



**FIM ENDURO VINTAGE TROPHY**  
**FIM VINTAGE VETERANS TROPHY TEAM**  
**FIM VINTAGE SILVER VASE TEAM**  
**FIM VINTAGE WOMEN'S CLUB TEAM**  
**FIM VINTAGE CLUB TEAM**  
**FIM VINTAGE INDIVIDUAL**

**REGULATIONS**

**2026**



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These rules are published on [www.fim-MOTO.com](http://www.fim-MOTO.com). If updates are necessary, the latest published version of the rules will be decisive.

Articles updated on 1.1.2026		
<b>01.1</b>	<b>01.9.3</b>	<b>01.12</b>
<b>01.5.1</b>	<b>01.10.1</b>	<b>01.13</b>
<b>01.9.1</b>	<b>01.10.5</b>	<b>01.17.1</b>
<b>01.9.2</b>	<b>01.10.9</b>	

## **REFERENCES TO OTHER FIM REGULATIONS:**

**ONLY HELMETS WITH THE FRHP-HE02 FIM QR CODE SEWN ON THE CHINSTRAP  
ARE ACCEPTED IN FIM EVENTS**

**LIST OF HOMOLOGATED OFF-ROAD HELMETS FRHPHE-02 [HERE](#)**

**2026 FIM ENDURO TECHNICAL REGULATIONS AVAILABLE [HERE](#).**

**Articles amended from 1.1.2026 are in bold**

## 01.1 GENERAL

The FIM has established an Enduro Vintage Trophy, according to the rules of the FIM Sporting Code.

These regulations only describe the additional rules that relate to Vintage Enduro.

All other FIM Enduro rules apply unless it is expressly changed here.

At the Enduro Vintage Trophy event, the following FIM Trophy and Cup's will be organized:

- FIM Vintage Veterans Trophy Team
- FIM Vintage Silver Vase Team
- FIM Vintage Women's Club Team
- FIM Vintage Club Team
- FIM Vintage Individual

The FIM Enduro Vintage Trophy is usually an event taking place over 4 consecutive days (including 3 days of racing).

The event is dedicated to the FIM Enduro Vintage Trophy and will take place as follows:

- Day 1: Administrative/Technical Control – Acceleration Test, Parc-Fermé and Opening Ceremony
- 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 – **Waiting Zone** – Price Giving Ceremony

## 01.2 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 per day (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 organizer must send the complete rules and the race format to the CEN no later than 4 months before the start of the event.

## 01.3 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 60 minutes.

One 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.

## 01.4 THE ORGANISATION OF THE FIM ENDURO VINTAGE TROPHY

### 01.4.1 Location

Any FMN may apply to the FIM for permission to organize the FIM Enduro Vintage Trophy. The FMN wishing to organize the FIM Enduro Vintage Trophy must apply at least two years in advance. After presentation of the candidates and possibly a site visit, the CEN Bureau will select the two best candidates that will then be presented to the FIM Board of Directors to elect the candidate. This choice must be made at least one year prior to the event.

### 01.4.2 Supplementary Regulations (SR) - Publication

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 FMNR draws up the SR for the FIM Enduro Vintage Trophy.

These regulations shall be of an entirely "domestic" nature, concerning such matters of local importance.

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 shall be published at least two months before the starting date of the pre-entries

The SR will be available on the FIM website: [www.fim-moto.com](http://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 pre-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 if it is approved by the FIM International Jury and subsequently brought to the attention of all persons concerned.

### 01.4.3 Entry form and Entries

According to the Supplementary Regulations.

## 01.5 THE ENDURO VINTAGE TROPHY

### 01.5.1 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 (**on starting day 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 three riders must represent at least two (2) of the Vintage Classic Categories A, B and C.

One motorcycle from Category A is compulsory (according to Art. 01.10.1).

No motorcycle from Category X – Evo 1986 and/or Open 1991 will be allowed.

**All the rider of a Vintage Veterans Trophy Team can "restart" only once (1 time). These riders and consequently their team will be penalized with 1 hour.**

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

### 01.5.2 Vintage Silver Vase Team

This is a competition into which each constituent FMN of the FIM may enter one or more teams. A Vintage Silver Vase Team, consisting of three riders, can either be nominated by a bona fide local motorcycling club affiliated to and vouched for as such by the nominating FMN, in which case the three riders must have the nationality of the country to which the club belongs, or consist of three riders of different nationalities but under the same FIM Continental Union.

In this case, the FMN of each rider must give its approval and they must be entered by the FMN of one of the riders.

No rider may be a member of more than one Team.

The three riders must be aged at least 40 years old (**on starting day of the event**).

These three riders must represent at least two (2) of the Vintage Classic Categories A, B and C.

No motorcycle from Category X – Evo 1986 and/or Open 1991 will be allowed.

The names of the riders of a single team (all from 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 Team can “restart” only once (1 time). These riders and consequently their team will be penalized with 1 hour.

### 01.5.3 Vintage Women’s Club Team

This is a competition into which each constituent FMN of the FIM may enter one or more teams. A Vintage Women’s Club Team, consisting of three women riders, can either be nominated by a bona fide local motorcycling club affiliated to and vouched for as such by the nominating FMN, in which case the three riders must have the nationality of the country to which the club belongs, or consist of three riders of different nationalities but under the same FIM Continental Union. In this case, the FMN of each rider must give its approval and they must be entered by the FMN of one of the riders.

No rider may be a member of more than one Team.

The three women riders must be aged at least 25 years old (**on starting day of the event**).

Only one motorcycle in the X - Evo 1986 or Open 1991 category will be allowed.

The names of the riders of a single team (all from the same MC) will be declared at the time of registration. Each MC can register several teams; 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 Women Club Team can “restart” only once (1 time). These riders and consequently their team will be penalized with 1 hour.

The FIM International Jury reserves the right to form teams based on the number of female riders entered individually or in Club, in order to increase the number of Vintage Women’s Club Team.

### 01.5.4 Vintage Club Team

This is a competition into which each constituent FMN of the FIM may enter one or more teams. A Vintage Club Team (CT), consisting of three riders, can either be nominated by a bona fide local motorcycling club affiliated to and vouched for as such by the nominating FMN, in which case the three riders must have the nationality of the country to which the club belongs, or consist of three riders of different nationalities but under the same FIM Continental Union.

In this case, the FMN of each rider must give its approval and they must be entered by the FMN of one of the riders.

No rider may be a member of more than one Team.

Only one motorcycle in the X - Evo 1986 or Open 1991 category will be allowed.

The names of the riders of a single team (all from the same MC) will be declared at the time of registration. Each MC can register several teams; 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 Club Team can “restart” only once (1 time). These riders and consequently their team will be penalized with 1 hour.

### **01.5.5 Vintage Individual**

The classes for individual are free selectable.

Individual riders can “restart” only once (1 time), with the application of a penalty corresponding to 1 hour.

## **01.6 GENERAL PRINCIPLES – PARTICIPANTS**

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.

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

When public highways / roads are used then it is the sole responsibility of the rider to ensure that their machine is roadworthy and that they and their machine comply with all legal requirements including their Drivers Licence and a valid liability insurance for the motorcycle.

For all other matters, please refer to the Supplementary Regulations and applicable FIM Codes and Regulations.

## **01.7 JURISDICTION**

With the exception of the FIM International Jury and the FIM Delegates, all FIM licence holders, holders of a FIM laissez-passer, officials, their assistants as well as all other persons involved in the meeting are subject to the authority of the Clerk of the Course appointed by the organizer.

## **01.8 OFFICIALS AND PROCEDURES**

### **01.8.1 General**

The event is controlled by the FIM International Jury.

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

These officials must be in possession of a valid FIM licence for the appropriate discipline and function.

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

All officials must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.

### 01.8.2 Officials who hold a FIM Licence

The following officials must be in possession of a valid FIM licence:

#### The members of the FIM International Jury:

- The Jury President
- The second Jury member
- FMNR Steward

#### The technical officials:

- FIM Technical Director
- FMNR Technical Steward
- FMNR Chief Technical Steward with senior licence)

And: (*\*if nominated*)

- FMNR Clerk of the Course
- FIM Enduro Vintage Expert
- FMN Delegate(s) (Sporting Steward)
- FIM Medical Delegate\*
- FIM Sustainability Delegate\*
- FMNR Sustainability Steward
- Chief Medical Officer
- Timekeeper

### 01.8.3 FIM International Jury

The FIM International Jury will consist of:

- President of the Jury appointed by FIM
- 2nd Jury member appointed by the CEN
- 3rd Jury member will be the FMNR Steward

### 01.8.4 FIM Jury President

The Jury President is appointed by the FIM.

He must ensure that the decisions of the FIM International Jury conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.

He shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.

The Jury President has the right to invite any guests to the Jury meetings, if appropriate for the event.

He is responsible for the communication with the FMNs' Delegates.

### 01.8.5 Duties of the FIM Jury President

He shall call a meeting of the Jury at the start of the event and during this meeting the FIM International Jury shall approve and control the following matters:

- Amendments, if any, to the SR after the opening date for entries
- verifying that all the riders and participants engaged are informed thereof.
- Report of the Secretary to the Jury stating that all riders and participants engaged are in possession of their respective licences as well as all officials with any responsibility for the running of the event.
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event.
- The safety standards of the event.
- Any amendments of requests for extra safety measures as requested by the riders.
- The official permission from the local authorities to run the event and of the third part-insurance policy of the organiser.
- At the end of each day of the event, the President will call a meeting of the FIM International Jury to hear the reports of the Clerk of the Course, the Secretary to the Jury and any other appropriate officials.
- The President, together with the Clerk of the Course, must sign the official classification of the event.
- He must also sign, with the Secretary to the Jury, all minutes of the meetings.

He shall send the following documents to the FIM Administration within 72 hours of the finish of the event:

- his report (using the official form),
- details of any protests submitted together with the fees collected,
- a copy of the third-party insurance policy.

#### **01.8.6 Terms of reference of the FIM International Jury**

The FIM International Jury exercises supreme control of the event but only in respect of the application of the FIM

Codes, FIM regulations and of the SR, which it must ratify. Consequently, the Members of the Jury are responsible only towards the FIM.

They are responsible for the sporting side of the organization of the event in which they have a supervising and disciplinary function.

All civil and legal liabilities lie with the organisers.

The FIM International Jury may authorize an alteration to the SR or to the program provided the regulations, as set out in Art. 01.4.2 are observed.

The FIM International Jury is not authorized to make alterations or additions to the FIM rules, but is entitled to take decisions in the following exceptional cases:

The FIM International Jury is the only disciplinary body of the event competent to adjudicate upon any protest that may arise during the event, subject to the right of further appeal.

The FIM International Jury is entitled, either on its own initiative or on request of the organiser, or Clerk of the Course, to delay the start of an event; to have the course improved; to prematurely stop or cancel part of or the entire event because of urgent safety reasons or for any other reasons of "force majeure".

The FIM International Jury must settle any penalties according to the conditions laid down in the Disciplinary Code (Art. 3.1.3).

#### **01.8.7 Procedure at Jury Meetings**

Decisions of the FIM International Jury are based on a simple majority. In the case of a tie, the President will exercise a casting vote.

#### **01.8.8 Publication of the Jury decisions**

All decisions of the FIM International Jury necessary for the running of the event as well as the results must be published as soon as possible. The decisions must be published in the official languages of the FIM.

#### **01.8.9 Minutes of the Jury Meetings**

The minutes must be written in both official FIM languages, unless the Jury agrees to accept them in one official language. They are to be prepared by the Secretary to the Jury and must be signed by the Secretary and the Jury President. A copy of these minutes must be sent to the FIM Administration within 72 hours after the event.

The minutes must state in detail any penalties imposed; the decisions taken upon any protests lodged (copies of which must be attached); the details of any accidents which may have occurred; any possible irregularities observed, as well as the opinion of the FIM International Jury regarding the success of the organization and any possible remarks they consider to be worthy of special mention.

#### **01.8.10 FMN Delegate – Team Manager**

##### **01.8.10.1 FMN Delegate**

Any FMN participating in the FIM Vintage Trophy will be allowed to designate a FMN Delegate to participate in the Jury meetings. He must be holder of a FIM licence (Enduro Clerk of the Course or Sporting Steward). His name and license N° must be sent to the Secretariats of the organization and the FIM 15 days before the event.

A copy of the document will be given to the Jury.

The National Delegate represents his FMN, and the riders entered by this FMN. He is entitled to:

- attend the open meetings of the Jury, as observer.
- receive documents, including the Jury minutes, during the entire event.
- put his queries to the Jury President so that the FIM International Jury is aware of all circumstances.

If necessary, the Jury President will arrange a meeting during the event with FMN Delegates in order to explain the work of the FIM International Jury and to receive the remarks of the Delegates.

#### 01.8.10.2 Team Manager

Each FMN competing for the FIM Vintage Trophy may nominate a manager for its teams, or for each of these teams and, in addition, each FIM Vintage Silver Vase Team, FIM Women's Club Team or FIM Vintage Club Team entering one or more teams may nominate one manager for its team(s). The name(s) must be submitted to the organizer before or during the preliminary examination. Only team managers are entitled to look after and represent the interests of their teams during the event. They are not authorized to attend the FIM International Jury meetings.

### **01.8.11 FMNR Technical Steward, FIM Technical Director and FIM Enduro Vintage Expert**

#### 01.8.11.1 FMNR Technical Stewards:

The Chief Technical Steward and Technical Steward, appointed by the FMNR, have the responsibility of the technical aspects, and must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

#### 01.8.11.2 FIM Technical Director (if nominated):

The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Enduro Commission.

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 International Jury and the FIM Delegate.

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

The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM International Jury and FIM Delegate and present proposals to resolve such concerns.

The FIM Technical Director is the final arbiter in relation to technical issues at the event, in conjunction with the FIM Vintage Expert.

The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Jury.

The FIM Technical Director will attend all meetings of the 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.

#### 01.8.11.3 FIM Enduro Vintage Expert

The FIM Enduro Vintage Expert is appointed by the FIM.

In case of any discussions or uncertainty on the age of the motorcycles, he will work on conjunction with the Technical Officials in regard machine eligibility.

### 01.8.12 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties are:

To ensure that the course is in good condition; that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty.

To verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding.

To verify the validity of the FIM licences, starting permissions given by the rider's FMNs as well as all the documents related to administrative controls.

To postpone the start of an event for an urgent case of safety or for any other case of "force majeure" or to proceed with the improvement of the conditions of the course; to stop an event prematurely or to cancel part of the course or the entire event,

To prevent a rider or a motorcycle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons.

To ensure that the FIM rules are respected, he may propose penalties to the FIM International Jury.

To order the removal from the course, sections and vicinity of any person refusing to obey the orders of an official in charge.

To notify the FIM Jury of all decisions taken or to be taken and of any protest addressed to him.

To collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the FIM Jury and to have the provisional results of the event approved.

### 01.8.13 Timekeepers

Appointed timekeepers must be qualified to use the timekeeping system of the event and be in possession of an FIM licence.

### 01.8.14 Sustainability Steward and FMNR Safety Steward

#### 01.8.14.1 Sustainability Steward

The Sustainability Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular:

Ensure that the FIM Environmental Code is respected.

Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM International Jury on all aspects of the event which may have harmful environmental consequences.

Be entitled to attend all open meetings of the FIM Jury without voting right.

Draw up a report based on a checklist prepared by the CID and send it to the FIM Administration and hand a copy to the FIM Jury President.

#### 01.8.14.2 FMNR Safety Steward

Ensure that the FIM Vintage Trophy Rules and Work manual (if any) are respected.

Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM International Jury on all aspects of the event which may have harmful consequences on the riders, public and official's safety. Make sure that safety zones or protective systems are set in collaboration with the organiser and the Jury. Be entitled to attend all open meetings of the Jury without voting right.

### 01.8.15 Schedules for officials

The officials must arrive on the site of the event at least:

FIM International Jury: the day before the beginning of the practice.

Technical Steward, Administrative staff and Sustainability Steward and Medical Officer: at least before 18:00 the day prior to practice.

All officials must remain available and fully operational at the circuit until the end of the protest period.

## 01.9 RIDERS AND LICENCES

### 01.9.1 Age of riders Vintage Veterans Trophy Team

Riders must be aged at least 50 years (**on starting day of the event**) and holders of a valid driving licence.

Applicants aged over 50 years must attach to their rider's licence request a certificate of medical fitness (including a normal exercise tolerance electrocardiogram) issued by a doctor recognised by their FMN.

### 01.9.2 Age of riders Vintage Silver Vase Team

Riders must be aged at least 40 years (**on starting day of the event**) and holders of a valid driving licence.

### 01.9.3 Age of riders Vintage Women's Club Team

Riders must be aged at least 25 years (**on starting day of the event**) and holders of a valid driving licence.

### 01.9.4 Age of riders Vintage Individual / Vintage Club Team

Riders must be holders of a valid driving licence.

### 01.9.5 Riders' licences

All Riders must be holders of a valid FIM Enduro Vintage Trophy licence.

## 01.10 CATEGORIES AND CLASSES

### 01.10.1 Definition of Classic Enduro motorcycles:

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

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

#### **A - Classic 75 (Manufactured until 1975)**

A0: up to 75cc      A1: up to 125cc  
A2: up to 175cc      A3: over 175cc

#### **B - Classic 79 (Manufactured until 1979)**

B0: up to 80cc      B1: up to 125cc  
B2: up to 175cc      B3: up to 250cc  
B4: over 250cc

#### **C - Classic 83 (Manufactured until 1983)**

C0: up to 80cc      C1: up to 125cc  
C2: up to 250cc      C3: over 250cc

#### **X - EVO 1986 (Manufactured until 1986)**

X1: up to 125cc      X2: over 125cc

#### **Open 1991 (Manufactured until 1991):**

No capacity distinction.

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

Motorcycles Puch Frigerio F1 with Rotax engine, KTM mc5, Hiro and Sachs 7V are not admitted in Category A.

Cagiva 125 RX (2H) and SWM TF1 125, 175, 250 are not admitted in Category B.

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.

The new models of motorcycles that were presented at the exhibition in 1979 and were already at the start at the ISDT 1979 belong to category C.

For all categories up to C, progressive suspension (Monocross, Prolink, Unitrak, ITC, etc.) and liquid cooling are prohibited (Cantilevers are allowed if they are original).

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

All Yamaha 350 TTs will be classified in the Open category.

BMW Replica bikes must comply with the period to be admitted in category A, B or C. If not (disc brake), in category X.

Wankel Hercules built with modern engines (snowmobile) are not accepted.

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.

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 of Vintage appearance.
- Forks
- **Carburetors if the same size as the original (art. 01.10.5)**

The fork tubes must have same specifications as used in the original manufacture of the motorcycle even if the size and brand are different.

For motorcycles manufactured up to 1975, the maximum travel for the fork is 225mm. The maximum length for the rear shocks (eye to eye) is 375mm.

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

### 01.10.2 Front fork diameter

- **Category A:** maximum 35mm (38mm for Maico 1975)
- **Category B:** maximum 38mm
- **Category C:** maximum 38mm (40mm for Husqvarna, 42mm for Maico)

### 01.10.3 Rims (only as described below are allowed)

- **Category A:** chromed steel or aluminium colour rims if original.
- **Category B:** aluminium colour rims or gold if original
- **Category C:** aluminium colour or gold rims
- **Category X:** aluminium colour or gold rims

#### 01.10.4 Brakes

The brake parts must correspond to the original brake system. If a motorcycle has elements of a higher category, it will necessarily be classified in this higher category.

#### 01.10.5 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.

**A0/A3: The use of Mikuni carburettors is permissible if their specifications meet the original equipment dimensions from the period of manufacture.**

Flat Slide carburettors are prohibited.

#### 01.10.6 Exhaust Pipe

The muffler must be of the same period as the motorcycle or like the original part. Category A: exhaust pipes type "serpent" is prohibited.

#### 01.10.7 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.

If 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, competition 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.

#### 01.10.8 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.

#### 01.10.9 Safety equipment

Riders must wear safety equipment in accordance with FIM Enduro Technical Regulations. **Only helmets with the FRHP-he02 FIM QRcode sewn on the chinstrap are accepted in FIM Events (List of Homologated Off-Road Helmets FRHPhe-02 [HERE](#)). Back and chest protector are compulsory.**

#### 01.10.10 Lighting

Lighting is mandatory. It must operate simultaneously using the energy provided by the engine. The operation will be checked during the technical inspection.

## 01.11 NUMBER PLATES AND STARTING ORDER

### 01.11.1 Number Plates

The motorcycle must have three number plates: one front and two laterals.

Number Plate stickers will be provided by the Organisers.

- |                                      |                       |               |
|--------------------------------------|-----------------------|---------------|
| • FIM Vintage Veteran Trophy Team    | Red Background        | White Numbers |
| • FIM Silver Vase Team               | Dark Green Background | White Numbers |
| • FIM Women's Club Team              | Purple Background     | White Numbers |
| • FIM Vintage Individual / Club Team | Yellow Background     | Black Numbers |

### 01.11.2 Starting Order

- Day 1: According to categories, classes and starting numbers: Trophy, Silver Vase, Women, Individual/Club Team.
- Day 2: According to classes and starting numbers: Trophy, Silver Vase, Women, Individual/Club Team.
- Day 3: According to the overall classification from the previous day by times: Trophy, Silver Vase, Women, Individual/Club Team.
- Day 4: According to classes ranking from the previous day by times in reverse order: Individual/Club Team, Women, Silver Vase, Trophy.

## 01.12 RANKINGS – FINAL RESULTS

In order to find a balance between the age of the motorcycles and the age of the riders within the classes, each rider receives a Handicap Time for each riding day according to the following formula:

- Each rider is given a Handicap Time (added to his riding time)
- The Handicap Factor must be decided by the FIM International Jury and showed at the official notice board
- An adjustment can be made for the next riding day, by the FIM International Jury.

### Calculation of Handicap:

$$\text{Handicap} = \frac{(\text{Number of laps}) \times (\text{estimated riding time of all special test per lap}) \times (\text{Factor})}{(\text{Age of the motorcycle} + \text{Age of the rider})}$$

#### Definition:

- |  |  |
|--|--|
| → Estimated riding time of all special test per lap: | 300 seconds                                    |
| → Number of laps:                                    | 2  |
| → Factor:  | 25 (or 20, 30, 35, 50, etc.)                   |
| → <b>Age of the rider</b>                            | <b>the rider's age on the first day of the</b> |

#### Example 1:

Age of rider:	65 years old	$\frac{2 \times 300 \times 25}{65 + 33}$	Handicap = 153 seconds
Age of motorcycle:	33 years old		

#### Example 2:

Age of rider:	25 years old	$\frac{2 \times 300 \times 25}{25 + 33}$	Handicap = 258 seconds
Age of motorcycle:	33 years old		

### 01.12.1 Daily Class Ranking

The daily ranking for each class will be given by the sum of the times obtained in the Special Tests, the penalties in the Time Checks, and the Handicap Time. The daily winner will be the rider who has totalled the best time.

The rider with the best time will receive 0 penalty points. Each of the next riders receives those penalty points to the difference to the best rider.

The rider with the lowest penalty points is the winner of the class.

Final Ranking by Class – all the score points acquired in the individual days will be added: the winner will be the rider who has totalled the lowest penalty points.

### 01.12.2 Team standings

The scoring for Vintage Veterans Trophy Teams, Vintage Silver Vase Team, Vintage Club Team and Vintage Women's Club Team will be done by adding together all penalty points of the three riders. The final ranking of the race will be given by the sum of the daily results. The team with the lowest penalty points is the winner from Vintage Veterans Trophy Teams, Vintage Silver Vase Team, Vintage Club Team and Vintage Women's Club Team. In the event of tie in the results at the end of the race, the winner will be the Team with the most 0 penalty points, next the lowest penalty points. If there is still a tie, the team with the best total time wins.

## 01.13 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 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 Vintage Women's 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 organiser may award the top three riders in each Vintage class, as defined in Article 01.10.1.**

**The organiser will present awards to the top three riders based on the overall ranking, regardless of class.**

**The overall ranking is determined by adding all of a rider's individual daily times. The rider who totalled the lowest combined time across the entire event will be the winner.**

The three first riders of each Vintage Club Team, as defined in Art. 01.5.4, 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.

### **01.13.1 The Individual Rider's 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. 01.10.1.

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.

## **01.14 RIDER BEHAVIOUR AND ASSISTANCE**

Riders must always adhere to the provisions of the FIM Enduro Vintage Trophy Regulations.

Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the meeting.

Riders must report any underlying medical disorder or injury they may have to the FIM International Jury.

At any time during the meeting, on request of the technical steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

Riders may be held responsible for the actions of their team members.

Riders and team members are forbidden to ride any motorised vehicle (except bicycles) on the track outside the official event.

Riders are responsible for attending all riders' briefings and being aware of all information and instructions issued. The Team Manager is encouraged to attend the riders' briefing.

During a meeting, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is subject to penalties.

Riders must ride in a responsible manner which does not cause danger to other competitors or other participants in the meeting.

Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety or to prevent blockages. The rider will be disqualified from the race for any infringement of this rule.

Marshals may assist riders by lifting motorcycles, moving them to a safe place or up a hill. Any repairs or adjustments must be made by the rider, working alone with no outside assistance.

Riders should use only the track. However, if they accidentally leave the track, they may continue by safely re-entering the track, without gaining an advantage, from the closest point to where they left the course.

Track cutting is forbidden. The penalty for attempting to gain an advantage by track cutting will be from 5 seconds time penalty to disqualification, at the FIM International Jury's discretion. Further penalties may be imposed.

## 01.15 PROTESTS AND APPEALS

1. Any person or group of persons (rider, team, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
2. All protests must be lodged to the FIM International Jury.
3. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the first start of the event.
4. Any other protests must be lodged immediately after the reason for the protest is known.
5. Protests against results must be presented within 30 minutes following the announcement of the results.
6. 30 minutes after the arrival at the Parc Fermé of the last rider or 30 minutes after the end of the speed test if the protest is against a rider or a machine.
7. 24 hours after the publication of any provisional results if the protest is against the calculation of the results or against the organisation in connection therewith, provided that any protest arising out of the third- or fourth-day's run, or out of the speed test, is made within 30 minutes after the provisional results have been announced.
8. Protests must be lodged according to the FIM Disciplinary Code (Art. 3.1.3) and the Supplementary Regulations of the event and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.
9. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional fee of € 150.-. This fee will be given to the mechanic of the rider who had opened the engine if the engine is judged not in conformity with the rules. If the engine is judged not in conformity with the rules the additional fee will be returned to the person lodging the protest.
10. Protests entailing a fuel control must be accompanied by an additional fee of € 750.-.
11. No protest can be made against a decision of the FIM International Jury, but an appeal may be lodged to the CAI, as prescribed in the FIM Disciplinary Code. This appeal must be presented 5 days at the latest after the notification of the FIM Jury decision (Security deposit for appeal: € 1320.-).

## 01.16 FINES AND PROTEST FEES

The FMNR will keep an account of all fines and protest fees received and will send the account and the amounts collected to the FIM at the conclusion of the Vintage Trophy.

## 01.17 PENALTIES

According to Art. 3.1.3 of the FIM Disciplinary Code, the following penalties may be pronounced by the International Jury without prejudice to Art. 2.2 and 2.3.

The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

Furthermore, the International Jury can refer the case to the International Disciplinary Court (CAI) in order to impose a higher penalty that the International Jury is empowered to do.

## List of Penalties that may be pronounced by the FIM International Jury

### 01.17.1 Time

- Vintage Veterans Trophy Team:  
incomplete day for a team member or his disqualification.....Art. 01.5.1..... 1 hour
- Vintage Silver Vase Team:  
incomplete day for a team member or his disqualification.....Art. 01.5.2..... 1 hour
- Vintage Women’s Club Team:  
incomplete day for a team member or her disqualification.....Art. 01.5.3..... 1 hour
- Vintage Club Team:  
incomplete day for a team member or his disqualification.....Art. 01.5.4..... 1 hour
- Vintage Individual:  
incomplete day or his disqualification.....Art. 01.5.5..... 1 hour
- Starting the engine in the working area..... 1 minute
- Starting the engine on the starting line before the starting signal has been given..... 10 seconds
- For every begun minute late in arrival at start line..... 1 minute
- Not crossing the 20 meters line under engine power  
within one minute from the time the starting signal has been given ..... 10 seconds
- Late or early arrival at a time check; for every begun minute..... 1 minute per minute
- **External help received after the start to get his bike running**
  - **1st offence**..... **20 seconds**
  - **2nd offence**..... **30 seconds**
  - **3rd offence**..... **1 minute**
  - **4th offence**..... **2 minutes**

### Tests

**Timed to 1/100sec**

- Benefit from a modification on course of a timed test..... 1 minute (minimum)
- Rolling Start..... 1 minute
- Rider did not start in a Test before “zero” is reached
  - 1st offence..... warning
  - 2nd offence..... 20 seconds
  - 3rd offence..... 1 minute
  - 4th offence..... disqualification

### Final Test

**Timed to 1/100sec**

- Involuntary exit from the route of the test and not returning  
to the place from where the exit was made..... from 5 seconds time penalty  
to disqualification.

Maximum of 5 minutes added to the time made by the rider.

### 01.17.2 Disqualification or other penalties given as provided for in the FIM Disciplinary Code

The disqualifications or other penalties given are provided for in the FIM Disciplinary Code.

The sanctions must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

- Exceeding noise level after repair the silencer
- Exceeding noise level
  - 1st offence:..... penalised 1 minute
  - 2nd offence:..... disqualification
- Receiving spare parts in the Parc Fermé

- Fuel not in conformity with the Enduro Technical rules
- Smoking in the Parc Fermé, the working area or the starting area.
- Entering the Parc Fermé with engine running
- Starting the engine in the Parc Fermé
- Repairs in the starting enclosure before the starting signal has been given
- Assistance in the working area with exception that permitted
- Being more than 15 minutes late at the start
  
- Late arrival at a time-check exceeding 30 min. after original starting time..... Will be classified as retired
- Refuelling outside official areas or carrying fuel other than in the fuel tank
- Lubricated the chain not by the rider
- Not stopping the engine during refuelling
- Carrying out any kind of welding work in the refuelling areas
- Using extraneous motive-power
- Accepting outside assistance other than in the areas provided for by the organiser
- Being accompanied by another rider
- Driving outside the route; driving in the wrong direction; not observing the route marked
- Not observing traffic regulations
- Altering a timecard or route card or using another rider's card
- Missing a time check
- Missing or not stopping at a route check
- Modify in any way the course of the Special Tests
- Practicing on the course of tests
- Voluntary leave the test course or short-cut the track..... from 5 seconds time penalty to disqualification
- Driving in the opposite direction in the Final Test

**01.17.3 Disqualification of the rider and the team**

The disqualifications or other penalties given are provided for in the FIM Disciplinary Code. The sanctions must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

- Missing marking, or official substitute marking
- Change the motorcycle
- Engine capacity exceeding the minimum or maximum limit authorized for the class that is stated on the entry form.

**01.17.4 Financial penalty**

- Not using an environment mat..... 150 EUR
- Not have a portable extinguisher during refuelling..... 150 EUR
- Loss of the transponder during the event..... 250 EUR
- Rider partaking in a so called "Tire Burn Out"..... up to 500 EUR

**01.18 INTERPRETATION OF REGULATIONS**

The interpretation of these regulations and of the SR is the responsibility of the CEN (see Art. 4 of the Sporting Code). Any matter not provided for therein will be subject to interpretation by the FIM International Jury.

## 01.19 PUBLICATION OF RESULTS

Each day the complete results should be published as soon as possible. However, if this presents difficulties, the times for each day must be published before the evening FIM International Jury meeting and the riders must be informed of the results of the previous day before they start each morning.

## **FIM STANDARDS FOR ORGANISERS OF THE FIM ENDURO VINTAGE TROPHY**

### **1. TIME CHECKS**

Time checks must be clearly indicated, from the Parc Fermé, 48 hours before the start of the event, in order that the riders, Press and spectators can easily find them.

### **2. TESTS**

All tests shall be inspected by the FIM International Jury before the event. The organiser must have available on time a rider with a proper vehicle who knows the test places so that the FIM International Jury can inspect these tests.

The tests must be clearly indicated, from the Parc Fermé, 48 hours before the start of the event, in order that the riders, Press and spectators can easily find them.

Timekeeping shall be done by a transponder/decoder system as the main timekeeping equipment and an auxiliary apparatus functioning automatically (type TAG), with printer, synchronized with real time and registering time to 1/100 second. Photoelectric cells linked to the chronometer will activate the start and finish of the time.

A digital display panel linked directly to the timekeeping system shall indicate the time registered by the rider as he crosses the finish line.

A monitor should supplement the display of classification of the test.

The closed course test must be marked off with ribbons of different colours for each side.

The access to the start and the finish of the Enduro test must be clearly indicated by signs so that the riders and managers can easily find it.

For the tests, the organiser must install TV monitors displaying the times. If during the tests there is no monitor, the organiser must forward to the managers details such as the starting and finishing time of a rider in this test to allow for the calculation of the time.

### **3. ROAD SIGNS**

Road signs are compulsory in order to locate the tests and the time check points. They must be installed at least 48 hours before the start of the event.

### **4. STARTING PLACE**

A loudspeaker must be installed to call up the riders in English, French and the national language.

A clock with the official time must be installed at entrance/exit.

### **5. FINAL WORKING AREA**

The final working area must have dimensions which meet the highest requirements according to location and to the type of the event. The ground must permit competitors' transport vehicles to circulate on it under all weather conditions. Organisation of parking spaces must ensure that vehicles occupying the paddock are positioned rationally. "Roads" must always be open to assure, at any time, passage for vehicles to leave the final working area. Sanitary facilities (at least toilets) are obligatory. Rubbish containers, receptacles for the recuperation of oil, cooling water, fuel, etc. must be provided in sufficient quantities.

## **6. RIDERS' PADDOCK**

A riders' paddock must be provided in order to install mobile homes, caravans, tents, etc. The riders' paddock can be situated on a campsite and be away from the final working area. It must contain electricity, water, sanitary blocks (showers with hot water, toilets) in sufficient number.

The facilities in the riders' paddock shall be available for all riders without any financial charge.

## **7. PRACTICE AREA**

A practice area shall be installed and indicated by signs from the riders' paddock.

## **8. PARKING FOR PRESS, JURY, OFFICIALS**

Separated parking places for Press, Jury Members and Officials must be installed and specially marked.

## **9. FIM INTERNATIONAL JURY ROOM**

For the meetings of the FIM International Jury, a room must be provided to ensure quiet working conditions for about 30 persons.

Tables and chairs will be placed inside in such a way that everyone can see the members of the Jury. Drinks will be provided.

A translator, at least in the two official languages of the FIM, must be present in order to enhance the running of the FIM International Jury meetings.

All documents must be available in a sufficient quantity for all the persons authorised to attend the FIM International Jury meetings.

## **10. PRESS ROOM**

A press room must be present

## **11. HOTEL LIST**

For reserving rooms, a hotel list, which includes the locations and the costs, shall be indicated in the Supplementary Regulations.

The distance between the starting area and the hotel must not be too far.

## **12. RESULTS**

The results must be published in at least one official language of the FIM.

The organiser must send the results by e-mail to the FIM Administration at the latest the morning following the end of the event and give the Jury President a diskette containing the results, the minutes of the FIM International Jury meetings and any documents deemed useful by the Jury (safety measures, circular letters, route maps, etc.).

## **13. AWARDS**

During the verification, the organiser must inform the riders of the awards and how many have been prepared. Also, the location and the time of the Prize-Giving Ceremony must be published.

#### **14. PRIZE-GIVING CEREMONY**

A Prize-Giving Ceremony must be organised immediately after the Final test for the first three placed teams. This ceremony shall correspond to the standards of a FIM World Championship event (podium, loudspeaker, etc.).

#### **15. SUPPLEMENTARY REGULATIONS**

Two paper copies and one e-mail copy of the Supplementary Regulations must be sent to the FIM Administration, as well as a copy for the Jury President, at least two months before the date of the event for approval by the FIM.

#### **16. INSTRUCTIONS FOR SERVICING**

Only riders in the race may display numbers on the number plates of their motorcycle. Motorcycle's mechanics, followers and other team leaders must not display any number.

In case of non-compliance, the Clerk of the Course and / or Jury may impose one of the penalties authorized Disciplinary Code Article 3.3.1 to FMN, clubs, teams and / or riders to whom the motorcycle belongs to.

#### **17. GENERAL**

- Respect the highway code and the laws of the organizing country.
- Ride slowly on the roads or paths that the riders take, at the time checks and in the final working area.
- Leave all the parking areas clean.
- Use the environmental mat and rubbish bins provided.
- Be respectful towards the local people.
- Be respectful towards the officials and respect the safety instructions.
- Respect the riders resting in the riders' paddock.
- Respect the parking restrictions and leave the access roads clear for emergency services.

#### **18. OFFICIAL NOTICE BOARD**

The Official Notice Board can also be available on an electronic version. If so, it must be clearly specified in the Supplementary Regulations.

**INSTRUCTIONS TABLE FOR SERVICING**

REMEMBER: REGISTERED TIME = STARTING TIME FOR THE FOLLOWING SECTION	ASSISTANCE		RIDER	ZONE
	CAN GIVE	CAN DO		
	<p>Tools (including air pump and inner tubes) Parts not marked</p>	<p>- Clean plastic parts of the motorcycle</p> <p>- Fill with fuel</p> <p>- Flush engine oil</p> <p>- Inflate / deflate pressure</p> <p><u>LEVEL</u></p> <ul style="list-style-type: none"> <li>- oils</li> <li>- brake fluid</li> <li>- cooling fluid</li> </ul> <p><u>TYRES</u></p>	<p>- May receive and change the parts not marked</p> <p>- Can accept tools (including air pump and inner tubes)</p> <p>- Lubricate his chain</p> <p>- Refills</p> <p>- Change Tyres</p>	<p>WORKING AREA</p>
	<b>NOTHING</b>	<b>NOTHING</b>	<p>Can change the "Not Marked" carried parts.</p>	COURSE
	<p>Tools (including air pump and inner tubes) Parts not marked</p>	<p>- Clean plastic parts of the motorcycle</p> <p>- Fill with fuel</p> <p>- Flush engine oil</p> <p>- Inflate / deflate pressure</p> <p><u>LEVEL</u></p> <ul style="list-style-type: none"> <li>- oils</li> <li>- brake fluid</li> <li>- cooling fluid</li> </ul> <p><u>TYRES</u></p>	<p>- Fill with fuel</p> <p>- Can receive and change the Not marked parts and accept tools (including air pump and inner tubes)</p> <p>- Lubricate thi chain</p> <p>- Change the tyres only at last time check (TC)</p>	<p>TC WITH SERVICING</p> <p>white flag</p> <p>Pre-finish =</p> <p>TC without servicing = Course</p> <p>200 m</p>
	<b>ALL OPERATIONS FORBIDDEN !!!!!</b>			
	<b>NOTHING</b>	<b>NOTHING</b>	<p>Can change the "Not Marked" carried parts.</p>	<p>COURSE</p> <p>yellow</p> <p>Control Table</p> <p>20 m</p>



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ROUTE DE SUISSE 11 | 1295 MIES | SWITZERLAND

cen@fim.ch