

BELGIAN MOTORCYCLE FEDERATION

SPORT COMMISSION

Classic Bike Working Group

2025 CLASSIC BIKE ROAD RACING RULES

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In case of discrepancy between the French and English texts, only the Classic Bike Working Group is relevant

2025 CLASSIC BIKE ROAD RACING

RULES

These provisions are strictly applicable, they cancel, replace or correct certain articles of the national sporting code.

01. LICENSES:

01.01. Annual Licenses

Two types of licenses will be issued:

Classic Bike License - Europe Open – OPEN

Classic Bike Europe Open License - MINOR

The Classic Bike OPEN license is valid for all categories included in the Belgian Classic Bike Championship. **This licence is compulsory for Belgian riders in all 'post "72" categories (see paragraph 02.01 Classes 10 to 16).**

The Classic Bike MINOR license is mandatory for underage riders and valid for the categories included in the Belgian Classic Bike Championship reserved for minors in accordance with article 01.04.

These licenses are valid for both circuit and "hill climb / road race".

The Europe Open licenses allow participation in events included in the FMB calendar as well as in foreign events included in the FIM Europe Open calendar.

Driving license not required.

01.02. 'One Event' Licenses

During each 'Classic Bike' event, organized by a club affiliated to the FMWB or Motorsport Vlaanderen, it will be possible to take out a '1 event' license issued on site for the duration of the event. It will also be possible to take out the 1 event license in advance via the 'My FMB-BMB' application. The issue of 'one event' licenses will be done according to the procedure and conditions determined by the FA of the rider's club.

Two types of '1 event' licence are available:

- **"Classic" licence: valid for all "pre-"72' categories (see paragraph 02.01. Classes 1 to 9). This licence is available to any driver, Belgian or foreign, without restriction.**

- **"Post Classic" licence: valid for all "post "72' categories (see paragraph 02.01. Classes 10 to 16). This licence is only available to foreign drivers who hold an annual licence with their national federation. It is the organiser's responsibility to submit the list of registered riders concerned to the race director.**

The same race number will be assigned to riders who participate, during the season, in several events under the cover of start authorizations valid for a single event.

The '1 event' license does not allow you to score points for the Belgian Classic Bike Championship. These authorizations valid for a single event can also be requested by foreign riders.

A rider who participates in one or more events with this type of license, and then takes out an annual license during the season, will not recover the points he would have obtained during the event(s) in which he participated under the cover of a license valid for a single event.

01.03. 'Training' License

Riders who only participate in 'Parades' or free practice sessions without any competitive aspect will have the possibility to take out a 'training' license which includes personal insurance.

01.04. Minimum Age Requirement

It is possible to compete in the 50cc and 200 Gr1cc categories from the age of 15, both on circuits and in "hill climbs / road races", subject to the presentation of parental authorization for riders under the age of 18.

In all other classes, the minimum age remains 18 years old.

The issue of a 1 event license as stipulated in article 01.02 is possible for riders resident in Belgium under the age of 18 upon presentation of an authorization from the rider's legal representatives whose signatures have been validated by the municipality.

02. CLASSES, NUMBERS and DISC COLORS :

02.01. Classes

03. Cap./Categ.	Characteristics	Backgr./N°	Class
Vintage Gr1	--> 31/12/1949, See Techn. Reg. Classic Bike	Red/White	1
Vintage Gr2	--> 31/12/1949, See Techn. Reg. Classic Bike	Red/White	
50cc	--> 31/12/1982, See Techn. Reg. Classic Bike	Red/White	2
200cc	--> 31/12/1982, See Techn. Reg. Classic Bike	Black/White	3
250cc Gr.1	--> 31/12/1972, See Techn. Reg. Classic Bike	Green/White	4
250cc Gr.2	--> 31/12/1972, See Techn. Reg. Classic Bike	Green/White	
350cc Gr.1	--> 31/12/1972, See Techn. Reg. Classic Bike	Blue/White	5
350cc Gr.2	--> 31/12/1972, See Techn. Reg. Classic Bike	Blue/White	
500cc Gr.1	--> 31/12/1972, See Techn. Reg. Classic Bike	Yellow/Black	6
500cc Gr.2	--> 31/12/1972, See Techn. Reg. Classic Bike	Yellow/Black	

750cc	--> 31/12/1972, See Techn. Reg. Classic Bike	White/Black	7
SideCar Gr 1	--> 31/12/1972 see Techn. Reg. S-C Classic Bike	White/Black	8
SideCar Gr 2	--> 31/12/1972 see Techn. Reg. S-C Classic Bike	White/Black	9
SideCar Gr 3	--> 31/12/1972 see Techn. Reg. S-C Classic Bike	White/Black	
SideCar Post Classic	01/01/1973 <--> 31/12/1987 see Techn. Reg. S-C Post Classic	White/Black	10
Post Classic 2 Tps 250-350	01/01/1973 <--> 31/12/1982, see Techn. Reg. Post Classic	Green/White 250 cc Blue/White 350 cc	11
Post Classic 4 Tps Gr1	01/01/1973 <--> 31/12/1982, see Techn. Reg. Post Classic	Yellow/Black 500 cc White/Black >500 cc	12
Post Classic 4 Tps Gr2	01/01/1973 <--> 31/12/1982, see Techn. Reg. Post Classic	Yellow/Black 500 cc White/Black >500 cc	
Sound of Singles Gr1	01/01/1973 <--> 31/12/1996 see Techn. Reg. SoS Gr1	Yellow/Black 500 cc White/Black >500 cc	13
Sound of Singles Gr2	01/01/1973 <--> 31/12/1996 see Techn. Reg. SoS Gr2	Yellow/Black 500 cc White/Black >500 cc	
Evocation Promo 125 Str	01/01/1973 <--> 31/12/1996 see Techn. Reg. Evocation Promo 125	Black/ White	14
Evocation Promo 250-400 2Str water	01/01/1973<--> 31/12/1996 see Techn. Reg. Evocation Promo 250 -400 Water	Green/White 250 cc Blue/White 350 cc	15

Evocation Promo 250-400 2Str Air	01/01/1973<--> 31/12/1996 see Techn. Reg. Evocation Promo 250 -400 Air	Green/White 250 cc Blue/White 350 cc	
Evocation Promo 400 4Str.	01/01/1973 <--> 31/12/1996 see Techn. Reg. Evocation Promo 400 4Str.	Black/Yellow	16
Parade	All bikes of special technical value and historical interest which the owner does not want to register for competition. Before 31/12/1982. see Techn. Reg. Classic Bike. No exception		

2.02: Race Numbers

The organizer of the first event of the season shall allocate race numbers in accordance with the timekeeping service. The timekeeping service shall forward the lists of allocated numbers to the following organizers. The latter may only allocate numbers to riders who do not appear on this list.

02.03. Special provisions relating to numbers in "hillclimb/road race".

In "hillclimb/road race", the starting numbers are identical to those used on circuits.

02.04. Number discs

Numbers and backing discs must comply with the requirements of Annex 1 of the Technical Regulations. No advertising may be added or included on the surface of the discs or in the numbers. In the different fonts of characters allowed for the numbers, the height is the predominant dimension, the other dimensions being derived from this and from the enlargement of the chosen font.

There will be three number plates per machine or sidecar: one front and two side plates. These must be securely fixed. The side plates must be visible when the rider is seated on the motorcycle.

03. BELGIAN CHAMPIONSHIPS

03.01. Participation in the championships is reserved for riders holding a license as defined in Article 01.01.

03.02. The Belgian Classic Bike road racing championship is contested over all circuit and "hillclimb/road race" events that include Classic Bikes in their program. If the classes included in the program do not correspond to those of the Belgian Classic Bike Championship, the races in the class concerned will not be able to count for the championship.

03.03. 16 Belgian "CLASSIC BIKE" championship titles will be awarded over all circuit and "hillclimb/road race" events:

1. CLASSIC BIKE "Vintage Group 1 & Group 2"
2. CLASSIC BIKE "50cc"
3. CLASSIC BIKE "200cc"
4. CLASSIC BIKE "250cc Group 1 & Group 2"
5. CLASSIC BIKE "350cc Group 1 & Group 2"
6. CLASSIC BIKE "500cc Group 1 & Group 2"
7. CLASSIC BIKE "750cc"

8. CLASSIC BIKE "Side-car Group 1" *
9. CLASSIC BIKE "Side-car Group 2 & Group 3" *
10. CLASSIC BIKE "Side-car Post classic" *
11. CLASSIC BIKE "Post classic 2-stroke 250-350"
12. CLASSIC BIKE "Post classic 4-stroke Group 1 & Group 2"
13. CLASSIC BIKE "SoS Group 1 & Group 2"
14. CLASSIC BIKE "Evocation Promo 125 2-stroke"
15. CLASSIC BIKE "Evocation Promo 250-400 2-stroke air-water"
16. CLASSIC BIKE "Evocation Promo 400 4-stroke"

a mis en forme : Anglais (E.U.)

- Sidecar categories: Title awarded to the crew. If the crew has not remained the same throughout all the events, the passenger rewarded is the one with whom the driver has obtained the most points.

The competitions for these titles are of the "OPEN" type, i.e. in which foreign riders holding annual licenses issued by other NMFs than the F.M.B. are allowed to participate.

Organizers who include Belgian "CLASSIC BIKE" championship rounds in their program must therefore compulsorily enter their event on the European or International calendar.

03.04. Classifications:

- In each round, for the same class, a category classification will be established for each category (cfr. Point 02.01). Points will be awarded category by category within the class considered.
- The final classification of a class will be established by integrating the points obtained by the riders in one of the categories of the class considered.
- If a rider is classified in several categories of the same class, only the points obtained in the final count of his best category will be taken into account for the final classification of the category considered.
- A Belgian Championship title is only awarded if 5 or more riders are classified. In the event that there are not enough riders classified, the title of "Best Rider" will be awarded.

Points for the Belgian Classic Bike Championship will be awarded to annual license holders based on their actual position in the classification of their race (including all participants).

03.05. Points will be awarded to the first 15 classified riders in each category as follows: 25 - 20 - 16 - 13 - 11 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1. No cash prizes.

03.06. Unless otherwise stated, all events entered on the calendar will count towards the awarding of the various titles, provided that the entry of a new event or a new class on the calendar has been communicated to the F.M.B. executive secretariat no later than two months before the date of organization and by 30 June at the latest of the current year in accordance with Article 7.1 of the sporting code.

03.07. In the event of cancellation, the championship will be contested over the remaining rounds, taking into account the fact that a minimum of 3 rounds is required for the award of a "Champion" title. In the event that this is not possible, a title of "Best Rider" will be awarded.

03.08. In circuit events, if a race is scheduled in 2 heats, the points are awarded on the classification of each heat (25 points to the 1st twice, etc.).

03.09. In the event of a tie at the end of the Championship, the tie will be broken by the majority of the best places. If the tie persists, it will be broken in order, by the best place in the classification of the last round counting for the Championship in question or, if necessary, in the penultimate or antepenultimate rounds, etc.

4. ENTRIES – TECHNICAL SHEET – RIDER’S

04.01. Entries:

04.01.1 Any organizer of an event entered on the F.M.B. calendar must provide an entry form containing the information required by the FMB Classic Bike Working Group. The rider must return it to the organizer, accompanied by any entry fees, within the deadline specified in the special regulations. In this case, the special regulations and entry forms must be submitted to the Race Director for approval and must be sent to all riders concerned no later than 15 calendar days before the return date imposed.

Late entries, including the payment of any entry fees, i.e. received by the organizer outside the deadlines specified in the special regulations, i.e. after the closing of entries, may be refused.

04.01.2 Event organizers have the option of requiring an entry fee.

04.01.3 If a rider registers and/or pays the entry fee outside the deadline specified in the special regulations, i.e. after the closing of entries, the organizer is authorized to charge him an additional fee of up to 50% of the entry fee.

04.01.4 On arrival at the administrative control on site, the FMB administrative manager will provide each participant with an entry card. The rider must complete the following information: surname, first name, type of license, category, class. The completed entry cards will be handed over to the timing service by the FMB administrative manager before the start of the races.

04.01.5 After passing the administrative control, the organizer will give him a bracelet as proof that the rider is properly registered and licensed. He must wear this bracelet in order to access the paddock and the track.

04.02. Technical Sheet

04.02.1 Motorcycles are identified for technical inspections by means of a technical sheet. This sheet will be kept and brought to the circuits by the CT Classic Bike team.

04.02.2 The technical sheet will be handed over to the rider by the technical committee at the first inspection to which the motorcycle will be subjected. The technical committee will keep a list of riders who have received their technical sheet for each motorcycle concerned.

04.02.3 The rider will complete, immediately on site, precisely and completely, the sheet which will be kept by the rider and then handed over to the Classic Bike delegates of the Technical Committee during his first passage in the paddock.

04.02.4 On this sheet will be noted all the remarks and any starting bans made by the technical delegates during the various inspections to which the motorcycle will be subjected, in respect of which the inspector will affix his stamp.

04.02.5 In the event of a change of frame or other important element concerning the eligibility of the motorcycle (see technical regulations), the rider will be obliged to inform the delegate at the first inspection, after this change, so that the delegate can note this change on the sheet and affix his stamp in respect of this change.

04.03. Rider's Equipment

04.03.1 The wearing of a FIM-approved helmet (full-face type with double DD buckles) is compulsory (see Annex 2), as is a complete leather outfit, including a one-piece suit without separation or possible horizontal opening, gloves and boots, as well as a "shell" type back protector under, and/or integrated into, the leather suit. The passenger of a sidecar must also be equipped with shoes or boots in leather covering the malleolus completely.

The use of an FIM-approved airbag (see Appendix 3) is not compulsory, but strongly recommended for all solo categories. If the airbag is not fitted, back protection of the 'shell' type under, and/or integrated into, the leather suit is required.

Wearing an airbag will be compulsory in 2026

Airbags are not compulsory for Sidecar categories (rider and passenger).

04.03.2 The components of the rider's equipment, listed in point 04.03.1 above, are checked by the F.M.B. technical committee. The helmet will be checked at the same time as the machine's technical inspection, and the rest of the equipment will be checked on entering the paddock.

04.03.3 When checking the riders' equipment, the technical committee may keep for the duration of an event all or part of the equipment that is found to be non-compliant (helmet, leather, gloves, etc.). At the end of the event, it is up to the riders to claim their defective equipment from the technical control officer.

04.03.4 The use of cameras is permitted provided that they are:

- Securely fixed.
- Do not exceed the contours of the machine if mounted on the machine.
- Front mounting: inside the fairing or, for machines without a fairing, at the maximum level of the number plate.
- Rear mounting only on the seat back, at the maximum level of the edge of the seat.

The use of cameras mounted on the helmet or handlebars is strictly prohibited.

04.03.5 The wearing of a fluorescent vest is compulsory during practice sessions in case of first participation in the last 5 years on the circuit in question. It is the responsibility of the organizer to present the list of participants concerned to the race director.

05. TECHNICAL REQUIREMENTS

Motorcycles built before 31/12/1995 in accordance with the requirements and procedures laid down in the "CLASSIC BIKE" technical regulations are accepted for the CLASSIC BIKE championship; unless otherwise defined in these regulations.

05.01. GENERALITIES:

05.01.1 Any machine entered must comply in all respects with the technical regulations and more particularly with the safety requirements.

05.01.2 In the event of a dispute, the Race Director, on the basis of the advice of the technical manager, will have the power to refuse the start to non-compliant machines.

05.01.3 After a fall or accident, the competitor must present his repaired machine for technical inspection before being allowed back on the track.

05.01.4 Any organizer is free to choose the classes included in its organization.

05.02. ADMITTED MACHINES

05.02.1 Classes: See article 02.01

05.02.2 Technical regulations: see Classic Bike Technical Specificities

05.02.3 If there is any doubt about the eligibility of the machine, the final decision will be taken by a college of FMB technical experts or Classic Bike Working Group experts designated for each race.

05.03. TECHNICAL AND ELIGIBILITY INSPECTIONS:

05.03.1. Eligibility inspection

05.03.1.1. All motorcycles and sidecars must present themselves for the eligibility inspection

05.03.1.2. The eligibility inspection of the motorcycle will be carried out by one of the FMB Classic Bike technical delegates.

05.03.1.3. Two close-up photos of the vehicle, without fairing, must be provided when registering for an event.

05.03.1.4. The eligibility inspection will take place in the same place and just before the technical inspection.

05.03.1.5. The acceptance of the motorcycle into a category will be based on the most modern part (fork, frame, engine) of the vehicle.

05.03.1.6. In the event of a dispute over the decision, it is up to the owner of the motorcycle to present a file proving the presence on the European market and in the period concerned of the machine and the accessories used.

05.03.1.7 The categorization of historic and/or exceptional racing motorcycles with a known history is left to the discretion of the 'eligibility' delegates of the technical commission. At least two delegates must agree on the decision taken. This decision is valid for the entire season.

05.03.2. Technical inspection

05.03.2.1. The F.M.B. Technical Committee ensures safety technical inspections and is solely responsible and competent for all safety-related inspections.

05.03.2.2. Each competitor must present himself for the technical inspection wearing his COMPLETE equipment.

05.03.2.3. Technical inspections will take place at a well-defined location in advance in the paddock. Riders must report there at the time specified in the special regulations.

05.03.2.4. Sidecars with fairings will present themselves to the CT with the fairing dismantled. The fairing will then be mounted and fixed on site to allow the inspection of the fixings.

06. SPRINTS EVENTS – PURE SPEED

06.01. Grid positions are determined according to the times set in the official practice sessions, all of which will be timed. For all classes, an organizer must provide at least 20 minutes of practice for the entire event plus 2 races of at least 20 minutes. In the event that the organizer schedules practice in the morning and races in the afternoon, it is the morning practice times that apply.

In order to be able to participate in the races, a rider must have set 2 timed laps in his category in a single practice session. These timed laps must be considered reasonable for the category in question (judgement of the Race Director).

Riders who have taken part in practice but are unable to take part in the races must inform the Race Director.

For all solo and Pre-1972 side-car categories (classes 1 to 9), a qualifying time equal to 150% of the average time achieved by the 3 fastest riders is required to qualify for the race in the category concerned. Non-qualified riders will be placed in the Parade category, depending on grid availability.

For all solo and 'Post 1972' side-car categories (classes 10 to 16), a qualifying time equal to 120% of the average time achieved by the 3 fastest riders is required to qualify for the race in the category concerned. Non-qualified riders in categories with machines built before 1983 will be placed in the Parade category, depending on grid availability.

06.02. At a CLASSIC BIKE event, the race reserved for a class must be contested in two heats at least. Each heat, counting for the Belgian championship

06.03. The "CLASSIC BIKE" class may be included in the program of a 'modern' event. At least one 20-minute practice session and two races must be scheduled.

In the framework of an event, a rider may not use in Parade class the motorcycle he has entered in one of the 'race' classes of the same event under penalty of exclusion from the event.

06.04. From time to time, categories may be grouped into a single race with separate classifications with the agreement of the Classic Bike Working Group of the Sports Commission. If two classes are grouped together, the number of qualified riders in each class will be determined proportionally based on the formula:

Number of riders present in a class x track capacity _____

Total number of riders present in the two classes.

06.05. In the event of an overabundance of riders in a class in relation to the track capacity, two or more practice sessions must be scheduled to allow all riders to participate in practice. The riders must be divided by the Race Director into two groups comprising as far as possible the same number of riders. One group may, for example, be reserved for even numbers, the other for odd numbers.

If the two groups are not equal, the number of qualified riders in each group will be determined proportionally to the number of riders who have participated in practice in each group. The best times of the two practice sessions will be taken alternately in accordance with the number of riders admitted to the start.

The organization of a possible "B" race is left to the discretion of the organizer, without this race being able to count for the championship. The organization of such a "B" race is compulsory if the number of riders not

admitted to the start is at least half of the track capacity (for the race). The track capacity for practice is that fixed in the homologation report.

06.06. In a round of the Belgian Championship registered on the European or International calendar, and therefore accessible to foreign participants, Belgian participants do not have priority for qualification. All participants are therefore subject to the same qualification rules without the number of participants in the race being able to exceed the track capacity fixed in the homologation report.

06.07. Starting procedures

06.07.1 Starts are given with "engine running" in all classes.

06.07.2 The procedure set out in article 06.07.3 below is strictly applicable to all events of the FMB classes counting for the Belgian championship.

06.07.3 Starting procedure:

At least 20 minutes before the start, all machines will be placed in the pre-grid in the closed park. Each grid line number must be displayed on a panel (minimum 40 cm high by 30 cm wide) placed at the height of the line on one side of the grid.

Approximately 10 minutes before the start: warm-up lap. A rider who cannot complete the warm-up lap may start from the pit lane or the closed park (as the case may be) after either the start of the last motorcycle on the grid or the passage at the exit of the closed park of the last motorcycle on the grid, all under the authorization of a Classic Bike G.T. official. In the case of a race grouping several classes, he may start after the passage of the last motorcycle of his class and before the delayed start of the other class, on condition that this does not represent a safety hazard.

At the end of the warm-up lap, the riders will go directly to the starting grid, materialized by marks on the ground and line panels. On the grid, the engines can no longer be stopped and no assistance from an aide is allowed unless prior authorization has been obtained from the Race Director. When all riders are in their place on the starting grid, engine running, the start of the race will be given by the extinguishing of the red lights or, failing that, by the lowering of the Belgian flag.

Any rider who anticipates the start will be penalized with a 20-second drop in the overall standings.

A premature start is defined as the forward movement of the motorcycle before the Belgian flag has been waved. It is the Race Director who decides whether a penalty will be applied. He must ensure that the team is informed of such a penalty before the rider concerned has completed 50% of the race distance.

If a problem occurs after the red flag has been waved, the Race Director may continue the starting procedure if he considers that this incident does not prejudice the safety of the start or interrupt it and show the yellow flag if he considers that this situation constitutes a danger. The procedure will be resumed within a minute.

In the event of interruption of the starting procedure, the red flag will be presented again on the starting line and the green flag at the back of the grid, the engines will be stopped. The Race Director will then give the start for a new warm-up lap at the end of which the normal procedure will be applied. The number of race laps will be reduced by one lap.

06.07.4 The starting procedure to be applied to circuit events that do not count for the Belgian championship, or for an F.I.M. championship or prize, is left to the choice of the organizer.

06.08. The circuits used for the various Classic Bike events registered on the F.M.B. road racing calendar must be specifically homologated for classic motorcycles. The authorized classes are determined by the specific homologation report.

06.09. The Race Director, or his assistant, must inform any rider in the race that he is being penalized, by presenting him with a panel specially provided for this purpose. This panel bears the word "PENALTY" accompanied by the race number of the penalized rider(s). For riders who incurred this penalty during practice, the panel is presented on the starting grid.

06.10 For all circuit events, the special regulations of the event must provide for and explain the unique procedure to be followed by the riders at the end of practice sessions and races to return to the paddock.

06.11 Classification:

06.11.1 When the leading rider has completed the number of laps scheduled for the race, he will be shown the checkered flag at the finish line, at the level of the track. The checkered flag will continue to be shown to the following riders.

As soon as the checkered flag is shown, no rider may leave the pit lane to enter the track. For this purpose, the red light will be lit at the exit of the pit lane or a marshal will also show a red flag.

If a rider(s) precedes the leading rider closely, before the finish line, on the last lap, the start/finish official will present the checkered flag and the blue flag simultaneously to the rider(s) and to the leading rider.

This means that the race is over for the leading rider while the rider(s) who precede the leading rider closely must complete the last lap and receive the checkered flag.

06.11.2 In the event that, for a reason other than those cited in article 06.12 below, the finish signal is given before the leading motorcycle finishes the number of laps or the scheduled duration, the race will be considered as finished the last time the leading motorcycle crossed the finish line before the finish signal.

In the event that the finish signal is delayed, the race will then be considered as finished, when it should have been finished.

06.11.3 The results are based on the order in which the riders crossed the line and the number of laps completed.

06.11.4 In order to be considered as having finished the race and to appear in the results, a rider must have:

- Completed 75% of the number of laps completed by the winner of the race.
- Crossed the finish line under the checkered flag on the track (and not in the pit lane). The rider must be in contact with his machine
- Crossed the finish line after the winner within the time limit set by the RP, in all F.I.M./F.I.M. Europe classes this time is set at 5 minutes

06.12 Interruption of a race - New start

If the Race Director decides to interrupt a race for climatic or other reasons, red flags will be presented at the starting line and at all marshal posts. Riders must immediately slow down and return to the pit lane. The race results will be calculated at the end of the previous lap.

At the time the red flags are presented, riders who are no longer actively participating in the race will not be classified.

Within 5 minutes of the presentation of the red flags, riders who do not return to the pit lane on their machine will not be classified.

The results will therefore be those recorded until the last moment when the leading rider, and all other riders in the same lap as the leading rider still in the race, has completed a complete lap, without the red flag having been presented.

Exception: If the race is interrupted on the last lap, after the checkered flag has been presented, the following procedure will be followed:

1. For all riders to whom the checkered flag was presented before the interruption, a partial classification will be established at the end of the last lap of the race.
2. For all riders to whom the checkered flag was not presented before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
3. The complete classification will be established by combining the 2 partial classifications obtained above according to the laps/time procedure.

If the calculated results show that fewer than three laps have been completed by the leading rider and all other riders in the same lap as the leading rider, the race will be considered null and void, and there will be a new race, in which all riders present on the initial grid may participate, with a length equal to 2/3 of the initial distance. If it proves impossible to restart the race, it will be canceled, and it will not count towards the Belgian Championship.

If three laps or more have been completed by the leading rider and all other riders in the same lap as the leading rider, but less than two-thirds of the initial distance or duration of the race, a new start will be given for a second part of the race with a length equal to a maximum of 2/3 of the initial distance minus the number of laps completed in the 1st part, provided that the result is equal to or greater than 3 laps.

Only riders listed in the ranking of the first part may start the second part. The starting grid for the second part is based on the result of the first part. The result of the race is that of the second part of the race.

Riders may make interventions to the motorcycles before the second start as it is a new race.

If it proves impossible to give a new start, the results will be taken into consideration, and only half of the points will be awarded for the Championship.

If the calculation of the results shows that two-thirds of the initial distance of the race rounded down to the nearest whole number of laps have been completed by the leading rider and any other rider in the same lap as the leading rider, the race will be considered a complete race, and all points will be awarded for the Championship.

In any case, riders must return their motorcycle to the pit lane and follow the directives of the Race Director or one of his deputies.

06.13. Timing

Timing of Classic Bike events is done using an electronic system for recording riders' passages based on the use of "TRANSPONDERS." It is the responsibility of the rider to enter the track, both during practice and for the race, with a motorcycle equipped with a transponder purchased by himself or rented on site from the F.M.B. timing college, in perfect working order (properly charged).

7. HILL CLIMB / TIME TRIAL RACE

07.01. A rider may enter several different classes as long as he holds the Classic Bike license and corresponding motorcycles. In this case, the participant must make at least one practice run with each motorcycle to participate in the competition. It is the responsibility of the rider entered in several classes to make arrangements to be at the start with his machine at the required time, without disrupting the normal course of the event in any way. Only one registration per motorcycle is allowed.

07.02. The start of a "hill climb / time trial" race is given using red light signals. The red light(s) are turned on 5 seconds before the start. The start is authorized upon the extinguishing of the red lights. In all classes, the start is

with the engine running, the machine being stationary, the front wheel axis vertical to a line drawn parallel one meter before the starting line (timing).

Participants are brought to the start, or brought back to the paddocks, by class. The start of the first participant in each group is preceded by a run made by a "00" motorcycle provided by the organizer and ridden by his representative, to ensure that the road is clear and that the competition can proceed normally.

07.03. When a rider competes in an event in more than one class, only the best result will count towards the Scratch classification.

8. CIRCUITS EVENTS : RACE BEHAVIOR

08.01. Riders must obey signals given by flags, lights, or panels conveying instructions.

08.02. Riders must drive in a responsible manner that poses no danger to other competitors or participants, both on the track and in the pit lane. Riders must at all times respect the provisions of the Sporting Regulations.

08.03 Riders must only use the track and the pit lane. However, if a rider accidentally leaves the track, he may then rejoin it at the place indicated by the marshals and on their instruction or at a location that does not give him an advantage. Any infringement during practice will be penalized as indicated in Article 8.14 below.

Marshals may assist the rider by helping him to lift his machine and hold it while repairs or adjustments are made. Any repair or adjustment must be done by the rider who will work absolutely alone without any external assistance. Marshals may then help him restart his machine.

08.04 If a rider encounters a problem with his machine, resulting in his withdrawal from practice or the race, he must not try to return to the pits at reduced speed, but must leave the track and place his machine in a safe location as indicated by the marshals.

08.05. Riders riding at reduced speed must ensure that they ride as far as possible from the ideal line and do not obstruct other riders in any way.

08.06. Riders may enter the pit lane during the race to make adjustments or repairs to their machine or change tires. All such work must be carried out in the working area in front of the stands. During a race interruption, work in the pits is not allowed.

08.07. To restart a machine whose engine has been stopped in the pit lane, riders may be assisted by two mechanics.

08.08. Riders may not carry another person on their machine.

08.09. Riders may not drive or push their motorcycle in the opposite direction to the circuit's rotation, either on the track or in the pit lane, unless directed by an Official. Any infringement results in the exclusion of the concerned rider.

08.10. No signal of any kind may allow any communication between a running motorcycle and/or its rider and any other person related to the competitor or motorcycle rider, except for the signal from the timing transmitter, a camera, messages readable on the panel presented from the stand, or movements of the body by the rider.

08.11. A maximum speed limit of 60 km/h is imposed in the pit lane at all times during the event.

08.12. In the interest of safety, upon returning to the pits after the checkered flag, a rider may not stop his machine on the race surface during the deceleration lap. Any stop on the track during practice or the race is prohibited.

08.13. Both during practice and during the race, it is strictly forbidden for the rider to knowingly exceed the left and right limits of the track, whether this exceeds gives him an advantage or not.

08.14. Any infringement of this article duly noted, with the exception of point 08.09, will result in the following penalties:

1. During practice: deletion of the best time in the practice series concerned by the infringement. In the event that several infringements are committed by the same rider in the same session, the number of best laps deleted will be identical to the number of infringements. In sprint races, if the same rider commits 3 infractions or more during all practice sessions reserved for a class, he will be subject to a 3-place grid demotion, in addition to the deletion of practice times provided
2. During the race: in sprint races, a demotion of 3 places in the race classification of his category for each infringement committed.

08.15 The organizer may decide to require riders who are riding on the circuit for the first time or who have not ridden there for a long time to wear a safety vest. The details must be provided in the specific regulations.

9. GENERAL REMARKS.

09.01. A reception center must be provided at each event, located outside the circuit so as to be able to quickly issue access documents to the riders in case entry tickets have not been sent in advance.

09.02. Organizers will be provided with standard lists of licensed riders for the current year.

09.03. A rider delegate and an alternate may be presented by each affiliated federation (FMWB & MOTORSPORT VLAANDEREN) from among all licensed riders of the preceding year. In case of a problem during an event, a rider must therefore contact one of the designated delegates. They will be invited to participate in approvals.

09.04. A mandatory briefing must be organized for participants who have subscribed to an annual Classic bike license for the first time in 2024, as well as any former licensee who has not held an annual Classic bike or Road Racing license in the last five years (2019, 2020, 2021, 2022, 2023), and for riders participating with a single-event license for the first time on the circuit concerned. This briefing will allow the Race Director to review basic safety rules such as the meaning of flags, starting procedures, and to inform about any new developments regarding the condition of the track.

09.05 A mandatory briefing for track marshals may also be provided.

09.06. For safety reasons, sidecar passengers are encouraged to tie up their hair.

09.07. The presence of a maximum of 2 people per machine is allowed in the closed park.

09.08. During any event, the Race Director has the authority to conduct alcohol tests on any registered rider. These checks are carried out using a breathalyzer approved by the F.M.B. sports commission and can take place at any time. No tolerance is allowed, with 0.000 mg of alcohol in the blood. Any rider whose test is positive will be prohibited from starting, and additional sanctions may be imposed by the sports commission office upon the Race Director's report.

09.09. To participate in a race held over a weekend (Saturday - Sunday), the affiliated federation (F.M.W.B or V.M.B.B.) whose club the rider has chosen to join must submit the list of its licensees by Monday noon before the event to the FMB. No additional licenses will be issued during the event.

09.10. During any event, it is the responsibility of the rider to use an environmental mat approved by the FMB. In case of failure to comply with this obligation, the following sanction is provided: demotion of 3 places in the race standings. The organizer may provide for stricter sanctions in the Specific Regulations of the event.

09.11. A rider who causes disturbances during the event, including off the track, may be excluded from the event by the jury (see 10.08).

09.12. All sanctions are applicable in the category of the concerned class.

10. CLAIMS – CHECKS – SANCTIONS DISASSEMBLY COSTS – PROCEDURE FOR APPEAL AND VOLUNTARY INTERVENTION.

10.01. For all matters concerning claims, sanctions, and related procedures, the disciplinary code of the F.M.B applies.

10.02. If deemed necessary and without any compensation being due to the rider or owner of a competition motorcycle for any reason whatsoever, the Race Director may always have an engine or any other component disassembled to verify its compliance. This provision applies even in the absence of a claim. It is not subject to appeal.

10.03. If a motorcycle is subject to a claim or technical inspection, it must be made available by the rider to the technical inspectors immediately after the race. The rider or their mechanic must, based on the instructions of the technical inspectors, begin the disassembly requested by them as quickly as possible and, in any case, no later than within 30 minutes following the notification of disassembly. Any breach of these provisions is equivalent to an acknowledgment of non-compliance. Regardless of the decisions of the technical college delegates and the Race Director regarding the modalities of the required disassemblies, these must be fully completed, and the motorcycle and/or seized parts must be returned to the rider(s) within four days following the day of the event.

10.04. A rider whose motorcycle must undergo an engine disassembly following a claim, after which the motorcycle is declared compliant by the technical inspectors, is entitled to payment of a disassembly fee payable by the claimant. These allowances are as follows: - €165.00 if the motorcycle is equipped with a 2-stroke engine. - €325.00 if the motorcycle is equipped with a 4-stroke engine. The payment of these allowances by the claimant is made through the F.M.B. to ensure their execution. Any disassembly costs potentially owed by the claimant must be deposited with the Race Director at the same time as the deposit provided for in the disciplinary code.

10.05. During a technical compliance inspection, after the race, findings of non-compliance made by the designated delegates of the Classic Bike Working Group and the Technical College of the F.M.B must be the subject of a contradictory finding report signed by the Race Director, the aforementioned delegates, and the concerned rider(s).

10.06. During an event, any contradictorily established case of identity substitution by a rider results in the immediate and definitive exclusion of the rider and their substitute, without prejudice to other measures or sanctions imposed by the competent bodies of the F.M.B.

10.07. A rider whose motorcycle is found to be non-compliant may be subject to one or more of the following sanctions, or other more appropriate sanctions, determined according to the procedures provided for in the FMB disciplinary code: 1 - Disqualification in the event concerned. 2 - Disqualification from the championship in the concerned class (without modification of the points allocation to other riders). 3 - Suspension in all classes until the end of the current season. 4 - In case of a request for a new license the following season, payment of a fine of €1,250 (one thousand two hundred fifty).

10.08. During National and International events, a Jury may be formed, which will meet as circumstances require. The particular task of this Jury will be that of a first-instance tribunal for incidents occurring during the event. The Jury is convened by the Race Director. Composition: President: Race Director - Secretary: Organization Secretary Members with voting rights: 2 assistants of the race direction and 1 representative of the

organization. At each meeting, members from other colleges may be invited in an advisory capacity. The President of the Jury (Race Director) cannot participate in any potential votes. The secretary never has voting rights. They are responsible for drafting the minutes, which they will submit to the Race Director after approval by the members. The Race Director will forward these minutes to the C.S.N. with their own report. The report of the jury meeting must mention all the points discussed and in particular all the necessary information regarding decisions taken concerning claims, and must, if necessary, provide a detailed report of accidents.

11. FLAGS AND LIGHTS – SANCTIONS FOR NON-COMPLIANCE WITH SIGNALING.

The Commissioners and other Officials present flags or lights to provide information and/or transmit instructions to the riders during practices and races.

11.01 Flags and lights used to provide information

National flag: Must be used to start the race.

Green flag: The track is clear. This flag must be waved at each flag marshal post during the first lap of each practice session and warm-up, during the reconnaissance lap, and during the warm-up laps. This flag must be waved at the flag marshal post immediately after the accident that required the use of one or more yellow flags. This flag must be waved by the starter to signal the start of the warm-up laps. When the pit lane exit is open, this flag must be waved at the pit lane exit.

Green light: This light must be illuminated at the pit lane exit to signal the start of practice sessions and the warm-up, the start of the reconnaissance lap, and the start of the warm-up laps.

Yellow flag with red stripes: The grip in this section of the track may be altered for a reason other than rain. This flag must be waved at the flag marshal post.

White flag with a red diagonal cross: Raindrops on this part of the circuit. This flag must be waved at the flag marshal post.

White flag with a red diagonal cross + yellow flag with red stripes: Rain on this part of the circuit. These flags must be waved together at the flag marshal post.

Blue flag: Waved at the flag marshal post, this flag indicates to a rider that they are about to be overtaken. During practice sessions, the concerned rider must maintain their line and gradually slow down to allow the faster rider to overtake. During the race, the concerned rider will be lapped. They must allow the faster rider(s) to overtake at the earliest opportunity. At all times, this flag must be waved at a rider leaving the pit lane if traffic is approaching on the track.

Black/white checkered flag: This flag must be waved at the trackside finish line to indicate the end of the race or practice session. After receiving the checkered flag, riders must return to the pits at reduced speed. They cannot stop on the track immediately after the finish line.

Checkered flag and blue flag: This black/white checkered flag must be waved with the blue flag presented at trackside when one or more rider(s) is closely following the lead rider, before the finish line, on the final lap (see 06.11).

Flashing blue lights: They must be illuminated at the pit lane exit at all times during practices and races.

11.02 Flags and lights conveying information and instructions

Yellow flag: Waved "agitated" at each row of the starting grid, or in front of the starting grid, this flag indicates that the start is delayed. A single yellow flag waved "agitated" at the flag marshal post indicates that there is a hazard ahead. Two yellow flags waved at the flag marshal post indicate that there is a hazard blocking part or all of the track. Riders must slow down and be prepared to stop. Overtaking is prohibited until the point where a green flag is presented. If immediately after overtaking, the rider realizes they have committed an infraction, they must raise their hand and let the rider(s) they just overtook pass. In this case, no sanction will be imposed on them. During the final inspection lap, this flag must be waved at the exact location where the flag marshal will be stationed during practices and races.

White flag: An intervention vehicle is on the track. Waved at the flag marshal post, this flag indicates that the rider will encounter the vehicle in the present section of the track. Overtaking between riders is prohibited while the white flag is presented. Overtaking of the intervention vehicle is allowed. As soon as such a vehicle stops on the track, the white flags must be maintained, and the yellow flags must also be presented.

Red flag and red lights: When the race or practices are interrupted, the red flag must be waved at each flag marshal post, and the red lights around the track must be illuminated. Riders must return slowly to the pits. When the pit lane exit is closed, this flag must be presented still at the pit lane exit, and the light must be illuminated. Riders are not allowed to leave the pit lane. At the end of each practice session or warm-up, red lights will be illuminated on the starting line. The red flag must be presented still on the grid at the end of the reconnaissance lap and at the end of the warm-up laps. The red flag can also be used to close the track.

Black flag: This flag is used to convey instructions to a rider only and is waved at each flag marshal post with the rider's number. The rider must stop at the pits at the end of the current lap and cannot continue. This flag should be presented only after the rider's team has been notified.

Black flag with orange circle (diameter 40 cm): This flag is used to convey instructions to a rider only and is waved at each flag marshal post with the rider's number. This flag informs the rider that their motorcycle has mechanical issues that may pose a danger to themselves or other riders, and they must immediately leave the track.

11.03 Flag Dimensions

Flags must have dimensions of 80 cm vertically and 100 cm horizontally. The flag dimensions will be checked the day before the first practice session.

11.04 Flag Colors

The "Pantone" references for colors are:

- Orange: Pantone 151C
 - Black: Pantone Black C
 - Blue: Pantone 286C or 298C
 - Red: Pantone 186C
 - Yellow: Pantone Yellow C
 - Green: Pantone 348C
- The flag colors will be checked the day before the first practice session.

11.05 Panel with Rider Number

A black panel (70 cm horizontal X 50 cm vertical) indicating a rider number with white numbers, with a minimum line thickness of 4 cm and a minimum height of 30 cm. This panel must be available at each flag marshal post.

11.06 White Panel with "SC" in Black

Presented at each flag marshal post, indicates that the race is neutralized. Riders must slow down and be prepared to catch up to a SAFETY CAR. It is forbidden for a rider to overtake another rider during the

presentation of this panel. It is forbidden to overtake the SAFETY CAR. Riders must drive in single file behind it.

11.07 Flag Marshal Posts

The location will be fixed during the circuit's approval.

11.08 Sanctions for Non-Compliance with Signals

If the Race Director himself or one of his assistants observes a violation of signal compliance, or if informed of such a violation by a written report from the track marshals, the following sanctions will be applied to offending riders:

- For the first infraction committed by a rider during an event:
- During practice: a penalty corresponding to a demotion of 3 places on the starting grid, regardless of the number of qualified riders.
- During the race: a penalty corresponding to a demotion of 3 places in the overall classification, regardless of the number of classified riders.
- For the second infraction committed by the same rider during the same event: exclusion from the event.

Annex 1 – Parades

1. Any club affiliated with the FMWB or Motorsport Vlaanderen may either include one or more parades as part of a Classic Bike event or organize an event exclusively consisting of parades. In both cases, the parades must be governed by special regulations approved by the FMB.
2. A parade has no competitive aspect. Its main purpose is to showcase vintage motorcycles in motion, whether or not they have particular significance. Therefore, regulated riding sessions must be set up for riders of vintage solo motorcycles or sidecars.
3. The minimum age for participation in Parades is 18 years old.
4. Parades may not, under any circumstances, involve any timing, whether conducted by the organizer or participants. Any measurement of participants' performances is strictly prohibited. Parades cannot be subject to any form of classification, as all competitive aspects are prohibited.
5. Special regulations drafted in both official languages of the FMB (Dutch and French) must always be established for such events. All participants must attend a mandatory briefing whose schedule is included in the special regulations.
6. Valid licenses (see Article 1 of the Classic Bike regulations):
 - "Circuit" Training License issued by the FMWB/Motorsport Vlaanderen (annual and one event);
 - "Classic Bike" Europe Open License issued by the FMWB/Motorsport Vlaanderen (annual and one event);
 - International or national license with permission to participate in the specific event issued by a federation recognized by the FIM.

7. Technical specifications (see regulations): Any motorcycle of value or technical interest built up to 31/12/1982 is allowed to participate in parades, see Technical Specifications art. 02.8. No exceptions will be accepted.
8. The circuit exclusively hosting a Parade, outside of any competition, must be approved by two delegates from the FMB Classic Bike Working Group. The circuit must meet specific safety measures (passive and active) outlined in the report for Classic Bike Parades.

Annex 2 : Helmets

INTERNATIONAL HELMET STANDARDS

Overview of International Approval Marks recognised for helmets in 2025:

- FIM FRFPhe-02
- Europe ECE 22-05 'P' & ECE 22-06 'P'
- Japan JIS T8133: 2015
- USA SNELL M 2015 & SNELL M 2020D or SNELL M 2020R & SNELL M 2025D or SNELL M 2025R

Annex 3 : Airbags

AIRBAG SYSTEM - ASPHALT SELF-CERTIFIED EQUIPMENT

This list refers only to airbag products declared by the manufacturers of airbag products/systems, and not to 'suit + airbag system' assemblies in order to give the rider the widest possible choice. It is the rider's responsibility to ensure the compatibility of his suit with the airbag used and listed above.

See: https://www.fmb-bmb.be/wp-content/uploads/2024/10/Liste-des-airbags-auto-certifies_FMB-BMB.pdf

List subject to subsequent updates.