



## FIM Europe Enduro Rules

**EDITION 2020**

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- ELECTRIC MOTORCYCLE CATEGORY
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## GENERAL REGULATIONS

### 01.1 GENERAL

The FIM Europe organises the Individual European Enduro Championship, the European One Make Team Trophy. The Final is valid also for the *ENDURO OF EUROPEAN NATIONS TROPHY AND CLUB* Teams Trophy, according to the rules of the FIM Europe Sporting Code in addition to the following.

The European Enduro Championship will consist of a number of two-day rounds (the number of rounds may vary in number each year but there will be a maximum of 5) including a Final, which may be held for two or three days. The purpose of these competitions is to test the reliability of the motorcycles and the skill of the participating riders who must cover the entire distance under the prescribed conditions.

Within the Individual European Championship a contest of overall classification is also specified (regardless of classes).

The technical rules and the rules of the event are those specified in these rules and the FIM Europe Sporting Code, unless otherwise specified in the Supplementary Regulations of the rounds. The use of “ Tear Off” lenses on goggles is prohibited. The use of “Roll Off” goggle systems where the transparent plastic film is retained within the device and not discarded is allowed. Failure to do so will result in the rider’s disqualification (or other penalties given by the Jury).

The Supplementary regulations can have adaptations imposed by the local authorities and for the National Championship.

#### 01.1.1 ROUNDS

Any FIM Europe Championship round, may -with the authorisation of the FIM Europe Enduro Baja Commission- include a National Championship, but the overall number of riders in the event must not exceed 300. The machines in the National Championship must comply with FIM Technical Rules.”

In this case the participants of the European Championship should start before the participants of the NC, in order defined in art. 01.22.

#### 01.1.2 THE FINAL ROUND OF THE YEAR (Final)

The final round of the year is a specially organised event with two or three days of competition. If held over two days, the last day must include a special test similar to the final test of the ISDE. It is recommended to make a route with a TC from 5 to 35 km before the riders arrive at the final Test.

#### 01.1.3 PARTICIPATION

To participate in the European Championship a rider must have a valid FIM Europe Enduro Championship Licence. ~~Only FIM Europe licence is valid for Junior riders.~~

Riders participating in the class **Junior Under 21 are admitted with the Fime Promotional Enduro Continental Licence and starting permission.**

A rider can participate in as many rounds as he/she wishes. For the final classification all

rounds shall count.

A Junior or a Senior may participate in the correspondent Class by capacity if he wishes. However, a rider can only score points in one category, and the first category in which he obtains Championship points in any season will be the only category in which he can score further points in that year.

Each rider participating / scoring points in the Individual European Enduro Championship must be holder of a licence of a country which is a member of the FIM Europe. Riders coming from other CONUs are admitted under the following conditions:

- If the rider is holder of a licence and of a starting permission regularly issued by rider's own CONU.
- If the rider is holder of a licence and of a starting permission issued by rider's own National Federation. In this case the rider will have to buy also a FIM Europe licence, Annual or One Event.

Each rider in the Nation Classification must be holder of the passport of the country, which he represents.

A twice consecutively winner of any Junior class cannot participate in any Junior class in the following two years.

#### **01.1.4 PARTICIPATION IN THE TROPHY FOR NATIONS AND CLUBS.**

The competition is valid for National Teams and Clubs. Participation is allowed as follows:

National Team Competition: Each Nation may enter a maximum of –  
1 National Team, 1 National Junior Team, 1 National Senior Team and 1 National Women's Team .

Nations must be regularly affiliated at the FIM Europe in the year of competition.

Each National Teams may consist of a max 4 riders with the (scores of 3 to count)

Each National Junior, Senior and Women Teams may consist of a maximum of 4 riders (scores of 3 to count).

All Teams must entered by their respective FMNs.

The National Team must be made from riders of the same Nation.

Riders who have qualified in the first FIVE positions of the WEC in the previous two years are not eligible for any teams.

A rider can only be a member of one team. This defines that a rider in any National Team could not also be a member of a Club Team.

For the CLUB TEAMS there may be a limit of Club entries accepted which will be announced by the organiser.

CLUB TEAMS : are formed from 3 riders, always entered by FMN's.

~~The Inscription will close 30 days before the event and at least 20 days before the event the organiser will publish a list of the riders and teams eligible to take part.~~

Priority of Entry: PRIORITY of entry will be given to the Individual riders who have appeared in the in the starting list of the Individual European Championship of that calendar year, after this National, Junior, **Senior** and Women Teams will take next priority. Each Nation have right of priority for one Club Team. Following this for the Club Teams priority will be given to Clubs with riders who have taken parts in the most EC rounds in that calendar year.

### **01.1.5 APPLICATION**

The application for organising the Rounds of the European Enduro Championship for a given year should be placed at the FIM Europe Enduro Bajas All Terrain Commission up to MAY 31st, of the previous year.

### **01.2 COURSE**

The course must be practicable in all kinds of weather for any motorcycle of Category 1, Group A1. The total distance to be covered in the European Rounds must be not less than 300 km.

The distance for Senior, Women, and 50cc & Electrical Bike Trophys may be shorter and if so this will be stated in the Supplementary Regulations.

The total time for a day of competition should not exceed 7h 30mins, including the fifteen minutes of the last time check based on the B time.

These rules concerning the course can be adapted to be according with the requirements of the local authorities. In this case the organising FMN must give knowledge of it to the other FMN's.

The organiser will be requested to supply a plan of the course. The organiser may create a figure of 8 shaped course if they wish.

The direction of the course may be the same on both days. If so, then the Special Tests may be timed on the first lap on day two.

For safety reasons, the organiser is recommended to arrange on the day prior to the event that all participating FMNs have the opportunity of inspecting the itinerary of the whole event by sending one pre-rider who does not participate in the competition with a bike around the course foreseen for the different days, under the organiser's supervision.

For the reconnaissance of the course, all riders, including delegates, have to wear a bib in order to be identified.

Pre-riders must have been nominated in writing by their FMNs. The nomination must be sent to the organizers. The Official Delegates attending the event can also nominate a pre-rider for their FMN in writing. In all cases the nomination of a pre-rider must also include written confirmation that the pre-rider has Start Permission/Insurance cover in place.

The name of the persons doing the reconnaissance of the course should be indicated to the Jury Secretariat.

The organiser should take into consideration the advice of these pre-riders.

### **01.3 PUBLICATION OF SUPPLEMENTARY REGULATIONS (SR)**

The Supplementary Regulations (SR) shall contain important local details on such matters as the course, average speeds, safety conditions, entry fee, etc.

Two copies of the SR for an event must be sent to the FIM Europe Secretariat at least two month's before the event. In the situation where the FIM Europe Secretariat does not receive the SR within the specified time frame of two months, the FMNR responsible for the event will be fined 130 €.

Once approved, a copy of the SR will be returned to the FMNR and a copy will be sent to the Jury President. The SR must also be sent to all FMN's and Commission members at least 30 days before the event.

The organizers must show the FIM Europe-logo in the supplementary rules of each race.

## **01.4 JURISDICTION**

### **01.4. JURY**

An International Jury composed in conformity with the dispositions of the FIM Europe Sporting Code (see art. 50) will supervise the event.

The FIM Europe Commission of Enduro nominates the President of the Jury.

The second member of the Jury is proposed by the FMNR. Should the Jury be required to make a disciplinary or arbitration decision, a third member of the Jury shall be selected by the FMN delegates present, among themselves. This third member shall be as far as possible neutral.

#### **01.4.1 LICENCE**

All the members of the Jury must be holder of a FIM or FIM Europe Sporting Steward licence for Enduro, and will have the same obligations as defined in the FIM Europe Sporting Code.

#### **01.4.2 COSTS**

The travel and the accommodation cost of the Jury President are supported by the FIM Europe.

#### **01.4.3 JURY MEETINGS**

The first Jury Meeting must be held at 9.00 a.m. on the day before the first day of competition and the course reconnaissance will start at 11.00 a.m.

If a Jury report states that an event is not being run in accordance with the FIM Europe rules, it is possible, by decision of the Commission for Enduro and Rallies, to inflict a penalty up to 200% of the inscription fee.

#### **01.4.4 FMN-DELEGATES and MANUFACTURERS OBSERVER**

FMN-Delegates In accordance with the FIM Europe Sporting Code art 50.6.

One representative, elected by the motorcycle manufacturers and who is holder of an FIM/FIM Europe Manufacturer's licence will be admitted as an Observer to the open Jury Meetings.

## **01.5 TEAM MANAGER**

Any FMN participating in a competition counting for the Championship will be allowed to designate a team manager or representative for any three participating riders. The team manager shall be the spokesman for the riders and represent their interests during the competition but is not authorised to attend the International Jury meetings.

## **01.6 PRIZES**

The prizes at each individual round will be at discretion of the organizer, but must be a minimum of three in each individual classification with more than five participants. For less number of participants in a class and for the Nation Championship and the Trade Team Trophy there need only be a minimum of one prize each.

At the end of the year there will be trophies for the first three places in each individual classification (~~seven classes~~) and trophies for the first three places in the classification for

Trade Team Trophy and Overall European Final Winner.

At the Final FIM Europe Trophies will be presented for the First placed: National Team, Junior, **Senior** and Women Team and for the Club team winner (only the first place will be presented). The trophies for National and Junior Teams will be perpetual. The Trophies for **Senior** and Women will be awarded each year.

Medals will be presented for the riders for first three teams.

During the second Jury-meeting at each event the number of riders who will be awarded prizes in each class must be announced. This information will be published on the official notice board.

### **01.6.1**

All riders eligible for awards must be present to this ceremony, which should take place no later than two hours after the last pilot's arrival. In case of absence, the rider will be obliged to pay a penalty of 100 Euro to the FIM Europe. If he does not pay this penalty before the next event, he will be disqualified from that event and may also face disciplinary action if it should be the last round of the Championship, through their FMNs.

If the Prize-giving ceremony does not take place within the stipulated two hours, the rider is allowed to leave without any penalty.

## **01.7 COMPETITIONS FOR THE CHAMPIONSHIPS AND CUPS**

All classifications will be based upon the time obtained according to Art. 01.47. The riders with the lowest times are the winners in their class.

The time obtained according to Art. 01.47 is at the same time definite for the overall classification (regardless of classes).

## **01.8 CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS**

### **01.8.1. POINT SCORING**

The fifteen best riders classified in each class and the fifteen best riders in overall classification will be awarded with points according to the following scale at the end of each day of the competition.

20 p. – 1st, 17 p. – 2nd, 15 p.-3rd, 13 p. – 4th, 11 p. – 5th, 10 p. – 6th, 9 p. – 7th, 8 p. –8th, 7 p. – 9th, 6 p. – 10th, 5 p. – 11th, 4 p. – 12th, 3 p. – 13th, 2 p. – 14th, 1 p. – 15th

In case of ties in the results at the end of a day, the riders concerned will each receive the time to be awarded for this place, and the next classified rider will receive the time according to his position.

For example:

Rider A 28'20" – 20 points, Rider B 28'20" – 20 points, Rider C 30'00" – 15 points

For final classification, it is only possible for a rider to gain points in one category and class during a year.

### **01.8.2 WINNERS**

The winner, the European Individual Champion of a class, or a category, is the rider with the highest number of points, considering art 01.1.2. and art 01.8.1. In case of a tie, the rider with

the most victories and then highest placings in the scoring days will be placed first and so on until the statement is broken. If the draw subsists the winner will be the rider with the higher score in the last day.

This principle is also valid for each event. In case of a tie in regard prize giving for event, the positions will be decided in favour of rider with highest score in the last day.

### **01.8.3 - ENDURO OF EUROPEAN NATIONS AND CLUBS**

The Classification for National Teams will be determined from the sum of the times taken by the best 3 riders of the Team, in all two or three days of competition.

The Classification for National Junior, Senior, Women and Club Teams will be determined from the sum of the times taken by 3 riders in each team in all two or three days of competition.

A team with a rider who fails to finish a day will be penalised three hours and the rider will be allowed to re-start as per art. 0.1.18. A Team with 3 riders classified per day as finishes will be always take priority in the Team classification before a Team with 2 riders per day classified as finishes.

The winner of each day of competition is the team with the lowest summary time. In case of a tie, the winner will be the team with the rider in the best time.

In case of a tie, the team with the most victories in the scoring days will be placed first and so on until the statement is broken. If the draw subsists the winner will be the team with the lowest time in the last day.

### **01.8.4 THE TRADE TEAM TROPHY**

To participate in the Trade Team Trophy competition, the team must make a pre- inscription entry at the administrative inspection of the first round of the year, at the latest. An official registration form must be completed with the name of the team (not riders) and returned to FIM Europe Jury President together with a registration fee of € 150,00 for the whole of the series. However, a Trade Team may still enrol after the first event at any future events except the Final, with the same procedure. If inscribed at an event after the first round an entry fee of 200 euro will apply for whole series.

The entrant of a Trade Team must keep the same name of the Team at all rounds of the Championship during the year.

A Trade Team shall consist of three riders, regardless of classes, machines and categories. It is not compulsory to have the same riders in the team at all rounds of the Championship during the year.

The entry of a Team to a Championship event, with the nominated riders, must be done at the latest at the administrative inspection of each event, by the official entry form.

The classification for the Trade Team Trophy is obtained by adding the times for the three riders of each team, regardless the class and category, in each day general classification.

The winner of each day of competition is the team with the lowest summary of times. In case of a tie, the winner will be the team with the rider in the best position. A team with less than three riders classified will be penalised three hours for each rider missing, per day.

The best Teams will score points from each day, according to art 01.8.1.



The winner of the European Trade Team competition is the team with the highest number of points. In case of a tie, the team with the most victories in the scoring days, will be placed first and so on until the statement is broken. If the draw subsists the winner will be the team with the highest score in the last day. In case of a tie in position for the Prize ceremony the winner will be the team in the best position on the final day of the event.

### **01.8.5 OVERALL EUROPEAN WINNER**

The overall European Champion is the rider with the highest championship points score regardless of the classes and cubic capacity of all the points of every day of the race, having done all the laps foreseen by the S.R.

The individual classification is established by adding the correspondent points of each day. All days count. The winner of the Overall European Championship is the rider with highest number of points. In case of a tie, the rider with the most victories in the scoring days will be placed first and so on until the statement is broken. If the draw subsists the winner will be the rider with the higher score in the last day.

For this overall classification each day will be given the points according to:

20 p. – 1st, 17 p. – 2nd, 15 p.- 3rd, 13 p. – 4th, 11 p. – 5th, 10 p. – 6th, 9 p. – 7th, 8 p. –8th, 7 p. – 9th, 6 p. – 10th, 5 p. – 11th, 4 p. – 12th, 3 p. – 13th, 2 p. – 14th, 1 p. – 15th.

All days count.

### **01.9 PLACINGS AND RESULTS (PREMATURE STOPPAGE)**

If any event is stopped prematurely by the Jury it cannot be re-run.

If any event is stopped before the majority of riders have completed at least half the total distance, the event will be declared null and void.

If any event is stopped at a later stage the Jury shall decide whether the event is null and void or declare such results and awards as they consider justified according to the circumstances.

## **ENTRIES**

### **01.10 ENTRY FORM**

The entry form shall clearly identify for which class the entry is valid.

The entry form may be sent by email, fax or post and must be received 30 days before the event. The organiser must display on a Web site identified in the Supplementary Regulations, the Provisional Entry list – 15 days before the event.

### **01.11 ENTRY FEES**

The maximum entry fee per rider for each two-days Round is € 150,00, and for the Final (if a three days event) € 230,00 and must be paid at the latest 15 days before the start of the event.

**CLUBS TEAMS REGISTRATION FOR FINAL:** In addition to each rider individual entry fee there will be a Club Team Registration for Final of 100 euro's.

This amount will be settled through the FMN or by the rider directly to the organiser. Late entries or payments must be accepted but **MUST** attract a penalty to be paid at administration of 30 euro. The rider who pay late or directly to the administrative checks, **MUST** pay € 180 (two days race) and € 260 (three days race).

The surcharge shall only be applicable if the SR have been displayed on the FIM Europe website for a minimum of 30 days prior to the entry closing date.

The organiser may also state in the S.R. that all riders can pay cash at the administrative examination at each round, without any surcharge.

Any deposits take must be totally reimbursed.

### **01.12 NUMBER OF ENTRIES**

Any meeting may be cancelled if the number of entries received is insufficient.

The Organizer and/or the FMNr is also entitled to set a limit to the number of entries to be accepted and the number will be published in the S.R.

If there are too many inscriptions, the method used by the organizer to select the entries will be stipulated in the S.R. Priority must be given to riders, who have, up to the closing date for entries, obtained points in previous Championship events during the current season, and riders who were placed among the first six in the Championship of the previous year.

Any cancellation confirmed by a written justification will have the entry fee totally reimbursed providing the absence is confirmed at least three days before the administrative inspections.

The reimbursement shall be given to the official delegate if present, or sent electronically back to the riders or Federation within 15 days of the event. This reimbursement fee may have bank expenses deducted.

### **01.13 CLOSING DATE AND REFUSAL OF ENTRIES**

In accordance with the FIM Europe Sporting Code.

### **01.14 CATEGORIES AND CLASSES**

Motorcycles belonging to classes of Category 1, Group A1 and Category 2, Group C will be allowed to participate in this competition.

#### **01.14.1**

There will be four categories: Juniors, Classes by capacity/2t or 4t, Veterans and Women, with a separate classification for each category.

It is only possible for a rider to gain points in one class or category during a year. The Juniors will have three classes:

**Youth** (U21) (from 100 cc to 125 cc 2T)

**J1** (from 100 cc to 125 cc 2T + from 175 cc to 250 cc 4T)

**J2** (from 175 cc to 500 cc 2T + from 290 cc to 650 cc 4T)

Classes by capacity/2t or 4t

250 2t (from 100 cc to 250 cc 2T)

Over 250 2t (from over 251 cc 2t)

250 4t (from 100 cc to 250 cc 4t)

Over 250 4t (from over 251 cc 4t)

The other two categories, Senior and Women, will have no division in classes.

#### **01.14.2 AGE**

**Youth** – riders under 21 years (or who will be 21 in the year of competition).

**J1 - J2 -** riders under 23 years (or who will be 23 years in the year of competition).  
**Senior –** riders over 40 years (or who will be 40 years in the year of competition).

### 01.14.3 CLASS NUMBERS

Every class will have the same number for all the races as follows:

<b>Youth</b>	from 1
<b>J1</b>	from 101
<b>J2</b>	from 201
250 2t	from 301
Over 250 2t	from 351
250 4t	from 401
Over 250 4t	from 451
Senior	from 501
Women	from 551 to 600
50cc Trophy	from 601 to 650
ELECTRIC	from 651 to 700

### 01.15 LIGHTING, WARNING EQUIPMENT AND SPEEDOMETERS

Every motorcycle entered must, throughout each competition, comply with the International Vienna Convention of 1968.

Working brake lights and working speedometers are compulsory, as well as all other devices specified in the S.R.

The minimum diameter of the glass part of the headlight is 100 mm or equivalent area where the headlamp glass is not circular.

The registration number of the machine shall be displayed on a plate firmly fixed to the rear mudguard of the machine (not handwritten on the mudguard direct).

The number plate or its copy should be made of flexible and non-cutting material and should not exceed the width of the rear mudguard.

With the engine running all electrical equipment/consumers of electricity simultaneously must be supplied with electricity produced by the generator.

### 01.16 INTRINSIC PARTS OF THE MOTORCYCLE

(Noise control, static method)

#### 01.16.1 PRELIMINARY EXAMINATION

Preliminary Inspections (Administration & Technical) should be carried out under a General timetable. The timetable should indicate the time riders from each Nation must attend these inspections.

The timetable should be published by the Organiser on a Web site identified in the Supplementary Regulations – 15 days prior to the event.

At administrative inspection the rider must submit his FIM Europe Rider's Licence, Driving Licence, confirmation of entry fee payment, completed entry form, Starti permission / Proof of Insurance from their FMNs.

At the preliminary examination (details of which will be given in the S.R.), the following parts will be marked as described below, in such a way as to ensure their identification.

The parts so marked must be used throughout each day of competition and must be in their proper place at the final examination, whether or not they are essential to the running of the machine. Paint markings on wheel hubs, crankcase, and silencer must be heat resistant.

The substitution of the original components or disregard of these regulations are strictly forbidden. The penalty for breach of this regulation is exclusion, except Art. 01.16.2.

#### 01.16.1.1 MARKED PARTS

<u>Parts</u>	<u>Marking</u>	<u>Number</u>	<u>How or where marked</u>
Frame (main section)	paint*	1	Right hand steering head
Wheels (hubs)	paint*	2	On each hub
Crankcase	paint*	1	Right side
Silencer	paint*	1	

\* or non removable (destructible) sticker. Marking is restricted to these five parts only.

#### 01.16.1.2 NUMBER PLATES

The number plates for each category are:

Category	Number plate	Numbers
By capacity	Red (3020)	White
Youth -Juniors	Green (6002)	White
Senior	Blue (5005)	White
Women	Purple	White
50cc	White	Black
Electric Bike	Black	White

Every rider must place on their number plates the numbers and stickers of any sponsors agreed upon by the Organizer and foreseen in the Supplementary Regulations or by the FIM Europe/Promoter contract. These logo's/stickers and numbers must be used without alteration or obscuring.

The organiser must provide the riders with race numbers at administration. Riders must ensure they have the correct colour number plates for their class.

#### 01.16.2

Motorcycles must pass the noise control test, carried out according to the Rules of FIM/FIM Europe (2 METRE MAX METHOD) during the preliminary examination and marked by the organiser.

For this test, the intakes of the air filter box of the machine must not be obstructed and material (sponges, cloths, foams, etc.) must not be placed inside the air filter box, with the exception of the air filter element.

Any type of valve in the exhaust system is forbidden.

During the whole event (including before entering the Closed Park at the end of each day), the Technical Steward, under the direction of the Jury President or a Jury Member, can check any motorcycle. The time spent for this test will be granted to the rider.

If, during the test, the machine exceeds by 2 dB/A, the maximum level allowed, the rider will be penalised with 60 seconds the first time and excluded from the day's competition the

second time. If a motorcycle does not pass the noise control test, the rider must immediately solve the problem before the next noise control test.

For repairs, control, etc. the following applies:

A rider wishing to repair or replace the silencer of his machine can do so at the end of the first day after the last time check and before entering the parc fermé.

The work must be carried out under the supervision of an official. The rider will be allowed an extra time of 30 minutes for this work. The same applies to riders who for any reason have been told by the Clerk of the Course to have their machines tested.

The rider may request as many noise controls as he wishes during the 30 minutes allowance.

After 30 minutes have elapsed, the rider will be required to present his machine for testing to the noise control test official.

After the 30 minutes, if the noise level is above the required standard, he will not be allowed to start the next day.

If the silencer is changed during the day, the rider must present it to be marked with a different paint or sticker at the next time check. At the end of the day, a noise control test will be carried out during the 30 minutes allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider will be excluded.

### **01.16.3**

The rider will sign an agreement certifying that the parts have been properly marked. This declaration must indicate the frame number.

### **01.16.4**

Before marking the silencer the noise level of every motorcycle will be measured according to the Rules of FIM/FIM Europe (2 METRE MAX METHOD).

### **01.16.5**

The rider is allowed to change any unmarked parts anywhere on the course with the exception of Parc Fermé and between yellow flag and a line 2m after the end of the control table on Time check.

However other than in time checks with assistance or at the final assistance area of the day the rider may only use tools and parts carried with him.

Used parts may be left in the area where the repairs were made. Failure to comply with this rule will be considered as a violation to Art. 01.28 (unauthorised contacts) and will be penalised by exclusion.

### **01.16.6**

Other than in time checks with assistance and at the final assistance area only the rider is allowed to work on the machine. Electrical and air powered tools operated by remote connections are not allowed. However, tools powered by an internal self-contained power supply are permitted. No outside assistance is permitted, except when authorised as specified in Art. 01.27.1, 01.27.2, 01.27.3 and 01.27.5.

## **01.17 EXAMINATION OF MOTORCYCLES DURING THE MEETING**

### **01.17.1 Examination of machines**

The Officials must control, at each time check, one or more marked parts on every machine.

If any marking is missing or if a doubt exists, the officials in charge at the time check will mark the part concerned with a different colour paint or with a non removable sticker and at the final control of the day, the Clerk of the Course will examine the machine and submit a report to the International Jury, on the action taken. If a violation to Art. 01.16.6 is found, the rider concerned will be excluded (see Art. 01.24.5).

Each machine shall, prior to being allowed to leave the working area, be in a complete condition to the satisfaction of the Technical Steward. All work to satisfy this requirement will be carried out in the working area with no additional time allowance being given.

### **01.17.2 Fuel control**

A fuel control may be carried out at any time during an event, according to Art.63.05 of the Enduro Technical Rules. A rider whose fuel fails to meet the technical requirements will be excluded from the whole event and forfeit all Championship points gained.

This rider will also be liable to reimburse the full costs of the test and further penalties may be imposed.

All requests for fuel control following a protest must be accompanied by a deposit of CHF 1'200.– paid to the International Jury or the FIM Europe (supplementary controls).

Any new requests for control must be presented to the FIM Europe within 5 days of the reception date of the results of the preceding control notified in conformity with Article 5.6 of the FIM Europe Disciplinary and Arbitration Code.

After the last control:

- the winning party will have its deposit reimbursed;
- the losing party will have to pay the costs of all the controls carried out after deduction of deposits which it has already paid.

### **01.18 RESTART**

A rider who did not finish one day can re-start the following days on the following conditions:

1. He must present his machine to the final time control within the following time limits: Not earlier than the scheduled time on his time card and no later than 60 minutes after this time.
2. The frame must be the original marked before the competition (see Art. 01.16.1).
3. The motorcycle must be submitted to a complete technical inspection including the noise control test (see Art. 01.14, 01.15, 01.16).

Any marked parts that have been changed must be re-marked at technical inspection.

4. The riders excluded by the Clerk of the Course can proceed as stated under points 1, 2 and 3 above and wait for the confirmation by the Jury (see Art. 01.24.5).

## **GENERAL ORGANISATION**

### **01.19 CHANGE OF MOTORCYCLE**

After the closing date for inscriptions, any change in the make or the class of the motorcycle will be subject to a written application, fully stating the reasons.

Application for a change must reach the Clerk of the Course not later than 24 hours before the official examination time of the machine and must be approved by a decision of the International Jury.

## **01.20 PARCS FERMES**

### **01.20.1**

The meeting is organised on a parc fermé (closed control) system which means that apart from the time spent on the road and the time occupied each day prior to the start as provided for in Art. 01.24, the motorcycles are in the custody of the FMNR, until 30 minutes from start of last riders each day, or 30 minutes from releasing machines from PF at the last day of event.

### **01.20.2**

The Parc Fermé must be enclosed and fenced in to prevent unauthorised persons from entering. Its limits must be clearly marked out and supervised by a sufficient number of officials to ensure that only authorised persons may enter or have access to the machines. It must have one clearly marked entrance and one exit which leads to the “starting area”, but no other entrances or exits. Officials in charge of the closed-controls must wear a distinctive emblem recognised by all persons concerned and the riders in particular.

### **01.20.3**

Access to any parc fermé is forbidden to everyone except the Jury members, certain officials designated for duty, and riders who wish to park or take out their motorcycles. After checking in at the time check just before the parc fermé, the rider must stop the engine and push his motorcycle into the parc fermé without delay.

While proceeding from the time check to the parc fermé, it is forbidden to refuel or make any repairs on the motorcycle. Riders failing to comply with either of these requirements will be excluded (except Art. 01.16.2).

### **01.20.4**

In the parc fermé it is forbidden for a rider, under penalty of exclusion from the meeting:

- To touch the machine of any other rider;
- To touch his own machine except to push it in or out of the parc fermé;
- To start the engine.

### **01.20.5**

Any rider caught smoking in a parc fermé will be excluded.

### **01.20.6**

The machines in the parc fermé must not be covered in any manner.

### **01.20.7**

At the end of the event, riders may collect their machines from the Parc Ferme, 30 minutes after the last rider in their class has finished.

## **01.21 STARTING ZONE**

This zone consists of:

- Parc Fermé
- Starting Area

**01.21.1**

The starting area is considered as “Parc Fermé” concerning access and assistance.

Access to the starting area is strictly forbidden to anybody except for the Jury members.

A starting area which is a small enclosed area where the riders await the starting signal and where the starting line is situated at one extremity.

See plan of starting area. It is not permitted to work on the motorcycle in that area until the starting signal is given. The penalty for doing so is exclusion.

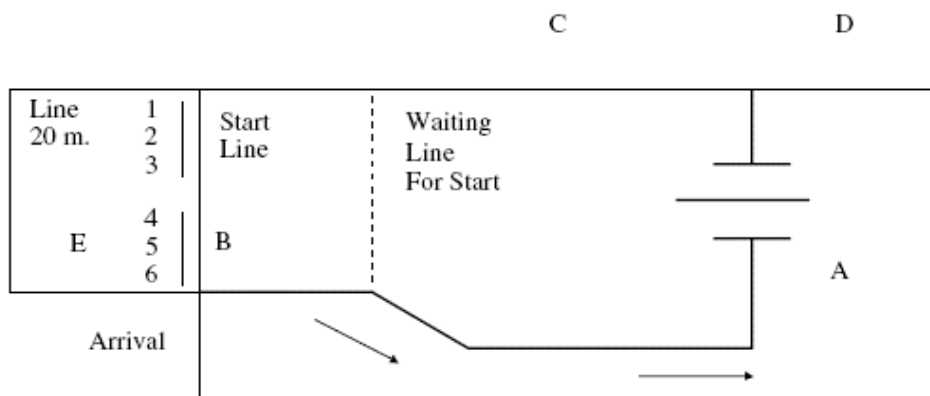
**01.21.2**

The competitors' motorcycles are kept in the parc fermé under the surveillance of the organiser from the time stipulated in the S.R. until the start of the first day's run; and from the end of that day's run until the start of the next. Access to this parc fermé is defined under Art. 01.20.3.

**01.21.3**

It is also forbidden to start the engine in the starting area before the starting signal is given. The penalty for doing so is 1 minute.

### PLAN OF THE ORGANISATION OF THE PARC FERME AND STARTING AREA



- A = Parc Fermé
- B = Starting area
- C = Trade area
- D = Entrance for officials
- E = 2 lines must be provided with room for 3 riders on each line

The distance between A and B must not be longer than 20 metres and must be a closed area.

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**01.22 ORDER OF STARTING**

For all event of the Championship the starting order shall be as follows:



1	Youth
2	J1
3	J2
4	250 2t
5	over 250 2t
6	250 4t
7	over 250 4t
8	Senior
9	Women
10	50cc - if this class is included in the event
11	Electric bikes - if this class is included in the event

The numbers of riders starting at the same time can be between 2 and 4 depending on the numbers of participants and the conditions of the course.

From the second event onwards the riders will start class by class in their respective classes following the order determined by the provisional classification of the previous rounds.

## **01.23 PREPARATION FOR START**

### **01.23.1**

Each morning before the event, riders will be allowed to enter the parc fermé 5 minutes before their starting times for the sole purpose of moving their motorcycles, by hand only, to the exit of the Parc Fermé and to enter into the starting area. No work of any kind can be carried out on the motorcycle in the Parc Fermé or in the starting area, under penalty of exclusions.

## **01.24 STARTING**

### **01.24.1**

At the beginning of each day's run, the starting signal will be given at the exact time a rider is due to start. Within one minute after the starting signal has been given, the rider must have started his engine at the starting line and crossed another line 20 metre from the starting line using the power of the engine.

### **01.24.2**

If a rider is not on the starting line when the signal to start is given, he will not be penalised as long as he brings his motorcycle to the starting line, starts the engine, and crosses the second line within one minute after the signal for his start was given. Riders arriving more than one minute late at the starting line will be penalised 1 minute per minute late. The minute in which the riders arrive at the start line will be considered as the new start time and before the minute expires, they must observe the start procedure under art. 01.24.1. Riders being late more than 15 minutes late will be classified as retired and will not be allowed to start.

### **01.24.3**

The kick-start or other starting devices must start all motorcycles, mechanical or electrical. It is not allowed to rotate any driving road-wheel.

Should the engine stop before the motorcycle has crossed the second line, the rider has to restart it and cross the second line within one minute after the signal to start was given, in order not to be penalised. A rider not crossing the 20 metre line within one minute after

his starting signal has been given will be penalised by 10 seconds.

#### **01.24.4**

A rider who has been penalised for not starting his engine and crossing the 20 metre line within one minute may then start his motorcycle any way he desires, but must cross the starting line before proceeding on the route.

The rider who does not succeed in starting his machine or whose machine stops in the area between the starting line and the 20 metre line must not return to the starting area but has to push his motorcycle in the driving direction and cross the 20 metre line in order not to hinder other participants.

#### **01.24.5**

When the case of a rider is under discussion and he wishes to start, he will not be prevented from doing so providing his machine has been held in the parc fermé as per the regulations, except for reasons of safety. Once the Jury confirms that the rider is excluded, he will not be allowed to start.

### **01.25 REPLENISHMENTS**

#### **01.25.1**

No time allowance is made for replenishments, and they must be done during running time. The rules regarding fuel and its supply for the meeting are published in the Technical Rules Appendix "Enduro".

The use of an environment mat, or other effective device, is obligatory to be used where servicing of machines is permitted by the organiser. The penalty for breach of this regulation will be a fine of € 70,- for each offence.

The minimum dimensions of the mat will be at least equal to the wheelbase of the motorcycle and of the width of the handlebars. This mat will be composed of a waterproof sole and of an absorbent textile.

#### **01.25.2**

In addition to the replenishment stations located at the start and finish, others will be situated along the course and indicated on the route card. There will be a maximum of three replenishment stations per lap, including those in the finish areas.

#### **01.25.3**

The replenishment station before the final time check must be situated in the paddock area or in a final working area.

Replenishment is only allowed in the area of the official replenishment depots as marked by the organisers at each time check between the white and yellow flags unless prohibited by the Organiser.

Replenishment is forbidden between the yellow flag and the time check control table. The penalty for replenishment outside the designated areas is exclusion.

It is forbidden under penalty of exclusion for a rider to place his machine or any marked parts, inside any enclosure inaccessible to the officials any time during the event for the purpose of replenishment or any other reason, except if authorised to by the organiser.

#### **01.25.4**

No fuel may be carried other than in a tank or container permanently attached to the machine. The penalty for breaking this rule is exclusion.

#### **01.25.5**

The engine must be stopped during replenishment. The penalty for not stopping the engine is exclusion.

#### **01.25.6**

For every 50 km, there would must be 1 replenishment station.

#### **01.25.7**

Any welding work in replenishment area is forbidden under penalty of exclusion.

### **01.26 EXTRANEOUS MOTIVE-POWER FORBIDDEN**

Throughout the meeting a motorcycle must only be moved by its proper engine power, the physical efforts of its rider, or some natural cause. The penalty for breaking this rule is exclusion.

### **01.27 OUTSIDE ASSISTANCE**

Outside assistance and receiving spare parts or tools are only authorised at the time checks with assistance and in the final assistance area of the last time check.

Only the rider working may change the tyres and he can only do this at the last time check of the first day in the final assistance area (assistance is authorised for taking off and replacing the wheel of the motorcycle).

No outside assistance is authorised outside the designated areas mentioned above. The penalty for not respecting this rule is exclusions (or other penalties given as provided for in the FIM Europe/ FIM Disciplinary and Arbitration Code).

It is forbidden, under penalty of disqualification (or other penalties given as provided for in the FIM Europe/ FIM Disciplinary and Arbitration Code), for a rider to place his machine or any marked parts, inside any enclosure inaccessible to the officials any time during the event for the purpose of replenishment or for any other reason, unless authorised by the organiser.

The lubrication of the chain is authorised only in the replenishment areas.

#### **01.27.1**

Any outside assistance is forbidden outside these time checks with assistance except for cleaning the number plates and the sponsor stickers situated on the plastic parts of the motorcycle with the aid of a cloth or sponge.

The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the motorcycle.

The penalty for receiving outside assistance is exclusions.

Assistance permitted outside the authorised areas by the provisions of this article are defined as follows:

#### **01.27.2**

Assistance is authorised for cleaning the number plates and the sponsors' stickers placed on the plastic parts of the motorcycle at all the time checks except at the "pre- finish" time check.

#### **01.27.3**

Motorcycles can be cleaned at the time checks with assistance. The use of pressure cleaning devices is forbidden.

#### **01.27.4**

It is forbidden to use air or electrically powered tools (except battery-powered tools). The penalty for any use of electric or pneumatic tool is exclusions (or other penalties given as provided for in the FIM Europe/ FIM Disciplinary and Arbitration Code).

#### **01.28 UNAUTHORISED CONTACTS**

It is forbidden for riders, under penalty of exclusion, to be accompanied anywhere on the course or to receive or transmit communications by radio.

#### **01.29 RETIREMENTS**

Any rider who has retired from the meeting must obliterate the number plates or remove them and must not continue the route in the company of, or in proximity to any other rider. If this rule is broken, the rider may be suspended and any rider(s) he accompanied may be excluded.

#### **01.30 ROUTE MARKING**

##### **01.30.1**

The official route, which must not be left for any reason whatsoever, will be indicated on route cards (see Art. 01.36) and marked. The official distances must be considered to be correct. A different colour may be used for marking the route each day. If a driver fails to follow the official route which is indicated on route cards (see Art. 01.36) or if he drives against it, he may be excluded or penalized by time.

##### **01.30.2**

In those cases where the riders must follow a very definite route (i.e. on grassland, rough terrain, footpaths, etc), the organisers must indicate the route precisely and very clearly.

Where the organiser requires riders to pass through a specific area perhaps for reasons of security or to prevent environmental/land damage, this area should be marked with tape on either side OR can be marked with arrows on each side of this area. The arrows must point inward towards the direction the rider must take.

Where such areas are specifically marked, the riders must pass through the tapes or arrows and any rider not doing so will be penalised.

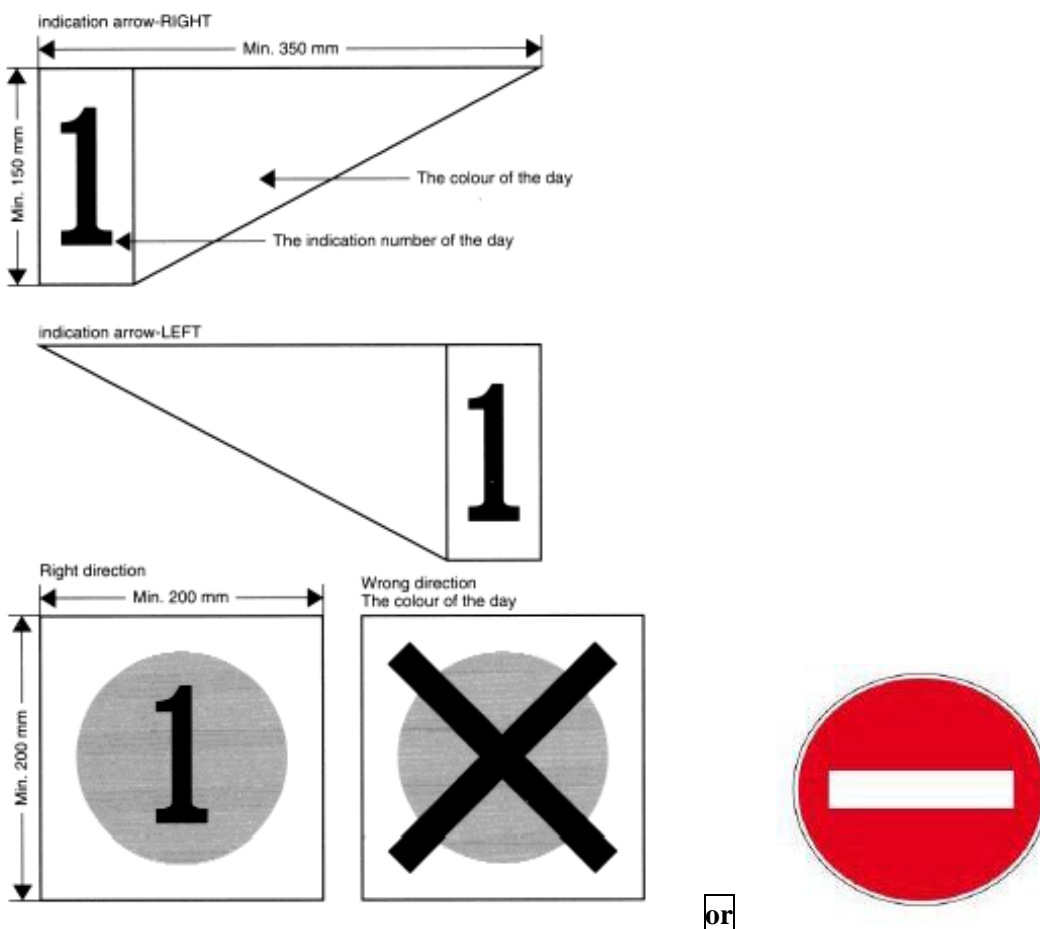
Where such areas are specifically marked, a clearly identified Marshal shall always be present.

The Marshal/Marshals shall ensure that the markers or tape remain in place and also that riders take the intended direction.

Riders must follow the marked route and any deviation to gain advantage render them liable to penalty.

##### **01.30.3**

Samples of the signs or indications used for the route marking must be displayed in the starting area. The signs or indications used for the route marking must be made of waterproof material.



### 01.31 LOCAL TRAFFIC REGULATIONS

Riders must conform to the traffic regulations in force in each locality crossed during the competition. Any rider convicted of an offence against such regulations may, after enquiry, be excluded.

### 01.32 INSURANCE (Third party)

The FMNR shall take steps to ensure that all riders are covered against accidents involving a third party.

### 01.33 IMPASSABLE SECTIONS

If, in the course of the meeting, the Clerk of the Course decides that a section of the course has become impassable or that its condition is such that it cannot be negotiated without outside assistance (see Art. 01.27), he may take the entire section which is impassable, before reaching the following time check, out of the meeting and adjust the points accordingly. The Jury will ratify this decision.

## OPERATION AND CONTROL

### 01.34 TIME CHECKS

The control of the event is done at the time checks, which are defined between the yellow flags and a line 2m after the end of the control table. Time checks will be set up:

#### 01.34.1

At the exit of the starting area at the beginning of each day's run.

#### **01.34.2**

At the entrance to the parc fermé at the end of each day's run.

#### **01.34.3**

At intermediate points selected by the organiser and the location of which, together with the prescribed driving time between these check points, will be indicated on the route card; distances will be given in kilometres measured carefully and correctly. It is recommended that the distance between the time checks is between 5km and 35km.

#### **01.34.4**

The average speed to be maintained between one time check and the next must not exceed 50 km/h.

#### **01.34.5**

In case of force majeure (e.g. worsening weather conditions) the Clerk of the Course may change the time schedule to one of the slower schedules immediately before the start or before each lap.

### **01.35 TIMEKEEPING Timekeeping instruments**

Timekeeping equipment must be handled under the supervision of an official timekeeper.

The organiser of events must ensure that they have appointed timekeepers who have satisfactory equipment and experience to carry out the timing of event. If Organisers can not meet these requirements, they will be obliged to appoint timekeepers from other Organisations or Federations who have the necessary expertise and have been approved by the appointed member of Commission.

In order to carry out his duties at European Championship a timekeeper must use:

#### **01.35.1 At the special tests:**

An apparatus functioning automatically with a printer synchronised with the real time and registration time to 1/100 second. Photoelectric cells or transponder linked to the chronometer will activate the start and finish of the time. The apparatus must be efficient and accurate to work under the conditions for which it is to be used. A digital display panel, linked directly to the timekeeping system shall indicate the time registered by the rider as he crosses the finish line.

#### **01.35.2 At the time checks:**

An apparatus functioning automatically with a printer synchronised with the real Time and registering time to second. Photoelectric cells or transponder linked to the chronometer is recommended.

The apparatus must be efficient and accurate to work under the conditions for which it is to be used.

A clock synchronised to the chronometer and placed at the yellow flag will indicate the time to the riders.

#### **01.35.3**

A timekeeper officiating at an international meeting must have at his disposal a reserve chronometer with the real time to check the readings of instruments being used. It is compulsory to have an independent timing back up timing system. It is compulsory for the organizers to provide "live

timing” on the web site which will be indicated in the Supplementary Regulations of each event.

Organizers MUST provide timekeeping as per standards (see appendix).

#### **01.35.4**

Riders must accept any type of Timekeeping system approved by the International Jury.

### **01.36 TIME CARDS AND ROUTE CARDS**

#### **01.36.1**

Time cards and route cards for the first day's run will be issued at the preliminary examination or at the entry of the Parc Fermé the morning of the first day. For the second (or third) day's run, these will be issued to riders as they leave the Parc Fermé at the end of the second (or third) day's run or at the entry of the Parc Fermé the morning of the second) day. Riders will be responsible for getting their time cards marked at all time checks, and route checks. Time cards must be handed in at the end of each day or at the end of each lap. Deliberate failure to do so will result in the rider's exclusion.

It is also possible use other Time recording systems, that have been approved by the FIM Europe Enduro Commission and written in the SR of the event.

If such a time recording system that has been approved does not require the use of Time cards, all penalties and references in relation to time cards and procedures etc will be determined accordingly the SR and the Jury decisions.

#### **01.36.2**

Time cards will show the prescribed running time for each section.

#### **01.36.3**

Any rider who fails to get his time card marked at a time check, or intends to deceive the organisers by altering or obliterating any entry on his time card, or using another rider's card will be excluded.

#### **01.36.4**

Any rider who accidentally loses his time card must obtain another from the official in charge of the next time check. This new card must be used at that check point and at all the following checks.

#### **01.36.5**

A rider who misses a time check will be excluded.

### **01.37 INDICATION OF TIME CHECKS**

The time checks will be indicated by white flags placed on both sides of the track 200 m before the control table and yellow flags placed 20 m before the control table. These flags will be placed so that they are at all times clearly visible to the riders.

The time checks without service and without assistance will be indicated by white flags with a black cross placed on both sides of the track 70 m before the control table and by yellow flags placed 20 m before the control table. These flags will be placed so that they are at all times clearly visible to the riders.

### **01.38 PROCEDURE AT TIME CHECKS**

A time clock synchronised with the time check clock will be positioned at the yellow flag located 20 metres before the control table. After the rider has passed the yellow flag with his motorcycle he must immediately present his time card to the control table or on demand to an official. The arrival time at the Time Check is the time the rider or the front wheel of his motorcycle has crossed the line marked by the 2 yellow flags.

Riders are forbidden to stop between the yellow flag and the control table and will be penalised for so doing, 1 minute in addition to any other time penalties.

A rider may pass the final time check at the entrance to the parc fermé before the scheduled time without penalty. At each time check, the organiser must keep a check list on which are inscribed, in chronological order, the numbers of the riders who pass as well as their times in hours and minutes. Pre-printed passage control lists, are not authorised. In case of dispute, the check list will be considered official.

#### **01.38.1**

Before the last service area, there will be a Pre-Finish Time Check, which will be signalled in the same way as the Time Checks without service, where assistance will not be allowed. The riders will have 15 minutes to go from this Time Check to the final Time Check.

### **01.39 CALCULATION OF TIME CHECK PENALTIES**

#### **01.39.1**

Each section between time checks constitutes a test in itself. Riders who do not respect the time permitted between one time check and the next, will be penalised 1 minute per minute early or late arrival according to the time check clock.

REGISTERED TIME = STARTING TIME FOR NEXT SECTION.

### **01.40 TIME LIMIT**

A rider who arrives at a time check more than 30 minutes after his original starting time for the day's run, including the time allowance for travel between each time check passed is automatically excluded. However, the rider may, under his own responsibility, continue in the event until the Jury takes the final decision.

### **01.41 CLAIMS TO SPECIAL TIME ALLOWANCE**

If a rider can prove the Jury that he was delayed by abnormal circumstances outside his control, such as a delay occasioned because he had to stop to render first aid in the case of a serious accident, an allowance may be granted. Alleged balking caused by another rider cannot be accepted as an abnormal circumstance.

### **01.42 ROUTE CHECKS**

In addition to having his time card marked at all time checks, the rider must present his card for marking at any official route check. Such route checks, which may or may not be marked on the route card will be indicated by blue flags placed on either side of the road 200 metres before the route check. If the rider does not stop, he will be excluded.

A rider without a stamp card must obtain one from the official in charge at the passage control.

At each route check, the organiser must keep a check list indicating the passage of each



rider by number and in order of arrival note if possible the time the rider passes through.

Any rider who does not hand in a completed stamp card or whose passage is not recorded on each check list will be excluded.

### **01.43 SPECIAL TESTS**

The special tests should be completely free of any riding tracks. If this is not the case the Jury can demand the Organiser to change the course.

The total time of special tests foreseen for the two-day competition must be at least 60 minutes.

The location and the length of the tests must be published 48 hours before they take place and must be marked not later than 24 hours before they will be needed.

The Jury must approve all tests.

In any case, a minimum of four tests per day must remain (with the exception of force majeure on the day of the event).

#### **01.43.1 Cross Tests (CT)**

At least two closed course tests, designated as Cross test (CT) (which can be the same for each performance) specially prepared for the purpose not too difficult and not dangerous. The distance for these tests should be minimum 3 km provided that the safety measures described in the rules are strictly observed. A safety zone, minimum width one metre, access to which shall be forbidden for all spectators shall be established on all bends and at any other hazardous points.

Riders may inspect these tests on foot but not by wheeled vehicle. The penalty for traversing the test by wheeled vehicle, in advance of the timed test, will be exclusion.

Timekeeping will be to 1/100th of a second.

The course must be selected so that the average speed does not exceed 50 km.

#### **01.43.2 Enduro Tests (ET) AND EXTREME TEST (XT)**

At least two timed Enduro tests (ET) must take place each day. These tests shall be in a form of a Cross Country test. The distance for these tests should be minimum 3 km provided that the safety measures described in the rules are strictly observed. Under no circumstances will the location of these tests be secret.

The riders will have the possibility to get to know the test in advance by walking around it or at the first lap. They may be timed during the first lap and they will be timed during the consecutive laps. No practising will be allowed and the penalty for practising is exclusion.

Enduro tests laid out as a Cross style test can be timed during the first lap, unless if the jury decides that this might be dangerous and that should be timed during the second lap.

The course must be selected in such a way that the average speed does not exceed 50 km/h.

One Extreme test (XT) is recommended to be included each day.

The Extreme test (XT) shall not be timed on the first lap, but may be timed on the consecutive laps.

The maximum distance of the XT is approximately 1 km or a maximum of approximately 3 min. The XT will be carried out in areas with sufficiently wide technical obstacles in order not to create a traffic jam. It should allow the technical and physical dexterity of the riders to be judged. The XT course must be selected in such a way that the recommended average speed

does not exceed 25 km/h.

If any rider exceeds this average speed, the test will be cancelled for the following laps. Outside assistance, except that given by organisation officials who are identified by a bib, is not authorised. The penalty for the non-respect of this rule is a time penalty equal to the worst time made in the special test to which will be added 5 minutes.

A member of the International Jury will pay particular attention to the respect of the rules and to the efficient running of the test.

If any rider has exceeded this limit, the test will be cancelled for the following laps. All the stages without a natural border will be marked with tape.

The start and finish area must be accessible to all vehicles.

The (ET) tests must be easily accessible for emergency assistance. If the test is not within sight, (in the forest for example) it must be marked in sections with consecutive numbers. The access roads to the test area should be signposted and described on a map.

Start and finish should be at the same place, if this is not possible, there must be a radio connection between them.

The start will be from a line with the machine stationary and engine running.

After the flying finish of the test, the rider having crossed the finish line will continue on the marked route to the next time check. Timekeeping will be to 1/100 second.

#### **01.44 START OF A SPECIAL TESTS**

The start of a special test must be marked with a "start" sign and the end with a "finish" sign, and the course itself marked according to Art. 01.30.2. A white starting line will be marked on the ground and the start signal will be given by the timekeeper or some other official appointed for this purpose or by means of a signalling instrument (e.g. semaphore). The time of the special test is registered when the rider crosses the finish.

Stop prohibition for riders at the exit of the speed-test. The riders may only stop after having crossed a line posed 30 meters after the test's finish. The 30 metres' line must be clearly marked.

#### **01.45 FINAL TEST - GENERAL PROCEDURE (At the final of the year)**

On the last day of the Final, a timed Final Test must be organised. This Final Test could be a Motocross Test (recommended), a race on asphalt or a Supermoto race.

After the final time check - if one is included, and at the conclusion of the marked route, all motorcycles will enter a Parc Fermé prior to the start of the final speed test.

Riders will be grouped into races from the General classification **done by sum of the times of the two days** and the standings from the overall classification after the second days run, class by class (eg. **Youth/J1/J2/250 2t/over 250 2t/250 4t/ over 250 4t/Senior/Women**). The programme of groupings showing all riders must be available for the Jury on the evening of the second day.

Should a rider arrive late at the final time check, but within 15 minutes of his theoretical time, he may be transferred to another group. A rider who arrives at last TC over 15 minutes of his theoretical time is not be allowed to enter the machine into the parc fermé.

If is not a route and TC on last day prior to Speed test, riders of each group will have 5 minutes to take their motorcycles from parc fermé.

Procedure for the preliminary lap of the course:

Rider of each group will be allowed access to their motorcycles 5 minutes before the start of preliminary lap of the course.

The preliminary lap will start immediately after the 5 minutes has elapse when the starting grid will be ready and will be headed by a marshal. No riders are allowed, under the penalty of disqualification, to pass the marshal.

The preliminary lap is optional. The start of the race will be with engines running and from a motocross start gate or other system accepted by the Jury.

Riders will be allowed to choose their position on the start grid according to their placing after the second day.

No allowance will be given to any rider who arrives late at the start line.

The course for the final test must be a closed circuit with a minimum time of 15mins for the each race.

The number of laps must be indicated in the S.R.

Timekeeping will be to 1/100 of a second.

At the completion of the prescribed number of laps by the leading rider, the chequered flag will be shown. From the time the race winner takes the chequered flag 5 minutes will be allowed for other riders to complete the lap they are on, after which the race is over.

Riders who do not complete the prescribed number of laps will be penalised by 1 minute for each incomplete lap plus the time of the last placed rider in the same class. Riders who are recorded with the same time will be given the position of they finishes order. At the finish of each race, machines must be placed in the parc fermè within 10 minutes of the end of the races.

Driving in the opposite direction to the circuit will entail exclusion.

## **01.46 FINAL EXAMINATION**

At the final examination, or within 30 minutes later, one or more engines of the motorcycles having finished the competition may be examined.

For all classes and categories of motorcycles, only the rider must appoint the person who will dismantle his motorcycle at the end of the race. The dismantling must start within 30 minutes following the notification; if this fails to happen, the rider will be excluded.

If any engine is found to be in incorrect capacity of the class in which it was entered, the rider concerned will be excluded.

## **01.47 LIST OF PENALTIES**

### **01.47.1 Time**

- Starting the engine in the starting area before the starting signal is given: 1 minute (01.21.7)
- Not crossing the 20 metre line within one minute after the starting signal has been given: 10 Seconds (01.24.3)
- For every minute late in arrival at start line: 1 minute (01.24.2)
- Stopping between yellow flag and control table at time check: 1 minute (01.38)
- Late or early arrival at a time check. For every full minute: 1 minute per minute (01.39)
- Cross test Timed to: 1/100 sec (01.43.1)

- Enduro tests Timed to: 1/100 sec. (01.43.2)
- Involuntary exit from the route of the test and not returning to the place from where the exit was made: 3 minutes added to the time made by the rider.
- Driving outside marked route; driving in the wrong direction, not observing the marked route.
  - A team rider in the Final not finishing a day will receive a penalty of three hours for each day.

#### **01.47.2 Disqualification (or other penalties given as provided for in the FIM Europe Disciplinary and Arbitration Code).**

- Exceeding maximum permitted noise level (01.16.2):
  - 1st offence: penalised 1 minute; 2nd offence: exclusion
- Missing marking, or official substitute marking. (01.16 & 01.17.1)
- Fuel not in conformity with the Enduro Technical Rules. (01.17.2)
- Working on the motorcycle in the starting area before the starting signal is given (01.21.3)
- Behaving contrary to the Sporting Code in the parc fermé (01.20/23)
- Starting the engine in the parc fermé (01.20)
- Entering the Parc fermé with engine running, refuelling or carrying out repairs while proceeding from time check to parc fermé (01.20.3)
- Smoking in the parc fermé or in the working area. (01.32.5 & 01.21.2)
- Being more than 15 minutes late at the start (01.24.2).
- Replenishment outside areas provided for this purpose by the organisers, or carrying fuel outside the fuel tank (01.25.3)
- Not stopping the engine during replenishment (01.25.6).
- Carrying out any kind of welding work in the replenishment areas (01.37.8).
- Using extraneous motive power (01.26)
- Accepting outside assistance (01.27).
- Unauthorised contacts with accompanying persons (01.28).
- Being accompanied by another rider (01.29).
- Driving outside the marked route; driving in the wrong direction, not observing the marked route (01.30)
- Not observing traffic regulations (01.31).
- Altering a time card and/or punch card or using another rider's card (01.36.3).
- Missing a time check (01.36.5)
- Late arrival at a time check exceeding 30 min. after original starting time (01.40).
- Missing or not stopping at a route check (01.42).
- Practising on the course of special tests (01.43).
- Voluntary leave the test course or short-cuts the track (01.43)
- Engine capacity exceeding that stated on the entry form.

## **01.48 ACCEPTANCE OF OFFICIAL DECISIONS**

Every rider must accept all official results measurements, distances and decisions, and authorises the organisers to publish them in the manner they see fit. He also agrees that any advertising he publishes in connection with the competition, or is published in his name, will be true, accurate and not misleading. The rider also consents not to publish any advertising concerning the results until the official results have been issued by the organiser, and that in the event of any alteration in the official awards owing to protests or other cause, he will only publish the awards or results as thus amended.

## **01.49 REQUESTS FOR EXPLANATION**

Any request for explanations concerning the results of any day's run must be addressed in writing to the International Jury within the time prescribed by Art. 01.50, 01.50.1, 01.50.2, 01.50.3.

## **01.50 PROTESTS**

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM Europe and the Supplementary Regulations and be accompanied by a fee of € 130. – Or the equivalent amount in local currency (convertible), returnable if the protest is justified.

Protests must be submitted no later than as follows:

### **01.50.1**

30 minutes after the arrival at the parc fermé of the last rider of each class, if the protest is against a rider or a machine.

### **01.50.2**

Any protest, for the first or second day, must be presented to the International Jury within 30 minutes after the provisional results have been present to the Jury.

### **01.50.3**

One hour after receiving the written reply of the International Jury to a request made according to Art. 01.48.

No protest can be made against a decision of the Jury, but in certain cases an appeal may be lodged as prescribed in the FIM Europe Disciplinary and Arbitration Code.

## **01.51 FINES AND PROTEST FEES**

The FMNR will keep an account of all fines and protest fees received, and will send the account and the amount collected to the FIM Europe on the conclusion of the meeting.

## **01.52 INTERPRETATION OF REGULATIONS**

The interpretation of these regulations and the S.R. is the responsibility of the Jury, who is also empowered to deal with any matter not provided therein.

## **01.53 RESULTS**

The daily complete results of the European Championship should be published as soon as possible. However, if this presents difficulties, the times and points for each day must be published before the evening Jury meeting, and the riders must be informed of the results of

the previous day before they start on the second day's run.

The results must be sent to the FIM Europe Secretariat and to the Chairman of the Working Group Enduro, immediately after the last meeting.

## **Appendix 1 of FIM Europe Enduro RULES**

### **Art. 1 “50 cc FIM Europe ENDURO CUP”**

#### **Art.1.1**

FIM Europe are establishing the "Euro Enduro 50cc CUP" to be held in one round (not the Final), of the European Championship Enduro.

#### **Art. 1.2**

For this Cup riders with may participate with motorcycles up to a max capacity to 50 cc, which are registered and insured, and provided with a Registration a document from one of the countries of the EU. Number plates are white and number black.

#### **Art. 1.3**

Eligible riders are those from FIM Europe Member Federations, with a valid National off road licence and Starting permission issued from FMNs. The riders who participate in the 50cc Cup must be under 18 years old, as provided for in FIM Europe Regulation Code and FIM Europe Enduro Sport Rules.

The riders must respect the rules of the country where the machine is registered and for permission to drive in which they hold.

The responsibility of compliance with the standards driving is a total and sole responsibility of the rider.

#### **Art. 1.4**

The rider must submit to the organizers, at least 30 days before the event, the registration form duly completed and with confirmation of starting permission from their FMNs.

#### **Art. 1.5**

The vehicles must comply with technical standards established by the FIM Europe / FIM Enduro Regulation.

#### **Art. 1.6**

Although not required under this Regulation, apply the rules FIM Europe / FIM Code, FIM Europe / FIM Enduro Rules.

### **Art. 2**

#### **ELECTRIC MOTORCYCLE CATEGORY**

##### **Art. 2.1**

At the European Championship runds can participate any electric motorcycle, as long they are regularly homologated, registered and insured.

This category does not assign a European Champion title.

Eligible riders are those from FIM Europe Member Federations, with a valid National off road licence and Starting permission issued from FMNs.

##### **Art. 2.2**

The SRs of each event define the number of special tests to be made, the track and the length of the race of teh electric motor category.

**FIM Europe STANDARDS FOR ORGANISERS OF ENDURO EUROPEAN CHAMPIONSHIP EVENTS**

## **1. STARTING ORDER**

In the starting order provided by the organizers – following art. 01.22 - there must be a space of time **at least** of two minutes between the start of each class and category.

## **2. TIME CHECKS**

Time checks must be clearly indicated, at the entrance to the parc fermé, 48 hours before the start of the event, in order that the riders, Press and spectators can easily find them.

## **3. SPECIAL TESTS**

All special tests shall be inspected by the Jury before the event. Timekeeping shall be done by photocell or transponder and must be verifiable by time strip.

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

The test locations must be clearly indicated, at the entrance to the parc fermé, 48 hours before the start of the event, in order that the riders, Press and spectators can easily find them.

The organiser must have available on time a driver with a proper vehicle who knows the special test places so that the Jury can inspect these tests.

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

For the special tests, the organiser must install TV monitors displaying the times of the special tests. If during the Cross Country test 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 the calculation of the time.

## **4. ROAD SIGNS**

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

## **5. STARTING PLACE**

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

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

## **6. RIDERS' PADDOCK**

The riders' paddock must have sufficient dimensions to meet the highest requirements according to the location and type of the event. The ground must be of a sufficiently solid surface (asphalt or gravel) to permit competitors' transport vehicles to circulate on it in 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 paddock. Sanitary facilities are obligatory.

The facilities of the Paddock shall be available for all riders without any financial charges. Furthermore, the organiser has to prepare, free of charge, areas for the supporting industry

(for holders of an FIM/FIM Europe Manufacturer's or Accessories' licence).

## **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. JURY ROOM**

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

## **10. PRESS ROOM**

A room must be provided for the Press with the following minimum installations:

Tables, chairs, 1 photocopier, 1 telephone lines, 1 telefax lines and 1 computers with internet connections. A person from the organisation, able to use these installations, must be present.

Each organiser should have a person with the responsibility to prepare Press information and send the results, each day, to FIM Europe Press office.

## **11. HOTEL LIST**

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

The distance between the starting area and the hotel, which will be indicated in the SR, must not be too great.

## **12. RESULTS**

The results must be published in at least one official language of the FIM Europe. They must be sent immediately to the next organisers. It is mandatory for every organiser, to send results of each day of competition, immediately after approval of results by the International Jury to the FIM Europe and also publish them on a web site – the details of which should be given in the Supplementary Regulations for the event that should be announced on the SR and to the official board. The results should be forwarded to the FIM Europe in Excel format.

## **13. AWARDS AND PRIZE-GIVING CEREMONY**

During the verification, the Organiser must inform the riders of the awards and how many are prepared. Also the location and the time of the prize-giving ceremony must be published.

The prize-giving ceremony for the first three placed riders shall correspond to the standards of an European Championship event (podium, loudspeaker, etc) and must start within at least 2 hours of the theoretical finishing time of the last rider, and – for the Final – not later than at 4.00 pm (if 3 days event). The teams/FMN winner of the Trophies are responsible to forward the Trophies (cups) to the organizers of the following year.

## **14. SUPPLEMENTARY REGULATIONS**

Two paper copies and one e-mail copy of the Supplementary Regulations and their



Appendix must be sent to the FIM Europe Executive Secretariat at least two months before the date of the meeting for approval by the FIM Europe.

The SR must show a diagram with the numbers and position of the service points.

## 15. INSPECTION and MEETING WITH ORGANIZERS

If Organisers are not experienced or previously approved, they will be required to pay for a member of the FIM Europe Enduro Commission to attend one of their National meetings the year prior to the event to ensure all is in order and produce a report for the Commission. A meeting with the organizers is recommended at least 3 months before the event to explain rules, verify the organisers' capacity and offer support. The meeting will be held by a member of the FIM Europe Enduro Commission, if the organising Federation have such a member, or by another member of the Commission designated by the Commission.

## 16. STANDARD SCHEDULE

Standard schedule for each race.

All the organizers have to plan the times for the supplementary regulation as follows:

Friday            9.00 am - First Jury-meeting. (For Final the first Jury meeting is Thursday 9.00 am).  
                       11.00 am - track inspection  
                       From 10.00 am to 4.00 pm administrative control  
                       From 11.00 am to 5.00 pm technical control.  
                       At 7.00 pm second Jury-meeting.

## 17. REQUIREMENTS FOR ORGANIZERS

It is compulsory for organizers to use materials, equipment, starting/finish podium, etc. Where delivered by FIM Europe or people who have contract with FIM Europe. The organizers will provide display advertising material in accordance with the promoter. Any Promoter who has a contract with the FIM Europe for the Championship has the right to name the Special Tests which then must be so named in all literature, Supplementary Regulations, Programmes etc. The Promoter must inform the organiser of all promotional requirements at least 60 days before the event. The organiser must reserve prominent and sufficient space at the event for the FIM Europe Promoter and their equipment and materials.

## 18. FIM - EUROPE ENDURO CHAMPIONSHIP STANDARD FOR TIMEKEEPING

### 1. Timekeeper procedure for Jury meetings at FIME Enduro ECH

#### Day 1

##### 1st Jury meeting 9:00

List of entered riders, classes, starting numbers.

##### 2nd Jury meeting

List of riders after administration and technical examination class by class, list of trade teams, starting times for the 1st day.

#### Day 2

##### 3rd Jury meeting

Results of the 1st day in scratch.

List of penalties.

Results of the 1st day class by class after approving the scratch by jury.

Trade teams 1st day.

Starting times for the 2nd day.

Send results to FIM Europe office in excel, to FIM Europe Press in PDF format.

Make a copy of all results on USB stick for Jury president and other delegates, if they wish so.

### **Day 3**

#### **4th Jury meeting**

Results of the 2nd day in scratch.

List of penalties

Results of the 2nd day class by class after approving the scratch by Jury.

Trade teams 2nd day.

Results class by class, absolute - after two days by points.

Trade teams - after two days by times.

Prizing - the three best riders in each class, absolute, trade teams.

Send results to FIM Europe office in excel, to FIM Europe press in PDF format.

Make a copy of all results on USB stick for Jury president and other delegates, if they wish so.

#### **Format of the results sheet**

Header : European Enduro championship (year) (place) (Class)

Columns : rank, start number, surname+first name, nationality, federation, times in tests, penalties, final sum of times in format of 00:00:00.00, points

See the attached examples.

We recommend :

Place the Timekeeping room near to the Jury room.

Dispose with powerful printers and copy machines (and their backups) to print results.

## **2. LIVE RESULTS**

It is strongly recommended to publish live results on internet, on the display in the tent of the promoter and via a WiFi connection in the paddock during the race days.

**A GUIDE TO WRITING "SUPPLEMENTARY REGULATIONS" FOR ENDURO EUROPEAN CHAMPIONSHIP**



**European Championships – FIM Europe Cup  
Supplementary Regulations**

Title of the meeting: \_\_\_\_\_

Venue: \_\_\_\_\_ EMN: \_\_\_\_\_

Classes: \_\_\_\_\_ Date: \_\_\_\_\_

Organizing FMN: \_\_\_\_\_ Country: \_\_\_\_\_

**Access:**

Nearest Airport: \_\_\_\_\_ at: \_\_\_\_\_ km from the venue

Motorway: \_\_\_\_\_ National Road: \_\_\_\_\_

Nearest town: \_\_\_\_\_ at: \_\_\_\_\_ km from the circuit

Direction: \_\_\_\_\_ ( North/South/West/East)

Nearest Hospital: \_\_\_\_\_ at: \_\_\_\_\_ km from the venue

Hospital Address: \_\_\_\_\_

Phone: + \_\_\_\_\_ Fax: + \_\_\_\_\_

**1. ORGANIZER:** \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Phone: + \_\_\_\_\_ Fax: + \_\_\_\_\_

E-Mail: \_\_\_\_\_

Web.Site: \_\_\_\_\_

**2. ENTRIES:**

Entries must be made on the official entry form and sent to the Secretary of the meeting, enter the (30 days prior the event). The entry fee of.... euros must be received by (15 days prior the event - closing date)

IBAN ..... SWIFT CODE.....

Address: \_\_\_\_\_

Phone: + \_\_\_\_\_ Fax: + \_\_\_\_\_

E-Mail: \_\_\_\_\_ @ \_\_\_\_\_

**not later than:** \_\_\_\_\_ (15 days before the meeting)

**3. SECRETARIAT OF THE MEETING:**

Address: \_\_\_\_\_

Phone: + \_\_\_\_\_ Fax: + \_\_\_\_\_

E-Mail: \_\_\_\_\_ @ \_\_\_\_\_

**4. WELCOME CENTER:**

Place: \_\_\_\_\_

Open on: Thursday: from: \_\_\_\_\_ to: \_\_\_\_\_

Friday: from: \_\_\_\_\_ to: \_\_\_\_\_

**5. OFFICIALS:**

Jury President: \_\_\_\_\_ FIM Lic. Nr. \_\_\_\_\_

FMNR-Jury Member: \_\_\_\_\_ FIM Lic. Nr. \_\_\_\_\_

Secretary of the Jury: \_\_\_\_\_

Clerk of the course: \_\_\_\_\_ FIM Lic. Nr. \_\_\_\_\_

Secretary of the Meeting: \_\_\_\_\_

Chief Technikal Steward: \_\_\_\_\_ FIM Lic. Nr. \_\_\_\_\_

Chief Timekeeper: \_\_\_\_\_ FIM Lic. Nr. \_\_\_\_\_

Environmental Steward: \_\_\_\_\_ FIM Lic. Nr. \_\_\_\_\_

Chief Medical Officer: \_\_\_\_\_

Press Officer: \_\_\_\_\_

FMN-Delegates according to the Art. 50.6 of the FIM Europe Sporting Code.

Closing date for entrys of FMN Delegates is 15 Days before the Meeting

The meeting will be organized in conformity with the FIM Europe Sporting Code, the FIM Europe & FIM ENDURO, the E & R Commission Regulations, the general rules of the (FMNR), where applicable, and this Supplementary Regulations which have been duly examined and approved by the (FMNR).

## **6. STARTING NUMBERS:**

See Artt. 01.14.3 CLASS NUMBERS and Art. 01.16.1.2 NUMBER PLATES of Enduro Rules  
From the second event onwards the riders will start class by class in their respective classes following the order determined by the provisional classification of the previous rounds.  
The organiser must provide the riders with race numbers at administration. Riders must ensure they have te correct colour number plates for their class.

## **7. RECONNAISSANCE OF THE COURSE**

Meeting point: At the start, on \_\_\_\_\_ at \_\_\_\_\_ AM

## **8. ADMINISTRATIVE AND TECHNICAL INSPECTIONS**

Administrative inspection from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_

Tecnical inspections: from \_\_\_\_\_ to \_\_\_\_\_

See attached Time Schedule

## **9. JURY MEETINGS**

The First Jury meeting will be held at (date) at (time)

Subsequent Jury meetings will be at times decided by the Jury President and these times will be displayed on the Jury room door

## **13. AREA TRAINING:**

At ...km from the paddock and open from \_\_\_\_\_ to \_\_\_\_\_

**14. COURSE:**

DAY 1: The course for the first day shall consist of .... laps of a ..... km course which will include .....time- checks/lap.

There will be a total of .....special tests, of these will be closed course tests and will be additional timed tests.

DAY 2 (Repeat above).

The location and length of each test shall be displayed at (venue) from (time) (at least 48 hours before).

DAY 3 (FINAL): The course consist in ... km, wich include ... time checks and finish with the final Motocross/Supermoto test.

**15. FUEL:**

In according with FIM specifications.

**16. INSURANCE:**

By endorsing the application form for entry, the FNM of the rider certifies that the rider is insured in according with the FIM Europe requirements.

The organizer has contacted a third party insurance in according with Art. 110.1 of the FIM Europe Sporting Code. This insurance includes a guarantee of the minimum amount as stipulated by the FIM Europe Management Council. The Insurance comes in effect 2 days before the first practise and ends after the Prieze ceremony of the meeting.

The organizer disclaims all responsibility for damage to a motorcycle, its accessories and components arising out of an accident, fire or other incident.

**17. PROTEST AND APPEALS:**

Any person or group of persons (rider, entrant, manufacturer, official, etc.), recognized by the FIM and concerned by a decision taken under the authority of the FIM Europe, may ask for redress for the consequences of that decision.

Protest must be lodged according to the FIM Europe Disciplinary and Arbitration Code and the Supplementary Regulations and be accompanied by a fee of 130,- € or equivalent amount in local currency, returnable if the protest is justified.

In general, protests against eligibility of a rider entered, must be made before the start of the official practice.

Protests against results must be presented to the International Jury within 30 minutes following the publishing of the results.

An appeal can be made to the FIM Europe Disciplinary Commission against a decision of the International Jury.

Protest entailing a fuel control: See FIM Europe MX rulebooks.

**18. PRICE-GIVING CEREMONY:**

Venue of the prize-giving ceremony:

Riders who qualify for prizes are invited to attend the prize-giving ceremony..

If invited attendance to the prize giving ceremony or press conference is compulsory.

**19. INTERPRETATION OF THE SUPPLEMENTARY REGULATIONS:**

The interpretation of these regulations rests entirely with the Jury. In case of dispute, regarding the interpretation or if there is any difference between the two official texts, the English text will prevail.

**20. MISCELLANEOUS:**

The maximum fee for Transponders rent is 100.-€, the fee has to be returned after the transponder is received back.

Place and date: \_\_\_\_\_

The press office is equipped with a high speed internet connection over the whole meeting.

The Clerk of the  
Course: \_\_\_\_\_

Approved by FMNR: \_\_\_\_\_

Approved by FIM  
Europe: \_\_\_\_\_

**Attachment:**

Diagram with the numbers and position of the service points.

A map of the region, including the venue of the circuit

Time Schedule

**Approved by the FIM Europe E & R Commission, Heinola, 5<sup>th</sup> September 2019**