



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

**ENDUROGP, E1, E2, E3 AND EJ  
FIM ENDURO WORLD CHAMPIONSHIPS  
FIM YOUTH ENDURO WORLD CHAMPIONSHIP  
FIM WOMEN'S ENDURO WORLD CUP  
REGULATIONS**

**2018**

*RÈGLEMENTS*

*DES CHAMPIONNATS DU MONDE  
FIM D'ENDURO ENDUROGP, E1, E2, E3 ET EJ  
CHAMPIONNAT DU MONDE FIM D'ENDURO JEUNES  
DE LA COUPE DU MONDE FIM D'ENDURO FÉMININ*



# **Regulations for the FIM EnduroGP, E1, E2 and E3 World Championships**

## **Regulations for the FIM Junior and Youth Enduro World Championships**

### **Regulations for the FIM Women's Enduro World Cup**



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FIM ENDURO WORLD CHAMPIONSHIP

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## GENERAL

### 062.1 GENERAL

#### 062.1.1

The FIM Enduro World Championship or Cup event is normally a three-day consecutive race event.

Normally, the Super Test is organised on Friday and it is compulsory.

The 2 other days will be organized on Saturday and Sunday.

Saturday's and Sunday's races will be considered as 2 events with an independent classification.

#### 062.1.2

A FIM Championship round can also be organised on any other Enduro event published on the FIM Enduro World Championship Calendar by the FIM.

If the event has a different format as described under Art. 062.1.1, then the organiser must send the complete rules to the CEN, no later than 6 months before the start of the event.

The CEN will check the rules and publish them as an annex to the existing EWC Rules.

All applicable EWC rules retain their validity and should also be applied to an event with a different race format.

At a race week-end, the following Cups and FIM World Championships may be organized:

- Enduro World Championship, EnduroGP, from a “scratch” out of the E1, E2 and E3 classes
- Enduro World Championship, with 3 classes E1, E2 and E3
- FIM Junior Enduro World Championship, from a “scratch” out of the J1 and J2 classes
- FIM Junior 1 and Junior 2 Enduro World Cup, with 2 classes J1 and J2.
- FIM Youth Enduro World Championship
- Women's Enduro World Cup

During an FIM EnduroGP World Championship or Cup event, on an exceptional basis, the CEN may authorise the organisation of a support race (National, Regional, CONU...) registered in the FIM calendar by the FMNR. The total number of riders will be determined regarding the format of the race and the decision of the CEN bureau. The additional support race must be mentioned to in the SRs and be approved in advance by the FIM and the FMNR.

The aim of the national support race is to provide extra financial and/or promotional support for an event counting for an FIM Enduro World Championship or an FIM Enduro Cup, following the rules here below:

The riders of the support race:

- must have a national licence issued by the FMNR;
- cannot score points counting for the FIM EnduroGP World Championship or FIM Cup classification;
- will start after the last FIM EnduroGP World Championship / FIM Enduro Cup category;
- may participate in the Super Test subject to the approval of the promoter and the Race Direction;
- will appear in a special classification (according to the national rules) of the support race that must be drawn up after each day.

A prize giving ceremony (Podium) for the National support race may be organised separately from the FIM official ceremony subject to the agreement of the promoter of the FIM EnduroGP World Championship Series.

In a case of force majeure, if this support race could cause problems for the smooth running of the FIM EnduroGP World Championship or Cup event, the Race Direction may take all the necessary decisions, including cancellation of the National support race, in order to maintain the running of the FIM EnduroGP World Championship or Cup event that has priority in all circumstances.

The issues not included within these regulations shall be studied and decided upon by the CEN Bureau (classification, technical and sporting interpretation, etc.).



## **062.2 COURSE**

The riders will progress in a natural and varied environment in order to test the reliability of the motorcycles and the endurance of the riders.

The conditions of the race shall be varied and may be in a desert, forest, mountain, snow-covered path or in an urban area. Riders may have at times to push their motorcycles.

The riders shall progress on a common route and may encounter other riders. Any difficulty arising that has not been envisaged will be considered as part of the race and no complaint will be accepted.

The course must be practicable in all kinds of weather for any motorcycle of Category 1, Group A1 and Category 2, Group C. 30% maximum of the total distance to be covered can be completed on asphalt roads. The organiser will be requested to supply a plan of the course. The organiser may create an 8-shaped course.

There must be a maximum of 3 laps. For any additional laps, a written request shall be sent to the CEN Bureau and to the promoter clearly explaining the reasons of the derogation request. The CEN Bureau shall approve or deny the request by a written answer within 15 days.

The total time for a day of competition is recommended to be between six and seven hours and 30 minutes based on the A time, excluding the fifteen minutes of the last time check.

For the FIM Women's Enduro World Cup, completing only 50 to 75% of the complete course planned for the FIM Enduro GP World Championship is allowed. (Example: 2 laps instead of 3).

The direction for riding along the course may be the same on both days.

If the event has a different format as described under 062.1.1, then the organiser must send the complete rules and the race format no later than 6 months before the start of the event of the CEN.

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

The Supplementary Regulations (SR) must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM, and subsequently ratified by the FIM Race Direction.

The SR shall contain important local details on such matters as the course, average speeds, safety conditions, entry fee, diagram of the course, drawing of the tyres with studs only for events under winter conditions (see Art. 51.06 of the Technical Rules) etc., according to the model form published at the end of this Appendix.

The organiser must send the SR by e-mail to the FIM Administration at least two months before the event in order to obtain the approval of the FIM. The SR will be available on the FIM website [www.fim-live.com](http://www.fim-live.com).

No amendment may be made to the SR after its approval by the FIM or the FMNR and after the opening date for entries. However, in exceptional circumstances, the FIM Race Direction or, if the latter has not yet been appointed, the FMNR, may authorise an amendment to the SR provided that it is approved by the FIM Race Direction and subsequently brought to the attention of all persons concerned.

## **062.4 ENTRY FORM**

All entries for the World Championship and the Enduro World Cups must be made on an “electronic” (when possible) entry form available at [www.endurogp-registration.org](http://www.endurogp-registration.org), and all information regarding the rider, team, sponsor and make of the machine etc must be indicated. The entry form shall clearly identify for which class and capacity (specifying whether the motorcycle is 2-stroke or 4-stroke) the entry is for. It should also indicate the rider’s nationality (passport) and the FMN for which he is participating.

The entry form must be printed in at least one of the 2 official languages of the FIM (preferably in English) and shall mention Art. 60.5 of the Sporting Code.

The entry form must include the entry fee payable by credit/debit/prepaid bank card through a secured system.

The entry shall be valid once the payment has been done.

A fine of € 50 will apply for each entry received after the deadline (3 weeks before the event).

## 062.5 JURISDICTION

The event will be supervised by the FIM Race Direction.

The event must be directed by officials holder of a valid FIM licence for the appropriate discipline and function.

Except for the other members of the FIM Race Direction (FIM Race Director and FIM Course Inspector), all officials and their assistants are subject to the authority of the Clerk of the Course.

The first FIM Race Direction Meeting must be held at 9.00 the day before the event.

One representative, elected by the motorcycle manufacturers and who is a holder of a FIM Manufacturer's licence, will be admitted as an Observer to the open FIM Race Direction Meetings. His name and licence N° must be sent to the Secretariats of the organisation and the FIM 15 days before the event. A copy of the document will be given to the Race Direction members.

### 062.5.1 Officials who hold a FIM Licence

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

The members of the Race Direction:

- FIM Race Director
- FMNR Clerk of the Course (who attended the Super Licence seminar)
- FIM Course Inspector (except Women Course Inspector)

The members of the FIM Stewards Panel:

- FIM Steward and FMNR Steward

The technical officials:

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

And:

- FMN Delegate(s) (Sporting Steward)
- FIM Medical Delegate and FIM Environmental Delegate (if nominated by FIM)
- FMNR Environmental Steward
- Chief Medical Officer
- Timekeeper

## **062.5.2 Incompatibilities of officials**

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

## **062.5.3 FMNR Technical Steward and FIM Technical Director**

### **The FMNR Technical Stewards:**

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

### **The FIM Technical Director (if nominated):**

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

The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.

The FIM Technical Director works in cooperation with the FIM Race Director and the FIM Delegate.

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

- a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Race Director and FIM Delegate and present proposals to resolve such concerns.
- b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
- c) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Delegate.
- d) The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights.

## 062.5.4 FIM Stewards Panel

The FIM Stewards Panel is composed of:

- a) The FIM Chief Steward. He is nominated by FIM and is a CEN Member who must hold a valid FIM Licence.
- b) The FMNR Steward is nominated by the FMNR and must hold a valid FIM Licence.

The quorum for a meeting of the FIM Stewards Panel is two persons.

Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Chief Steward will exercise a casting vote.

The meetings of the FIM Stewards Panel are chaired by the FIM Chief Steward.

The FIM Stewards Panel will meet at any time required during the event.

The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.

The FIM Stewards Panel may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the of the same Code:

- a) warnings
- b) fines, subject to a maximum of CHF 100'000.-
- c) time and/or point penalties
- d) drop of positions
- e) disqualification
- f) suspension for a period not exceeding 30 days starting from the date of the offence.

or refer the case to the International Disciplinary Court to impose a higher penalty that it is empowered to.

An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision.

After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

## **062.5.5 FIM Course Inspector and FIM Women Course Inspector**

### **FIM Course Inspector:**

- He is nominated by FIM  
Control, help and correct if necessary the course created by the organizer before and after the start of the event;
- Control the tests and time checks;
- Control that times allowed for the course are correct; control the areas presenting a risk for the riders or the public and will ask for the necessary modifications.
- Has authority over the organisers and the Clerk of the Course especially for the control of the times allowed and any risk situation.  
He will collaborate with the FIM Women Course Inspector  
He will refer to the FIM Race Director

### **FIM Women Course Inspector (if appointed):**

- He/She is nominated by FIM
- Control, help and correct if necessary the course created by the organiser;
- Control the tests and time checks;
- Control that times allowed for the course are correct for the women category;
- Has authority over the organisers
- He/she will collaborate with the FIM Course Inspector
- He/she will refer to the FIM Race Director

## **062.5.6 Clerk of the Course**

The Clerk of the Course is responsible for the conduct and efficient running of the event. He is a voting member of the FIM Race Direction. His essential duties are:

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

- To verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding;
- To verify the validity of the FIM licences, starting permissions given by the rider's FMNs as well as all the documents related to administrative controls.
- To postpone the start of an event for an urgent case of safety or for any other case of "force majeure" or to proceed with the improvement of the conditions of the course; to stop an event prematurely or to cancel part of the course or the entire event,
- To prevent a rider or a motorcycle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected, he may propose penalties to the FIM Race Direction;
- To order the removal from the course, sections and vicinity of any person refusing to obey the orders of an official in charge;
- To notify the FIM Race Direction of all decisions taken or to be taken and of any protest addressed to him;
- To collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the FIM Race Direction and to have the provisional results of the event approved;

#### **062.5.7 Timekeepers**

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

#### **062.5.8 Environmental Steward and FMNR Safety Steward**

##### **The Environmental Steward:**

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

- Ensure that the FIM Environmental Code is respected.

- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM Race Director on all aspects of the event which may have harmful environmental consequences.
- Be entitled to attend all open meetings of the FIM Race Direction without voting right.
- Draw up a report on the basis of a check-list prepared by the CEN and send it to the FIM Administration and hand a copy to the FIM Race Director.

#### **The FMNR Safety Steward:**

- Ensure that the FIM EWC Rules and Work manual are respected.
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM Race Director on all aspects of the event which may have harmful consequences on the riders, public and officials safety. Make sure that safety zones or protective systems are set in collaboration with the organiser and the Race Direction.
- Be entitled to attend all open meetings of the FIM Race Direction without voting right.

### **062.5.9 The FIM Race Direction and nomination of the Officials**

#### **Race Direction Composition:**

The FIM Race Direction is composed of the FIM Race Director, FMNR Clerk of the Course and FIM Course Inspector. The Race Direction may hold meetings in camera or open meetings. The three members have voting rights.

The members of the FIM Stewards Panel can attend the meetings as observers including the meetings held in camera.



### **Nomination of the Officials for an event:**

The FIM Race Director, the Course Inspector, the FIM Steward and the FIM Technical Director are appointed by the FIM.

The Clerk of the Course, the FMNR Steward, and the other officials are appointed by the FMNR.

The following persons are entitled to attend the meetings of the FIM Race Direction but without voting rights:

- The FIM Steward
- The FMNR Steward
- The FMNR Safety Delegate
- The Members of the Board of Directors, the Directors of the Commissions, the FIM Chief Executive Officer and the FIM administrative staff
- The Environmental Steward
- The FIM Environmental Delegate and the Medical Delegate
- The Chief Medical Officer
- The Representative elected by the Manufacturers
- The promotor of the FIM World Championship and World Cups or his assistant.

Each FMN has the right to appoint a Delegate. The FIM Race Director must ensure that no persons other than those listed above are allowed to be present at the open race direction meetings, and in particular the media and people without an official function or licence should not be present. He must make sure the meetings are run in a relaxed and cordial atmosphere. If necessary, he shall organise closed meetings.

#### **062.5.9.1 The FIM Race Director**

The FIM Race Director is appointed by the FIM.

The Race Director must ensure that the FIM's interests and contractual commitments with the EWC Promoters are fulfilled and complied with. He is also required to cooperate closely with the CEN Director & Coordinator and the EWC Promoter.

He must ensure that the FIM Sporting Code, its Appendices, the EWC Regulations and Work Manual are respected.

Within the CEN Commission, he has to update the FIM EWC Regulations as well as the Work Manual with the collaboration and agreement of the CEN.

A few weeks prior the meeting he must communicate with all the persons involved in order to anticipate the issues that people can have regarding the EWC meeting.

He must:

- Ensure proper communications between the Race Direction (all the members), the course inspector(s), the teams, the riders, promoter, the timekeepers, the technical crew, the organisers and all other officials in order for them to perform their duties smoothly and in the best possible manner throughout the entire meeting.
- Work closely with the organiser, the Clerk of the Course and all officials.
- Arrange meetings or actions he considers necessary for the smooth running of the meeting.
- Notify the Race Direction of all decisions to be taken or already taken, and of any protest addressed to him.
- He shall notify the EWC promotor of any change in the timetable or protocol.

The Race Director is responsible for the Riders' briefing.

He shall carry out regular meetings with the riders & teams in order to ensure good cooperation.

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

He shall determine the times of the FIM Race Direction meetings and, if necessary, convene any extraordinary meetings.

The Race Director has the right to invite any guests to the FIM Race Direction meetings, when appropriate for the event.

He is responsible for the communication with the riders, the teams, the club, the EWC promotor, the members of the Race Direction, the services linked to the race and the FMN Delegates.

For safety reasons, the Race Director may not under any circumstances take part in course reconnaissance or tests on a motorcycle. This role is reserved exclusively for the FIM Course Inspector.

In order to avoid all conflicts of interest, he must observe professional secrecy in relation to all those involved in the event (riders, organisers, teams, manufacturers, etc.). He must not display any mark or conduct that could be interpreted as a sign of belonging to, or as indicating a conflict of interest with, any of the above-mentioned persons. He must always defend the interests of the FIM and the CEN and **prevent the spreading of** rumours that may be circulated.

#### **062.5.9.2 Duties of the FIM Race Director**

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

- Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged are informed thereof.
- Report of the Secretary stating that all riders and participants are holders of their respective licences as well as all officials with any responsibility for the running of the event.
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event.
- The safety standards of the event.
- The verification of compliance with the organiser's Work Manual, which is the reflection of the present regulations.
- Any amendments of requests for extra safety measures as mentioned in the inspection report.
- The official permission from the local authorities to run the event and whether the third party insurance policy of the organiser satisfies the requests of art. 110.1.1 of the Sporting Code.

At the end of each day of the event, the Race Director will call a meeting of the FIM Race Direction to hear the report of the Clerk of the Course, the Secretary and any other appropriate officials. The Race Director, together with the Clerk of the Course, must sign the official classification of the event. He must also sign, with the Secretary, all minutes of the meetings.

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

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

#### **062.5.10 Terms of reference of the FIM Race Direction**

The FIM Race Direction exercises supreme control of the event but only in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify. Consequently, the Members of the Race Direction are responsible only towards the FIM. They are responsible for the sporting side of the organisation of the event in which they have a supervising and disciplinary function. All civil and legal liabilities lie with the organisers. The FIM Race Direction is not authorised to make alterations or additions to the FIM rules, but is entitled to take decisions in the following exceptional cases:

The FIM Race Direction is the only disciplinary body of the event competent to adjudicate upon any protest that may arise during the event, subject to the right of the first further appeal that will be dealt by the FIM Steward Panel according to Art. 062.5.4 and 062.73.

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

The FIM Race Direction must apply penalties according to the provisions laid down in the Disciplinary and Arbitration Code.

#### **062.5.11 Procedure at Race Direction Meetings**

Decisions of the FIM Race Direction are based on a simple majority. In the case of a tie (a member is missing), the FIM Race Director will exercise a casting vote.

## **062.5.12 Publication of the Race Direction decisions**

All decisions of the FIM Race Direction necessary for the running of the event as well as the results must be published in writing as soon as possible. The decisions must be published in one or both official languages of the FIM (English minimum).

## **062.5.13 Minutes of the Race Direction Meetings**

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

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

## **062.6 FMN DELEGATE - TEAM MANAGER**

### **062.6.1 FMN Delegate**

Any FMN participating in a competition counting for the Championship will be allowed to designate a FMN Delegate to participate in the FIM Race Direction meetings. He must be holder of a FIM licence (Enduro Clerk of the Course or Sporting Steward). His name and licence N° must be sent to the Secretariats of the organisation and FIM 15 days before the event. A copy of the document will be given to the Race Direction Members.

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

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



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

**062.6.2      Team Manager**

Any FMN participating in an event counting towards 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. He is not authorised to attend the FIM Race Direction meetings.

**062.7              MEDALS AND DIPLOMAS**

The following awards will be given to the riders in EGP, E1, E2, E3, EJ, J1, J2, EY, EW:

- First place      1 gold medal and 1 FIM Diploma
- Second place 1 silver medal
- Third place      1 bronze medal

**062.8              COMPETITIONS FOR THE CHAMPIONSHIP AND CUP**

All classifications will be based upon the time obtained according to Art. 062.64. The riders with the lowest times are the winners in their category.

**062.9              CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS AND CUPS**

The 15 best riders classified in each category will be awarded with points according to the following scale at the end of each day of the competition:

20 points to the 1 <sup>st</sup>	10 points to the 6 <sup>th</sup>	5 points to the 11 <sup>th</sup>
18 points to the 2 <sup>nd</sup>	9 points to the 7 <sup>th</sup>	4 points to the 12 <sup>th</sup>
16 points to the 3 <sup>rd</sup>	8 points to the 8 <sup>th</sup>	3 points to the 13 <sup>th</sup>
14 points to the 4 <sup>th</sup>	7 points to the 9 <sup>th</sup>	2 points to the 14 <sup>th</sup>
12 points to the 5 <sup>th</sup>	6 points to the 10 <sup>th</sup>	1 points to the 15 <sup>th</sup>

During the Series, if a rider has already obtained points, he will be allowed to move to another category, but will not be allowed to score any Championship points in this new category.

The theoretical points obtained by these riders will be attributed to the following placed riders.

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

For example:

Rider A 28'20" - **20** points

Rider B 28'20" - **20** points

Rider C 30'00" - **18** points

The results for each event of the FIM Enduro GP World Championship will count towards the final riders' and manufacturers' classification.

For the manufacturers' classification, only the points awarded to the motorcycle of each manufacturer, from the categories **E1**, **E2**, **E3**, holding a FIM licence, obtaining the best result in each event of the Individual Championship, will count towards the final classification.

The rider who has scored the highest total number of points in the competitions counting for the FIM Enduro GP World Championship is the FIM Enduro GP World Champion in his category, according to Art. 062.1.

The rider obtaining the highest total number of points in his/her category within a FIM Enduro World Cup, will be the winner of that FIM Enduro World Cup.

A tie at the end of the FIM EnduroGP World Championship or an Enduro Cup will be decided by the majority of the best placings. If a further tie exists, it will be decided in the following order by the better placing in the last, in the last plus one, or in the last plus two results, etc.

## **062.10 PLACINGS AND RESULTS OF THE EVENT - PREMATURE STOPPAGE**

If any event is stopped prematurely by the FIM Race Direction, 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 FIM Race Direction will decide whether the event is null and void or declare such results and awards as they consider justified according to the circumstances.

## **ENTRIES**

### **062.11 RIDERS' LICENCE**

Each rider entered must be holder of a valid FIM rider's licence (in accordance with Art. 70.2.1 of the Sporting Code) and a valid driver's licence.

### **062.12 ENTRIES AND PARTICIPATION**

Any rider with a valid FIM World Championship licence and start permission issued by his FMN can participate in the World Championships or the World Cups as long as he pass the administrative verifications and his motorcycle is in conformity with the FIM Enduro Technical regulations.

The electronic entry system sends after registering of a rider a message to the FMN of each rider.

The maximum entry fee must be **280 EUR** for male riders and **210 Euros** for Youth and Women riders - and must be paid at the time of the registration (see Art.62.3). **The renting fees of the transponders are included in the entry fee.** This amount will be settled through the FMN of the rider or by the rider or his team, directly to the promoter.

A fine of 50 € will apply for each entry received after the deadlines (3 weeks before the event).



The registration fee can be reduced by the promoter if he takes into account a global payment of all the events at the beginning of the season. This reduction shall be mentioned in the entry forms.

Any cancellation certified by the rider's FMN, under presentation of a medical certificate, will be reimbursed (with a reduction of 30€ as an administration fee) by the promoter within 15 days after the event if the cancellation is confirmed within three days of the preliminary inspections.

The fee of the support races is left free for the organiser to decide and will be mentioned in the Supplementary Regulations. It will be defined in the contract between the promoter and the organiser.

### **062.12.1 Allocation of numbers**

For **E1, E2, E3**:

The riders can choose their number during the registration in the entry system. Already registered numbers are blocked by the system and cannot be chosen again.

The numbers will be allocated from N°2 to N°99 for riders regardless of the class.

For **EJ (J1, J2), EY and EW**:

The riders can choose their number during the registration in the entry system. Already registered numbers are blocked by the system and cannot be chosen again.

The numbers will be allocated from N°2 to N°99 for riders regardless of the class.

Each organiser will allocate the remaining numbers to the national riders. (If any).

All the riders entered for the FIM Enduro World Championship, the FIM Junior Enduro World Championship, the FIM Youth Enduro World Championship and in the FIM Women's Enduro World Cup with a permanent number must have their name written on the back of their jersey or shirt at the top in characters of 10 cm minimum as well as display the colour FIM Championship logo (60 mm x 60 mm), printed, embroidered or stitched, on the upper front torso or shoulder area of their jersey or jacket (not compulsory for the wild cards).

### **062.12.2**

Only riders engaged in the event can have riding numbers on their motorcycle number plate. The motorcycles of the mechanics, followers or team managers must not display any number.

In case of non-compliance, the clerk of course and/or the FIM Race Direction will apply one of the penalties authorized by the Disciplinary and Arbitration Code Article 3.3.1 to the teams and/or riders to whom the motorcycle belongs to.

### **062.13 CLOSING DATE - REFUSAL OF ENTRIES - REFUSAL OF PARTICIPATION**

The closing of the entries for each round of the FIM EnduroGP World Championship will take place 21 days before the event.

The FMN which issued the licence, the FMNR or the promoter may refuse an entry for justifiable reasons. The refusal notification must be sent in writing to the applicant at the latest during the 72 hours that follows the closing of the entries. The notification must be sent to the FIM Administration, the CEN and to all the FMNs that have riders who sent an entry form that has been refused within the time limit.

The CEN can revoke a refusal of entry coming from the FMNR or the organiser, or the promoter, if the refusal is considered not founded by the CEN.

## CLASSES AND SPECIFICATIONS OF THE MOTORCYCLES

### 062.21 CLASSES

Motorcycles belonging to classes of Category 1, Group A1 and Category 2, Group C will be allowed to participate in this competition. The classes of the FIM EnduroGP World Championship for solo motorcycles are:

**Enduro 1: Up to 250cc 2 stroke and 4 stroke**

**Enduro 2: From 255cc to 450cc 4 stroke**

**Enduro 3: Over 255cc 2 stroke and over 455cc 4 stroke**

In the categories E1, E2 and E3 it is allowed during the season, to change the motorcycles within the prescribed limitation of the categories. Also, the class specific limits of articles 01.07 of the Enduro technical rules have to be observed.

N.B.

For the support races, other classes may be admitted, which must comply with the FIM Technical Regulations and this must be clearly stated in the SRs.

### 062.22 INTRINSIC PARTS OF THE MOTORCYCLE (Sound control)

#### 062.22.1

At the preliminary examination (details and times of which will be given in the SR), 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 the entire competition and must be in their proper place at the final examination. Paint markings on wheel hubs, crankcases and silencer must be heat resistant.

The substitution of the original components or disregard of these regulations is strictly forbidden. The penalty for breach of this regulation is disqualification, except for Art. 31.01 of the Enduro Technical Rules.

Any offence to the provision of the marking of parts is considered as a statement of fact.

If a rider retires and requests the restart procedure (see Art. 062.41.1), the frame only must be the original part marked at the preliminary examination.

Parts	Marking	Number	How or where marked
Frame (main section)	paint + *	1	Right hand steering head
Wheels (hubs)	paint*	2	On each hub
Crankcase	paint*	1	Right or left side
Silencer	paint*	1	On the top

\* or non-removable (destructible) sticker or seal.

Marking is restricted to these five parts only and must be done with paint (or non-removable sticker or seal). The use of a marker pen is forbidden.

The number plates for the FIM Enduro World Championship shall be as follows:

Enduro 1	White background	Black numbers
Enduro 2	Red background	White numbers
Enduro 3	Yellow background	Black numbers

NB: The Championship leader in the **EnduroGP** category must ride with a golden number on the motorcycle. (Front number). The plate will **NOT** be provided by the promoter.

Youth	Blue background	White Numbers
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The number plates for the FIM Enduro World Cup will be as follow:

Junior 1	Black background	White Numbers
Junior 2	Green background	White Numbers
Women	Purple background	White Numbers

For the support races:

The color of the plates will be left to the discretion of the organiser and it will be specified in the SRs.

A special and visible appearance must enable the differentiation of these riders from those of the FIM World Championships and Cups.

### 062.22.1.1 Compulsory advertising

3 compulsory free spaces of 40 x 150 mm, in the upper part of the number plate and side plates will be dedicated to the Promoter or FIM, to be used for the logo of an official partner of the FIM Enduro World Championship and Cups. (Refer to the picture below).



If the motorcycle does not comply with this rule, the motorcycle cannot be used for the event.

These logos/stickers must be used without alteration or obstructions.

### 062.22.2

All Motorcycles must pass the sound control test, carried out according to Art 01.79 of the Enduro Technical Rules, 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, except the air filter element.

During the whole event (including before entering the Parc Fermé at the end of each day), the FMNR Technical Steward, under the direction of the CEN Technical Delegate, can check any motorcycle. The time spent for this test will be granted to the rider.

If, during the test, the machine exceeds the maximum level allowed for sound control test during the race according to Art. 79.11 of the FIM Enduro Technical Rules, the rider will be penalised with 60 seconds the first time and disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code) from the day's competition the second time. If a motorcycle does not pass the sound control test, the rider must immediately solve the problem before the next sound control test.

For repairs, control, etc. the following applies:

A rider wishing to repair or replace the silencer and/or front manifold exhaust 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 sound 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 sound control test official.

After the 30 minutes, if the sound level is above the required standard, the rider will not be authorised 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 sound 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 disqualified or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

### 062.22.3

After the marking the rider will sign an agreement (technical card) certifying that the parts have been properly marked. This declaration must indicate the frame number. **After the technical inspection, the motorcycles return to the paddock. No changes on marked parts will be allowed.**

## 062.23 EXAMINATION OF MOTORCYCLES DURING THE EVENT

### 062.23.1 Examination of machines

The verification of machines must be held on the site of the event.

On request of the Technical Steward, the riders or the mechanic(s) designated beforehand by the rider(s) must present themselves to the technical verification.

At all times during the event, a rider will be responsible for keeping his machine in conformity with the rules.

The Officials can 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 FIM Race Direction, on the action taken.

Each machine shall be complete and in accordance with the FIM Technical Rules.

For entering into the Parc Fermé, the motorcycles must be in a good condition for their normal use on the public roads with both tyres correctly fitted.

The bodies or officials concerned can disqualify at any time during the event a motorcycle, the construction or condition of which is considered to be or may become a source of danger.

## **062.23.2 Fuel control**

A fuel control may be carried out at any time during an event, according to Art. 01.63 of the Enduro Technical Rules. Any infringement of the fuel specifications will automatically result in the disqualification of the rider from the entire event.

Protests and Appeals may be lodged pursuant to the FIM Disciplinary and Arbitration Code.

All requests for fuel control in relation to a protest in FIM Championships and Prize Events must be accompanied by a deposit of 750 EUR paid to the FIM Race Direction or the FIM (supplementary controls).

## **GENERAL ORGANISATION**

### **062.31 CHANGE OF MOTORCYCLE**

After the closing date for entries, 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. The applications shall be given to the FIM Race Direction for approval.

### **062.32 PARCS FERMÉS**

#### **062.32.1**

The event 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. 062.36, the motorcycles are placed under the supervision and under the responsibility of the local organiser. **On Friday evening, just after the Super Test, the motorcycle will be placed in the Parc Fermé. They will be also placed in the Parc Fermé after the two days of racing (Saturday and Sunday).** Riders have to bring one environmental mat and use it in Parc Fermé underneath of motorcycle in order to protect the ground from dropping liquids (oil, chain spray, fuel etc.). If environmental mats are provided by the organiser, this must be written in the SR.



## 062.32.2

Officials in charge of the control of the Parc Fermé must wear a distinctive emblem recognised by all persons concerned and the riders in particular.

The realization of the Parc Fermé shall consist of a double barrier attached mechanically, ie requiring a tool to open the gates. These should be high enough to not be spanned. To prohibit the entry of any unauthorized person.

Only one access will be set in order to allow the entrance or exit to the “starting area”

It should be lit all night and a guard will be permanently inside with a guard dog.

A video surveillance system can complete the services.

The Clerk of the Course and the FIM Race Director will verify the compliance of the Parc Fermé and its guarding.

The FMNR is authorized to ask the pilots a complementary anti-theft system. This provision shall be specified in the supplementary regulations.

If the FMNR specifies in the Supplementary Regulations that riders use a complementary ant-theft device and such a device should fail to open prior to the start, only the rider or FMNR Technical Steward and/or FIM Technical **Director** are authorised to remove it in an appropriate manner.

The Organiser must have available suitable tools to accommodate this removal of faulty locks.

Any time lost due to the opening of a failed device by the Officials will not be detrimental to the rider.

In case of delay on the starting line for the reasons mentioned above, a new start time will be given by the Race Director.

### 062.32.3

Access to any Parc Fermé is forbidden to everyone except the Race Direction 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 disqualified or other penalties given as provided for in the FIM Disciplinary and Arbitration Code, (except Art. 062.23.2).

### 062.32.5

In the Parc Fermé, it is forbidden for a rider, under penalty of disqualification or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider;

It is forbidden for a rider:

- from the event 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.

The rider is however allowed to touch his own machine for:

- the installation of the rider's schedule (on the handlebar with a fastener or on the plastic part written on a textile adhesive strip)
- the cleaning of the plastic parts with a paper towel (in case of rain or mud)
- the installation of the transponder on the bracket.
- the placement of the environmental mat.

### 062.32.6

The machines in the Parc Fermé must not be covered in any manner and must be situated in the open air. It is strictly forbidden to place the Parc Fermé in closed areas (tent or garage) except for winter enduro.

The machines in the Parc Fermé must be equipped with a side-stand (see Art. 062.22.2).

## 062.33 STARTING AREA

This area consists of a:

- Parc Fermé
- Starting Area

### 062.33.1

The starting area and the access between the Parc Fermé and the standby area or start area are considered as “Parc Fermé”.

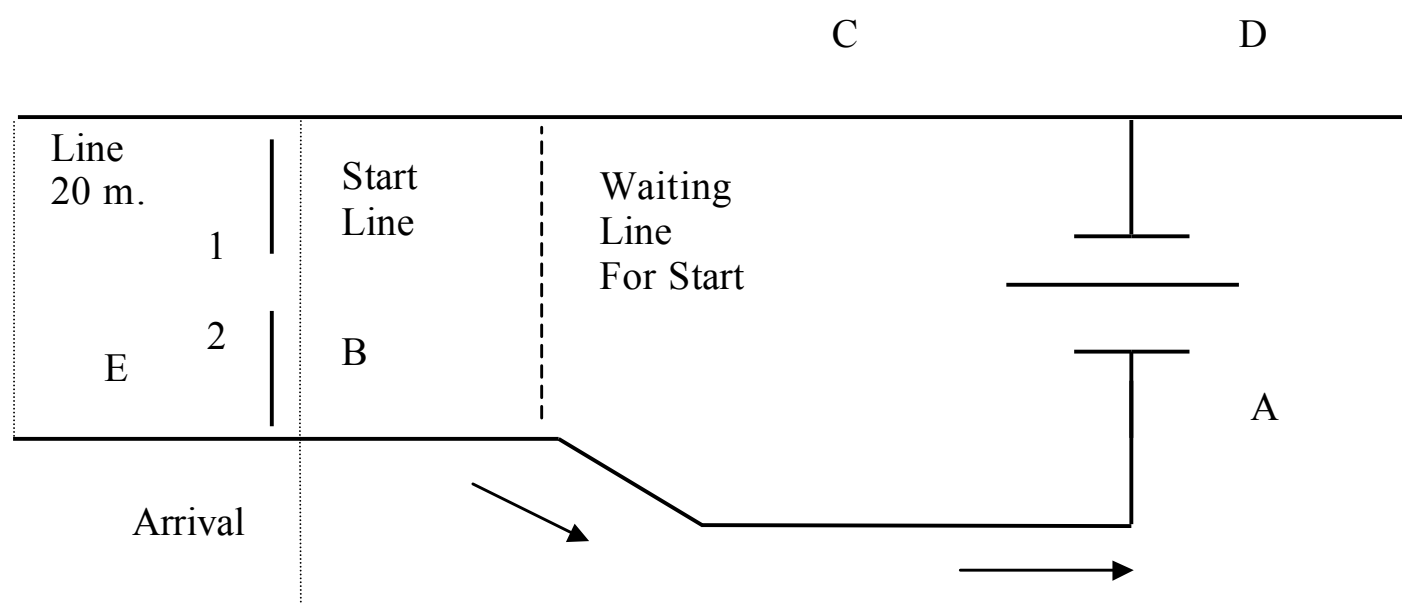
### 062.33.2

A starting area 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. Working on the motorcycle in that area is not permitted until the starting signal is given. The penalty for doing so is disqualification.

Any rider caught smoking in the starting area will be disqualified or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

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



- A = Parc Fermé
- B = Starting area
- C = Trade area
- D = Entrance for officials
- E = 1 line must be provided with room for 2 riders on the line

The distance between A and B must not be longer than 20 meters and must be a closed area. If an exception must be made, it must be validated by the FIM Race Direction.

### 062.33.3

The competitors' motorcycles are kept in the Parc Fermé under the surveillance of the organiser from **the end of the first day's run to the start of day two**, and from the end of **day two** until the start of **day three**. And also from the end of **day three** until the end of the protest time. Access to this Parc Fermé is defined under Art. 062.32.3.

#### **062.33.4**

Only Race Direction members, the members of the FIM Stewards Panel, FMN delegates, representatives and officials designated in the Supplementary Regulations, and the riders waiting for the start, are permitted access to the starting area. The organiser and the FIM Race Direction will decide whether representatives of the press are permitted access to the starting area and will specify the number allowed and under what conditions.

No other persons are allowed into the starting area.

A parking area reserved for Race Direction members, the members of the FIM Stewards Panel and delegates must be laid out as close as possible to the start/arrival areas.

#### **062.33.5**

No assistance may be given in the starting area. The penalty for breaking this rule is disqualification or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

#### **062.33.6**

It is forbidden to start intentionally the engine of the motorcycle in the waiting zone of the starting area. The penalty for doing so is 1 minute or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

It is also forbidden to start the engine on the starting line before the starting signal is given. The penalty for doing so is 1 minute or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## **062.34 STARTING ORDER FOR THE ENDUROGP (E1, E2, E3) AND JUNIOR (J1, J2)**

The starting order will be established following the (virtual) scratch classification at the end of the 2017 championship. The wild cards will start last.

If one of the riders from the classification of the preceding year does not participate in the first event of the Championship, he will automatically lose his place for the following events.

At the organised Super Test during the first event, the starting order, for this test only, shall be as follows:

The riders will start in the opposite order of the (virtual) scratch classification (E1-E2-E3) at the end of the 2017 championship without a class distinction. The wild cards will start first.

As from the second event:

The riders will start following the order of the virtual scratch classification of the championship without a class distinction.

The wild cards will start last.

At the organised Super Test, the riders shall start in the opposite order of the virtual scratch classification and without a class distinction. The wild cards will start first.

### **062.34.1 Starting order by event**

The riders will start in the following order:

- EnduroGP (E1, E2, E3)
- Junior (J1, J2)
- Youth
- Women
- Support races

**A five minutes break between each class will be organised.**

This order will also be used for the Super Test, except that the Youth will always start first, followed by the Juniors (J1, J2) and the Women (the participation of the support race or of certain additional categories shall be subject to the CEN Bureau approval and specifically mentioned in the SRs).

In all cases, the rider with the lowest number will be on the left of the starting line.

## **062.34.2      Modification of the Starting order**

For safety reasons, the FIM Race Direction or the CEN can modify the traditional starting order as indicated in the rules. They can, for example, add time between each category or let a category, a part of a category or several categories start after the other categories.

## **062.35      PREPARATION FOR START**

Riders will be allowed to enter the Parc Fermé five 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.

**For the start of the Super Test, the riders have to enter the starting zone directly from the paddock with their motorcycle.**

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

The riders must be in possession of their helmets. They shall be denied the access to the starting zone in the absence of their helmets.

## **062.36      START**

### **062.36.1**

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 meters from the starting line using the power of the engine.

### **062.36.2**

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 begun minute of delay. 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. 062.36.1. Riders more than 15 minutes late will be classified as retired and not allowed to start.

### **062.36.3**

All motorcycles must be started by the kick-start or other starting devices, mechanical or electrical. Rotating any driven wheel is not permitted.

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 meters line within one minute after his starting signal has been given will be penalised by 10 seconds.

### **062.36.4**

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

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

### **062.36.5**

When the case of a rider is under discussion and he wishes to start, he will not be prevented from so doing providing his machine has been held in the Parc Fermé as per the regulations, except for reasons of safety. The rider loses his right to start only after confirmation of his disqualification by the FIM Race Direction.

### **062.36.6**

A space of 5 minutes must be respected between the last rider of a category and the first rider of the following category.



## **062.37 PROCEDURE FOR REFUELLING AT THE SERVICING**

- For every 50 km, there must be a minimum of one refuelling station.
- Refuelling can only be made at the official refuelling depots indicated by the organisers and at all the time checks between the white flag and the yellow flag unless it is prohibited by the organiser.
- No additional time is granted for refuelling.
- No fuel or any inflammable liquid may be carried other than in a tank or container permanently attached to the machine. The Technical Steward can carry out the test on the spot.
- The engine must be stopped during refuelling.
- During the refuelling, each team must have a portable extinguisher (A.B.C. polyvalent powder) of 5 kg minimum, in the proximity of the refuelling post (max. 5 m distance). The lack of extinguisher will lead to a penalty of 200 EUR.
- The use of an environment mat, or other effective device, is obligatory at the place where servicing and refuelling is authorised by the organiser. The penalty for breach of this regulation will be a fine of 150 EUR for each offence. The rider must pay this fee prior the last Race Direction meeting; otherwise he will not be able to take part in the next event or other penalties mentioned in the Disciplinary and Arbitration Code Art. 3.3.1 for the team and / or rider that motorcycle.
- 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.
- Any welding work in refuelling areas is forbidden.
- The lubrication of the chain is authorised only in the refuelling areas.

The penalty for not respecting the above-mentioned rules on refuelling and on the refuelling areas is disqualification or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## **062.38           SERVICING**

There must be a maximum of two time checks with servicing. If a Super Test is organised, a supplementary time check with service will be organised after the Super Test.

Servicing and outside assistance and receiving spare parts or tools are only authorised at the time checks with refuelling.

Only the rider may change the tyres and he can only do this at the last time check of day 2 (Saturdays Stage) in the working area (assistance is authorised for taking off and replacing the wheel of the motorcycle).

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

It is forbidden to use air or electrically powered tools (except battery-powered tools).

The penalty for not respecting the above-mentioned rules is disqualification or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

**062.38.1**

It is forbidden, 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 refuelling or for any other reason, unless authorised by the organizer, under penalty of disqualification or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

**062.39            OUTSIDE ASSISTANCE**

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 except at the time checks with servicing.

**062.40            EXTRANEIOUS MOTIVE-POWER FORBIDDEN**

Throughout the event, outside the time checks with servicing, 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 disqualification or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

**062.41            RETIREMENTS**

Any rider who has retired from the event 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 disqualified or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## 062.41.1 Restart

A rider who was not classified during the ST or the second day can re-start the second/third day on the following conditions:

1. He must present his machine to the final time control within the following time limits: No earlier than the scheduled **finished time for the first rider in the race** and no later than 60 minutes after **the scheduled finish time on his time card**. In an exceptional case, the FIM Race Direction can authorise that the machine can be presented by another person or to a later time in special circumstances.
2. The frame must be the original marked before the competition (see Art. 062.23.1).
3. A rider has to take the start of the second day (or Super Test). A rider cannot attend the third day without having crossed the 20 meter line at minimum on the second day (or Super Test). After having crossed this line, he could eventually retire and after further checks (technical or medical) as point 1 and 4, he could possibly restart.
4. The motorcycle must be submitted to a complete technical inspection including the Sound control test limit prior the race (see Art. 062.21, 062.22, 062.23).

Points 1 and 4 do not apply to the rider who was classified as retired or disqualified by the Clerk of the Course at the end of the day. This rider must wait for the confirmation from the FIM Race Direction.

## 062.42 ROUTE MARKING

This shall be done in compliance with the organisers Work Manual.

### 062.42.1

The official route which must not be left for any reason whatsoever will be indicated on route cards (see Art. 062.53) and marked out.

The route will be marked with arrows and/or tape/stakes, and the obvious intended route should be respected.

Where an organiser requires riders to pass through or along a specific area, perhaps for reasons of security or to prevent environmental damage etc., this route should be marked with tape on either side or with arrows on either side of this route. The arrows should point inward towards the direction the rider must take. Where such an area is specifically marked, the riders must pass through the gates marked with tapes or arrows in a direct line. Any deviation from the intended route deemed to be an attempt to gain an advantage is liable to incur the rider a penalty of disqualification or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

The official distances must be considered to be correct. A different colour must be used for marking the route each day. If a rider fails to follow the official marked route or if he rides in the opposite direction, he may be disqualified or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

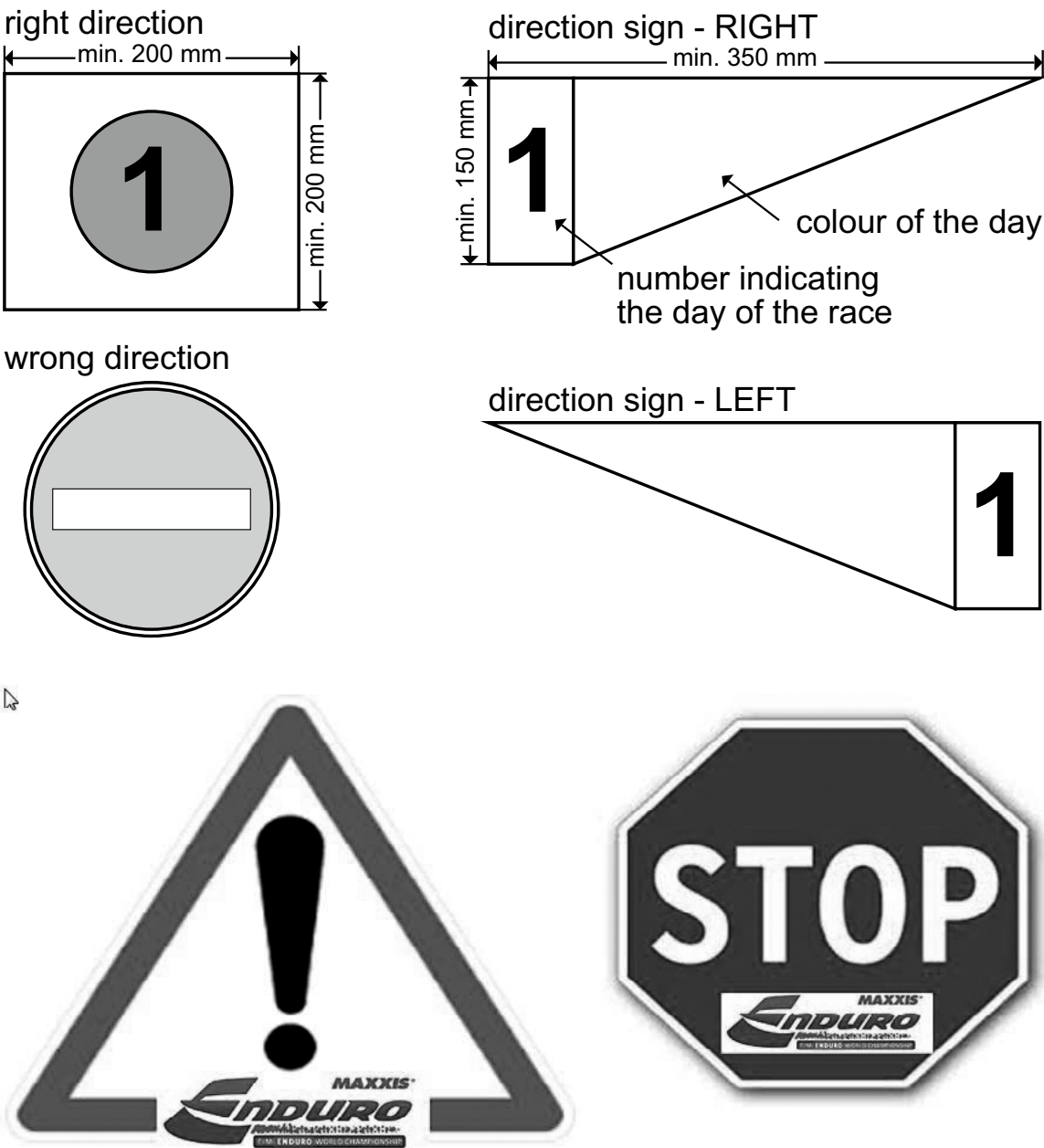
The following colours must be respected for the marking of the official route:

- 1<sup>st</sup> day: red
- 2<sup>nd</sup> day: blue, If the track goes in a different direction.

If the route goes in the same direction for the two days of the event, this will be indicated only by the colour red.

062.42.2

Samples of the special signposts 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. The signs must conform to the FIM workbook.



## **062.43 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 disqualified or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## **062.44 INSURANCE (Third party)**

The FMNR or organiser shall take out an insurance policy covering for his own third party liability and that of all the participants in accordance with Art. 110.1.1 of the Sporting Code.

## **062.45 IMPASSABLE SECTIONS**

If, in the course of the event, 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. 062.39), he may take the entire section concerned, up to the following time check, out of the event and adjust the points accordingly. This decision will be ratified by the FIM Race Direction.

## **OPERATION AND CONTROL**

### **062.51 TIME CHECKS**

The control of the event is done at the time checks, which are defined between the yellow flags and a line situated 2m after the end of the control table. This area is considered as a “Parc Fermé” concerning access and servicing.

Time checks will be set up:

#### **062.51.1**

At the exit of the starting area at the beginning of each day's run, and at the beginning of the Super Test, if one is organised.

## 062.51.2

At the entrance of the Parc Fermé at the end of each day's run, and at the end of the Super Test.

When if for logistical reasons, it cannot be placed at the entrance of the Parc Fermé, the decision will be ratified by the FIM Race Direction and an official communication will be placed for that purpose on the official notice board.

## 062.51.3

At intermediate points selected by the organiser and the location of which, together with the prescribed riding time between these check points, will be indicated on a time schedule and published by the Organiser in the Race Direction meetings and on the official board. Distances will be given in kilometers measured carefully and correctly. It is recommended that the distance between the time checks is between 5 km and 35 km.

## 062.51.4

The average speed to be maintained between one time check and the next must not exceed the 50 km/h. If the Clerk of the Course and/or the FIM Race Direction considers that the allotted time between two time checks cannot be carried out in sufficient safety conditions or does not allow the road code to be respected, they can extend the allotted time or cancel the time penalties, if the majority of the riders have been penalised.

Time allowed for the FIM Women's World Cup must be a minimum of 10% greater than that allowed for the FIM Enduro GP World Championship.

The times assigned for the FIM Youth Enduro World Championship could be superior to those of the FIM Enduro GP World Championship if the FIM track inspector considers it necessary.

## 062.51.5

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. This decision will be ratified by the FIM Race Direction.

The organiser must plan a schedule with the times assigned for the situations above.



## 062.51.6

If the organiser decides to put in place a “tight” allotted time schedule on a time check, while respecting the average of 50 km/h, he must ensure that the route goes off-road, that it does not cross inhabited areas, that there are no road intersections, that the course is used by all the riders and that the course signs are precise and reinforced in order to avoid any error. This time check shall be of a relatively short distance and shall not contain any tests.

## 062.52 TIMEKEEPING

### Timekeeping instruments

Timekeeping equipment shall be under the supervision of an official timekeeper holder of a FIM Timekeepers' licence.

In order to carry out his duties at FIM Enduro World Championships, a timekeeper must use:

#### At the tests:

A transponder/decoder system as the main timekeeping equipment and an auxiliary apparatus functioning automatically (type TAG), with printer, synchronised with real-time and registering time to 1/100 second. Photoelectric cells linked to the chronometer will activate the start and finish of the time. For such types of apparatus, the certificate must guarantee not only the accuracy but also the efficiency of the apparatus as a whole working 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 they cross the finish line.
- the number of the rider
- the name of the rider
- the class and/or the category of the rider
- the scratch placing

A monitor should supplement the display of the test classification.

### At the time checks:

An apparatus functioning automatically (type TAG), with printer, synchronised with real time and registering time to the second. A photoelectric cell linked to the chronometer and placed on the line between the two yellow flags will take the exact time of the passage of the riders to the yellow flags. For such types of apparatus, the certificate must guarantee not only the accuracy but also the efficiency of the apparatus as a whole working under the conditions for which it is to be used. A transponder/decoder system may also be used at the time checks.

A clock synchronised to the apparatus and clearly visible at the yellow flags will indicate the time to the riders.

#### **062.52.1**

A timekeeper officiating at a FIM Enduro World Championship must have at his disposal a reserve chronometer in order to make up for any possible breakdown of the instruments normally being used.

#### **062.52.2**

Riders must accept any type of Time keeping system approved by the FIM Race Direction, including transponders.

During the administrative verifications, the transponder will be given to the rider for the chronometric records, against a guarantee deposit of his licence. The price for the purchase of a permanent transponder bracket will be mentioned in the SR. The FIM Chief Technical Steward will refuse any machine that does not have a correctly-positioned positive transponder attachment. The transponder must be fixed to the motorcycle in the position and orientation as shown in the timekeeping information given to riders. The correct attachment of the transponder bracket consists at the minimum, of plastic tie-wraps, but preferably by screw or rivet. Velcro or adhesive alone will not be accepted. The transponder retaining clip must also be secured by a plastic tie-wrap. The rider is the sole person responsible for the above-mentioned proceedings. The loss of the transponder during the event will result in a fine of 200 EUR to be paid on the spot. The rider is the sole person responsible for the transponder.

## **062.53 TIME CARDS**

### **062.53.1**

Time cards for the first, second and third day's run will be issued before the start of the relevant day. Riders will be responsible for getting their time cards stamped 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 disqualification or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

### **062.53.2**

Any rider who fails to get his time card stamped 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 disqualified from the event or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

### **062.53.3**

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.

The organiser or the official in charge of the control is obliged to provide another time card to any rider who has lost it.

### **062.53.4**

A rider who misses a time check will be classified as retired or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## **062.54 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 the 2 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 servicing 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.

It is recommended to the organisers to set a minimum of 3 time checks. The time checks must be placed near the starts of the timed tests in order to facilitate the start procedures. (Refer to the diagram)

## **062.55 PROCEDURE AT TIME CHECKS**

The timekeeping must be carried out in conformity with Art. 062.52. A clock synchronised with the time check clock will be positioned at the yellow flag located 20 meters 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 request of an official. The arrival time at the time check is the time the front wheel of the motorcycle has crossed the line marked by the 2 yellow flags.

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 written, in chronological order, the numbers of the riders who pass as well as their times in hours, minutes and seconds. Pre-printed passage control lists, are not authorised. In case of dispute, the check list and the paper strip of the chronometer (with the times in hours, minutes and seconds) will be considered official.

### **062.55.1**

Before the last service area, there will be a Pre-Finish time check, which will be identified in the same way as the time checks without servicing, where servicing will not be allowed. The riders will have 15 minutes to go from this time check to the final time check.

Within the framework of the environmental protection, the cleaning of motorcycles shall not be allowed, except if a specific cleaning zone is authorised by the organiser. In that case, the authorisation must be mentioned in the SRs.

Every breach of the rule shall be penalised with a 150€ fine or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

#### **062.57            CALCULATION OF TIME CHECK PENALTIES**

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 begun minute early or late arrival according to the time check clock.

REGISTERED TIME = STARTING TIME FOR NEXT SECTION.

#### **062.58            LATE ARRIVAL**

A rider who arrives at a time check more than 15 minutes (30 minutes for Women's category) after his original target arrival time on each time check is automatically classified as retired. However, the rider may, in certain circumstances such as are provided for in Art. 062.59, continue in the event until the FIM Race Direction takes the final decision.

#### **062.59            CLAIMS TO SPECIAL TIME ALLOWANCE**

If a rider can prove to the FIM Race Direction that he was delayed by abnormal circumstances beyond 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.

If after investigation the Race Direction is satisfied that a rider stopped to assist a seriously injured rider in a Special Test, the Race Direction may award the rider who stopped to assist a Special Test time equal to the time of the middle rider in that class in that test.

## **062.60 ROUTE CHECKS**

In addition to having his time card stamped at all time checks, the rider must produce 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 meters before the route check. If the rider does not stop, he will be disqualified.

At each route check, the organiser must keep a check list indicating the passage of each rider by number and in order of arrival and 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 disqualified or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## **062.61 SUPER TEST (ST)**

The organisers must organise a timed Super Test (prologue) on Friday evening. This Super Test should be done between 18h00 or 19h00 and 21h00 or 22h00 maximum (will be indicated in the SR). The duration should be between a minimum of 1 minute to a maximum of 1 minute 45 seconds.

If it is held in night conditions, the organiser must install an artificial lighting on the course.

The Super Test must be completely ready as from Thursday night.

The Super Test consists of an eight-shaped race, two riders side-by-side. The Start and finish must be exactly at the same place.

Each rider will complete two rounds at the track: a bridge and a tunnel will allow the riders to do exactly the same distance.

The organiser must set a zone dedicated to the VIPs, the Officials, Teams, riders along the SuperTest track. Except the marshals on duties, some accredited Press/Media crew wearing bibs, nobody can stay in the “infield” of the SuperTest track.



The riders will be authorised to check the SuperTest for a limited time period.

Any rider would do not comply with this rule can be sanctioned by the Race Direction.

The 2 riders line up side-by-side at the starting gate. One countdown clock only (visible to both riders) starts counting down from 5 seconds and the drivers must start exactly when the clock shows 0' or any other start signal. Any early or late departure will be penalized by a fixed penalty of 10 seconds. As soon as both riders cross the start/finish line, the next pair of riders (waiting a few meters behind the gate, outside the racing lanes) will move in, line up on the starting gate and the starting marshal will start the countdown clock again.

This Super Test must be spectacular but not dangerous.

The rider with the lowest number will be on the left of the starting line.

The riders will be paired for the Super Test and each pair of riders will start at the same time.

The organisers reserve the right to “match” competing riders where possible with the agreement of the FIM Race Direction.

The times achieved in the Super Test do not count in the classification of the 1st Stage. Instead, the 9 leading **E1, E2, E3, Junior (J1 and J2), Youth** and **Women** riders will receive a time bonus that will be deducted from the total time of the timed tests conducted on the 1<sup>st</sup> Stage according to the scale below.

Beyond the 9 leading **E1, E2, E3, Junior (J1 and J2), Youth, Women** riders, no other riders will be received a bonus.

**Scale of Bonus/Malus**

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	> 10 <sup>th</sup>
Minus	Minus	Minus	Minus	Minus	Minus	Minus	Minus		
12"	10"	8"	6"	5"	4"	3"	2"	1"	0"

In case of dead heat (ties) of n riders in a position, n riders get the same bonus/minus and the next rider gets the bonus/minus of the next +n position. Example: 3 riders achieve same time in 3<sup>rd</sup> position therefore these 3 riders get 8 seconds bonus and the next rider gets 4 seconds.

If a rider is not present on time at the starting line of the Super Test, he must wait until the end of his category to start and will be penalised by 20 seconds extra, added to his handicap if any and added to his time accomplished on the 1<sup>st</sup> Stage.

If a rider cannot finish the Super Test following a fall or a mechanical problem, he, or an assistant can bring his bike back to the Paddock. The rider will have to enter his bike into the Parc Fermé according to the usual procedure. 30 seconds will be added to his time accomplished on the 1<sup>st</sup> Stage (Day 2). He can then continue normally the next day.

If he does not arrive at all or arrives at the starting line after the next category has started, a 60 seconds penalty will be added to his time accomplished on the 1<sup>st</sup> Stage (Day 2) (he cannot take part in the Super Test).

If a rider decides or fails to take part (the motorcycles stays in the Parc Fermé and does not follow the start procedure) 80 seconds time penalty will be added to the time of the 1<sup>st</sup> Stage (Day 2).

#### **Summary of the penalties on the Super Test:**

Situation	Time penalties added to the time of the 1 <sup>st</sup> Stage (Friday+Saturday)
Early or late Start at start procedure	5'' penalty in addition to the time of the supertest
Rider in his category and arriving late to the start	20'' penalty in addition to the time of the 1 <sup>st</sup> Stage (Friday + Saturday)
Retirement or technical defect after the start of the Super Test	30'' of penalty in addition to the time of the 1 <sup>st</sup> Stage (Friday + Saturday)
Rider arriving late to the start after his category (he will not start the Super Test)	60'' of penalty in addition to the time of the 1 <sup>st</sup> Stage (Friday+Saturday)
Non-participation to the Super Test	80'' of penalty in addition to the time of the 1 <sup>st</sup> Stage (Friday + Saturday)

All other time penalties given by the CoC or the RD will be added to the time of the 1<sup>st</sup> Stage (Friday + Saturday)



## Red Flag

When a rider crashes into a race of Super Test and the race had to be stopped with the red flag because of this crash, the rider is considered as retired in the Super Test. This rider gets 30 second penalty.

The other rider who was stopped at the red flag can make a re-start alone.

If the race has to stop with the red flag due to a blocked track, by a defective motorcycle, the involved rider is considered as retired in the Super Test. This rider gets 30 second penalty.

The other rider who was stopped at the red flag can make a re-start alone.

## **062.62      ENDURO TEST (ET), CROSS TEST (CT) AND EXTREME TEST (XT)**

The use of an existing permanent Motocross track is forbidden, however for all special tests a part of a Motocross Track may be used.

General definitions:

**Cross test - CT:** The course must be created on natural terrain and used solely for this event. Motocross courses are prohibited. Maximum use should be made of the natural unevenness of the terrain creating crossings, banking, and jumps.

- No artificial installations can be made (humps, crossing over trees, etc.)
- Flat terrain must not be used.
- The track must be wide enough (between 4 and 8 meters) to allow overtaking. Exits and bends will be traced in such a way as to allow escape routes.
- The start and finish must be at the same point. The average speed should not exceed 50 km/h. The duration should be minimum 5 minutes.

**Enduro Test - ET:** The course must use a (narrow) track with technical passages (crossing a stream, steep uphill section, rocky passage, etc.).

- It must be traced so as to avoid excessive speed. Chicanes can be created in the fastest sections to keep speeds down. Risky passages must be protected (straw bales, special signs, etc.
- Very wide downhill courses that may be used by a 4 x 4 for example or that allow maximum speed to be generated are totally forbidden.
- All the obstacles or difficulties must be natural. The start and finish will be at the same spot if possible. The average speed must not exceed 50 km/h. The duration will be between 8 and 12 minutes.

**Extreme test - XT:** The course must include as many natural obstacles as possible and use the natural unevenness of the terrain. Some artificial obstacles could be created but only a very small number.

- 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 obstacles must be able to be crossed by all classes. The test should not last more than 3 minutes. Alternative itineraries could be created to allow the women's class, for example, to miss out certain obstacles. The course should not allow excessive speeds.
- The start and finish are at the same spot and the average speed must not exceed 30 km/h.

**Super test:** Course shaped as figure of 8. It should be a parallel track lasting a minimum of 1 minute and a maximum of 1 minute and 45 seconds. The course uses elements of the natural relief and artificial elements.

The Super test may eventually be used for the other days as soon as it is clearly indicated in the supplementary regulations and approved by the CEN.

**Contingency plan/Plan B/Alternatives:** The Clerk of the Course must present a plan B when organising an event and present each special in a case of heavy rain, dusty conditions, storm, These plans will be presented firstly to the FIM Course inspector.

There should be at least one compulsory alternative proposed by the club and presented at the track inspection. That way the FIM Course inspector can evaluate the alternative immediately. It must be compulsory that the clubs respect the remarks and instructions expressed by the FIM Inspector during his site visit.

**General recommendations:** For all the tests, the organiser must have identified and traced all possible alternatives in case the weather conditions do not allow the initial course to be used.

He will have to ensure that the terrain does not become too degraded with the passage of the riders and that all the riders in a given category experience the same conditions.

For the Enduro test in particular, marshals placed along the course in sufficient numbers and linked by radio will enable the entire course to be monitored.

The venue and the length of these tests must be published 48 hours before they take place. The course must be ready to use for the tests.

The tests should be completely free of any riding tracks. If this is not the case, the FIM Race Direction can demand that the Organiser change the course.

The riders will have the possibility of getting to know the course in advance by walking around it from Wednesday at 8.00 am and shall not modify in any way the course of the Special tests (e.g. Move stones). Only The FIM Course inspector if necessary can make modification after Wednesday at 9.00 am and he will mention it during briefing. Any infringement of this rule, in advance of the timed test, will lead to disqualification or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

All the Tests will be timed as of the first lap. If the FIM Course Inspector considers that a test is dangerous, he will suggest that the FIM Race Direction do not time it as of the first lap. The FIM Race Direction will decide during its first FIM Race Direction meeting whether they will or not follow this suggestion.

The total time of all the tests scheduled for the two-day competition is recommended to be at least 90 minutes. In any case, a minimum of five tests per day must be maintained (with the exception of force majeure on the day of the event).

All tests must be prepared so that the safety measures described in the rules are strictly observed.

All the stages without a natural border will be marked with tape.

The tests will be clearly indicated for the spectators and the most spectacular areas will be particularly well prepared.

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

The start and finish should preferably be at the same place. If not, there must be a radio connection between them.

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

All the tests must be approved by the FIM Race Direction.

If any rider exceeds the average speed, the test will be cancelled for the following laps.

The advertising banner of the promoter should be at least 1 meter from the actual **installed** track tape.

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 test to which will be added 5 minutes.

A member of the FIM Race Direction will pay particular attention to the respect of the rules and to the efficient running of the test.

It is forbidden for riders, assistants, mechanics, managers, delegates, etc. (except the organiser for security reasons) to modify the course of a timed test.

The rider who would benefit from the modification, will be penalised by 1 minute minimum (or other sanction at the discretion of the Race Direction) added to his time realised in the test.

The start of a test must be marked with a “start” sign and the end with a “finish” sign. The course itself must be marked according to Art. 062.42.2. The starting line must be marked (white line on the ground, start gate etc.) The timing line (transponder loop) will be situated approximately 5 meters after the starting line. The start signal will be given by the timekeeper or another official appointed for this purpose or by means of a signalling instrument (e.g. semaphore).

The start will be with the machine stationary, in front of the starting line, engine running. A rolling start will be penalised by 1 minute.

At the beginning of all the Tests, the (individual) start will be given every 30 seconds in the case when 2 riders of the category are present at the start per minute and the start will be given every 20 seconds in the case when there are 3 riders of the category per minutes by use of a countdown clock. The depart procedure will be as follows: after the countdown starts the rider may not start before 15 seconds (2 riders in a minute) or 10 seconds (3 riders in a minute) but at any time after 15 (10) and anyway before the zero is reached and a semaphore (blinking zeroes, horn etc.) notifies the rider that he is penalised. A start marshal must be present to operate the clock. The Marshal gives, with a red flag, after expiry of 15 (10) seconds, the test free for the next rider. Otherwise, the starting signal could also be given by the green light or green flag, in this case, the riders will have 5 seconds to go. In every case, the rider who didn't start may be penalised as follows: 1<sup>st</sup> offence a warning, 2<sup>nd</sup> offence 20 seconds time penalty, 3<sup>rd</sup> offence 1 minute time penalty, 4<sup>th</sup> offence disqualification.

The time of the test is registered when the rider crosses the finish line.

The rider must cross the finish and may not stop within the next 30 meters. The 30 meters line must be clearly marked on the ground.

The classification of riders in the tests and different classes will be calculated on the basis of achieved times.

A rider who involuntarily leaves the test course and does not re-enter at the point at which he left it could be penalised to a maximum of 5 minutes which will be added to his achieved time.

The rider who voluntarily leaves the test course or short-cuts the track can be disqualified or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

It is compulsory to have at least three tests, one of each type (Cross Test, Enduro Test and Extreme Test), each having to be timed at least once per day.

## **062.63 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.

The organiser must provide a place with a hard surface and a high pressure cleaner must be available. In case of bad weather, the area must be covered.

For all classes and categories of motorcycles, only the rider must appoint the person who will dismantle his motorcycle at the end of the event. The dismantling must start within 30 minutes following the notification. If this fails to happen, the rider will be disqualified or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

If any engine is found to exceed the minimum or maximum authorised limit for the class (see Article 062.21) in which it was entered, the rider concerned will be disqualified from the event or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## **062.64 LIST OF PENALTIES**

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

## 062.64.1 Time

- Starting the engine in the waiting (062.33.6) 1 minute  
zone or on the starting line before the  
starting signal is given (if intentional)
- For every begun minute late in arrival (062.36.2) 1 minute  
at start line
- Not crossing the 20 meters line within (062.36.3) 10 seconds  
one minute after the starting signal  
has been given
- Late or early arrival at a time check; (062. 57) 1 minute per  
for every begun minute minute

## 062.64.2 Tests

- Tests (ST, CT, ET, XT) Timed to  
1/100 sec
- Rolling start (062.62) penalised  
1 minute
- Start, didn't start before the zero is (062.62)  
reached:
- 1<sup>st</sup> offence: a warning
- 2<sup>nd</sup> offence: penalised  
20 seconds
- 3<sup>rd</sup> offence: penalised  
1 minute
- 4<sup>th</sup> offence: disqualified  
1 day
- Involuntary exit from the route of the (062.62) Up to 5 mins  
test and not returning to the place from  
where the exit was made added to the  
time made by  
the rider
- Modify the course of a timed test (062.62) 1 minute  
(minimum)



### 062.64.3 Disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code)

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

- Missing marking, or official substitute marking. 062.23.1 & 062.24.1
- Exceeding maximum permitted sound level (062.23.2) during the event:
  - 1<sup>st</sup> offence: penalised 1 minute
  - 2<sup>nd</sup> offence: disqualified 1 day
- Fuel not in conformity with the Enduro Technical Rules 062.24.2
- Behavior contrary to the Sporting Code in the Parc Fermé 062.32/35
- Entering the Parc Fermé with engine running. 062.32.3
- Refuelling or carrying out repairs while proceeding from time check to Parc Fermé.
- Starting the engine in the Parc Fermé. 062.32.5
- Smoking in the Parc Fermé or in the starting area 062.32.6 & 062.33.2
- Working on the motorcycle in the starting area before the starting signal is given 062.33.2
- Being more than 15 minutes late at the start. 062.36.2  
disqualified 1 day
- Refuelling outside areas provided for this purpose by the organisers, or carrying fuel other than in the fuel tank. 062.37
- Not stopping the engine during refuelling 062.37
- Carrying out any kind of welding work in the refuelling areas 062.37
- Non-authorized assistance; receiving spare parts or tools outside the time checks with refuelling. 062.38
- Using extraneous motive power 062.40
- Being accompanied by another rider 062.41

- Riding outside the marked route; riding in the wrong direction, not observing the marked route. 062.42
- Not observing traffic regulations 062.43  
disqualified 1 day
- Altering a time card and/or punch card or using another rider's card. 062.53.3
- Missing a time check 062.53.5
- Late arrival at a time check exceeding 15 min. after original starting time. (30' for the women). 062.58  
disqualified 1 day
- Missing or not stopping at a route check 062.60  
disqualified 1 day
- Practising on the course of tests 062.62
- Intentionally leaving the test course 062.62
- Engine capacity exceeding the minimum or maximum limit authorised for the class that is stated on the entry form. 062.63

## GENERAL REGULATIONS

### 062.70 OFFICIALS

The Officials responsible for noting any irregularities must, as far as possible, indicate the fault immediately and directly to the rider concerned, to avoid any ambiguity.

The organiser must give the list of officials, including the Technical Stewards (name + No. and type of FIM or FMN licence), who are authorised to note irregularities at the latest the day prior to the event, to the FIM Race Direction and to the FMN delegates present in the FIM Race Direction.

Only those persons on this list will be recognised as officials as well as the Clerk of the Course and the Members of the FIM Race Direction and the members of the FIM Stewards Panel.

Each irregularity noted will be the object of a written report mentioning the day, the time, the place and a description of the irregularity noted.

### 062.71 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.

### 062.73 PROTESTS AND APPEALS

1. Any person or group of persons (rider, team, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
2. All protests must be lodged to the Race Direction.

3. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the first start of the event.
4. Any other protests must be lodged immediately after the reason for the protest is known.
5. Protests against results must be presented within 30 minutes following the announcement of the results.
6. Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.
7. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional fee of € 150.-. This fee will be given to the mechanic of the rider who had opened the engine if the engine is judged not in conformity with the rules. If the engine is judged not in conformity with the rules the additional fee will be returned to the person lodging the protest.
8. Protests entailing a fuel control must be accompanied by an additional fee of € 750.-.
9. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented (€ 660 Euros & written appeal) 30 minutes at the latest after the notification of that decision.
10. An appeal against the decision of the FIM Stewards Panel may be lodged to the CDI. This appeal must be presented 5 days at the latest after the notification of the FIM Stewards Panel decision (Security deposit for appeal: € 1'320.-).
11. After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

## **62.73.1 Rules and procedures in case of application of a penalty by the Race Direction, a Protest before the Race Direction or an Appeal before the FIM Stewards**

### **A. Rules and procedures in case of application of a penalty by the Race Direction.**

The Race Direction shall take a Decision in a collegial manner and by a majority of its membership. The decision shall be notified in the name of the Race Direction.

The Race Direction shall take all measures necessary to apply the appropriate sanction if necessary, namely:

- Be able to convene and hear the rider(s) individually.
- Convene and hear the official(s) and or steward(s) who reported the alleged offence(s).
- View any photos or films of the circumstances of the offence(s) reported or alleged where appropriate and if necessary visit the scene of the facts in order to establish the facts accurately to the extent possible.
- Take note of all the written documents drawn up by the official who reported the alleged offence(s) and keep a copy for the file.
- Take into account any extenuating circumstances (e.g. error by an official, error by the organisers, lack of information, etc.) or aggravating circumstances (e.g. rider's intention, behavior, etc.)
- Take into account the principle of proportionality when choosing the sanction to be applied.
- Write down clearly and in detail the reasons for the decision which must be accompanied by reasons, signed and dated and recorded in the minutes of the meeting of the Race Direction.
- Ensure that the decision taken is not in contradiction with the FIM Sporting Code and Disciplinary and Arbitration Code.

## B. Rules and Procedures in case of a Protest before the Race Direction

The Race Direction shall take its decision in a collegial manner and by a majority. The decision shall be notified in the name of the Race Direction.

The Race Direction shall ensure that the security deposit provided for in Article 4.2 of the FIM Disciplinary and Arbitration Code is paid.

To be admissible, the Protest must be in writing, signed, dated and presented within the time limit provided for in Article 4.2 of the FIM Disciplinary and Arbitration Code.

The Race Direction shall take all the measures necessary to decide on the Protest, namely:

- Convene and hear the rider(s) against whom the Protest has been made individually and possibly together.
- Convene and hear the person(s) who have presented the Protest individually and possibly together.
- Convene and hear if necessary any other person directly concerned (e.g. the team manager) and any witnesses (officials, stewards, other riders, team managers, etc.)
- View any photos or films of the circumstances of the offence(s) reported or alleged where appropriate and if necessary visit the scene of the offence in order to establish the facts with accuracy to the extent possible.
- Take note of all the written documents drawn up by the official who reported the alleged offence(s) and keep a copy for the file.
- Organise an adversarial debate if the rider(s) against whom the protest was made so requests.
- Take into account the principle of proportionality.
- Write down clearly and in detail the reasons for the decision which must be accompanied by reasons, signed and dated and recorded in the minutes of the meeting of the Race Direction.
- Ensure that the decision taken is not in contradiction with the FIM Sporting Code and Disciplinary and Arbitration Code.

### C. Rules and procedures in case of an Appeal before the FIM Stewards

The FIM Stewards Panel shall take the decision in a collegial manner and by a majority of its members. The decision shall be notified in the name of the FIM Stewards.

The FIM Stewards shall ensure that the security deposit provided for in art.062.73 is paid.

To be admissible, the Appeal must be signed, dated and presented within 30 minutes at the latest after of notification of the Decision.

The FIM Stewards Panel shall take all the measures necessary to decide on the appeal, namely:

- Convene and hear the person(s) who lodged the appeal, individually and possibly together.
- Convene and hear if necessary the rider(s) directly concerned by the first instance decision.
- Convene and hear if necessary any other person directly concerned (e.g. team manager) and any witnesses (e.g. officials, stewards, other riders, team managers, etc.).
- Hear the officials who took the decision at first instance.
- View any photos or films of the circumstances of the offence(s) reported or alleged where appropriate and if necessary visit the scene of the facts in order to establish the facts with accuracy to the extent possible.
- Take note of all the written documents drawn up by the official who reported the alleged offence(s) and keep a copy for the file.
- Organise an adversarial debate if the appellant so requests.
- Take into account the principle of proportionality.
- Write down clearly and in detail the reasons for the decision which must be accompanied by reasons, signed and dated and recorded in the minutes of the meeting of the Race Direction.
- Ensure that the decision taken is not in contradiction with the FIM Sporting Code and Disciplinary and Arbitration Code.

N.B.

In the cases described under A, B and C above:

- The rider may be represented by his delegate or any other person designated by him or her in writing. The person representing the rider must be a holder of a FIM licence (FMN delegate or Enduro Team manager).
- All documents must bear the date, the hour, the name in capital letters and the signature of the person who drafted them, as well as his FIM licence Number.
- The meetings must be held in closed session and only persons directly concerned by the case can attend. In case of disagreement, the Race Direction or FIM Stewards Panel shall decide.
- The final decision with reasons must be displayed on the official notice board.
- The rider(s) must be notified of the decision in writing as soon as possible.
- No debate or exchange concerning the case may take place in an open meeting. Should such be the case, the procedure may be annulled.
- A file containing all the documents of the case shall be sent to the FIM within 5 working days.

#### **062.74 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 at the conclusion of the event.

#### **062.75 INTERPRETATION OF REGULATIONS**

The interpretation of these regulations and the SR is the responsibility of the CEN (see Art. 4 of the Sporting Code). Any matter not provided for therein will be subject to interpretation by the FIM Race Direction and/or the FIM Stewards Panel.



## **062.76 PUBLICATION OF RESULTS**

The daily complete results of the FIM Enduro World Championships and Cups 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 FIM Race Direction meeting, and the riders must be informed of the results of the previous day before they start on the second day's run.

## **062.77 PRIZE-GIVING CEREMONY AND PRESS CONFERENCE**

The Prize-Giving Ceremony, under the responsibility of the Promoter, must be held immediately after the arrival of the last rider of the event. The time of the Prize-Giving Ceremony will be announced at the 2<sup>nd</sup> and 3<sup>rd</sup> FIM Race Direction meetings, and will be published on the official board and on the board of the promotor.

In each class/category, during this official Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played and, if possible, the national flags of the first three riders may be hoisted at the same time.

The first three riders per class/category, together with any additional riders invited by the Clerk of the Course, shall attend a short Press Conference to take place immediately after the Prize-Giving Ceremony.

If a rider is absent from the Prize-Giving Ceremony or Press Conference, without the prior approval of the Clerk of the Course, he will be given a fine of 300 EUR. If the rider does not pay the fine within 90 days following the end of the event, he can be disqualified from the event, sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## **062.78 FIM ANNUAL PRIZE-GIVING CEREMONY**

The rider having won a FIM World Championship title, in any category/class, must be present at the FIM Prize-Giving Ceremony organised each year. A rider who does not attend the Ceremony will be subject to a minimum fine of CHF 10'000.- and of CHF 100'000.- maximum.

## **062.79 CEN Solidarity Funds**

After each season, the CEN will award grants for riders who travelled overseas. The riders wishing to receive a Solidarity Funds must send an application file including their plane tickets.

The grants will be paid to the riders' FMNs who will transfer them.



**REGULATION 064**  
**FIM JUNIOR ENDURO WORLD CHAMPIONSHIP**

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## **064.1 GENERAL**

A FIM Junior Enduro World Championship will be run during the FIM Enduro World Championship, according to Regulations 062 and 064.

## **064.2 CLASSES-MOTORCYCLES**

**Categories:**

**Junior 1 Enduro World Cup (J1): up to 250cc 2 stroke and 4 stroke**

**Junior 2 Enduro World Cup (J2): over 255cc 2 stroke and 4 stroke**

**Number plates:**

**Junior 1:     Black background     White Numbers**

**Junior 2:     Green background     White Numbers**

In the categories Junior (J1, J2) it is allowed during the season, to change the motorcycles within the prescribed limitation of the categories. Also, the class specific limits of articles 01.07 of the Enduro technical rules have to be observed.

## **064.3 AGE OF THE RIDERS**

The riders entering for the FIM Junior Enduro World Championship must be aged less than 23 years (at 1<sup>st</sup> January of the year of the Championship) and holders of a valid driving licence.

## **064.4 ENTRIES**

Riders can enter all events counting for the FIM Junior Enduro World Championship (see Art. 62.3).

However, only riders who have not finished in the top 6 in the final classification of the FIM Enduro World Championship in the Enduro 1, Enduro 2 and Enduro 3 classes during the last three years will be accepted to participate in the FIM Junior Enduro World Championship.

The winner of the Junior Enduro category at the end of each season will not be allowed to run again in the Junior Category.

All entries must be made according to article 062.4 and 062.12.

The closing date for the receipt of entry is 21 days before the event.

## **064.5 START**

The Junior Enduro riders start after the EnduroGP (E1, E2, E3) category (according to Art. 062.34).

## **064.6 RIDERS' LICENCES**

Riders must be holders of a valid FIM Junior World Championship licence to participate in the FIM Junior Enduro World Championship.

## **064.7 RESULTS AND CLASSIFICATIONS**

The FIM Junior Enduro World Championship will take place at most events of the FIM Enduro World Championship. **The final rankings will take into account the 10 best results in Junior 1 and Junior 2.**

**The FIM Junior Enduro World Champion will be decided based on the overall rankings of the Junior 1 and Junior 2 categories.**

The scale of points used for the FIM Enduro World Championship (Art. 062.9) will also be applied for the FIM Junior Enduro World Championship.

## **064.8 MEDALS AND DIPLOMAS**

The following prizes will be awarded to the riders:

### **Junior1 Enduro World Cup**

- First            1 gold medal and 1 FIM Diploma
- Second        1 silver medal
- Third          1 bronze medal

### **Junior2 Enduro World Cup**

- First            1 gold medal and 1 FIM Diploma
- Second        1 silver medal
- Third          1 bronze medal

### **Junior Enduro World Championship**

- First            1 gold medal and 1 FIM Diploma
- Second        1 silver medal
- Third          1 bronze medal



**REGULATION 067**  
**FIM YOUTH ENDURO WORLD CHAMPIONSHIP**

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## **067.1 GENERAL**

A FIM Youth Enduro World Championship will be run during the FIM Enduro World Championship, according to Regulations 062 and 067.

## **067.2 CLASSES-MOTORCYCLES**

Name of the category: Youth Enduro  
Motorcycles: from 100cc to 125cc, 2-stroke  
Number plates: Blue background  
White numbers

## **067.3 AGE OF THE RIDERS**

The riders entering for the FIM Youth Enduro World Championship must be aged less than **21** years (at 1<sup>st</sup> January of the year of the Championship) and holders of a valid driving licence.

## **067.4 ENTRIES**

See Art. 062.4 and 062.12

## **067.5 START**

The Youth Enduro category starts after the EnduroGP (**E1, E2, E3**) and Junior Enduro (**J1, J2**) category (according to Art. 062.34).

## **067.6 RIDERS' LICENCES**

Riders must be holders of a valid FIM Youth Enduro World Championship licence to participate in the FIM Youth Enduro World Championship.

## **067.7 RESULTS AND CLASSIFICATIONS**

The FIM Youth Enduro World Championship will take place at **most** events of the FIM Enduro World Championship. **The final rankings will take into account the 8 best results of the season.**

The scale of points used for the FIM Enduro World Championship (Art. 062.9) will also be applied for the FIM Youth Enduro World Championship.

## **067.8 MEDALS AND DIPLOMAS**

The following prizes will be awarded to the riders:

- First                1 gold medal and 1 FIM Diploma
- Second            1 silver medal
- Third               1 bronze medal





**REGULATION 068**  
**FIM WOMEN’S ENDURO WORLD CUP**

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## **068.1 GENERAL**

The events to count to the FIM Women's Enduro World Cup will be decided by the CEN Bureau and the promoter. It will be published in the Calendar.

## **068.2 CLASSES-MOTORCYCLES**

Name of the category: Women's Enduro

Motorcycles: Category **E1, E2, E3** of the FIM Enduro World Championship

Number plates: Purple background White numbers

## **068.3 AGE OF THE RIDERS**

The riders entering for the FIM Women's Enduro World Cup must be holder of a valid driving licence; there is no maximum age.

## **068.4 ENTRIES**

See Art. 062.4 and 062.12

## **068.5 START**

The Women's Enduro riders start after the EnduroGP (**E1, E2, E3**), Junior (**J1, J2**) and Youth Enduro categories (according to Art. 062.34).

## **068.6 RIDERS' LICENCES**

Riders must be holders of a valid FIM Women's Enduro World Cup licence to participate in the FIM Women's Enduro World Cup.

## **068.7 RESULTS AND CLASSIFICATIONS**

The result of the FIM Women's Enduro World Cup will be valid for all the events held for this category.

The scale of points used for the FIM Enduro World Championship (Art. 062.9) will also be applied for the FIM Women's Enduro World Cup.

To allocate points for an event, a minimum of 3 riders in the Women's Enduro category must have passed through the preliminary examination and administrative controls of the event.

## MEDALS AND DIPLOMAS

The following prizes will be awarded to the riders

- First                    1 gold medal and 1 FIM Diploma
- Second                1 silver medal
- Third                   1 bronze medal

## 068.8                    PARTICULAR PROVISIONS

The organiser must be careful that all participants of the FIM Women's Enduro World Cup could do the course in its entire length, but without producing an easy course for the FIM Enduro World Championship. With this in mind, he must possibly plan some by-passes on the course, clearly indicated, for the Women's Enduro.

As a reminder, the differences between the FIM Women's Enduro World Cup and the FIM Enduro World Championship are the following:

- Allowed to complete only from 50 to 75% of the course (Art. 062.2)
- Time allowed in the time check 10% greater (Art. 062.51.4)
- By-pass of a difficult section in an Extreme Test (Art. 062.62).
- A rider who arrives at a time check more than 30 minutes after his original target arrival time on each time check is automatically classified as retired. However, the rider may, in certain circumstances such as are provided for in Art. 062.59, continue in the event until the FIM Race Direction takes the final decision. (Art. 062.58).

In every case, the FIM Race Direction must approve the entire arrangement and the course for the FIM Women's Enduro World Cup.

## FIM STANDARDS FOR ORGANISERS OF ENDURO WORLD CHAMPIONSHIP EVENTS

Before the start of the first round of the FIM Enduro World Championship, the CEN will organise a compulsory meeting for organisers in order to explain the new rules and protocol. An FMNR not present at this meeting will receive a fine of 620 EUR.

### 1. TIME CHECKS

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

### 2. TESTS

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

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

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

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

The closed course tests must be marked off with ribbons of different colours on each side.

The FIM Race Direction must inspect all the tests before the event (in conformity with Art. 062.62).

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

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

For the special tests, the promoter must install TV monitors displaying the times of the tests.

### **3. ROAD SIGNS**

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

### **4. STARTING PLACE**

A PA system must be installed to call up the riders in English, French and the National language.

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

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

The final working area 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. The organisers must ensure a rational distribution of parking places for vehicles. "Roads" must always be open to assure, at any time, passage for vehicles to leave the final working area. Sanitary facilities (at least toilets) are obligatory. Rubbish containers, receptacles for the recuperation of oil, cooling water, fuel, etc. must be provided in sufficient quantities.

In addition, the organiser must prepare and put, free of charge, areas at the disposal of the Industry (for holders of a FIM Manufacturer's or Accessories Manufacturer's licence).

### **6. RIDERS' PADDOCK**

The riders' paddock shall:

- be located next to an inhabited region and services: hospital, supermarket, pharmacy, service station, etc;
- have sufficient area;
- be situated on an asphalted or compacted surface allowing the competitors' vehicles to circulate under all weather conditions;

- be organised according to the dimensions of the riders' and manufacturers' vehicles and motor homes. The riders' and mechanics' private vehicles shall not be allowed in the paddock;
- have, next to the paddock, a parking place for the private vehicles of the riders, teams, manufacturers and the press;
- have open roads to ensure, at any time, passage for vehicles to leave the paddock;
- have separate sanitary facilities for men and women (including toilets and showers);
- have a full supply of drinking water and electric points;
- be provided with sufficient rubbish containers. The organiser should take care of the cleaning services;
- be provided with containers to receive used oils and lubricants.
- the riders arriving with Motor homes or caravans will be directed to a local camping provided and administrated by the organiser, who can ask the rider for a fee as long as they are supplied with water, power point, and sanitary facilities (shower and WC) as a minimum.

## **7. PRACTICE AREA**

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

A member of the organising club must be present in order to call the emergency services if required.

## **8. PARKING FOR PRESS, FIM RACE DIRECTION FIM STEWARDS PANEL AND OFFICIALS**

Separate parking places for Press, Race Direction and Officials must be installed and specially marked.

## **9. FIM RACE DIRECTION ROOM**

For the meetings of the FIM Race Direction, a room must be provided to ensure quiet working conditions for about 40 persons.

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

The organiser must provide an Internet connection via Wi-Fi to be installed in the meeting room of the Race Direction in order to have access to a minimum with FIM and promoter sites and thus be able to have at its disposal all the official rules of the FIM and rankings.

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

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

## **10. PRESS ROOM**

A room must be provided for the Press with the following minimum installations: tables, chairs, 1 photocopier, 2 telephone lines, 1 fax and 5 to 10 ADSL Internet connections. A person from the organisation, able to use these installations, must be present.

## **11. HOTEL LIST**

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

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

## **12. RESULTS**

The results must be published in at least one of the two official languages of the FIM. They must be sent immediately by e-mail or other type of mailing to all the subsequent organisers of the Championship, at the latest, the morning after the event.

The timekeepers must send the results by electronic transfer to the FIM Administration at the latest the morning following the end of the event and give the Clerk of the Course, the FIM Steward and the Race Director a folder containing the results. The organiser must give to the Race Direction the minutes of the FIM International Race Direction meetings and any documents deemed useful by the Race Direction (safety measures, circular letters, route maps, etc.).

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

The Prize-Giving Ceremony shall take place each day immediately after the arrival at the finish of the last rider. For the Ceremony, it is recommended to have an attractively decorated podium in clear view of the public.

The location and the time of the Prize-Giving Ceremony must also be published.

### **14. SYMBOLIC PRIZE-GIVING CEREMONY AT THE LAST CHAMPIONSHIP EVENT**

The organiser of the last Championship event shall organise a celebration during which a symbolic Prize-Giving Ceremony will be provided for the first three placed riders.

### **15. SUPPLEMENTARY REGULATIONS**

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

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

Only riders engaged in the event can have riding numbers on their motorcycle number plate. The motorcycles of the mechanics, followers or team managers must not display any number.

In case of non-compliance, the Clerk of Course and / or the FIM Race Director will apply one of the penalties authorized by the Disciplinary and Arbitration Code Article 3.3.1 to the teams and / or riders to whom the motorcycle belongs to.



## 17. GENERAL

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



**STANDARD MODEL “SUPPLEMENTARY REGULATIONS”  
FOR THE FIM ENDURO WORLD CHAMPIONSHIP**

**ANNOUNCEMENT**

The \_\_\_\_\_ Club will promote the \_\_\_\_\_ round of the 2018\_\_\_\_ FIM Enduro World Championship on behalf of the \_\_\_\_\_ Federation. The event will be held in accordance with the Sporting Code of the FIM together with the relevant Appendices, these Supplementary Regulations and any final instructions approved by the FIM Race Direction.

The event will be held on \_\_\_\_\_ (date)  
at \_\_\_\_\_ (venue).

IMN	Championships or Cups
402/	EGP, E1, E2, E3
404/	EJ (J1, J2)
410/	EY
406/	EW
Other identification support race	

**ACCESS**

Nearest airport: \_\_\_\_\_  
Motorway: \_\_\_\_\_ Exit: \_\_\_\_\_  
National road: \_\_\_\_\_  
Nearest town: \_\_\_\_\_ at km: \_\_\_\_\_

<b>Organiser:</b>	<b>Accommodation service:</b>
Name (Club): _____	Name: _____
Address: _____	Address: _____
Tel. no.: _____	Tel. no.: _____
Fax no.: _____	Fax no.: _____
E-mail: _____	E-mail: _____
Internet: _____	Internet: _____

---

**Secretariat of the event:**

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

Tel. no.: \_\_\_\_\_

Fax no.: \_\_\_\_\_

E-mail: \_\_\_\_\_

Internet: \_\_\_\_\_

## 1. ENTRIES

All entries must be made in writing by an “electronic” entry form available in the site [www.endurogp-registration.org](http://www.endurogp-registration.org). All other information relating to the riders, team, sponsor and the brand of the engine shall be completed.

The entry form must include the entry fee payable by bank card, via a secured system. The entry form will be valid once the payment has been made.

Entry fees will be of 250 EUR/ Male Rider, 180 EUR/Young and Women Riders for the 3 days. 30 euros for the renting fees of the transponders will be added. (Also for the National riders competing in national classes)

All entries must be received before \*\*/\*\*/2018 (21 days before the first day of the event). Or will be possible after this dead line with a fine of 50€ per entry. Local organizer is responsible of the OPEN NATIONAL race entries.

All riders not affiliated to the FMNR must have their entry form endorsed by their own National FMN.

The riders must also sign the official signing-on document on site before the Technical Inspection in order to appear on the official starting list.

## 2. TECHNICAL CONTROL AND REGISTRATION

Technical inspection will take place on \_\_\_\_\_ (date) at \_\_\_\_\_ (venue) according to the standard schedule.

During the registration, transponders, holders & mounting instructions will be distributed to participants who are not already in possession of the correct support. The cost of each holder is included in the transponder renting fee.

Each machine must be road legal for the country in which it is registered, and comply with all requirements of the FIM Sporting Code and relevant Appendices, including those under Art. 062.22. Intrinsic parts will be marked in accordance with Art. 062.23.1. A sound test will be carried out in accordance with the Technical Rules.

At the Administrative Control (for not permanent riders, wild card riders) the rider must submit his FIM Rider's License, the starting Permission, Driving License, International Insurance Certificate (Green card).

At the technical inspection the rider must submit his motorcycle according to article 062.21 - 062.23, the original registration certificate of the bike (with frame number) and the vehicle registration plate, together with his helmet.

### **3. STARTING ORDER**

The starting order and numbers will be in conformity with Art. 062.34.

### **4. COURSE**

#### STAGE 1

Day 1 (Friday) Super Test (prologue). The first riders will start at \_\_\_\_\_ (18h00 or 19h00).

The Super Test will be driven as a parallel race in an 8-shape, two riders riding at the same time.

Day 2 (Saturday) shall consist of \_\_\_\_\_ laps of \_\_\_\_\_km which will include:

- number of time checks per lap: \_\_\_\_\_
- number of CT tests:
- number of ET tests:
- number of XT tests:

#### STAGE 2

Day 3 (Sunday) shall consist of \_\_\_\_\_ laps of \_\_\_\_\_km which will include:

- number of time checks per lap: \_\_\_\_\_
- number of CT tests:
- number of ET tests:
- number of XT tests:

The location and the length of each practice will be displayed at \_\_\_\_\_ (venue) from \_\_\_\_\_ (time) - at least 48 hours in advance.



**5. PENALTIES**

Penalties to be in accordance with Art 062.64.

**6. HEADQUARTERS AND FIM RACE DIRECTION MEETINGS**

The headquarters for the event will be and the office will be open from \_\_\_\_\_(time/date).

The FIM Race Direction meetings will be held at (venue) according to the standard schedule.

**7. AWARDS**

Awards will be presented to the first three riders of each category/class.

**8. PRIZE-GIVING CEREMONY**

The Prize-Giving Ceremony will take place each day in the start area immediately after the final classified rider of the day has arrived at the finish.

**9. OFFICIALS**

**FIM/CEN Representative:**

**Steward Panel:**

FIM Steward:	FIM Licence No:
FMNR Steward:	FIM Licence No:

**Race Direction:**

FIM Race Director: _____	FIM Licence No:_____
FIM Course Inspector: _____	FIM Licence No:_____
Clerk of the Course: _____	FIM Licence No:_____
	FIM Super Licence:_____

**Assist. Clerk of the Course:**



**Technical Delegates:**

FIM Technical Director \_\_\_\_\_ FIM Licence No:\_\_\_\_\_

**FMNR Chief**

**Technical Steward:** \_\_\_\_\_ **FIM Senior Licence:**\_\_\_\_\_

FIM Technical Director \_\_\_\_\_ FIM Licence No:\_\_\_\_\_

FMNR Technical Steward: \_\_\_\_ FIM Licence No:\_\_\_\_\_

**Medical Delegates:**

FIM Medical Delegate (if applicable): \_\_\_\_\_ FIM Licence No:

Chief Medical Officer: \_\_\_\_\_ FIM Licence No:

**Environmental Delegates:**

FIM Environmental Delegate(if applicable): \_\_\_\_\_ FIM Licence No:

FMNR Environmental Steward:\_\_\_\_\_ FIM Licence No:

FMNR Safety Steward: \_\_\_\_\_

Timekeeper: \_\_\_\_\_

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

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

Promoter: Alain Blanchard - ABC Communication

The list of officials (name + No. of licence) of the organisation will be displayed on the notice board and the list communicated to all the participants and members of the Race Direction.

**FMN Delegates:** In accordance with Art. 062.6.1.

**10. HOTEL LIST:**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

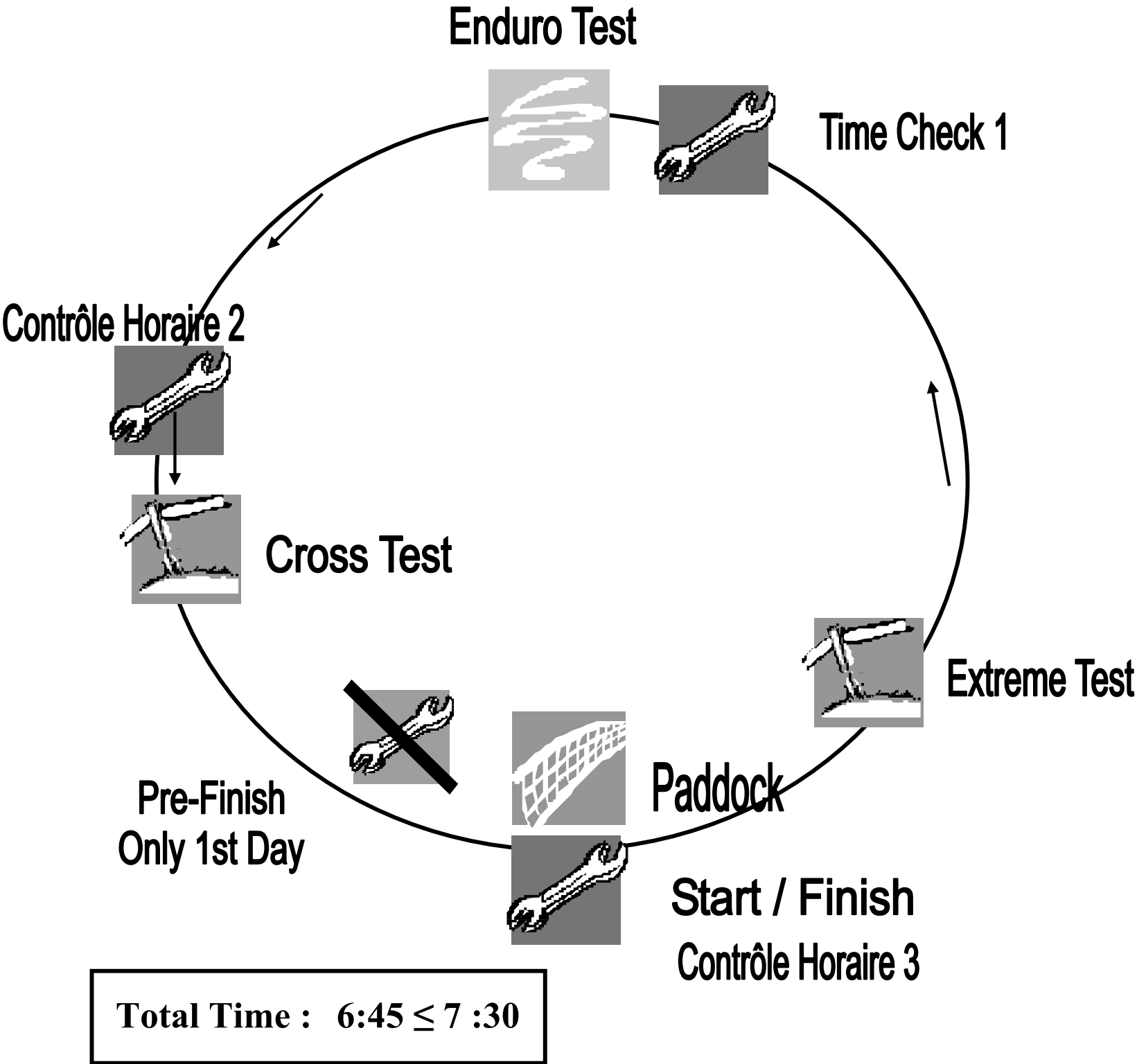
Add the hotel list as an annex or give information to an official site.



Country  
Day, Month, Year  
Moto Club XXX  
Diagramme Z

Championship's logo

Start Time: 09:00





## STANDARD SCHEDULE FOR THE FIM ENDURO WORLD CHAMPIONSHIP

Wednesday	Approx. 14:00	Distribution of Timetables, time sheets and itineraries
Thursday	09:00	Opening of paddock
	14:00-18:00	Opening of practice area
	14:00	Opening of headquarters
	14:00	Opening of press room
	18:00	Meeting with the organisers and the Race Director
Friday	09:00	1 <sup>st</sup> Race Direction Meeting
	09:00-11:00	Practice Area
	12:00-15:00	Administrative and Technical control
	15:30	2 <sup>nd</sup> Race Direction Meeting
	16:30	Riders' Briefing
	18:00 or 19:00 - 21:00 or 22:00	Super Test (Prologue)  After the Super Test, the motorcycles will be put in the Parc-Fermé.
Saturday	09:00	1 <sup>st</sup> Start
	Immediately after the arrival of the last rider for the 3 first classified per class	Prize-Giving Ceremony organised by the promoter
	19:00	3 <sup>rd</sup> Race Direction Meeting
Sunday	09:00	1 <sup>st</sup> Start
	Immediately after the arrival of the last rider for the 3 first classified per class	Prize-Giving Ceremony organised by the promoter
	17:00	4 <sup>th</sup> and last Race Direction Meeting



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

**FIM-LIVE**.com

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