



FIM ENDURO VINTAGE TROPHY **2021 REGULATIONS**



1. GENERAL

IMN: 415/01 - 2021 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 outside the framework of the ISDE.

The event is dedicated to the Vintage world and will take place as follows:

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

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 FIM International Jury).

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.

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.



FIM ENDURO VINTAGE TROPHY **2021 REGULATIONS**



One acceleration tests, 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 30 mins late he will be considered as retired. The restart rules are foreseen in the art. 6.

For all penalties, control procedures, assistance, calculation of results, refer to the Supplementary 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 International Jury.

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.

The SR will be available on the FIM website: www.fim-moto.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 International Jury 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 International Jury and subsequently brought to the attention of all persons concerned.

6. ENTRY FORM

According to the Supplementary Regulations.

6.1 General principles:

Each rider entered must be holder of a valid FIM Enduro Vintage Trophy riders' licence or equivalent (in accordance with Art. 70.2.1 of the Sporting Code) 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 Supplementary Regulations and applicable FIM Codes and Regulations.



FIM ENDURO VINTAGE TROPHY **2021 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 A, B and C. One motorcycle from Category A is compulsory (according to Art. 10.1).

No restart for the Vintage Veterans Trophy Team riders.

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

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 (A, B and C).

The names of the riders of a single team (all of the same MC) will be declared at the time of registration. Each MC can register several teams of Vase, it being understood that it will be the care of the organizing body to communicate the acceptance of the registration.

All the rider of a Vintage Silver Vase Club Team can "restart" only once (1 time). These riders and consequently their team will be penalised with 2 hours.

6.4 Vintage Individual

Individual riders can "restart" only once (1 time), with the application of a penalty corresponding to two hours.

7. JURISDICTION

The event is controlled by the FIM Jury, composed of the FIM Clerk of the Course appointed by the FMNR, the FIM Jury President and the FIM 2nd Jury Member appointed by the CEN, they will be helped by the FIM Vintage Expert.

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

7.1 Incompatibilities of officials:

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



FIM ENDURO VINTAGE TROPHY **2021 REGULATIONS**



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 Jury.

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 Jury and present proposals to resolve such concerns.
- b) The FIM Technical Director is the final arbiter in relation to technical issues at the event, in conjunction with the FIM Vintage Expert.
- 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 Jury.
- d) The FIM Technical Director will attend all meetings of the FIM Jury, but without voting rights.

For all other points on jurisdiction, officials, roles, appointments, etc. not explicitly described here refer to the Supplementary 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.



FIM ENDURO VINTAGE TROPHY 2021 REGULATIONS



10. TECHNICAL DEFINITIONS

10.1 Definition of Classic Enduro motorcycles:

The Categories A, B, C and X have been created and the following classes have been defined:

A1	Until 1975*	Up to 50cc	2 Strokes	A2	Until 1975*	Up to 100cc	2 Strokes
A3	Until 1975*	Up to 125cc	2 Strokes	A4	Until 1975*	Up to 175cc	2 Strokes
A5	Until 1975*	Over 175cc	2 Strokes				

B1	Until 1975	Up to 175cc	4 Strokes	B2	Until 1975	Over 175cc	4 Strokes
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C1	Until 1980**	Up to 50cc	2 Strokes	C2	Until 1980**	Up to 75cc	2 Strokes
C3	Until 1980**	Up to 100cc	2 Strokes	C4	Until 1980**	Up to 125cc	2 Strokes
C5	Until 1980**	Up to 175cc	2 Strokes	C6	Until 1980**	Up to 250cc	2 Strokes
C7	Until 1980**	Over 250cc	2/4 Strokes				

X1	Until 1986	Up to 80cc	2 Strokes	X2	Until 1986	Up to 125cc	2 Strokes
X3	Until 1986	Up to 250cc	2 Strokes	X4	Until 1986	Over 250cc	2 Strokes
X5	Until 1986	Up to 350cc	4 Strokes	X6	Until 1986	Over 350cc	4 Strokes

Category A and B: air cooling - drum brakes - two shock absorbers.

** In Category A, motorcycles built also in the year 1976 are allowed if they have the same characteristics as the model of 1975 (Puch Frigerio F1 with Rotax engine and Sachs 7V are not admitted in Category A).*

Category C: air cooling, drum brakes, two shock absorbers and cantilevers if present as standard (see Yamaha - Kramer - Rokon), excluding single shock absorbers with reference kinematics, slats if standard, or reliably documented, liquid cooling allowed only for Minarelli and Puch only by induction, water pumps prohibited.

*** In Category C motorcycles built also in the years 1981 and 1982 are allowed if they have the following characteristics: drum brakes - air cooling - two shock absorbers.*

Category X: air or liquid cooling, drum or disc brakes, two shock absorbers and mono shock absorbers with kinematics if present as standard.

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.



FIM ENDURO VINTAGE TROPHY 2021 REGULATIONS



The motorcycle must have three number plates: yellow with black numbers for all classes, one front and two lateral; for trophy teams a black T letter will be affixed on the front plate, for vase teams a black V letter will be affixed on the front table. Number Plate stickers will be provided by the Organisers.

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

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
- Throttle
- 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 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 X1/X6, the length of the tubes and suspensions is free but they must be of period.

10.2 Front fork diameter:

- **A1/A5:** maximum 35mm (38mm for Maico 1975)
- **B1/B2:** maximum 35mm
- **C1/C7:** maximum 40mm (42mm for Maico)
- **X1/X6:** 40mm

10.3 Rims: (Coloured rims are forbidden)

- **A1/A5:** chromed steel or aluminium colour rims if original.
- **B1/B2:** aluminium colour rims or gold if original
- **C1/C7:** aluminium colour or gold rims
- **X1/X6:** 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.



FIM ENDURO VINTAGE TROPHY **2021 REGULATIONS**



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.

A1/A5: 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 Pipe:

The muffler must be of the same period as the motorcycle or similar to the original part. A1/A5: 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.

Any Handlebar cross brace must be padded. In the absence of a cross brace handlebar clamps should 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.

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.



FIM ENDURO VINTAGE TROPHY **2021 REGULATIONS**



11. RANKINGS - FINAL RESULTS

11.1 Daily Class Ranking

The daily ranking for each class will be given by the sum of the times obtained in the P.S. and the penalties in the C.O. The winner will be the rider who has totaled the best time. Final Ranking by Class - all the times acquired in the individual days will be added: the winner will be the rider who has totaled the best time.

11.2 Team standings

The scoring for Vintage Veterans Trophy Teams and Vintage Silver Vase Club Team will be done by adding together all times of the three riders. The final ranking of the race will be given by the sum of the daily results. In the event of tie in the results at the end of the race, the winner will be the Team with the lower capacity, the older age of the rider and finally the older age of the bike.

12. PRIZE GIVING CEREMONY

The 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: 3 x FIM gold medal
- Second place: 3 x FIM silver medal
- Third place: 3 x FIM bronze medal

The winning team of the FIM Silver Vase Club 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: 3 x FIM gold medal
- Second place: 3 x FIM silver medal
- Third place: 3 x FIM bronze medal

The three first riders of each of the Vintage categories, as defined in Art. 10.1, will be awarded by the organiser.

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.



FIM ENDURO VINTAGE TROPHY **2021 REGULATIONS**



13. THE INDIVIDUAL RIDERS' SOUVENIR / FINISHER MEDALS

The Organiser is free to produce a souvenir medal for the finishers.

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

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.