



2015



IN COLLABORATION WITH



ORGANISES

ITDE2015

ISOLA D'ELBA REVIVAL  
INTERNATIONAL THREE-DAYS ENDURO  
16-17-18 OCTOBER 2015 - PORTOFERRAIO (ITALY)



## EXTRACT FROM THE DRAFT GENERAL RULES FOR A VINTAGE ENDURO EUROPEAN CHAMPIONSHIP

### VEEC 15.1 – Definitions

(omissis...)

The routes can be both off-road and on roads open to normal traffic circulation and must be carried out in compliance with the rules of the Highway Code of the host country. Regarding off-roading, these trials must take place under the laws and regulations of the local authorities responsible for land conservation.

All vehicles must be registered and insured as normal and display the original number plates. Motocross motorcycles are not permitted and the use of temporary police or garage plates is not permitted. (omissis...)

### VEEC 15.9 – Race numbers

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Adhesive race numbers on an oval yellow background (three for each event) will be supplied by the organisers at Preliminary Operations for each race and must be applied to the machine's number plate carrier before presentation at technical checking.

Should the three numbers supplied by the organisers not be utilised or the sponsors' advertisement has been obliterated, the riders will be excluded from the event.

Any losses of one or more numbers must be reported immediately to Race Marshals.

### VEEC 15.11 – Permitted Riders

Riders with a current off road competition license issued from the country to which they belong are admitted. For foreign riders, licences should include a 'cleared' indication from the federation that issued the license. The rider must be at least 18 years old and rider and driving license must be appropriate to the registered machine he will use to participate in the event.

The rider is the only person responsible for his machine and the correct conduct of the event. Responsibility for conforming to the highway code criteria of the hosting nation and each and every regulation (insurance, revisions etc.) pertaining is obligatory and lies solely with the rider.

The rider must also be in possession of valid European accident and Illness Insurance or an equivalent health organisation which also covers sports injuries. A copy of the insurance card must be provided by each rider when registering for the Championship.

### VEEC 15.12 – Gentlemen Riders

Given the maximum number of participants for each event the organiser shall be responsible for accepting ... participants known as Gentlemen Riders. These may participate in the event as non-competitors.

They will start behind riders competing for classification, with blue background race numbers supplied by the organisers. They will be permitted to use the same routes as well as special stages but will not be timed and classified.

They shall be required to respect all those indications relative to the route, running times and to the Time Check in order not to disturb or endanger competing riders.

The Race Marshal has the inalienable right to exclude a Gentleman Rider at any time and at its sole discretion, if they consider that he/they

can constitute a hindrance to the smooth running of the competition.

### VEEC 15.13 – Safety equipment

Throughout the course of the event riders must wear suitable clothing and protective equipment in good condition. As a minimum: a valid and approved helmet with gloves and goggles, knee guards, trousers and long-sleeved shirt in anti-tear material and specialised boots. It is strongly recommended to use back protectors, elbow pads and protective collars.

### VEEC 15.14 – Permitted machinery

Motorcycles are allowed of any make, model and engine capacity built up to December 31st 1986, with regular registration papers covered by an insurance policy and in compliance with the Highway Code of the host nation. The original registration plate must be displayed. The historical documentation and/or equivalent national document and/or FIVA passport will be considered as exhaustive proof of the originality of the machine at enrolment, subject to compliance with the history of the motorcycle in all its main components, with the year of construction and in particular with the validity document itself.

In the absence of a national/international validity document, at registration two photos of both complete sides of the motorcycle should be presented together with the data sheet provided by the Organization, duly completed.

In this case the admission or not of the machine to the event will be at the discretion of the organizing committee which will communicate by return to the rider regarding the compliance or not of the registered motorcycle.

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Any off-road tyres may be utilised, provided these have approval according to the current regulations for FIM Enduro. The use of vintage tyres is prohibited.

### VEEC 15.15 – Safety requirements for permitted motorcycles

All motorcycles must be equipped with a manual engine cut-off device on the handlebars which allows the engine to be manually switched off, positioned so as to be readily identifiable and accessible. Handlebar bar pad protection is mandatory and folding footpegs are strongly recommended; the use of hand protectors is allowed provided these are open-ended and in aesthetic/historical compliance with the machine.

### VEEC 15.16 – Subdivisions by class

There are 4 classes with no differentiation between the engine cycles.  
(reference: 1/50cc – 2/75cc – 3/80cc – 4/100cc – 5/125cc – 6/175cc – 7/250cc – 8/250cc and above)

#### **Class EA – Europe A**

Motorcycles manufactured up to and including 1976 – Red Zip Tie

Class EA1 up to 50 cc

Class EA4 up to 100 cc

Class EA5 up to 125 cc

Class EA6 up to 175 cc

Class EA7 up to 250 cc

Class EA8 over 250 cc



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**Class EB – Europe B**

Motorcycles manufactured from 1977 to 1980 inclusive – Green Zip Tie

- Class EB1 up to 50 cc
- Class EB2 up to 75 cc
- Class EB4 up to 100 cc
- Class EB5 up to 125 cc
- Class EB6 up to 175 cc
- Class EB7 up to 250 cc
- Class EB8 over 250 cc

**Class EC – Europe C**

Motorcycles manufactured from 1981 to 1986 - Yellow Zip Tie

- Class EC3 up to 80 cc
- Class EC5 up to 125 cc
- Class EC6 up to 175 cc
- Class EC7 up to 250 cc
- Class EC8 over 250 cc

**Class ED – Europe D**

Two cylinder motorcycles – Blue Zip Tie

**Class EO – Europe O**

The Organiser has the right to institute a further Open Class for all motorcycles that do not fall into any of the above classes – White Zip Tie.

**VEEC 15.17 – Class EA - Bonus for motorcycles manufactured up to 1971**

For these machines built up to 1971 inclusive there will be a bonus available to be taken into account in the final categorisation according to the following table:

Motorcycles manufacture in 1971	+1	point
Motorcycles manufacture in 1970	+2	points
Motorcycles manufacture in 1969	+3	points
Motorcycles manufacture in 1968	+4	points
Motorcycles manufacture in 1967	+5	points
Motorcycles manufacture in 1966	+6	points
Motorcycles manufacture in 1965	+7	points
Motorcycles manufacture in 1964	+8	points
Motorcycles manufacture in 1963	+9	points
Motorcycles manufacture in 1962 and prior	+10	points

**VEEC 15.18 – General regulations**

For classes EA - EB - EC in the case where in a class at least three riders do not start, these will be merged into the next successive following class; as far as the classes EA8 - EB8 - EC8 are concerned, they will be not incorporated into the lower class and their results cannot be used neither in the individual nor in the team standings.

**VEEC 15.24 – Route usage**

Transiting around the course is allowed only for race riders and the Organization staff. However, free movement areas and those which may be authorized by the Clerk of the Course are excluded.

The rider is the sole person responsible for his conduct during the event as well as the compliance of the motorcycle with the criteria of the highway code of the host nation and of compliance to regulatory and legal requirements (insurance, revisions, etc.)

**VEEC 15.25 – Preliminary Operations**

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At the Preliminary Operations riders should present with their original competition license, machine details or two original colour photographs of the motorcycle, left and right side, full driving license and European Health and accident insurance card. They must also have road registration papers for their motorcycle and proof of insurance, which can be requested at the discretion of the secretarial staff.

Once the Preliminary Operations are concluded the rider will be given the Checksheet endorsed by the Secretary of the Course and the Chief Commissioner with which they can proceed to the Historical and Technical Verifications, the list of drivers registered for departure on the first day, the Information Sheet and program schedule.

**VEEC 15.26 – Historical and Technical Verifications - HTV**

After carrying out the Preliminary Operations, riders must bring motorcycles in competition-ready state to HTV with official race numbers and the original registration plate mounted.

Access to HTV is allowed up to half an hour before the close of the Parc Fermé.

The Technical Officer assisted by the experts of the host federation shall verify the consistency of the motorcycle presented with its technical specification or with the technical set up by the organizer based on the photos sent upon registration.

In particular the following will be verified by the Technical Officers: chassis and engine numbers, carburettor, suspension, exhaust system, radiator(s), brakes and whatever is deemed incorrect and/or modified.

In the event of inconsistency or the mounting of non-period parts declared at registration, these will be communicated to the rider who will arrange to restore the motorcycle before resubmitting it to the HTV.

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**VEEC 15.47 – Championship classification by class**

Final classification of the championship will be unique for each class and will be determined from the sum of all the points accumulated by each of the riders in all the tests.

Points assigned to individual competitors acquiring them will be modified through a bonus (for each event) based on the age of the rider (taken from the rider's license) and will be registered at the end of the championship according to the following table:

Bonuses for seniority of riders		
Aged between 18 and 33 years	-3	points
Aged between 34 and 36 years	-2	points
Aged between 37 and 39 years	-1	point
Aged between 40 and 45 years	0	points
Aged between 46 and 50 years	+1	point
Aged between 51 and 54 years	+2	points
Aged between 55 and 58 years	+3	points
Aged over 58 years	+4	points