



**First TROPHEE ENDURO VINTAGE ISDT
(International Six Days Trial)
Brioude (43) FRANCE –22 au 27 september 2020**

**MOTO-CLUB
BRIOUDE**



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1. EVENT LOCATION

1a- Access:

By air: Clermont Ferrand Airport at 65 kms: Address: 1 Rue Adrienne Bolland, 63510 Aulnat.

By car: - A75 motorway, exits: 20, 21 or 22.

By train: - Clermont-Ferrand - Brioude line.

Time zone: 1 GMT 1b-

Location: Brioude Town Hall (43100).

2. ORGANISATION COORDINATES

Website: <https://www.motoclubbrioude.fr>

President: Daniel VEYSSEIRE - e-mail: isdtvintage2020@motoclubbrioude.fr

Rider's Relations: Daniel DELOMENEDE - e-mail: daniel.delomenede@orange.fr

Communication: Jean-Luc ROBERT - e-mail: moto.endurovintage@gmail.com

Inscriptions: Jean-Marc HOURDEL - e-mail: jm.hourdel@gmail.com

Technical Controls: Richard OPALINSKI - e-mail: jrktm47@hotmail.fr

3. OPENING HOURS OF THE ISDT SECRETARIAT

The ISDT Secretariat will be located near the Mairie de Brioude, and will be open from Wednesday 23rd September ...from 9 am to 12 pm Languages spoken: French, English, Italian, German, Spanish.

4. INSCRIPTION PROCEDURE

French pilots must hold a MAT, NCO, IAT, or a Valid Event licence.

Foreign pilots will be required to get a licence with FFM "French Federation of motorcycling" via the link: <http://licencie.ffmoto.net/> Topic « **licence** » - « **licence une manifestation** ».

Registration will be open from January 25, 2020 until April 30, 2020 on the MOTOTT website (<http://www.motott.fr>)

Topic « **comment s'inscrire** » How to register. The riders will find there explanations of creating an account and how to register. Foreign pilots can use GOOGLE Translator on MotoTT's website. Pilots must bear all transfer fees, as well as foreign exchange fees.

The Brioude Moto Club, via the MotoTT website, will have to be credited with the amount of the inscription fee which is 400€ per rider.

While reviewing all applications, the pilot will be placed on a "waiting list."

His registration will become final when it appears in the "Validated List" with his race number.

In case there are more applications than places available, registration's priorities will be given to the age of the bike and at the discretion of the organizer.

No entry Fee refund within 30 days of the event regardless of the cause of the withdrawal.

Each rider registers individually, but will have to indicate the name of his team of 3.

In case of inability to form a team of 3 pilots, the MOTO CLUB DE BRIOUDE will group the "individual" riders during the administrative check.

Foreign Federations can provide the CLUB DE BRIOUDE MOTO with the names of the pilots representing their nation in the TROPHÉE and VASE teams. Contact for the engagement procedure: Jean-Marc HOURDEL - jm.hourdel@gmail.com

Note: A rider's and assistance convivial meal will be organized on Friday, September 25 at the Social Center (Salle Polyvalente) in Brioude.

That is included in the engagement fee of each rider. But the rider must reserve the seats for the assistance and the attendants when registering. The price of the meal is 20 euros per person.

5. STANDS FOR THE TRADERS

Traders who are interested in stands in the paddock must fill out a form in accordance with the BRIOUDE MOTO CLUB informing of the plot sizes required. These forms must be sent to the Paddock Manager of the Brioude Moto Club Club; no later than the 31 May 2020.

From this date, the organizer will be able to manage this area and rent it to interested parties.

6. PADDOCK

Paddock 1 will be located in the parking lot of the Remparts.

Paddock 2 will be located on Rue de l'Abattoir (idem 1980).

Paddock 3 will be located on Rue Croix St Isidore.

They will be available from September 21 to September 28, 2020.

7. CLOSED PARK

The Park Fermé will be located near the Town Hall of Brioude. It will be closed and secured outside the scrutineer's timetable.

8. ADMINISTRATIFS CONTROLS

Administrative checks will be held at the Brioude Town Hall, near the closed park, on 23rd September... 9am to 3 pm

For convenience, the spoken languages will be French, English, Italian, German, and Spanish.

Pilots will be required to present the following documents and information for verification of the registration criteria:

- FFM License or "An Event" FFM .
- Valid driver's license
- Passport (or ID card),
- Confirmation of payment of entry fee
- Team name of 3 pilots,
- Number of meals booked,
- Payment confirmation for Friday evening meals for its companions,
- Original vehicle documents (with the frame number and date of 1st registration),
- Green card or international insurance certificate valid for France. If the driver does not have a valid insurance certificate, the organizer will require the rider to insure the motorcycle in a French insurance company (Costs at the driver's expense).

Pilots will have to sign a disclaimer at the administrative checks, as well as their authorization of "image rights".

Each rider will leave the administrative control with:

1. The jersey of the event at their size and nominative. The model can be viewed on the site <https://www.firsttracing.com>
2. The pilot folder in the 1980's colours.

3. The name of the team in which he competes.
4. 2 sticker tags
5. A pilot pass and the assistant pass (s) giving access to the Friday evening meal (depending the pre booking)

9. TECHNICAL CONTROLS

Technical checks will take place near the paddock on Wednesday, September 23rd 2020 from 9 am to 4 pm. For convenience, the spoken languages will be French, English, Italian, German, and Spanish.

Riders will be required to report for verification with the following:

- Completed organizer's form, (vehicle technical sheet).
- Motorcycles compliant with the FIM technical rules, within the limit of possible evolution in relation to the original configuration of the manufacturing the bike.
- Original vehicle documents (with the frame number)
- Helmet approval/conformity
- The 2 sticker Tags positioned on the bike as stipulated in the driver's folder provided during the passage to administrative control. These labels will replace CH card. (CH= Timed control)

For video marketing purposes, a portrait photo of the rider, a left side photo of the bike and a photo of the rider in front of his bike will be taken by the organizer during the check. The following parts will be marked to ensure that the motorcycles have been controlled: frame, front and rear wheel hub, engine casing, and rider's helmet.

For the following days, the technical checks will take place at the end of the day from the arrival of the first rider until one hour after the theoretical arrival of the last rider. In the event of a technical change, the bike will be classified in the category corresponding to the year of manufacture of the most recent element. The registration number plate must be in accordance with the vehicle documents and attached to the rear of the vehicle.

- Tyres: Only legal tires with a DOT stamped on the side will be allowed
- Mufflers: Technical devices will be used the efficiency of your muffler in accordance with the manufacturer or the period.
- Lighting: Lighting must be in working order, Front & taillight, mostly to be compliant to the French law ((art R40-2 du code de la route).
- Safety: The Handlebars Cross Bar must be covered by a foam or rubber pad
- The Rear Brake Rod must not be longer than 20mm after the brake nuts, if so must be covered by rubberized/plastic tubing.
- Handlebars Ends must be blocked, at least covered by undamaged rubber grips
- All motorbikes must be fitted with a Kill Switch
- A removable Stand must be used for the Park Fermé
- During the duration of the event, the Front Sprocket must be protected by a Sprocket Guard

10. CATEGORIES

Any manufactured Enduro models up to 1986 only will be allowed (as per the date of the vehicle registration documents)

The date of 1st registration can be replaced by the year of manufacture by derogation, after agreement of the race director.

- Classic 1 (before 1978 included): motorcycles registered until the end of 1978, CC: 50 cm3, 75 cm3, 100 cm3, 125 cm3, 175 cm3, 250 cm3, 500 cm3, 500 cm3.
- -Classic 2 (from 1979 to 1981 included): motorcycles registered until the end of 1981, CC: 50 cm3, 75 cm3, 100 cm3, 125 cm3, 175 cm3, 250 cm3, 500 cm3, 500 cm3.
- Classic 3 (from 1982 to 1986 included): motorcycles registered until the end of 1986, CC: 50 cm3, 75 cm3, 100 cm3, 125 cm3, 175 cm3, 250 cm3, 500 cm3, 500 cm3.
- Classic Women 4: all categories and CC combined.

11. NUMBERS BOARD'S BACKGROUNDS AND START PROCEDURES

Numbers will be attributed by the cubic Capacity CC and year of registration:

The smallest CC and the oldest motorcycle will have the number 1.

The race numbers and logos of the ISDT 2020 partners will be printed to the number board's backgrounds provided by the organizer.

Advertising on these number board's backgrounds is reserved for the organizer and partners.

At any time during the total duration of the event will riders be able to refuse to ride with number board's backgrounds and the advertising given by the organizers. Similarly, it is forbidden to hide some or all the partners listed on the number board's backgrounds. The order of departures will be by increasing number.

11a. NUMBERS BOARD'S BACKGROUNDS:

Number board's decals will be yellow background with black numbers for all categories/classes. Riders who rode during the 1980 edition in Brioude will be recognizable with red background plates white numbers and will get to display the same numbers they had in 1980.

Their order of departure will be based on their number and not on their category.

11b. Numbers classification according to the cubic capacity CC:

The organizer aim to assign the numbers according to the following criteria:

Numbers 1 to 50 - For 50cc to 124cc - all categories combined

Numbers 51 to 199 - For 125cc to 249cc - all categories combined

Numbers 200 to 399 - For 250cc - all categories combined

Numbers 400 to 499 - For 251cc to 499cc - all categories combined

Numbers from 500 to 599 - For over 500cc - all categories combined

Notes: Number classification/distribution may evolve according to the number of bikes registered by CC

12. WEEK ITINERARY

The event will take place in accordance with the FFM Sports Code, the special regulations and any other endorsement.

Note: **CH** = Timed Controls (Contrôles Horaire in French) **SP** = Special Test (La spéciale in French)

12a. Day 1 - Tuesday, September 22nd 2020:

- Rider's and Assistance welcome by the organization.
- Spotting the special banners, tracks and CH location.

12b. Day 2 - Wednesday, September 23rd 2020:

- 9 am - 3 pm: Administrative Controls
- 9 am - 4 pm: Technical Checks (Scrutineers) Then all bikes displayed in the Park Fermé near Brioude Town Hall.
- 5 pm.: Opening of the Parade by the Brioude Marching Band, followed by the pilots by nation. The first riders will be Italy (winner of the 1980 Trophy), followed by Germany (winner of the 1980 Vase), and the other nations. France will close the parade.
- 7 pm: Presentation of the TROPHEE and VASE teams representing each country on the podium.
- Photos, videos on the big screen, Press Interviews, and signings in the VIP area near the podium.

12c. Day 3 - Thursday 24th September 2020: RED arrows

- Starting Brioude Town Hall (Similar as day 5 of the 1980 ISDT)
- 4 CH including 2 in Verneuges
- 3 SP banners (2 in Verneuges, 1 in Brioude EREA)
- 1 Acceleration test in Brioude behind the Lycée La Pasette (Av Pasteur).
- Videos and photos on the big screen of the day's SP
- Press interviews, and signings in the VIP area near the podium.

12d. Day 4 - Friday 25th September 2020: BLUE arrows

- Starting at Brioude Town Hall (Similar as day 1 of the 1980 ISDT)
- 2 SP banners - Brioude (EREA)
- 1 SP "line" not timed at the first passage near Champagnac le vieux.
- 1 Acceleration test in Brioude behind the Lycée La Fayette (Av Pasteur)
- Videos and photos on the big screen of the specials of the day.
- Press interviews, and signings in the VIP area near the podium.
- Riders and assistance convivial meal at the Social Center (Salle Polyvalente) in Brioude.(Included in the engagement fee, but the rider must reserve the seats for the assistance and the attendants when registering. The price of the meal is 20€ per person).
- Presentation and highlighting of the pilots who participated in 1980.

12e. Day 5 - Saturday, September 26th 2020: YELLOW arrows

- Starting at Brioude Town Hall (Similar as day 5 of the 1980 ISDT)
- Reverse Circuit of Day 1.
- 4 CH including 2 in Verneuges
- 3 SP banners (2 in Verneuges, 1 in Brioude EREA)
- 1 Show Track (for the spectators) near Croncelorbe.
- 1 Acceleration test in Brioude behind the Lycée La Fayette (Av Pasteur)
- Videos and photos on the big screen of the day's **SP**
- Press interviews, and signings in the VIP area near the podium.
- Great special free concert 80s Themed in the centre of Brioude.

12f. Day 6 - Sunday, September 27th 2020: GREEN arrows

- 9am Starting Brioude Town Hall toward the grounds of the final Cross (will be timed and 20/25 Motos per round) in order of numbers.
- 2 pm. Awards ceremony.
- Videos and photos of the day on the big screen.
- Press interviews, and signings in the VIP area near the podium.

13. ADVERTISING:

It is strictly forbidden with commercial intent to have banners, balloons, signs, flags, etc., at the ISDT Secretariat, paddock, car parks, specials, link routes and other locations in connection with the event without the written permission of the organizer. A range of ISDT BRIOUDE 2020 motorcycle clothing will be available on the <https://www.firstracing.com> website and can be ordered directly.

14. ENVIRONMENT

Each rider must comply with FIM environmental rules and must be equipped with an environmental mat placed under the motorcycle for each refuelling and in the closed park.

The MOTO CLUB DE BRIOUDE wants to emphasize its commitments of the environment and will apply for the FFM eco-test label. Preserving nature is everyone's business.

15. ROAD PRACTICE ON HIGHWAYS AND BYWAYS

ALL drivers and participants must comply with the national Highway Code when travelling on public and private roads and at intersections. They must comply with the instructions given by the police, the Marshalls and the organization. Drivers who do not comply with these rules may be disqualified or may have other penalties under the sports code. The colour of the arrows will identify the day of the race and the tracks (Red, blue, yellow or green)

As well of 3 types of signs displayed by the organizer: Arrow, NO Entry, and Dangerous.

16. INTERPRETATION OF REGLEMENTS AND RULES

The interpretation of the rules and regulations of the Enduro Vintage Trophy, as well as the regulation of this event, falls solely within the jurisdiction of the race director.

The Race Director is responsible for the implementation of this regulation and its provisions during the whole event. Any complaints about this application will have to be sent to him for instruction and decision.

Similarly, any case set out in the regulation will be investigated by the Race Director, who alone has the authority of decisions or changes.

Any additional changes or provisions will be announced, supplements dated, numbered accordingly, which will be an integral part of the regulation. These supplements/changes will be displayed at the secretariat, the permanence and the test scoreboard. They will also be communicated in the shortest possible time directly to participants.

These rules, sanctions and claims terms are those used in the French Enduro Championship, except the amendment specified in this in above regulation.

Disqualification:

Any disqualified Rider will be permanently disqualified and will not be able under any circumstances receive any reward.

Race Retirement: In case of out-of-race (30 minutes after the stated time) or abandonment day, the pilot will be able to restart the next day after the agreement of the technical controllers and/or race management. The bike will have to be placed in Park Fermé as usual, unless the competitor declares forfeiture for the remainder of the week. The penalty will be one hour per day abandoned.

17. Mandatory Kit and equipment

Riders must comply with the articles. 01.65 and 01.67 of the FIM Technical and Safety Enduro Regulations

Back and chest protectors are compulsory and must be comply with 1402-1 and 1621-2 Standard.

The full-face helmet or Jet helmet must have the homologation's marks UNECE 22-05.

18. CONCLUDING AWARDS CEREMONY

The awards ceremony will be held on the podium, after the final cross, last timed test of ISDT, starting at 2 pm.

18a. CLASSIFICATIONS

Team:

- National teams Trophée made up of three pilots (the best 3 pilots will be retained).
- National Team VASE consisting of three pilots (the cumulative time 3 pilots will be retained)
- Manufacturer Team. (Same motorcycle manufacturer for all three riders, the cumulative time of the 3 riders will be retained)
- Club's Team: (3 riders who come together to form a team without any obligation to belong to the same club, the cumulative time of the 3 riders will be retained).
- Ladies Team: (The cumulative time of the 3 riders will be retained).
- Individual scratch for pilots who participated in the 1980 ISDT.
- Team that are most representative team of the 1980's era:
different criteria will be considered regarding motorcycles and their decorations, as well as pilots' and assistants' outfits.

By category:

- Classic 1 (before 1978 included): motorcycles registered until the end of 1978, CC: 50 cm³, 75 cm³, 100 cm³, 125 cm³, 175 cm³, 250 cm³, 500 cm³, 500 cm³.
- Classic 2 (from 1979 to 1981 included): motorcycles registered until the end of 1981, CC: 50 cm³, 75 cm³, 100 cm³, 125 cm³, 175 cm³, 250 cm³, 500 cm³, 500 cm³.
- Classic 3 (from 1982 to 1986 included): motorcycles registered until the end of 1986, CC: 50 cm³, 75 cm³, 100 cm³, 125 cm³, 175 cm³, 250 cm³, 500 cm³, 500 cm³.
- Classic Women 4: all categories and CC combined.

18b. RESULTS

Daily results:

The results of each race day will be based on the accumulated times achieved at the SP "Speciales" That will include the acceleration test, the final cross for the last day and eventual penalties to hourly checks.

In order to increase the interest of the daily acceleration test, the coefficient x 5 will be applied to every time achieved.

Regarding the classification at the final cross, it will be formulated by the numbers of laps and the time achieved

(Numbers of laps will be decided on the day in accordance of the numbers of riders). For the winner and pilots with the same number of laps, only faster times will count.

For runners who have completed fewer laps than the winner, they will be apply a flat penalty to their time of 2 minutes per missing runs.

The results will be published at the end of each day.

Final Results:

The results will be the cumulative time achieved over the duration of the event, acceleration tests (coefficient x 5), the final cross for the last day and eventual penalties to time checks.

In the event of a tie, the oldest driver will be the best of the two.

18c. RECOMPENSES

The awards will be awarded based on the following criteria:

To the pilots who participated in the 1980 ISDT

To the pilots of the team most representative of 1980

To the 3 first riders of the CLUB Team

To the 3 first riders of the Manufacturer Team

To the 3 first riders of the VASE Team

To the 3 first riders of the Trophee Team

By category:

- Classic 1 (before 1978 included): motorcycles registered until the end of 1978, CC: 50 cm³, 75 cm³, 100 cm³, 125 cm³, 175 cm³, 250 cm³, 500 cm³, 500 cm³.
- Classic 2 (from 1979 to 1981 included): motorcycles registered until the end of 1981, CC: 50 cm³, 75 cm³, 100 cm³, 125 cm³, 175 cm³, 250 cm³, 500 cm³, 500 cm³.
- Classic 3 (from 1982 to 1986 included): motorcycles registered until the end of 1986, CC: 50 cm³, 75 cm³, 100 cm³, 125 cm³, 175 cm³, 250 cm³, 500 cm³, 500 cm³.
- Classic Women 4: all categories and CC combined.

The organization reserves the right to distribute other awards. These will be specified on the official ISDT information board.

The rules for raising claims will be the same as for the French Championship.

19. INSURANCE

The organizer took out insurance in accordance with the provisions of Article R331-30 of the Sportive code. The policy will be attached to the files sent to the administration prefectural and federal.

20. OFFICIAL

The list will be attached to files addressed to the prefectural and federal administration.

This event being a first organization of its kind, the MOTO CLUB OF BRIOUDE reserves the right to amend this regulation.

Any additional changes or provisions will be announced, supplements dated, numbered accordingly, which will be an integral part of the regulation. These supplements/changes will be displayed at the secretariat, the permanence and the test scoreboard. They will also be communicated in the shortest possible time directly to participants.

CERTIFICAT MÉDICAL

Tout candidat désirant pratiquer le sport motocycliste doit se soumettre préalablement à une visite médicale complète d'aptitude.

Il est recommandé aux pratiquants ayant 50 ans et plus d'effectuer un test à l'effort tous les trois ans. Le médecin traitant peut demander cet examen s'il le juge nécessaire à la décision de la non-contre indication au sport motocycliste. De plus, pour la première demande de licence de compétition, une attention particulière devra être apportée à l'examen de la vision. Cet examen peut être réalisé soit par le médecin traitant soit par un ophtalmologiste. L'acuité binoculaire (corrigée ou pas) doit être supérieure à 6/10ème pour un examen pratiqué les deux yeux ouverts simultanément. Le candidat doit être apte à reconnaître les couleurs des différents drapeaux utilisés (jaune, rouge, vert, bleu). Le champ visuel doit être supérieur à 160°. La monophtalmie peut être autorisée, après avis du Comité Médical, uniquement pour la pratique du trial et des disciplines à départ isolé à la condition que le champ visuel soit supérieur à 120° et l'acuité supérieure à 8/10ème.

Certaines affections neurologiques, l'épilepsie, les troubles de l'équilibre et de la coordination, le diabète insulo-dépendant, la cécité unilatérale, les atteintes de l'appareil locomoteur nécessitent l'avis du Comité Médical. L'insuffisance coronarienne aiguë, l'hypertension artérielle traitée et persistante, la greffe cardiaque, les troubles graves de coagulation, l'insuffisance rénale chronique dialysée sont des contre-indications absolues. Les effets de substances pharmacologiques pouvant modifier l'attention, la vigilance et le comportement sont soumis à l'appréciation du médecin examinateur. La liste des contre-indications ci-dessus n'est pas exhaustive. Pour certains cas particuliers, la FFM peut délivrer, après avis du Comité Médical, des licences handicap soumises à restriction. Dans ce cas, un certificat médical doit être adressé au Médecin fédéral.

Encart réservé au Médecin

(si vous souhaitez un agrément fédéral contactez le Comité Médical de la FFM)

Je soussigné, Dr, Docteur en Médecine, certifie avoir examiné :

Nom du Licencié :

Prénom du Licencié :

Date de naissance du Licencié : | . | . | . |

Date de l'examen : | . | . | . |

et n'avoir pas constaté à la date de ce jour, de contre-indication clinique au sport Motocycliste, y compris en compétition.

*CACHET et signature
du médecin*

Si tel n'est pas le cas, cochez l'une des cases correspondantes ci-après :

- ☐ Demande l'avis du Comité Médical. Dans ce cas, adresser un certificat descriptif au médecin fédéral.
- ☐ Présente une contre-indication au sport motocycliste.