



## ALPE-ADRIA ROAD RACING VINTAGE CHAMPIONSHIP 2013

### Technical Rules

In the Alpe-Adria Champion Ship the vintage bike are divided in three category, **OLD TIMER**, **CLASSIC** and **SPECIAL**.

The different between the two category, other the technical characteristics, is the year of constructed of the bikes, **OLD TIMER** to max. **1972 year**, the **CLASSIC** to max. **1981 year**, and the **SPECIAL** to max **1987 year**.

The technical characteristics must be like the date of constructed or in the using bike race of these years age, eventually modified or transformations must be demonstrable from original fiches or specially bike-magazine of that period.

Luigi Favarato is Responsible for the technical and sportive control.

#### Category **OLD TIMER** max 1972 Year

<b>Class:</b>	<b>Oldtimer 250</b>	<b>4 stroke</b>	<b>max year 31.12.1970</b>
		<b>2 stroke</b>	<b>max year 31.12.1967</b>
	<b>Oldtimer 500</b>	<b>4 stroke</b>	<b>max year 31.12.1970</b>
		<b>2 stroke</b>	<b>max year 31.12.1967</b>
	<b>Oldtimer 750</b>	<b>4 stroke</b>	<b>max year 31.12.1972</b>

It is possible the tolerance of to bore the cylinder\ s for to max. 1mm (or 0,040) other the nominal size.  
For Honda CB Twins 350cc, 450cc and 500cc only torsion bars, not helical springs.

The Historical Inscription of National Register of Vintage is accepted without problem.

The frame must be original series, or special frame of the age with original fiches or documentation of magazine of the age, that must be presenter by the rider. The decisions are of competence of the Responsible.

The carburettor\ s must be original or of the age, free size, and are well: CR, AMAL MK2, Dell'Orto PHB, BING and Gardner. With the flat valve and in depression are not valid.

The forks must be original or of the age, max 35mm of diameter.

The shock-absorber with gas or oil tank, also in unique part ,are not valid.

The wheels must be with spoke and with the size min. from 18", and max from 3.00"

The tyres must be sports or racing, also "rain", and are sold in the shops. The slick and slick-rain are not valid.

The brake must be original drum brake or of the age model and size.

The bike must be silenced.

<b>Class 250cc Old Timer:</b>	<b>background-green</b>	<b>number-white</b>
<b>Class 500cc Old Timer:</b>	<b>background-yellow</b>	<b>number-black</b>
<b>Class 750cc Old Timer:</b>	<b>background-yellow with black frame</b>	<b>number-black</b>

**Category CLASSIC max 1987 Year**

<i>Class</i>	<i>Year of contruction max.</i>	<i>stroke</i>	<i>max. ccm</i>
Classic 500	31.12. 1978	4	500
		2	350
Classic Open	31.12.1981	4	750
		2	350
Classic Special and Production Racer	31.12.1987	4	1200
		2	750
	free	4	1200

It is possible the tolerance of to bore the cylinder\s for to max. 1mm (or 0.040) other the nominal size, and in the Classic 500cc are valid the bikes Honda 450cc and 500cc with helical springs.

The Historical Inscription of National Register of Vintage is accepted without problem.

The frame must be original series, or special frame of the age with original fiches or documentation of magazine of the age, that must be presenter by the rider. The decisions are of competence of the Responsible.

The carburettor\s must be original or of the age, free size, and are well: CR, AMAL MK2, Dell'Orto PHB, BING and Gardner. With the flat valve and in depression are valid if original.

The forks must be original or of the age, max 35mm of diameter.

For Classic Open max 38mm of diameter

The shock-absorber must be original or of the age.

The wheels must be original, with the size for the Classic 500cc max 3.50", in Classic Open min 18", free for SPECIAL.

The tyres must be sports or racing, also "rain", and are sold in the shops. The slick and slick-rain are not valid.

The brake must be original or of the age, in the CLASSIC 500cc are valid the brake of Norton Lockheed, other flatting brake are not valid. In the OPEN the brake must be original or of the age, only 2 (two) piston callipers and max 300mm; brake discs are accepted.

Titan, Carbon not allowed.

All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash can be protected by a second cover made **from metal, such as aluminium alloy, stainless steel, steel or titanium. Plates or crash bars from aluminium or steel also are permitted in addition to these covers.** All of these devices must be designed to be resistant against **sudden shocks abrasions and crash damage.**

The bike must be silenced.

Decisions and changes are competence to the Sportive and Technical Coordinator.

**Class Classic 500cc**

background-**yellow**

number-**red**

**Class Classic Open**

background-**red**

number-**white**

**Class Classic Special**

background-**black**

number-**white**