

## Vintage Motocross des Nations 50cc

### Objectives

In order to promote vintage 50cc motocross, the:

International Trophy Vintage Motocross des Nations 50cc has been established. (VMXDN50cc).

### Vintage Motocross Des Nations 50cc

This race is for 50cc vintage bikes with production year up to 1982 (pre 1983). The race also contains a separate class of bikes with production year up to 1977 (pre 1978).

Countries competing in previous editions of this race all have their own 50cc Vintage competitions and regulations. These regulations do not try to exclude any of the respective rules of those competitions; however the bikes competing in this race should give an image on how the 50cc Vintage class was in it's era.

These regulations should be adapted by all competing countries prior registration opening.

For each competing country one spokesperson is needed:

- Italy: Alfredo Talin
- Sweden Peter Anderson
- Netherlands Geert Breemer
- Denmark Mickael Sadolin
- Belgium Nick Maeyninckx
- Germany to be determined
- France t.b.d.

Prior adding and/or revising and/or changing these regulations, all competing countries should be consulted. All adaptations need to be finalized before December 1<sup>st</sup> of the year before the race. After this date, no changes will be made until after the end of the race.

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## 1 Race

The race takes place once every year.

The race takes place in a country that would like to organize it.

Preferably the race takes place in a different country each year.

For the race for the Trophy to be valid, at least teams from 3 different countries need to compete.

the race for the Trophy consist of a minimum of three heats and a maximum of 4 heats; spread over 2 days.

## 2 Score

In each heat the rider who finishes:

- first gets 1 point,
- second gets 2 points,
- third gets 3 points,
- and so on.

### 2.1. Team score

For the team the points of the three team members are added up.

The team with the least amount of points wins the Trophy.

### 2.2. Individual score

All riders will be classed individual.

The rider with the least amount of points is Individual winner.

For the first three riders, the organizing country makes a trophy available.

#### 2.2.1. Pre 1978 class

Riders in the pre 1978 class get a separate ranking.

The rider with the least amount of points is winner.

For the first three riders in the pre 1978 class, the organizing country makes a trophy available.

Riders in the pre 1978 class, do not compete for the other Individual trophy's.

### 2.3. Ex aequo

In case of equal amount of points, the ranking in the last heat decides:

- Teams: the team of the highest ranking driver, gets 1 point subtracted.
- Individual: the highest ranking rider gets 1 point subtracted.

### 2.4. DNS / DNF

If a rider does not start a heat (DNS) or does not finish a heat (DNF), the rider receives the number of riders competing + 1 points.

## 2.5. Penalty

The rider can get penalty points for parts, that are not according regulations, mounted on the bike he competes; see [6.1.](#)

### 3 The Trophy

The Trophy will be assigned to the winning team

On the base of the Trophy will be engraved, for every edition, the three best qualified teams and the year.

The Trophy will remain in the winning Country until the next edition.

## 4 Teams

To compete for the Trophy riders need to compete in a team.

Each team consist of 3 riders coming from one country.

For each country multiple teams can compete.

Only the fastest team of each country will go on the stage, so there will be 3 different countries on the stage every year.

### 4.1. Racing license

The guesting company will provide an temporary license for which the rider will pay.

#### 4.1.2. Age

At least two riders of each team should be over 30 years old.

The third rider has to be over 16 years old.

### 4.2. At least one Pre 1978 bike per team

Each team must have at least one rider riding a 50cc bike production year pre 1978.

Every member of the team is allowed to race this older bike.



## 5 Bikes

### 5.1. General

A competing bike has to be well maintained and safe to race.

The original configuration of the bike should be respected.

#### Production Year

Parts used should be at the latest of production year:

- 1977 for the pré 1978 class
- 1982 for the pré 1983 class

#### Replicas of bikes and parts

Only exact replicas are allowed.

#### Front fork

Front Fork inner tubes diameter should not exceed 35mm.

#### Damping

Adjustable damping on suspension, front and rear, is not allowed.

Air supported suspension is allowed if of that era.

### 5.2. Pré 1983 class

Bikes competing can be at the latest of production year 1982.

### 5.3. Pré 1978 class

Bikes in the pré 1978 class must be at the latest of production year 1977 and must have an original look.

#### 5.3.1. Pre 1978 class front forks

Pré 1978 bikes Front Forks inner tubes diameter should not exceed 32mm in diameter. Pre 1978 front forks should be at the latest of production year 1977.

## 5.4. Engine

### 5.4.1. Engine casings

Engines casings should be at the latest of production year 1982.

For the pre 1978 class engine casings should be at the latest of production year 1977.

Engines casings build according original specifications can be of later date.

Zündapp 316 and 317 engines and 314 engine cases are not allowed.

### 5.4.2. Engine displacement

The maximum engine displacement must be 50cc, with a maximum tolerance of + 5%.

Engine displacement is calculated by:

$$Vs = \frac{1}{4} * \pi * (B^2) * S$$

Vs = Displacement

B = Bore

S = Stroke

#### 5.4.2.1. Bore and stroke

Bore and stroke may be changed; however the maximum engine displacement specs must be met.

### 5.4.3. Carburation

Carburator must be of maximum 28mm diameter if modern production.

Originally fitted carburators can be of any size.

Reed valves are only allowed if:

- originally fitted to the engine
- a specific kit was available at production time (pré 1978 or pré 1983). Homemade kits are not allowed.

Power valves are not allowed.

#### 5.4.4. Ignitions

Modern Electronic Ignition systems are allowed.

#### 5.4.5. Watercooling

Watercooling is only allowed if:

- originally fitted to the engine
- a specific kit was available at production time (pré 1978 or pré 1983). Homemade kits are not allowed.

#### 5.4.6. Exhaust system

Valves fitted in the exhaust system are not allowed.

#### 5.4.7. Cilinders

Only Exact replicas of cylinders are allowed.

## 6 Scrutineering Commission

Prior to the race admission:

A scrutineering commission, composed by

- one rider or spokesman of each competing country
- at least 1 member of the local federation,

will examine and approve every competing bike on:

- Technical state (local federation)
- Historical authenticity according these regulations.

Bikes with the historical racing card (technical fiches), if corresponding with the card itself, will be automatically admitted.

All other bikes should have configuration and parts of production year up to 1982 and not younger.

### 6.1. Penalty

Every part or configuration mounted younger than 1977 / 1982, is penalized by adding 2 points in the classification of every heat of the race.

#### 6.1.1. Example:

A bike with fork and shock absorbers of production year 1985 will be penalized with 4 points (2+2) every heat in the final classification.

### 6.2.

All decisions are made by the Scrutineering Commission and are final.

#### 6.2.1. Proof

If any discussion about the bike and/or parts mounted on the bike occur, the rider of the bike is responsible for providing proof.

### 6.3. Questions regarding regulations

For any other questions, the local racing rules of the guesting country will be observed.

## 7 Revisions

### V2.4. 21112018

- 1:
  - The race for the Trophy consists of three heats.
    - -> the race for the Trophy consist of a minimum of three heats and a maximum of 4 heats; spread over 2 days.
- 5.3.1. Pre 1978 class front forks
  - For safety reasons, Pré 1978 bikes Front Forks inner tubes may measure up to 35mm in diameter.
    - -> Pré 1978 bikes Front Forks inner tubes diameter should not exceed 32mm in diameter.
  - However, pre 1978 front forks should be at the latest of production year 1977.
    - -> Pre 1978 front forks should be at the latest of production year 1977.
- 5.4.4. Ignitions
  - Programmable Ignition systems are not allowed.
    - -> become due.
- 5.4. Engine:
  - Added:
    - 5.4.7. Cilinders: Only Exact replicas of cylinders are allowed.