



Regulation for BMU Balkan Moto-Classic championship 2015

MOTO CLASSIC (MC)

Chapter 1.

The Balkan Motorcycle Union announces the Moto-Classic championship, for the year 2014, pursuant to the Contest Rules of moto-sporting of the BMU, and the Special Regulations and relevant supplements of the International sport and technical regulations of the FIM and UEM.

Chapter 2.

The Moto-Classic championship of BMU takes place for the individual ranking of drivers and National teams. Races for the season of 2015 are as follows:

Chapter 3.

THE SCORING SYSTEM

For placement in a particular contest, contestants get points as listed in the following table:

Rank	1	2	3	4	5	6	7	8	9	10
Points	25	20	16	13	11	10	9	8	7	6

Rank	11	12	13	14	15
Points	5	4	3	2	1

If three races are driven in the system of competition, three races shall be counted, and in the case that more than three races are driven, one race (with the least points won) will not be counted in, including the one where the contestant did not show up. If less than three contestants score points in a certain class, it will be assumed that the Championship in that class was not held, but the class still exists (there will be no cancellation of classes). In order for the class to be scored , the least number of contestants per class is three. The last race of the season is an exception, and all registered contestants will be ranked, regardless of the number of contestants per class. Any competitor that has paid the fee, passed technical inspection and verification will be considered to have started the race. Contestants of the class which has not been scored have the right to a trophy and track record, but their placement does not count in the overall scoring of the National team as well as the final personal placement. No joining of classes is allowed. If at the end of the racing season two contestants have the same number of points, the contestant with more first places (or more highly ranked placements) won, will be better ranked. If there is no result found even after this, a higher racing authority Rule book is to be used. Contestants of the closed circuit race, which fail to complete the race, will not be counted in, on the scoring for the final placements of that competition (**contestants that have driven more than 66 % of the race , will be assumed to have finished the race**), and will be scored and ranked appropriately. The first three (3) competitors within each class will receive cups/ trophies/ medals/ plaques for achieved placements, and all contestants will receive officially earned points by Chapter 3 of this Rule book. The governing committee of the BMU is required to designate the end of the season by announcing the winner in the overall standings for both individuals and National teams, and award them with the trophies.

Chapter 4.

SCORING OF NATIONAL TEAMS

Two competitors are registered to be scored for the placement of their National team at each event. Only one of those two is actually scored. If two teams had a same number of points at certain event, team that has more first places won will be ranked higher. In the case that there are still two or more equally placed teams, achievements of their second, competitor will determine which club will be ranked higher at that particular event only. Points won by more than one competitor of any team will not be scored for final placement of the National teams at the end of season. National team members who are not members of BMU are not awarded points for final championship standings at the end of year.

Competitor who scores points in two or three individual classes can generate points for National team placement from only one highest ranked achievement

Chapter 5.

CLASSES AND PRE-CONDITIONS FOR MOTORCYCLES

Motorcycles are classified according to date of production and their displacement.
IF ANY CHANGE TO THE CLASSESS IS TO BE MADE IT HAS TO BE ANNOUNCED
TWO YEARS IN ADVANCE.

MOTO-CLASSIC

MOTO-CLASSIC (MC) - motorcycle manufactured before 31.12.1978

– **Class MC-250**

Two strokes 126-250ccm

Four strokes 251-500ccm

Number plate is yellow, number is red.

OPEN-SPECIAL

MC OPEN-SPECIAL- motorcycle manufactured before 31.12.1984

Four strokes up to 1200ccm

Two strokes up to 750ccm

Eligible for this class are all true racing motorcycles (road racing, moto-cross, speedway). Number plate is black, number is white.

BASIC LIMITATIONS

In all classes year of production and engine displacement is main criteria.

Year of production, in respect of frame and engine as well as other vital elements of the motorcycle. In cases of dispute technical commission will give the final word.

Year of production is the time when certain model has appeared on the market. Newer motorcycles (then restricted by classification) can be allowed only if the bike was produced the same (without fundamental changes) through the large span of years. Engines bored for more than 10% over the upper class limit can not be used in any class. The same rule applies for downsized engines.

LIMITATIONS FOR THE CLASS MOTO-CLASSIC

Use of components that are replicas of standard mass produced technology of the period is allowed. Round slide carburetors, ignition and exhaust system with silencers is free to choose, and should be resemblance of period items. Use of special chassis is allowed as long as they are original or replicas of period after market chassis. Rear suspension with use of two classic shock absorbers only. Use of current racing technology and components is not allowed. There is not limitation in weight of the motorcycles. Customized enduro motorcycles can be used. Maximum fork tube diameter is 38mm. Maximum disk size is 300mm.

LIMITATIONS FOR OPEN SPECIAL

Use of racing components as well as pure racing motorcycles of the period (road racing, moto-cross, speedway) is allowed. Other than that guidelines for moto-classic should be followed for motorcycles manufactured before 31.12.1984. Slick tires are not allowed, 17 inch wheels are allowed. No limitation on manufacture date is set, as long as tires are serviceable. All drain plugs, for the liquids, must be lock-wired. Motorcycle with obvious defects and with risk for competitors will be refused at registry/inspection desk.

Water-cooled engines must use water only as a cooling medium. Increase in engine displacement of up to 10% is allowed.

Each competitor or club representative has to bring a solid proof for his racing motorcycle in regards of date of manufacture, engine, braking system and suspension system characteristics before or at the first race meeting of the year. Such documents (period newsletter articles, factory catalogs etc.) should be presented at the registry/inspection desk. Technical inspection commission will have a final word on certain motorcycle eligibility.

Chapter 6.

PRECONDITIONS FOR ALL COMPETITORS

For active racing all competitors must have a valid racing license for the season (each competitor has to sign liability **waiver**), a valid medical certificate signed by sports medicine doctor (all previous injuries listed in such certificate), life insurance policy and a participation fee payment, determined by the organizers. Life insurance policy premium for the case of death has to be minimum of 8.000 Euro. For the case of permanent disability minimum amount is 16.000 Euro. Rider's license expiry date matches expiry date of insurance policy. Organizer of the event, does not have to provide desk for acquiring insurance policies on site of the event. Medication certificate has to be acquired by the competitor, prior to the event (when registering for the rider's license). All visiting competitors should have valid national or international licenses with valid insurance policies (UEM, ACU, SACU, MCUI, EURO "A").

Adolescent riders (younger than 18) should have written approval of their parents custodial for their participation in moto-sport for the current year.

It is competitor's duty to provide number plates as well as numbers of appropriate color, at the front and on each side of motorcycle clearly visible. Size and shape of the number plate/number are determined by technical commission. Mark of a class, that motorcycle belongs to, is placed at the front number plate.

All advertising materials given by the organizers of the event, should be placed on motorcycle free of charge. If competitor is prevented to do so by his current contact obligations, he should present such contract at the registry desk.

Each competitor should use only one starting number throughout the season. If visiting competitor has the same starting number, domestic one will have the right of choice. If individual competitor races more than one class, he should have different starting numbers for each class.

NOTE: Presence at the race director meeting is mandatory for each competitor. If he/she fails to do so, he is facing risk to be excluded from racing at that event.

Disciplinary commission can punish the club who for no valid reason does not show up at the race meeting.

Chapter 7.

MEDICAL PRECONDITIONS

Competitor is obliged to present certificate of his health (fiche medical) at the registry desk. If there is any reasonable doubt of his ability to race, an expert opinion of on-track medical staff will be required. Chief of the medical crew will have final say whether competitor may race or not.

In the event of crash during any of the sessions, competitors involved will have to undergo medical check to prove their ability to participate in that event. Medical crew chief's decision is final.

Chapter 8.

SAFETY OF COMPETITORS

All FIM Road Racing World Classic Regulation in regards of active/passive safety of competitors are accepted. Use of one piece leather suit (two piece only if zipped together), full face helmet with no visible damages, leather gloves and leather boots is mandatory. This equipment is to be used on the motorcycle after registration, until event is closed.

Chapter 9.

ADMISSION FEE

Each competitor, member of BMU is obliged to pay admission fee of up to 35 Euro at registry desk. Organizer of the event if wishes so, can charge less. Competitor ,who takes part in more than one class, pays one admission fee only. Admission fee is not refundable and does not include any kind of insurance of the competitor. Organizers have the right to refuse certain registries, to cancel or to delay the event, as well as to make changes within schedule of the competition and prize awarding ceremony. Furthermore, organizer retains the right to reschedule starting divisions and qualifying sessions if needed so.

Chapter 10.

FUEL

Competitors/teams provide their own fuel. Organizers have no responsibility to provide on site fueling facility. All fuel must be stored in designated canisters and kept away from smoking areas and any kind of open flame/sparking equipment. Maximum of 105 octane fuel is allowed.

Chapter 11.

SIGNALING FLAGS

At each corner of a track there will be marshal using signal flags as follows:

GREEN FLAG - everything in order.

YELLOW FLAG (steady) – signal for danger.

YELLOW FLAG (waving) – reduce speed, immediate danger. No passing allowed.

YELLOW FLAG WITH RED STRIPES – slippery track.

RED FLAG – immediate stop of the race, GRADUALLY reduce speed, stop at next marshal's point for instructions.

WHITE FLAG – official vehicle is on the track. CAUTION.

BLUE FLAG (steady) – one or more fast riders are approaching to overlap you.

BLUE FLAG (waving) – overlapping in process, yield them space.

BLACK FLAG (accompanied with starting number) – competitor who sees this flag with his starting number, MUST GO to the hot pits, as soon as possible.

Chapter 12.

OBLIGATIONS OF THE ORGANIZER

It is organizer's responsibility to use BMU approved forms for registration and technical inspection for the competitors and motorcycles respectively. Race director's meeting must be scheduled before the event takes place. List of starting numbers, given by the BMU body, organizer has to follow during the registration of the competitors. Furthermore is obliged to keep good, clean records of all race statistics, as well as to keep notes of all racing incidents that take place during the event. At the most 30 minutes after closure of the race, official results should be placed at the information board. Unofficial results must be presented by the organizer to the club representatives immediately after the race.

Racing events can be organized during one or two days, with possibility that two races take place in one day. When racing takes place in two days and main event is held on Sunday, qualifying session has to be held same day. Organizers interested in holding event apply for terms at BMU. Facilities at which events take place should be licensed according to safety regulations of BMU. Season race schedule is to be approved by moto-classic governing chamber, as well as BMU. Organizers do not have to provide

opportunity to one competitor to race in three classes. If situation requires so, organizers retain the rights to cancel, delay or change the schedule of the race by announcing so at least seven (7) days in advance.

Chapter 13.

COMPLAINS

Any complains in regards of: verification, technical inspection/commission, racing motorcycles, as well as organizer, are to be submitted up to 30 minutes upon publishing of unofficial results in the written form to the race director. Only in the case that objection is placed on technical characteristics of motorcycle, person objecting has to place 200 EURO deposit to the race director. This sum is to cover motorcycle checking costs. If this sum is not sufficient, technical commission can demand its increase. If the objection was justified, deposit should be returned to the objector. Points won with objected motorcycle, as well as its ranking, are to be removed. If competitor, whose motorcycle is objected, refuses to yield inspection, his results will be removed and he will be subjected to a disciplinary body. If the protest was not justified, owner of protested motorcycle retains deposit for inspection.

Chapter 14.

AWARDS

First three competitors will be given appropriate awards at the official award giving ceremony. All competitors earn points according to their ranking as explained in Chapter 3. of this Rule book. National teams will also be given trophies for first three placements and earn points according to their official placement. If any CUP races are held during the main event, organizer is obliged to present trophies to the first three placements. All the competitors should be given certificate containing their placement in the main event.

Chapter 15.

COMMISSIONS OF MC GOVERNING CHAMBER

Moto-classic governing chamber members:

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Technical commission is body who resolves all technical issues related to motorcycles, and is elected by governing chamber. Its president is voted by its members. Each individual member can be replaced if he fails to fulfill his duty. At each individual event at least two members (out of three) must be present at registry/inspection desk. Members of technical commission are:

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Chapter 16.

ANNOUNCEMENTS

It is our intention to develop racing body for the other MC classes. Close look will be kept on various motorcycles registered for two classes listed above. If sufficient number of motorcycles of certain size are noted, new class will be designated for the following season. If five or more competitors are registered persistently at the racing events during two seasons, class will be listed as official, and will be scored for MC CHAMPIONSHIP.

Chapter 18.

GENERAL

Final say in regards of this Rule book is awarded to MC governing chamber. This Rule book is adopted at a regular session of the MC governing chamber held on This rule book is approved by the BMU governing body on, and is valid for the year 2015.