum admissible bore tolerance is the 3. oversize to the original 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, Mikuni, Gardner, etc.

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

**General**

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

**Numbers:      OLDTIMER**

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

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 Scrutineer!

**Category CLASSIC:**

**Class:**

<b>Classic 50 cc GP ;</b>	<b>y.o.c. max. 1983</b>	<b>Motorcycles up to 50cc, 2 and 4 stroke called forgotten GP class</b>
<b>Classic 500</b>	<b>y.o.c. max. 1980</b>	<b>4 stroke up to 500cc</b>
<b>Classic 750</b>	<b>y.o.c. max.1980</b>	<b>2 strokes up to 350cc air-cooled only</b>
<b>Classic Legend</b>	<b>y.o.c. max.1990</b>	<b>4 stroke up to 750cc</b>
<b>Classic Special open</b>	<b>y.o.c. max.1990</b>	<b>2 stroke over 350 to 500cc air cooled</b>
		<b>2 stroke up to 350cc liquid cooled</b>
		<b>4 stroke up to 1000cc/2cyl and up to 750cc/4cyl. cooled</b>
		<b>2 stroke up to 500cc liquid cooled</b>
		<b>4 stroke open no turbo/blower/gas Charging 2 stroke open</b>



**Classic Special is open for all motorcycles up to year of construction 1990 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.  
Carburetors 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 Legend (originally mounted)** and 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 Legend (originally mounted) and Special Open:**

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

**Brakes**

**For classes Classic 500, Classic 750:**

Two piston brake callipers, no radial brake pumps.

**Classic Legend and Classic Special Open:**

Brakes free, period typical modifications allowed.

**Wheel/Tyres**

**For classes Classic 500, Classic 750:**

Rim diameter only 16" 18"19".

**Classic Legend and 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**

Class:

<b>Classic 50 ccm</b>	plate – <b>white</b>	number – <b>black</b>
<b>Classic 500ccm</b>	plate – <b>yellow</b>	number – <b>red</b>
<b>Classic 750ccm</b>	plate – <b>red</b>	number – <b>white</b>



**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!

### **Classic 50 cc – GP technical rules:**

#### **Bike:**

The basic rule is that all GP bikes that represent the era up to 1983 are allowed to race. The racebike should be original ,an accurate replica ,or a selfbuilt bike using the shapes ,techniques and materials of the era. (selfbuilt with engine that was designed an used for racing in the era before 1983)

Original 50cc racebikes in GP style built after 1983 are also allowed to compete. (former GDR ,etc)

**Wheels:** can be spoked or casted. 18 inch max 1.4 front ,1.6 rear. (19 inch for 1962-69 bikes allowed)

**Tyres:** 2.00-18 front and 2.25-18 rear

**Frontfork:** Classic model. No UpsD.

**Shock absorbers:** Classic model. Twinshocks ,one legged monoshock or cantilever monoshock. No leverage allowed.

Seperate gas reservoir type shocks only on 1977 and younger.

**Drum brakes** all types.

**Disc brakes:** No "wave" type ,classic appearance. max 200mm double disc ,245mm single disc.

**Brake caliper:** Classic model. Max piston diam 32mm ,max 2 pistons.

Mechanical disc brake or rim brake allowed..

**Frame:** Steel tube or aluminium Monocoque type. No aluminium twinspar type.

Non classic colourschemes ,stickers and visible carbonfibre parts are not allowed.

Modern cilinder barrels must be hidden from view with a classic dummycover or remade to more classic appearance.

**Carburettor:** Size and type are free. No electric systems allowed.

**Engine:** Make/type before 1983 ,originally sold as 50cc ,and must have provable motorsport pedigree.

**Inlet:** Piston ported or rotary inlet valve.

**Power valve:** not allowed

**Power shift:** not allowed.

**Powerjet:** (electric) not allowed.

**Sensor related automatic ignition adjustment:** not allowed.

**Engine capacity:** max.50,00ccm.

All **new** bikes will be judged by the technical committee before they are allowed to race.

The above points will be judged ,but also the general apearance.

In some cases proof on paper or picture will be asked from the builder.

When you want to build a new bike for the championship it is wise to contact the SC50RR first and discuss the idea.

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

These regulations were made by AARRC