



FIM ENDURO VINTAGE TROPHY



2020 REGULATIONS

1. GENERAL

IMN: 415/01 - 2020 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 recommended 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.



FIM ENDURO VINTAGE TROPHY



2020 REGULATIONS

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

Once a rider is over 60 mins late he will be considered as retired.

Each rider will be entitled to one "restart" throughout the event except the FIM Vintage Veterans Trophy Team member's.

For all penalties, control procedures, assistance, calculation of results, refer to the 2020 FIM ISDE regulations.

5. PUBLICATION OF SUPPLEMENTARY REGULATIONS (SR)

The Supplementary Regulations (SR) 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 SR must contain all local issues such as: route, list of hotels, security measures, registration fees, route diagram, etc.

The organiser must send the SR 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.



FIM ENDURO VINTAGE TROPHY



2020 REGULATIONS

6. ENTRY FORM

According to the Supplementary Regulations and the modalities of ISDE registrations.

More info on: www.fim-isde.com

6.1 General principles:

Each rider entered must be holder of a valid riders' licence (in accordance with Art. 70.2.1 of the Sporting Code) endorsed for Enduro events by his FMN and each rider must be holder of a valid driver's licence.

Moreover, each rider must follow the traffic regulations in force in the country where the Event is organised.

For riders over 50 years old, please consult the FIM Medical Code.

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

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

For all other matters, please refer to the FIM 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 at least 2 of the Vintage Classic Categories (excluding EVO 86 - X1/X2). One motorcycle from Classic 75 Category is compulsory (according to Art. 10.1).

The scoring for Vintage Veterans Trophy Teams will be done by adding together all times of the three riders. No restart for the Vintage Veterans Trophy Team riders.

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



FIM ENDURO VINTAGE TROPHY



2020 REGULATIONS

6.3 Vintage Silver Vase Club Team

This is a competition for club team with three riders aged at least 35 years old (at 1st January of the year of the event).

These 3 riders must represent at least 2 of the Vintage Classic Categories (excluding EVO 86 - X1/X2). One motorcycle from Classic 75 Category is compulsory (according to Art. 10.1).

All the rider of a Vintage Silver Vase Club Team can “restart” only once (1 time). These riders and consequently his team will be penalised with 3 hours.

7. JURISDICTION

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

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.



FIM ENDURO VINTAGE TROPHY



2020 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.

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) for the three Classic Categories (One motorcycle with liquid cooled engine, year 1983, is a EVO 86 - X1/X2).



FIM ENDURO VINTAGE TROPHY



2020 REGULATIONS

The following categories have been defined:

<u>Classic 75:</u>	A1	Until 1975	Up to 125cc	2 Strokes
	A2	Until 1975	Over 125cc	2 Strokes/4 Strokes
<u>Classic 80:</u>	B1	Until 1980	Up to 125cc	2 Strokes
	B2	Until 1980	Over 125cc	2 Strokes/4 Strokes
<u>Classic 84:</u>	C1	Until 1984	Up to 125cc	2 Strokes
	C2	Until 1984	Over 125cc	2 Strokes/4 Strokes
<u>EVO 86:</u>	X1	Until 1986	Up to 125cc	2 Strokes
	X2	Until 1986	Over 125cc	2 Strokes/4 Strokes

Classic 75 - A1/A2 / Classic 80 - B1/B2 / Classic 84 - C1/C2: Only motorcycles with the following characteristics will be allowed: Drum brakes - Air Cooling - Two shocks, except for the exceptions, indicated in the technical regulations.

EVO 86 - X1/X2: Are allowed: Disc brakes - Liquid cooling - Mono shock with leverages

Riders of the category EVO 86 - X1/X2 will not participate in the ranking of the Vintage Veteran Trophy Team and Silver Vase Club Team.

The rider is solely responsible for his own conduct of the race, the responsibility for the compliance of the motorcycles and compliance with the traffic rules established by the Road Code and any further regulatory reference (insurance, review, etc.) are assigned to the rider, who takes full responsibility for it.

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

The motorcycle must have three number plates: orange/brown with white numbers for all classes, one front and two lateral. Number Plate stickers provided by the Organisers.

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.



FIM ENDURO VINTAGE TROPHY



2020 REGULATIONS

For motorcycles manufactured up to 1975, 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 EVO 86 - X1/X2, the length of the tubes and suspensions is free but they must be of period.

10.2 Front fork diameter:

- **Classic 75 - A1/A2:** maximum 35mm (38mm for Maico 1975)
- **Classic 80 - B1/B2:** maximum 38mm
- **Classic 84 - C1/C2:** maximum 40mm (42mm for Maico)
- **EVO 86 - X1/X2:** 40mm

10.3 Rims: (Coloured rims are forbidden)

- **Classic 75 - A1/A2:** chromed steel or aluminium colour rims if original.
- **Classic 80 - B1/B2:** aluminium colour rims or gold if original
- **Classic 84 - C1/C2:** aluminium colour or gold rims
- **EVO 86 - X1/X2:** 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.

Classic 75 - A1/A2: 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:
Classic 75 - A1/A2: exhaust pipes type "serpent" are prohibited.



FIM ENDURO VINTAGE TROPHY



2020 REGULATIONS

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.

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 sensor 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 Safety 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.



FIM ENDURO VINTAGE TROPHY



2020 REGULATIONS

12. PRIZE GIVING CEREMONY

This will be organised during or before the Prize Giving Ceremony of the 2020 ISDE.

The different modalities will be indicated by the organiser.

The winning team of the FIM Vintage Veterans Trophy Team will be awarded by a Trophy.

Each of the 3 riders of the 3 teams on the podium will receive a FIM Medal:

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

The first 3 teams of the Silver Vase Club Team 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 rider in 80cc, coming from the category Classic 84 - C1 and EVO 86 - X1 (machines from 1981 to 1986). This Trophy could be offered on behalf of a partner of the event.

The three first riders of each of the four Vintage categories (8 classes), as defined in Art. 10.1, will receive a FIM Medal.

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.

13. THE INDIVIDUAL RIDERS' SOUVENIR MEDALS

The obtainment of the souvenir medals, provided by the FIM will be made by class in each category, as defined in Art. 10.1.

A gold souvenir medal will be awarded by the FIM to all riders whose total time does not exceed 10% of the time achieved by the first rider of that class.

A silver souvenir medal will be awarded by the FIM to all riders whose total time does not exceed 25% of the time achieved by the first rider of that class.

A bronze souvenir medal will be awarded by the FIM to all riders who complete the FIM Enduro Vintage Trophy within the allotted time.

To qualify for any souvenir medal, the rider must have completed the full course, i.e. he has been classified as a finisher on each and every day and takes the start of the Final Test on condition that the Final Test is not cancelled.