



Technical Rules

Article 01 - CATEGORIES

The "4 HEURES DE LIEGE Classics 2024" is restricted to all motorcycles with a cylinder capacity of **340 cm³** or more, with a minimum of two cylinders.

These motorcycles should have been marketed for :

- "Classic" bikes **after the 1st of January 1960 and prior to the 31st of December 1983** ;
- "Post Classic" bikes **after the 1st of January 1984 and prior to the 31st of December 1993**

There is no limitation as to the cylinder capacity.

Results for each class, "Classic" and "Post-Classic" (excluding prototypes) will be published.

Prototypes will also be allowed provided the acceptance by the promoters; they will not be listed in the classification

Article 02 - Technical regulation

01. The spirit on the technical regulation of the 12th édition of the "4 HOUR OF LIEGE Classics" consist to accept all bikes (see article 01) in their original configuration, and also those restored with similar parts to the original ones.

Each team will be authorized to present only two bikes to the technical scruteneering.

Teams may therefore have a second motorbike, called a "mule". The letter "T" must be placed on the front number plate of this second motorbike. Any "mule" must also undergo scruteneering and must be of the same category as the main machine. The "mule" may be used for the race if the main machine breaks down during time practices. The "mule" may no longer be used to replace the main machine once the leading motorbike has crossed the finish line for the first time after the start

The bike conformity criterion with regards to the original bike appearance and the bike model rareness will be taken into priority consideration by the selection committee.

If changes has be done to the original bike model, (for example : fairing, dual brake discs, special framework, ...) those have to be realized with similar parts currently used in the production period of the considered bike.

02. The "Classic" bikes have to be compulsory conform with the following criteria

- 16 or 18 inch wheels ;
- the used tyres should have a maximum width of 150mm ;
- the used wheels should have a maximum rim width of 4 inches ;
- 2 pistons break calipers maximum ;
- Brake discs: 320 mm maximum (petal shape not permitted).
- Only 1 caliper per disc.
- Round-barrel carburettors.

The use of following parts is forbidden :

- 16,5 and 17 inch wheels.
- Carbon wheels.
- A carbon exhaust silencer.
- Front fork tubes with a diameter of more than **42 mm** (except original model).
- Inverted fork.
- 4 pistons (or more) break callipers.
- Floating brake discs.
- Radial master cylinder
- Rear twin shock absorbers with separate cylinders, connected by a hose (exception: original model on file).
- Data acquisition system.
- Turbocharged engine.
- Fuel tank over 24 litres.
- Trail, enduro, monobike or cross bikes.

03. The "Post-Classic" bikes have to be compulsory conform with the following criteria :
- **-In this category, the frame, swingarm, engine, carburetors and air filter box must remain original**
 - 16, 17 or 18 inch wheels ;
 - front diameter brake disc maximum of 320 mm ;
 - the used rear tyres should have a maximum width of 180mm ;
 - Front fork tubes with a diameter of maximum **43 mm** (except original model) ;
 - 4 pistons (or more) brake calipers.
 - Only 1 caliper per disc.

The use of following parts is forbidden :

- Turbocharged engine.
- Fuel tank over 24 litres.
- Trail, enduro, monobike or cross bikes
- Carbon wheels.

04. An embarked time-keeping device on the motorbike is authorized warranted there is no link between the motorbike and the pit.

In case of dispute on one bike authenticity, it is the owner responsibility to prove the conformity of his bike restoration with the "4 HOUR OF LIEGE 2022" technical regulation.

The technical stewards and the jury of the meeting have the final authority about a bike conformity.

The "replica" bikes are allowed to take part in the "4 HOUR OF LIEGE 2022" if the bike appearance is strictly conform to the original model.

Motorcycles with 4 stroke engines mandatorily have to be equipped with a reservoir in the bottom of the fairing being able to hold at least half of the lubrication and cooling liquids.

The reservoirs for gasoline, water, engine oil and gear oil should be equipped with a catch tank that mandatorily should lead to a recipient that can hold a minimum capacity of half a litre.

All the drain bolts, oil filters, hoses and hose-bolts, oil filling caps and checking gauges of the engine and gearbox cases have to be locked with safety wire, in order to prevent any bolt from coming loose.

For the machines with liquid cooled two stroke engines, the only authorised liquids will be pure water or water mixed with an ethylic alcohol.

A engine-cut switch fixed at the steer, within reach from the handles, is mandatory and will be controlled at the technical scrutineering. It will be red, visible and accessible to the Marshals.

The brake lever, the clutch lever and possibly the decompression lever should be equipped with a ball at the end (minimum 16mm).

The gas handle should automatically go back to its initial position when the rider releases it.

Handlebar ends must be secured

All outside bolts (peg of the rear brake, chain adjusters) should be protected with a rubber cover..

The front sprocket has to be covered with a metallic protective shield (except carbon)

A metallic cover should completely shield the primary chain on engines with a separate gearbox.

A secondary chain guard is compulsory. It must be made of Teflon, carbon or metal with a minimum thickness of 5mm. This guard must be firmly attached to the swingarm by means of screws or rivets (no "colson" clamps), so as to reduce the risk of any part of the rider's body becoming trapped between the lower chain strand and the rear sprocket.

The minimum length of the footrest should be 65mm .

The footrest may be of a folding type but in this case must be fitted with a return device for automatic normal position, and full protection of a solid spherical radius of at least 8mm must be at the end of the footrest.

Must be removed : center and side stands, turn signal indicators, rear-view mirrors, license plate bracket, and all other unused or dangerous accessories for motorcycle competition.

Rain tyres are not permitted.

Only tyres with a "DOT" number are allowed in both "Classic" and "Post-Classic" classes."

Electric warmers, plugged in or unplugged, **are only permitted inside the box.**

The following clothing must be presented for scrutineering:

- One-piece leather suit with cotton, Nomex or silk lining (synthetic lining not recommended unless long-sleeved, long-legged underwear is worn).
- Mandatory full-face helmet in good condition, to FIM, ECE 22/05 or 22/06 standards.
- Back protector approved to standard EN 1621-2.
- Leather motorbike gloves in good condition with no rips and cuffs.
- Motorbike boots in good condition and in reinforced leather. Rain tyres and tyre warmers are forbidden.

The motorcycles need to be equipped with solid, rectangular number plates with rounded edges. The dimensions of these plates have to be at least 285mm of width and 235mm of height. The size of the numbers has to be of 140mm of height, 80mm of width and 25mm of depth. For the numbers of two digits, the digits have to be separated by a space of 15mm. Three number plates are mandatory and need to be placed as follows : one in the front of the bike, in the middle or on the right side and two at each side of the rear of the bike. The "**Classic**" bikes number plate color is black and the numbers color is white and the "**Post-Classic**" bikes number plate color is white and the numbers color is black.

The number plates have to be plane, completely visible and cannot be inclined more than 30° vertically.

All motorcycles can at any time be tested on noise.

To match the current rules on the circuit of Mettet the noise for each motorbike is limited to 107dB in dynamic measure taken nearby the start/finish line. In case of litigation a complementary static measurement will take place following the FIM rules with maximum of 98dB (+ 3dB of tolerance after finish of the race).

Article 03. IMPAIRMENT TO THE TECHNICAL RULES

Some impairment to the aforementioned prescriptions will be tolerated by the organizing committee of the race for some motorbikes models which were at the time of their respective manufacturing fitted with some elements differing from those mentioned in art. 2 above. Such impairments will be agreed by the organizing committee only on written and documented request.