



2019 FIM ENDURO VINTAGE TROPHY REGULATIONS



1. GENERAL

IMN: 415/01 - 2019 FIM Enduro Vintage Trophy

The FIM Enduro Vintage Trophy is usually an event taking place over 4 consecutive days (including 3 days of racing) and will be organised within the framework of the ISDE.

If this could not be integrated into ISDEs, a specific event could be organised.

- Day 1 : Administrative and Technical Control - Parc-Fermé
- Day 2 : Course/Route and Enduro Test - Parc-Fermé
- Day 3 : Course/Route and Enduro Test - Parc-Fermé
- Day 4 : Course/Route and Final Cross - Parc-Fermé - Price Giving Ceremony

An acceleration / noise test can be integrated only once during the Event. This will have to be specified in the supplementary regulation.

2. COURSE

The riders will progress in a natural and varied environment in order to test the reliability of the motorcycles and the endurance of the riders.

The conditions of the race shall be varied and may be in a desert, forest, mountain, snow-covered path or in an urban area. Riders may have at times to push their motorcycles.

The riders shall progress on a common route and may encounter other riders. Any difficulty arising that has not been envisaged will be considered as part of the race and no complaint will be accepted.

The route must consist of roads that are practicable in all kinds of weather and all kind of motorcycles.

The route of the event will be traced on an all-terrain trail, open to normal traffic, the minimum length of which will be 100 km and maximum of +/- 150 km (can be modified by the Race Direction).

It is recommended that the total time for a day of competition be between four and five hours on the A time, the fifteen minutes of the last time control excluded. The meaning of the competition can be the same over the two days and / or take different courses.

A maximum of 30% of the total distance to be covered may be carried out on paved roads.

The times will have to be adapted to the "Vintage" categories

If the event has a different format then the organiser must send the complete rules and the race format to the CEN no later than 4 months before the start of the event.



3. TIMED TESTS

Timed tests should be scheduled each day. These may be the same as those of the ISDE and may be arranged so that they are practicable for all categories "Vintage".

Except in case of force majeure, the timed tests must allow the participants to accumulate a minimum of 20 minutes of timed test. The maximum is left free according to the configuration of the circuits, but should not exceed more than 60mn.

An acceleration test, with a maximum length of 200 meters, can also be provided. In this case, the time will be multiplied by 5 and added to the accumulated other tests.

4. RETIREMENTS - RESTART

The maximum time limit for "out of race" will be over 60 minutes.

Each rider will be entitled to one "restart" throughout the event.

For all penalties, control procedures, assistance, calculation of results, refer to the FIM ISDE regulations.

5. PUBLICATION OF SUPPLEMENTARY REGULATIONS (SR)

The Supplementary Regulations must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM, and subsequently ratified by the FIM Race Direction. It will be published at the same time as the ISDE supplementary regulations.

The RP must contain all local issues such as: route, list of hotels, security measures, registration fees, route diagram, etc.

The organiser must send the RP by e-mail to the FIM Administration at the same time as the ISDE SR.

The SR will be available on the FIM website: www.fim-live.com

No amendment may be made to the SR after its approval by the FIM or the FMNR and after the opening date for entries. However, in exceptional circumstances, the FIM Race Direction or if the latter has not yet been appointed, the FMNR, may authorise an amendment to the SR provided that it is approved by the FIM Race Direction and subsequently brought to the attention of all persons concerned.



6. ENTRY FORM

According to the regulations and the modalities of ISDE registrations.

6.1 General principles:

Riders must be in possession of a valid FIM Enduro Vintage Cup or equivalent license (see FIM Directory) issued by their FMN. For riders over 50 years old, please refer and comply with the FIM Medical Code. In addition, riders must present a departure authorization issued by their FMN.

The riders must pay the registration fees stipulated in the SR.

A national team is made up of 3 riders. These 3 riders must represent 3 Classic categories on the 4 Classic categories of the "Vintage" Trophy. The 3 best teams will be rewarded according to their cumulative rankings.

These riders will be chosen by the organization depending on the finally classification. Best three riders of three Classic categories of each country will compose the Vintage Trophy Team. (There is no specific entry form for this).

A rider will be allowed to participate in the event when he/she has successfully passed administrative and technical controls.

For all other matters, refer to the ISDE Regulations and supplementary regulations.

6.2 Vintage Veterans Trophy Team:

This is a competition in which each FMN, member of the FIM, has the right to nominate and enter one national team.

The team must consist of three riders aged at least 50 years (at 1st January of the year of the event). Each of these riders must be holder of a passport, or an ID-Card, if the ID card clearly shows the rider's nationality of the country which they represent.

These 3 riders must represent 2 Classic categories of the 4 Classic categories (excluding the EVO 86) of the "Vintage" Trophy (according to Art. 10.1).

The scoring for Vintage Veterans Trophy Teams will be done by adding together all times of the three riders. During the competition will the "retired" Vintage Veterans Trophy Team rider be allowed to restart (according to Art. 061.62), all the riders of a Vintage Veterans Trophy Team can "restart" only once (1 time). These riders and consequently his Vintage Veterans Trophy Team will be penalised with 3 hours. Any rider disqualified by the Clerk of the Course and confirmed by the FIM Race Direction, will not be allowed to restart.

The 3 best teams will be rewarded according to their cumulative rankings.



7. JURISDICTION

The event is controlled by a FIM Race Direction, composed of the FIM Clerk of the Course "Vintage" appointed by the FMNR and the FIM Steward appointed by the CEN.

The Clerk of the Course may be the same as ISDE but it is preferable that there be a dedicated Clerk of the Course for the "Vintage" event.

The event must be directed by officials in possession of a valid FIM licence for the discipline and function concerned.

All these officials and their deputies are subject to the supreme authority of the ISDE Race Direction.

Both jurisdictions will need to be closely linked in their decisions and organisation of the event.

The first meeting of the Race Direction "Vintage" FIM will take place at 9:00 the day before the "Vintage" event.

A representative of the Race Direction of ISDE must be present.

Any protests against a decision of the "Vintage" Race Direction will have to be presented to the FIM Steward panel of ISDE.

7.1 Incompatibilities of officials:

An official shall not be a rider, sponsor, mechanic or promoter participating in the event in question.

8. FMNR TECHNICAL STEWARD AND FIM TECHNICAL DIRECTOR

8.1 The FMNR Technical Delegate:

The Technical Steward, appointed by the FMNR, must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

8.2 The FIM Technical Director (if nominated):

The FIM Technical Director is a member of the FIM Technical Commission (CTI) and is appointed by FIM.

The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.

The FIM Technical Director works in cooperation with the FIM Race Direction.



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The authority and duties of the FIM Technical Director include but are not limited to (Please, also refer to the FIM Technical Code):

- a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Race Direction and present proposals to resolve such concerns.
- b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
- c) The FIM Technical Director will examine with the Chief Technical Steward (FMNR) the motorcycle(s) of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Race Direction.
- d) The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights.

The FMNR Technical Stewards may be the same as those of ISDEs.

For all other points on jurisdiction, officials, roles, appointments, etc. Not explicitly described here refer to ISDE regulations and FIM Sporting Code.

9. TIMEKEEPERS

Appointed timekeepers must be qualified to use the timekeeping system of the event and be in possession of a valid national licence. These will be the same as for ISDEs.

10. TECHNICAL DEFINITIONS

10.1 Definition of classic Enduro motorcycles:

Only Enduro motorcycles will be allowed with air-cooled engines, drum brakes and dual-shock or Cantilever suspensions. (ROKON motorcycles are allowed in this category when equipped with disc brakes).

The following categories have been defined:

- Classic 72: motorcycles manufactured until 1972
- Classic 76: motorcycles manufactured until 1976
- Classic 79: motorcycles manufactured until 1979
- Classic 82: motorcycles manufactured until 1982
- EVO 86: motorcycles manufactured until 1986

Riders of the category EVO 86 will not participate in the ranking of the "nations"

As a general rule, motorcycles must have the original construction characteristics corresponding to their model and year of construction.



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The motorcycle must have three number plates: yellow with black numbers for all classes, one front and two lateral.

The FIM will publish and disclose a list of motorcycles entitled to participate in the Championship, based on research on articles published in the journals of the time.

Given the limited availability of some components, the use of the following non-original parts, but of the type marketed widely at the time of the construction of the motorcycle, is permitted.

- Mudguards
- Gas handle
- Handlebar levers
- Silencers (must be as close as possible to the original one (shape and characteristics))
- Rims can be made of steel or aluminium but must be Vintage
- Forks

The fork tubes must be the same time as the motorcycle, even if the size and brand are different.

For motorcycles manufactured up to 1972, the maximum length of the tubes is 81 cm, with a maximum extension of 18 cm; the maximum length of the suspensions is 35.5 cm.

For motorcycles manufactured up to 1976, the maximum length of tubes is 86 cm, with a maximum extension of 22.5 cm; the maximum length of the suspensions is 37.5 cm.

As for the Evolution category, the length of the tubes and suspensions is free but they must be of period.

10.2 Front fork diameter:

- Classic 72: maximum 34mm (36mm for Maico)
- Classic 76: maximum 35mm (38mm for Maico 1975 and 1976)
- Classic 79: maximum 38mm
- Classic 82: maximum 38mm (42mm for Maico)
- EVO: 40mm

10.3 Rims: (Coloured rims are forbidden)

- Classic 72: steel chromed rims
- Classic 76: aluminium colour rims
- Classic 79: aluminium colour rims or gold if original
- Classic 82: aluminium colour or gold rims
- EVO: aluminium colour or gold rims



10.4 Brakes:

Original parts are compulsory.

If a motorcycle has elements of a higher category, it will necessarily be classified in this category.

10.5 Carburettors:

The carburettors must be of the same time as the year of manufacture of the motorcycle even if the diameter and the mark are different.

Dell'Orto PHBH carburettors are prohibited in Classic 72.

In classical category 72 & 76, Mikuni carburettors are prohibited even if they are referenced at the same time. They are admitted only on motorcycles on which they were part of the equipment of large-scale production models.

10.6 Exhaust Pump:

The muffler must be of the same period as the motorcycle or similar to the original part: in classical category 72 and 76, exhaust pipes type "serpent" are prohibited.

10.7 Capacities:

Cylinder capacity: The motorcycle can exceed the original cylinder capacity by up to 5% without being excluded from the class to which it belongs.

In the event that the engine capacity has been increased or reduced by the manufacturer in an exceptional way and is documented historically (see circulation map, newspapers of the time, race reports, etc.) Championship, the FIM will assess the situation on a case-by-case basis. If these motorcycles are accepted, the registration card will have to be modified to determine the class to which they belong.

10.8 Additional safety features:

As regards current FIM Enduro Technical Rules (in particular the protection of chain sprockets, it is stipulated that vintage Enduro motorcycles are exempt from this requirement). FIM Enduro tires are mandatory.

The handlebars must be padded. Foam is allowed. Folding footrests are highly recommended. The use of hand protection is permitted but must be of the open type and respect the historical and aesthetic aspect of the vehicle.



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On 2-stroke and 4-stroke motorcycles manufactured until 1972, the following parts are prohibited:

- Forks with an offset axle (except Maico with Maico sleeves)
- Suspensions with separate gas or oil tank
- Suspensions with cooling fins on the sleeve
- For Fantic motorcycles built until 1975 the first part must be in tube and not stamped
- For Fantic motorcycles, the following cylinders are allowed: 160.13.6100
- For Fantic: The cylinders 160.13.6101 - 160.13.6102- 220.13.6100 are not allowed

NB: As with all types of motors, for Fantic cylinders it is possible to make modifications (ex: Add a port, a nikasil shirt, etc.) It is possible to mount carburettors of larger diameter and a different brand from the original ones (provided they are of the same time).

In conclusion, it is emphasised that all parts that are modified compared to original parts (cylinders, gearbox and clutch, carburettors, ignition, fork tubes and suspensions) must imperatively date from the vintage of the motorcycle.

The ignition system is free: the electronic ignitions must have an ignition advance directly proportional to the RPM. The censor must draw RPMs only. Mapped ignition systems (which capture non-RPM reference data) are not permitted. Digital electronic ignition systems are not permitted.

Motorcycles must be painted with the original or official factory colours.

10.9 Security equipment:

Riders must wear safety equipment in accordance with FIM Enduro technical regulations. Helmets must be in compliance with FIM general Technical Regulations.

11. RANKINGS - FINAL RESULTS

The daily rankings and the final results will be calculated on the same basis of FIM ISDE regulations.

12. PRIZE GIVING CEREMONY

This will be organised during the Prize Giving Ceremony of the 2019 ISDE.

The different modalities will be indicated by the organiser.

For the first 3 teams of the Vintage Trophy and the **Vintage Veterans Trophy Team**, each of the 3 riders will receive a FIM Medal:

- First place: 1 FIM gold medal
- Second place: 1 FIM silver medal
- Third place: 1 FIM bronze medal



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The 1st of each of the five Vintage categories, as defined in the technical regulations, will be awarded a trophy to be provided by the organiser.

The organiser will be able to foresee a prize and/or a trophy for the first driver in 80cc, coming from the category Classic 82 and EVO (machines from 1981 to 1986). This Trophy could be offered on behalf of a partner of the event.

In addition, the organiser must provide a commemorative medal to each Vintage category driver who has completed the event.

The organiser is responsible for the prize giving ceremony. He will have to ensure that the national flags, national anthems, logos, backgrounds, podium are deployed.

He will be in charge of providing the various Trophies.

The FIM will only provide medals for the 3 first teams of the "Vintage" Trophy and **Vintage Veterans Trophy Team.**