



## SUPPLEMENTARY REGULATIONS

FIM ENDURO VINTAGE TROPHY

(IMN 415/01)

Navarra, Spain 2016

FIM ENDURO VINTAGE TROPHY

Individual for categories  
Trophy for Nations



This event will be held in compliance with the FIM Sporting Code, FIM ISDE Rules, and appropriate appendixes, the following Supplementary Regulations and any possible modifications on it.



**DATE:** October 13-16<sup>th</sup>, 2016

**LOCATION OF THE EVENT:** Circuito de Navarra (Spain)

GPS coordinates: N 42°33' 33"

W 02°10' 05"

**ACCESS:**

**By plane:**

Bilbao Airport: 150 Km  
Zaragoza Airport: 175 Km  
Madrid Airport: 350 Km  
Barcelona Airport: 425 Km  
Vitoria Airport: 70 Km  
Pamplona Airport: 52 Km

**By car:**

From Madrid 355 Km  
From Barcelona 470 km  
From Zaragoza 163 km  
From Bilbao 164 km

**By Train:**

<b>Barcelona-Pamplona</b>	3h 50m
<b>Madrid-Pamplona</b>	3h 15m

**TIME ZONE:** +1 GMT

**ORGANIZER CONTACT DETAILS:**

**Club SIP Sport**

**WEB:** [www.fim-isde2016.es](http://www.fim-isde2016.es)

**EMAIL:** [info@fim-isde2016.es](mailto:info@fim-isde2016.es)



## 1. OPENING HOURS OF THE ISDE SECRETARIAT:

The Secretariat will be located at the Circuito de Navarra and it will be open from October 6<sup>th</sup>-8<sup>th</sup> 2016, from 9.00 am to 9.00 pm. After October 8<sup>th</sup>, working hours will be announced at the entrance of the Secretariat.

## 2. ENTRIES AND REGISTRATION PROCESS:

The entry process opens on March 1st and runs until May 30<sup>th</sup>, 2016.

The complete form will have to be sent to the following email address: [elena@fim-isde2016.es](mailto:elena@fim-isde2016.es) (Event Secretary) as well as the receipt of the bank transfer and wait for a confirmation via email.

In order to identify payment, it will be compulsory to enter following data during your bank transfer: **FMN+NAME+ISDEVINTAGETROPHY2016+EMAILADDRESS (Of the person who has done the bank transfer)**

Payment details:

**AL KAMEL SYSTEMS SL-**

**AREAS DE BASELLA SL UTE**

**Code: 0075 1278 11 0600120822**

**INTERNATIONAL BANKING ACCOUNT**

**NUMBER (IBAN)**

**ES72 0075 1278 1106 0012 0822**

**BANK IDENTIFICATION CODE (BIC)**

**POPUESMM**

When making the entry it is necessary to declare the nationality corresponding with the identification document presented.



#### ENTRY FEES:

TOTAL ENTRY FEE PER RIDER
300€ VAT included

#### SCHEDULE:

DATE	EVENT
From Tuesday, March 1 <sup>st</sup> To Monday, May 30 <sup>th</sup>	Entries
Thursday, June 30 <sup>th</sup>	Announcement of accepted riders

The maximum number of entries is 250 riders. The organizer is entitled to accept more entries.

There is no age limit for riders. Motorcycles must be 30 years old minimum.

Riders must be holders of a valid FIM Enduro Vintage Trophy License or equivalent (please FIM yearbook can be checked on the FIM website: [www.fim-live.com](http://www.fim-live.com) Valid licenses: Art. No. 62 401 01 (62 401 11), Art. No. 62 401 12, Art. No. 62 404 01 (62 404 11), Art. No. 62 801 01 and 62 810 01, Art. 62 814 01 and 62 815 01) issued by their FMN.

For riders over 50 years, please refer to the FIM Medical Code.

Moreover, riders must present a Start permission issued by their FMN in case of an annual license.

If the riders FMN doesn't have an Enduro motorcycle Vintage Register.

If the rider doesn't have a FIVA passport for its motorcycle.

In these two cases, the rider must send, till 30<sup>th</sup> May, to the event Secretary, Ms. Elena Estepa, (email: [elena@fim-isde2016.es](mailto:elena@fim-isde2016.es) ) the entry form (to confirm he is registered) and two photos of the motorcycle taken from each side, as well as a photocopy of the registration certificate or circulation card (to see the matriculation year).

Once the Referee has these documents, he would allow the rider to participate with that motorcycle or not during the Enduro Vintage Trophy.





If the rider is not allowed, then he would have to find another motorcycle and follow the same process.

The motorcycle must comply with the FIM Enduro Vintage technical rules specified in point 24. of this Supplementary Regulations.

### **3. STANDS FOR HOLDERS OF FIM LICENSES FOR MANUFACTURERS**

The holders of FIM licenses for manufacturers and accessories who are interested in stands in the paddock area must submit an application in accordance with FIM rules stating the dimensions of the required area. These applications must be submitted to the ISDE Secretariat by June 28<sup>th</sup>, 2016. From this date onwards the organizer can manage this area and may lease it to other interested parties.

There will be a specialise area dedicated to Vintage manufacturers and accessories.

### **4. PRESS CENTER**

The press center will be located at the Circuito de Navarra and will be open from October 9<sup>th</sup>, 2016.

### **5. ACCOMODATION:**

Further details on accommodation can be found in the following link: <http://www.fim-isde2016.es/en/accomodation-information/> or by E-mail through the following email address: [booking@fim-isde2016.es](mailto:booking@fim-isde2016.es)

### **6. PADDOCK (ISDE CENTER)**

The paddock will be located at the Circuito de Navarra and will be open from October 12<sup>th</sup> to October 16<sup>th</sup> from 10am to 10pm. It is necessary to get the accreditation card before. Please go to the Secretariat.

It is forbidden to cook and reside in the paddock.

There will be a waiting area outside the Circuito de Navarra in case of early arrivals. This area won't have security for personal belongings.



## **7. PARC FERME:**

The parc ferme will be located at the Circuito de Navarra.

## **8. ADMINISTRATIVE INSPECTION:**

The FMNs must authorise riders to participate in the FIM Enduro Vintage Trophy and it would be necessary for the organization, riders to have this documents.

The Administrative Inspection will take place in the paddock area on October 13<sup>th</sup> and 14<sup>th</sup> 2016 at the Circuito de Navarra.

The timetables of the administrative inspection will be posted at the ISDE Secretariat and on the official website of the event on October 6<sup>th</sup> 12 noon.

Riders' requirements and documents needed for the administrative inspection:

- FIM license issued for this event
- FIVA motorcycle passport or equivalent
- Valid driving license
- Passport (or ID card)
- Entry fee payment confirmation
- Filled-in organizer's form given to the rider during accreditation
- Filled and signed entry form and stamped (forms are available on the FIM ISDE website)
- Original registration certificate of the bike (with frame number) and the vehicle registration number
- Green card or similar certificate of international motor vehicle liability insurance valid in Spain. Should the rider not have a valid insurance certificate, the organizer requires the bike to be registered with a Spanish insurance company (at the expense of the riders)
  
- The riders must also sign the Signing-on form at the administrative inspections

## **9. TECHNICAL INSPECTION:**

The technical inspection takes place at the Circuito de Navarra, nearby the Parc Ferme.



The timetables of the technical inspections will be posted at the ISDE Secretariat and on the official website of the event on October 6<sup>th</sup> at 12 noon.

Requirements and documents needed for the technical inspection:

- Filled-in organizer's form
- Motorcycles according to FIM Technical Rules (detailed at point 24. of this Supplementary Regulations)
- Original registration certificate of the bike (with frame number) and the vehicle registration plate.

The following parts of the motorcycles will be mark in order to check that they have passed the verifications: frame, front and rear wheel hubs and crankcase.

#### **10. CLASSES ACCORDING TO FIM:**

Will be admitted only Enduro motorcycles with air cooled engine, drum brakes and double or cantilever shock absorbers. (Rokon motorcycles are admitted in with disk brakes)

Definition of "Evolution" Enduro motorcycles:

Only Enduro motorcycles with air cooled or liquid cooled engines, drum or disc brakes and double or mono or cantilever shock absorbers will be admitted.

The following categories have been established:

**Classic 72 - Motorcycles manufactured up to 1972**

**Classic 76 - Motorcycles manufactured up to 1976**

**Classic 81 - Motorcycles manufactured up to 1981**

**Category Evolution 86 - Motorcycles manufactured up to 1986**

#### **11. PRACTICE AREA**

The practice area will be located at the Circuito de Navarra, near the paddock. The access to it will be duly signed, and internal direction will be signed with arrows as well. It will be open on October 13<sup>th</sup> to 14<sup>th</sup>. Opening hours will be published prior to the event.

It is necessary to have passed the administrative and technical administrations due to security reasons.



## **12. ADVERTISING:**

It is strictly forbidden to place any banners, balloons, boards, flags, etc. at the ISDE Secretariat, paddock area, parking lots, special test tracks, official route and any other places related to the event without the organizer's written permission.

## **13. ENVIRONMENT:**

Every rider must respect the FIM rules on Environment and must be equipped with a protective mat under the motorcycle.

## **14. NUMBER PLATES:**

Number plates comply with the FIM regulations. Advertising on the number background is reserved for the organizer and FIM partners. Riders have to declare that they have been informed of this obligation and that they agree to use the signage provided by the organizer during the competition. On the number background the starting number and the logos of the partners of the VT ISDE 2016 will be shown.

The number plate stickers will be provided by the organiser or one of its partner.

## **15. COURSE:**

Day 1: 13<sup>th</sup> October 2016- Administrative Verifications

Day 2: 14<sup>th</sup> October 2016- Technical Verifications, Warm up, Acceleration Test in the evening and Parc ferme

Day 3: 15<sup>th</sup> October 2016- Course, Enduro Test and Parc ferme

Day 4: 16<sup>th</sup> October 2016- Course, Cross Final and Price-Giving Ceremony

## **16. UNAUTHORIZED FOREST ENTRY:**

Riding in the forest prior to the event is strictly forbidden unless supervised by the organizer's pre-riding team and the FIM course inspector. During the event is prohibited circulation on roads not open to traffic for not participating in the VT ISDE.



#### **17. HIGHWAY CODE FOR OPERATION ON PRIVATE HIGHWAYS AND PUBLIC ROADS:**

All riders and participants in the contest must respect the national traffic code for operation on all public and private roads and road crossings. They must conform to all instructions that are given by police, by the traffic marshals and by management.

Riders failing to observe these instructions may be disqualified from the contest or face other penalties of the sporting code.

#### **18. FUEL, TYRES, LIGHTS AND STAND:**

Any fuel used must be in conformity with the wording of Article 01.63 of the FIM Technical Regulations for Enduro. All tyres used on the competition motorcycles must comply the wording of Article 01.51 of the FIM Technical Rules for Enduro. Lights (front and rear) must be in working order. Stand (centre or side) is compulsory.

#### **19. EQUIPMENT AND PROTECTIVE CLOTHING**

Must comply the wording of Article 01.65 and Article 01.67 of the FIM Technical Rules for Enduro.

#### **20. INTERPRETATION OF REGULATIONS AND RULES:**

The interpretation of the FIM regulations and rules for VT ISDE and of the Supplementary Regulations approved for this event is in the competency of the Referee approved by the FIM for this event.

#### **21. CLOSING CEREMONY AND AWARDS:**

The Podium ceremony will take place in the Circuito de Navarra after the Motocross, final test of the ISDE.

#### **Results**

Individual Daily Category results:

The daily results for each category will be the sum of times obtained in S.T. (Special Tests which includes acceleration test and cross final) and by penalties at T.C.s. (Time Control).



Final Trophy results:

For the Final Trophy, final results of each day, which will be unique for each category, will be summarized.

National Teams will be composed of 3 riders from each Classic category (Classic 72, 76 and 81). These riders will be chosen by the organization depending on the final classification. Best 3 riders of each country will compose the National Team. (There is no specific entry form for this)

In each class, the first three will be awarded with a prize. (4 categories)

Riders who have withdrawn or who did not start any of the Vintage Trophy days, will not be included in the classification.

In case of disqualification, whatever the reason, the rider cannot consider the race as not finished for the purposes of the tie-break.

In case of a tie on times, the older rider will be the best of both.

The following awards will be given to the riders in each category (Classic 72, 76, 81, Category Evolution 86 and the Team Trophy) at the end of the event:

- First place                      1 FIM Gold medal
- Second place                    1 FIM Silver medal
- Third place                        1 FIM Bronze medal

The organization is entitled to give awards to special cylinder capacity of the same category if there are a lot of riders on it.

Results will be published at the end of every day and we will establish a period time in case it is necessary to modify them.

## **22. INSURANCE:**

The insurance of the participants is regulated by the provisions of Article 110.1.1 and 110.3 of the FIM Sporting Code and Article 061.65 of the FIM ISDE Regulations.



## 23. OFFICIALS:

### FIM Stewards Panel

	NAME	LIC
Chief FIM Steward	Jean-Pierre Ipuy	TBA
2 <sup>nd</sup> FIM Steward	John Collins	TBA
Steward RFME	Jaume Codina	9126

### Officials

	NAME	LIC
FIM Referee	Jean-Paul Veaudequin	
Managing Director	Mr. Jose Luis Garcia	TBA
ISDE Sports Director	Mr. Pau Soler	TBA
Clerk of the Course	Mr. Estanis Soler	TBA
Deputy Clerk of the Course	Mr. Maximo Guerrero	TBA
Technical Steward RFME	Mr. Andrés Salazar	TBA
Chief Medical Officer	Mr. Alberto Lafuente	TBA
Environmental Officer	Mr. Arturo García	TBA
Chief Timekeeper	Agustín Ferreres Beltrán	
Secretary of the event	Ms. Elena Estepa	N/A

With the exception of the FIM Referee, all FIM license holders, holders of a FIM pass, officials, their assistants as well as all other persons involved in the meeting are subject to the authority of the Clerk of the Course.

The FIM will appoint the FIM Referee.

#### TRANSPONDERS:

Transponders will be distributed before entering to parc ferme according to the timetable assigned to each category for preceding with the technical inspections.

Riders will be able to buy transponders holders at the administrative office.



## 24. FIM TECHNICAL RULE

As a general rule THE MOTORCYCLES MUST HAVE THE ORIGINAL FEATURES FROM THEIR YEAR OF MANUFACTURE.

The motorcycle must have 3 number plates, one at the front and 2 lateral.

In view of the very limited availability of some components, the use of the following non-original parts will be allowed provided they were commonly sold during the years of the motorcycles' manufacture:

- Mudguards
- Gas throttle
- Handlebar levers
- Muffler (in this case it must be as near as possible to the original in its shape and characteristics)
- Rims can be both in steel or aluminium, but must be of the period.
- Forks

The stanchions must be of the same date as the motorcycle, even if of a different size and brand.

For motorcycles manufactured until 1972, the max length of the stanchions is 81 cm, with max extension of 18 cm; the max length of the shock absorbers is 35.5 cm.

For motorcycles manufactured until 1976, the max length of the stanchions is cm 86, with max extension of 22.5 cm; max length of the shock absorbers is 37.5 cm.

As far as the Evolution Class is concerned, the length of the stanchions and shock absorbers is free but must correspond to the same period.

- Carburetters:

Carburetters must be of the same era as the motorcycle's manufacturing year even if the diameter and brand are different. Dell'Orto PHBH carburetters are forbidden in Class Classic 72.

In Class Classic 72 & 76, Mikuni carburetters are forbidden even if referable to the same era. They are admitted only on those motorcycles that had them fitted on mass production models.

- Exhaust pipe:

Exhaust pipes must be of same era as the motorcycle or similar to the original: snake type exhaust pipes are not allowed in Class Classic 72 & 76.

- Capacities:

**Displacement:** The original displacement may be exceeded by 5% at most without the motorcycle being excluded from the class to which it belongs.





In historically documented cases (see circulation card, era journals, races reports, etc...), where the engine displacement was increased or decreased in an exceptional way by the manufacturer, before registering to the Vintage Trophy ISDE 2016, the motorcycle will be evaluated by the FIM on a case by case basis. Should it be accepted, the registration card must be modified in order to determinate the class to which it belongs.

- **Additional safety devices:**

As far as the current technical rules of the Enduro are concerned (especially the countershaft sprocket guard) it is hereby specified that Enduro vintage motorcycles are exempt from these requirements.

The handlebar protecting pad is compulsory (mousse is allowed), and folding footrests are warmly recommended. The use of hand protections is allowed but they must be of the open type and respect the historical and esthetic character of the vehicle.

**On 2 stroke and 4 stroke motorcycles up to 1972, the following are forbidden:**

- Forks with out-of axis pin (Excluding Maico with Maico stanchions)
- Shock absorbers with separate gas or oil tank
- Shock absorbers with cooling winglets on the sheath
- For Fantic motorcycles up to 1975, the first part must be in the pipe and not stamped
- For Fantic motorcycles, the following cylinders are permitted: 160.13.6100
- For Fantic: Cylinders 160.13.6101 – 160.13.6102- 220.13.6100 are not allowed.

As for all other types of engines, for Fantic cylinders, it is possible to make modifications or additions (a port, a nikasil lining, etc...). It is possible to fit carburettors with bigger diameter and of a different brand from those the cylinders were fitting with originally (provided they belong to the same period as the cylinders).

Any kind of internal modification to cylinders, gear boxes and clutches, carburettors, ignitions and also on stanchions and shock absorbers must be unequivocally linked to the motorcycle's year of construction.

The ignition system is free: electronic ignitions must have an advance directly proportional to the RPM. The pick-up must trace only the RPM. Mapped ignitions (that pick up other benchmarks beside the RPM) are not allowed. Digital electronic ignitions are not permitted.

Motorcycles must be painted with the series or official factory colors of the period.

**WASHING AREA:**

Riders will be allow to wash their motorcycles during the three days in the washing area placed by the organization.