



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

**FIM SUPERENDURO  
WORLD CHAMPIONSHIP REGULATIONS  
2012**

*RÈGLEMENTS DU CHAMPIONNAT  
DU MONDE FIM DE SUPERENDURO*



**FIM SuperEnduro  
World Championship Regulations**

***Règlements du  
Championnat du Monde FIM  
de SuperEnduro***



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**2012**



## CONTENTS / SOMMAIRE

Appendix	065 FIM <b>SuperEnduro</b> International meetings.....	1-6
Annexe	065 Manifestations Internationales FIM de <b>SuperEnduro</b> .....	1-6
Regulations	066 FIM <b>SuperEnduro</b> World Championship Regulations .....	7-37
Règlements	066 Règlements du Championnat du Monde FIM de <b>SuperEnduro</b> .....	7-37
Timetable for the FIM <b>SuperEnduro</b> World Championship .....		37
Horaire pour le Championnat du Monde FIM de <b>SuperEnduro</b> .....		37
Standard Model for the writing of Supplementary Regulations for the FIM <b>SuperEnduro</b> World Championship .....		38-41
Formulaire type pour la rédaction du Règlement Particulier pour le Championnat du Monde FIM de <b>SuperEnduro</b> .....		38-41
1.	FIM Standards for <b>SuperEnduro</b> circuits .....	42-50
	Normes FIM pour les circuits <b>SuperEnduro</b> .....	42-50
2.	FIM <b>SuperEnduro</b> Technical Rules .....	51-92
	Règlements Techniques FIM pour le <b>SuperEnduro</b> .....	51-92

Articles amended in the 2012 edition are in bold type  
Les articles modifiés de l'édition 2012 sont en caractères gras

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## **DEFINITION OF A SUPERENDURO**

**SuperEnduro** is a speed event taking place in stadium-type facilities using enduro motorcycles on a track made with natural or artificial elements (earth, sand, etc.), on which are found various, mainly natural, "obstacles" (stones, tree trunks, stretches of water, etc.), similar to those that can be found on an enduro course.

## APPENDIX 065 – FIM SUPERENDURO INTERNATIONAL MEETINGS

065.1	GENERAL.....	2
	065.1.1 Supplementary Regulations .....	2
065.2	JURISDICTION.....	2
065.3	RIDERS .....	2
	065.3.1 Age of riders.....	2
	065.3.2 Riders' licences .....	2
	065.3.3 Entries .....	3
	065.3.4 Leaving the event.....	3
	065.3.5 Riders' equipment .....	3
	065.3.6 Rider Behaviour and Assistance .....	3
065.4	MOTORCYCLES .....	4
	065.4.1 Classes .....	4
065.5	RUNNING OF THE MEETING.....	4
	065.5.1 Preliminary Technical Verifications .....	4
	065.5.2 Riders' briefing .....	4
	065.5.3 Timing.....	4
	065.5.4 Timed practice.....	4
	065.5.5 Format.....	5
	065.5.6 Starting procedure.....	5
065.6	CLASSIFICATION/AWARDING OF POINTS/TIES/ PRIZE-GIVING CEREMONY AND FINANCIAL CONDITIONS .....	5
065.7	PENALTIES .....	5
065.8	PROTESTS .....	5
	065.8.1 Time limit.....	5

## **065.1 GENERAL**

This appendix provides the basic rules for all FIM **SuperEnduro** meetings.

An event includes:

- Technical and administrative controls
- The **SuperEnduro** (practice and **SuperEnduro** race)
- Any prize-giving

### **065.1.1 Supplementary Regulations**

The writing and publication of the Supplementary Regulations must conform to the Sporting Code of the FIM and the FMNR.

## **065.2 JURISDICTION**

The event is controlled by a Referee

With the exception of the FMNR Referee, all FMNR licence holders, holders of a FMNR laissez-passer, officials and their assistants, and all other persons involved in the meeting are subject to the authority of the Clerk of the Course.

The officials must be appointed in accordance with the Sporting Code of the FMNR.

## **065.3 RIDERS**

### **065.3.1 Age of riders**

For the FIM **SuperEnduro** International Meetings, the minimum age is 14.

The limit for the minimum age starts on the date of the rider's birthday.

### **065.3.2 Riders' licences**

Riders must be in possession of a valid FIM International Enduro Meetings licence with the exception of FMNR riders who can race with a national Enduro licence.

### **065.3.3 Entries**

If entries are to be limited, the maximum number to be accepted and the method of selection must be stated in the Supplementary Regulations.

### **065.3.4 Leaving the event**

A rider who is entered in an event and who does not take part in the event and leaves the event without prior approval of the Clerk of the Course is liable to be penalised by the Referee.

### **065.3.5 Riders' equipment**

It is compulsory for the rider to wear an approved helmet and other clothing requirements as detailed in the FIM **SuperEnduro** Technical Rules.

### **065.3.6 Rider Behaviour and Assistance**

Riders must at all times adhere to the provisions of FMNR Regulations.

Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the meeting.

Riders must report any underlying medical disorder or injury they may have to the doctor of the meeting.

Riders must obey the official flag signals and the boards which convey instructions.

During a meeting, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is subject to penalties.

Riders must ride in a responsible manner which does not cause danger to other competitors or other participants in the meeting.

Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. The rider may be penalised for any infringement of this rule.

Riders should use only the track. However, if they accidentally leave the track, they may continue by safely re-entering the track, without gaining an advantage, from the closest point to where they left the course.

Track cutting is forbidden. The penalty for attempting to gain an advantage by track cutting will be disqualification from the respective practice/race. Further penalties may be imposed.

Any replenishment of fuel must be carried out with engine stopped.

When crossing the finish line, the rider must always be in contact with the motorcycle.

## **065.4 MOTORCYCLES**

### **065.4.1 Classes**

Any motorcycle corresponding to one of the classes in Category 1, Group A1 and Category 2, Group C will be allowed to participate. The classes admitted must be specified in the Supplementary Regulations.

## **065.5 RUNNING OF THE MEETING**

### **065.5.1 Preliminary Technical Verifications**

Prior to practice, a technical control must be carried out in accordance with the procedure fixed in the FMNR Rules and/or the Supplementary Regulations of the meeting.

### **065.5.2 Riders' briefing**

A riders' briefing will take place before the start of the practice.

### **065.5.3 Timing**

Timing procedure will be specified in the FMNR Rules and/or the Supplementary Regulations of the meeting.

### **065.5.4 Timed practice-**

Practice procedure will be specified in the FMNR Rules and/or the Supplementary Regulations of the meeting.

The Supplementary Regulations must indicate the conditions and times available for the practice.

#### **065.5.5      Format**

Format will be specified in the FMNR Rules and/or the Supplementary Regulations of the meeting.

#### **065.5.6      Starting procedure**

Starting procedure will be specified in the FMNR Rules and/or the Supplementary Regulations of the meeting.

### **065.6            CLASSIFICATION / AWARDING OF POINTS / TIES / PRIZE-GIVING**

#### **CEREMONY AND FINANCIAL CONDITIONS**

These points will be specified in the FMNR Rules and/or the Supplementary Regulations of the meeting.

### **065.7            PENALTIES**

Riders breaking the Rules shall be sanctioned by the Referee according to the FMNR Rules and/or the Supplementary Regulations of the meeting.

### **065.8            PROTESTS**

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and Supplementary Regulations and be accompanied by a fee of EUR 30.- or the equivalent in local (convertible) currency refundable if the protest is justified.

#### **065.8.1        Time limit**

Protests against the admission of a registered rider, team or machine must be presented before the riders leave the waiting zone in order to participate in the practice or in a heat.

Any protest must be presented before the riders leave the waiting zone for the start of the following heat.

If an incident leading to a protest happens in the last heat of the event, the protest must be presented in the 10 minutes following the end of this heat.

If a protest has been presented orally, it must be confirmed in writing in the following 15 minutes at the latest.

## REGULATION 066 - FIM SUPERENDURO WORLD CHAMPIONSHIP

066.1	GENERAL.....	9
066.1.1	Calendar.....	10
066.1.2	Supplementary Regulations.....	10
066.1.3	Title sponsor and logo of the Championship.....	10
066.1.4	Support races.....	10
066.2	JURISDICTION.....	11
066.3	OFFICIALS AND PROCEDURES.....	11
066.3.1	Appointment of officials.....	11
066.3.2	Incompatibilities of officials.....	11
066.3.3	Officials who hold a FIM licence.....	11
066.3.4	Schedules for officials.....	12
066.3.5	Terms of Reference of officials.....	12
066.3.5.1	Referee.....	12
066.3.5.2	<b>CEN</b> Representative.....	13
066.3.5.3	Technical Steward.....	13
066.3.5.4	Clerk of the Course.....	13
066.3.5.5	Timekeepers.....	14
066.3.5.6	Environmental Steward.....	14
066.3.5.7	Chief Medical Officer (CMO).....	14
066.3.5.8	Flag Marshals.....	15
066.3.5.9	Official Signals.....	15
066.4	RIDERS.....	17
066.4.1	Age of riders.....	17
066.4.2	Riders' licence.....	17
066.4.3	Entries.....	17
066.4.4	<b>Replacement riders during the final heats of an event.....</b>	19
066.4.5	Leaving the event.....	19
066.4.6	Starting Numbers.....	20
066.4.7	Riders' equipment.....	20
066.4.8	Rider Behaviour and Assistance.....	21
066.5	MOTORCYCLES.....	23
066.5.1	Classes.....	23
066.5.2	Cleaning of motorcycles.....	23
066.5.3	On-board camera.....	23
066.5.4	Transponder.....	24
066.5.5	Environmental Mat.....	24

066.6	RUNNING OF THE MEETING.....	24
066.6.1	Administrative Control .....	24
066.6.2	Preliminary Technical Verifications .....	24
066.6.3	Meeting with the Officials and the Organisers.....	25
066.6.4	Riders' briefing .....	26
066.6.5	Timing.....	26
066.6.6	Timed practice.....	26
066.6.7	Format.....	28
<b>066.6.8</b>	<b>Composition of Heats</b> .....	28
066.6.9	Starting procedure.....	29
066.6.9.1	False start .....	30
066.6.10	Results / Procedure.....	30
066.7	CLASSIFICATION / AWARDING OF POINTS.....	31
066.8	TIES.....	32
066.9	PRIZE-GIVING CEREMONY AND PRESS CONFERENCE .....	33
<b>066.10</b>	<b>FIM ANNUAL PRIZE GIVING CEREMONY</b> .....	34
066.11	PREMATURE STOPPAGE OF THE EVENT .....	34
066.12	AWARDS AND FINANCIAL CONDITIONS.....	34
066.12.1	Overall FIM <b>SuperEnduro</b> World Championship awards.....	34
066.12.2	Awards and Financial Conditions for each event .....	34
066.12.2.1	Financial conditions for riders .....	34
066.12.2.2	Prizes for each event .....	35
066.12.3	Events outside Europe .....	35
066.13	PENALTIES .....	36
066.14	PROTESTS .....	37
066.14.1	Time limit.....	37
	Timetable for the FIM <b>SuperEnduro</b> World Championship .....	37
	Standard model for the writing of Supplementary Regulations for the FIM <b>SuperEnduro</b> World Championship .....	38

## General Undertakings and Conditions

All riders, teams, officials and other parties participating in the FIM **SuperEnduro** World Championship undertake, on behalf of themselves, their employees and agents, to observe all the current provisions of the:

1. FIM Sporting Code
2. FIM **SuperEnduro** Appendices
3. FIM **SuperEnduro** Technical Regulations
4. FIM Disciplinary and Arbitration Code
5. FIM Environmental Code
6. FIM Medical Code
7. FIM Anti-Doping Code
8. FIM Directory
9. FIM Organiser's Work Book

as supplemented and amended from time to time (hereinafter collectively referred to as the "FIM **SuperEnduro** World Championship Regulations").

It is the responsibility of each rider and/or team to ensure that all persons involved with their entries observe the FIM **SuperEnduro** World Championship Regulations at all times.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Waiting Zone, Pits or on the circuit, must carry an appropriate pass at all times during the meeting.

Actions judged by the officials responsible to be contrary to the FIM **SuperEnduro** World Championship Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the meeting in question - are subject to disciplinary actions as provided by the FIM Arbitration and Disciplinary Code.

### 066.1 GENERAL

The FIM has established an **SuperEnduro** World Championship, according to the rules of the FIM Sporting Code, taking into account the following:

### 066.1.1 Calendar

The FIM **SuperEnduro** World Championship will start after the end of the FIM Enduro World Championship and finish 15 days before the beginning of the next FIM Enduro World Championship.

The FIM **SuperEnduro** World Championship must have a minimum of 3 events entered in the calendar.

Five days will be respected between two consecutive events.

Exceptionally, the **CEN**, in accordance with the Promoter, may allow a derogation in order that two consecutive events may take place in a shorter interval.

### 066.1.2 Supplementary Regulations

The Supplementary Regulations 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 Referee. One **copy** must be sent to the **FIM Administration** no later than two months before the date of the event for approval by the FIM. As soon as accepted, the SR will be published on the FIM website.

The SR must be drawn up in conformity with the standard model established by the **CEN**. The name of the sponsor(s) of the event must be mentioned in the SR. The name of the title sponsor of the Championship, previously approved by the FIM, will be mentioned in the SR.

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 Referee, 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 Referee and subsequently brought to the attention of all persons concerned.

### 066.1.3 Title sponsor and logo of the Championship

The FIM **SuperEnduro** World Championship may be linked to a contractual "Title Sponsor". The FIM will inform all the organisers sufficiently in advance.

### 066.1.4 Support races

During an FIM **SuperEnduro** World Championship meeting, support races may be permitted.

However, these support races, as well as any other activities such as the vehicular use of the circuit during the meeting, including demonstrations or exhibitions, must at all times receive prior authorisation from the FIM and the World Championship Promoter.

Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for these support races/activities which are not run under the aegis and the responsibility of the FIM.

Priority must at all times be given to the FIM **SuperEnduro** World Championship programme.

If necessary, the Referee can change the time schedule of these support races and/or other activities or cancel them.

## **066.2 JURISDICTION**

With the exception of the FIM Referee, all FIM licence holders, holders of a FIM laissez-passer, officials and their assistants, and all other persons involved in the meeting are subject to the authority of the Clerk of the Course.

## **066.3 OFFICIALS AND PROCEDURES**

### **066.3.1 Appointment of officials**

The Referee is nominated by the FIM. The other officials are appointed by the FMNR.

### **066.3.2 Incompatibilities of officials**

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

### **066.3.3 Officials who hold a FIM licence**

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

- Referee
- Clerk of the Course
- Technical Steward
- Environmental Steward

#### **066.3.4 Schedules for officials**

The officials must arrive on the site of the event at least:

- Referee and Technical Member: the day before the beginning of the practice
- Clerk of the Course: 6 hours before the beginning of the practice
- Technical Steward, Administrative staff, Timekeeper and Environmental Steward: at least 3 hours before the beginning of the practice.

All officials, marshals and medical staff must remain available and fully operational at the circuit until the end of the protest period.

#### **066.3.5 Terms of Reference of officials**

##### **066.3.5.1 Referee**

The event is controlled by a Referee. The Referee exercises supreme control over the event but only in respect of the application of the Code, FIM regulations, and of the Supplementary Regulations (SR). Consequently, the Referee is only responsible towards the FIM. He is responsible for the sporting side of the organisation of the event in which he has an executive function. All civil and legal responsibilities lie with the organisers.

The Referee may authorise an alteration to the SR or to the programme provided the regulations, as set out in the Sporting Code, are observed. The Referee is not authorised to make alterations or additions to the FIM rules.

The Referee is entitled either on his own initiative or on request of the organiser, or Clerk of the Course, to delay the start of an event, to improve the course, to prematurely stop or cancel part of or the entire event because of urgent safety reasons or for any other reasons of "force majeure".

The Referee is the only tribunal of the event competent to adjudicate upon any protest that may arise during an event, subject to the right of further appeal.

The Referee may inflict a penalty, according to the conditions laid down in the FIM Disciplinary and Arbitration Code, on any person who fails to comply with any regulations or instructions given, or is guilty of misconduct or disloyalty or unfair behaviour, or who shows by word or action dissent from any decision given by the Referee or other authorised official.

All decisions of the Referee necessary for the running of the event as well as the results must be published in the official languages of the FIM as soon as possible.

The Referee must produce a report after each meeting, which must be sent to the **FIM Administration**. In this report, he must include details of any penalties imposed, delays which may have occurred, protests received and any other incidents which he considers should be brought to notice.

#### **066.3.5.2 CEN Representative**

The **CEN** may appoint a Representative, in a supervisory role, for each event.

#### **066.3.5.3 Technical Steward**

The Technical Steward, appointed by the FMNR, must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

He must draw up a technical report and hand a copy to the Referee.

#### **066.3.5.4 Clerk of the Course**

The Clerk of the Course is responsible for the conduct and efficient running of the event. 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 carry out as soon as possible all instructions received orally or in writing from the Referee;
- 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 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 race if he considers such action necessary for safety reasons;
- To ensure that protests are in order and accompanied by the appropriate security deposit before passing them to the Referee;

- To ensure that the FIM rules are respected, he may propose penalties to the Referee;
- To order the removal from the building, the course and the vicinity of any person refusing to obey the orders of an official in charge;
- To notify the Referee of all decisions to be taken or already 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 Referee and to have the provisional results of the event approved.

#### **066.3.5.5 Timekeepers**

Appointed timekeepers must be qualified to use the timekeeping system of the event and be in possession of a valid national licence.

They must produce the official results in accordance with the FIM Regulations and hand a copy to the Referee.

Timing by transponder is compulsory.

#### **066.3.5.6 Environmental Steward**

The Environmental Steward, appointed by the FMNR, shall be responsible for all environmental aspects and 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 Referee on all aspects of the event which may have harmful environmental consequences.
- Be entitled to attend the information session.
- Draw up a report on the basis of a checklist prepared by the **CEN** and send it to the **FIM Administration** and hand a copy to the Referee.
- Propose sanctions

#### **066.3.5.7 Chief Medical Officer (CMO)**

The Chief Medical Officer, appointed by the FMNR, shall be responsible for all medical aspects and shall, in particular:

- Ensure that the FIM Medical Code is respected.

- Inspect all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the meeting.
- Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
- Give information and recommendations on injured riders and all aspects of the meeting which may have potential medical consequences.
- Draw up a report and hand a copy to the Referee.

#### **066.3.5.8 Flag Marshals**

The minimum age for Flag Marshals is 16 years or more according to local law. They are appointed by the FMNR/organiser and must have participated in a briefing with the Clerk of the Course.

The marshals must be identified by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that they cannot be confused with the flags.

There must be a minimum of one marshal per post. The Clerk of the Course can decide to have more marshals at difficult passages, in order to give assistance to a rider in the interests of safety.

After a meeting, the Flag Marshals must remain available until protest time has expired.

#### **066.3.5.9 Official Signals**

Official board signals shall be given by means of a board measuring at least 600 mm high by 400 mm wide, with a black block number, 1', 15" and 5" on both sides. The numbers shall be visible from the starting gate.

Signal	Meaning
1 Minute Board ( 1' (At the Start)	Entrance to the starting gate is closed. The riders not present on the starting grid will not start the heat.
	The starting grid is cleared.

	At the whistle signal, everyone except the riders, the television crew and the essential officials, must leave the departure zone.
	The riders prepare for the start.

Board, 15 seconds (15") (At the start)	15 seconds until the starting procedure enters its final phase.
---	---

Board, 5 seconds (5") (At the start)	The starting gate will drop within the next 5 to 10 seconds.
---	--

Official flag signals will be given by means of a flag measuring 750 mm high by 600 mm wide as follows:

Signal	Meaning
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Red flag (All false starts must be indicated by waving a red flag)	All riders must stop.
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Black flag and a board with a rider's number on it	Rider in question to stop.
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Yellow flag, held stationary	Danger, ride cautiously.
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Yellow flag, waved	Immediate danger, prepare to stop, no overtaking.
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Blue flag, waved (The blue flag must be used by supplementary flag marshals, specialised for this flag only)	Warning, you are about to be lapped.
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Green flag	Course clear.
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White flag	Last lap.
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Black and white chequered flag	End of the practices, the qualifications, the race.
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The pantones for the colours are as follows:

Black:	Pantone Black C
Blue:	Pantone 286C
Red:	Pantone 186C
Yellow:	Pantone Yellow C
Green:	Pantone 348C
White:	Pantone White C

## **066.4 RIDERS**

### **066.4.1 Age of riders**

For the FIM **SuperEnduro** World Championship the minimum age is 16.

Applicants aged over 50 years must attach to their rider's licence request a certificate of medical fitness (including a normal exercise tolerance electrocardiogram) issued by a doctor recognised by their FMN.

The limit for the minimum age starts on the date of the rider's birthday.

### **066.4.2 Riders' licences**

All Riders must be holders of a valid FIM Enduro World Championship, a FIM Junior Enduro World Championship **or a FIM SuperEnduro World Championship**, annual or one event licence.

### **066.4.3 Entries**

A maximum of **42** riders will be admitted in the EX1 class, according to the following parameters and criteria:

- a) **The designated priority riders or well-known riders officially entered by a manufacturer who has a contract to participate with the Promoter of the Championship. Each manufacturer can appoint a maximum of two priority riders.**
- b) The 15 (5 E1, 5 E2 and 5 E3) riders having scored the most points according to the Enduro World Championship classification of the previous year. (If a rider has not entered, the next rider on the list will be taken).

- c) The 5 best riders of the FIM **SuperEnduro** World Championship final classification of the preceding year who don't appear on the list of the 15 riders admitted according to Art. 066.4.3.b.
- d) 8 minimum and 12 maximum wild-cards FMNR/organiser
- e) 4 wild-cards **CEN**/Promoter

If the minimum number of riders is not reached, the organiser is authorised to complete the list at his discretion.

**If the number of priority riders is less than 12, the CEN and the Promoter can include in the “well-known” list one or more riders of their choice with a recognised international experience.**

**Each manufacturer with a participation contract with the Promoter must select one or two riders to participate in all the events of the Championship. Only the following exceptions will be accepted:**

- a) **A manufacturer can withdraw a rider from an event which has already started following an injury to the rider, irreparable damage to the motorcycle or for a “force majeure”. A withdrawal for medical reasons must be proved by a letter from the Chief Medical Officer of the event.**
- b) **A manufacturer can withdraw a rider from the next events of the Championship only for medical reasons or for a “force majeure”. Withdrawal for medical reasons must be proved by a letter from a qualified doctor and is subject to a counter expertise by a doctor designated by the FIM.**
- c) **For reasons other than medical or “force majeure”, and on the condition that the manufacturer obtains the approval of the Promoter, a manufacturer can replace a rider entered by this manufacturer in the Championship by another rider (“replacement rider”) for the events left in the Championship.**

**In order to fulfil his obligations, the manufacturer must select a replacement rider within 10 days after the withdrawal and at the latest 5 days before the next event.**

Riders willing to participate in the totality of the FIM **SuperEnduro** World Championship must send their entry forms according to the deadline mentioned. These entry forms must be sent to the FIM.

For other riders, entries must be open at least two months prior to the event and must close at least 3 weeks before the event.

The riders must be present the day before the event. However, the **CEN**, for exceptional reasons and following a clear request from the promoter, can authorise a late arrival.

All riders must obtain the authorisation of their FMN to participate.

Any decision to change rider must be taken at least 1 hour before the start of the first heat.

The FIM will publish the official entry list of the event 14 days before the event except for the 4 wild cards **CEN/Promoter**, which can be announced up to 5 days before the event.

#### **066.4.4 Replacement Riders during the final heat of an event**

If a rider qualified for the 3 final heats is injured and cannot start in one or all final heats, he will be replaced, for all final(s) left, by the reserve rider.

The reserve rider will be the first rider who failed to qualify for the final heats. If two Last Chance Heats are run, the first reserve rider will be the fastest rider of the two Last Chance Heats who failed to qualify for the final heats.

If a rider qualified for the final heats does not advise the Referee of his non participation in one or more final heats, he could be penalised by the Referee with a fine of 100 Euros, except in case of force majeure accepted by the Referee.

The decision to replace a rider must be taken by the Referee and the Clerk of the Course.

#### **066.4.5 Leaving the event**

A rider who is entered in an event and who does not take part in the event without having informed the **FIM Administration** or who leaves the event without prior approval of the Clerk of the Course is liable to receive a fine.

Any rider who enters an event must inform the **FIM Administration** 48 hours before the event if subsequently he cannot participate in it. A rider who has submitted an entry form and fails to participate, without having informed the **FIM Administration**, will be reported by the Referee to the FIM, who will impose the following penalties:

- First offence: fine of EUR 30.–
- Second offence: fine of EUR 50.–
- Third offence: fine of EUR 130.–
- From the fourth offence: fine of EUR 180.–

Upon receipt of the Referee's report, the **FIM Administration** will send a letter to the rider's FMN asking the reasons for the non-participation. A reply should be sent within 15 days at the latest and a decision will be taken regarding the penalty.

Disqualification could also be pronounced against a rider who takes part in another event on the same day.

#### **066.4.6 Starting Numbers**

Every rider, participating in the totality of the FIM **SuperEnduro** World Championship will be allocated a permanent starting number for the season.

Permanent starting numbers 1, 2 and 3 will be allotted according to the final classification of the preceding FIM **SuperEnduro** World Championship except special request accepted by the **CEN**.

#### **066.4.7 Riders' equipment**

It is compulsory for the rider to wear an approved helmet and other clothing requirements as detailed in the FIM **SuperEnduro** Technical Rules.

Riders participating in the totality of the FIM **SuperEnduro** World Championship with a permanent starting number must have their name written on the back of their jersey or jacket at the top in characters of 10 cm minimum as well as their starting number according to Article 01.76 of the FIM **SuperEnduro** Technical Rules.

Riders without a permanent starting number can have their name written on the back of their jersey or jacket at the top in characters of 10 cm minimum, but no starting number will be allowed on a jersey or jacket.

Having a different number on the jersey or jacket from the starting number on the motorcycle is not allowed.

#### **066.4.8 Rider Behaviour and Assistance**

Riders must at all times adhere to the provisions of the FIM **SuperEnduro** World Championship Regulations.

Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the meeting.

Riders must report any underlying medical disorder or injury they may have to the CMO.

At any time during the meeting, on request of the technical steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

Riders may be held responsible for the actions of their team members.

Riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.

Riders must obey the official flag signals and the boards which convey instructions.

Riders are responsible for attending all riders' briefings and being aware of all information and instructions issued. The Team Manager is encouraged to attend the riders' briefing.

During a meeting, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is subject to penalties.

Riders must ride in a responsible manner which does not cause danger to other competitors or other participants in the meeting.

Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and on-board cameras, pit board messages displayed in approved areas and "body language" communication by the rider. Radio communication with riders is strictly forbidden.

Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. The rider may be penalised for any infringement of this rule.

Marshals may assist riders by lifting motorcycles, moving them to a safe place and holding them while repairs or adjustments are made. Any repairs or adjustments must be made by the rider, working alone with no outside assistance. Marshals may also assist riders to re-start their motorcycles.

Riders should use only the track. However, if they accidentally leave the track, they may continue by safely re-entering the track, without gaining an advantage, from the closest point to where they left the course.

Track cutting is forbidden. The penalty for attempting to gain an advantage by track cutting will be from 10 seconds time penalty to disqualification, at the Referee's discretion. Further penalties may be imposed.

Riders who enter the paddock during a race will not be allowed to rejoin that race.

Any replenishment of fuel must be carried out with engine stopped.

Riders may groom their place behind the starting gate, without the use of any tools.

Riders may not use any starting aid devices (starting blocks, other elevating devices, etc.) at the start.

Once a rider has taken his position at the starting gate, he cannot change it, return to the waiting zone or receive assistance prior to the start.

Riders who have mechanical problems in the waiting zone, but do not succeed in repairing their motorcycle before the one minute (1') board is shown, are not allowed to start this race. The penalty for violation of this regulation is disqualification from the race in question.

Riders having mechanical problems at the starting gate cannot receive any external assistance. The penalty for violation of this regulation is disqualification from the race in question.

When crossing the finish line, the rider must always be in contact with the motorcycle.

The riders concerned (top three positions in the overall standings in the meeting as well as other participants invited at the discretion of the World Championship Promoter) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised.

## **066.5      MOTORCYCLES**

Only one machine is authorised per rider.

### **066.5.1      Classes**

Any motorcycle corresponding to one of the classes in Category 1, Group A1 and Category 2, Group C will be allowed to participate. The class for the solo motorcycles for the FIM **SuperEnduro** World Championship is the following:

EX1: Open

### **066.5.2      Cleaning of motorcycles**

Cleaning of motorcycles can only be carried out if a dedicated area is provided by the organiser, which fulfills the following criteria:

Cleaning must be carried out according to the FIM Environmental Code.

A concrete wash area complete with a drain and a separate oil collector or a pond, lined with a waterproof membrane with sufficient capacity to contain all the waste arising from motorcycle cleaning, and the contents are removed by a vacuum tanker for disposal in accordance with local regulations.

### **066.5.3      On-board camera**

The promoter or the FIM can ask riders to have on-board cameras on their motorcycle. The riders will be advised in advance.

The cameras and other equipment will be provided for the riders at least 4 hours before the beginning of the event.

The riders must give access and provide reasonable assistance to the company designated to provide the equipment and the cameras in order to facilitate the assembly.

#### **066.5.4 Transponder**

The motorcycles must be equipped with a transponder provided by the time-keeping company of the event.

During the administrative verifications, the transponder will be given to the rider for the chronometric records, against a guarantee deposit of 100 €. 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 € to be paid on the spot. The rider is the sole person responsible for the transponder.

#### **066.5.5 Environmental Mat**

When bikes are placed in the pits, the use of an Environmental Mat is compulsory.

It must be used whenever working on or parking the bikes, during practice and racing.

### **066.6 RUNNING OF THE MEETING**

#### **066.6.1 Administrative Control**

Riders entered in a meeting are required to present their FIM Enduro World Championship or **FIM SuperEnduro World Championship** licence, starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FIM/FMNR/Organisers and/or the World Championship Promoter.

#### **066.6.2 Preliminary Technical Verifications**

Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM **SuperEnduro** World Championship Regulations and/or the Supplementary Regulations of the meeting.

Each rider can present only one (1) motorcycle.

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

On request of the Technical Steward, the riders must present themselves to the technical verification for the security control of the rider's machine and helmet.

Any piece of the motorcycle, except the frame which must be marked, can be modified, adjusted or replaced.

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

The competent officials may withdraw 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.

The motorcycles must be in conformity with the FIM Technical Regulations, **SuperEnduro** Appendices.

All motorcycles must pass the noise control test, carried out according to Art 01.79 of the **SuperEnduro** 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, the FMNR Technical Steward, under the supervision of the FIM Referee or the **CEN** Technical Member, can check any motorcycle. If, during the test, the machine exceeds the maximum level allowed **for noise test during the race according to Art. 79.11 of the FIM SuperEnduro Technical Rules**, the rider will be penalised with 1 minute the first time and disqualified from the day's competition the second time. When a motorcycle does not pass the noise control, the rider must immediately solve the problem before the next noise control test.

### **066.6.3 Meeting with the Officials and the Organisers**

A meeting with the officials and the organisers will be held generally 3 hours before the start of the practice. The exact time will be published in the SR.

The FIM Referee, the Clerk of the Course, representatives of the organiser and the promoter must be present.

Also invited to attend this meeting are: the Secretary of the Meeting, the Chief Timekeeper and the Chief Scrutineer, the Environmental Steward, the Chief Flag Marshal, the Chief Medical Officer, the Press Officer, etc.

If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the meeting.

The FIM Referee is the chairman of this meeting.

#### **066.6.4 Riders' briefing**

A riders' briefing will take place before the start of the practice. This meeting should be held in a room close to the arena. The riders, the Clerk of the Course, the FIM Referee, a representative of the promoter and a representative of the organisation will attend the meeting. The time of this meeting must be mentioned in the SR. In all circumstances, this meeting must take place one and a half hours before the start of the event. A rider not present at the riders' briefing meeting will be fined.

#### **066.6.5 Timing**

During practice and racing, timing is recorded on the finish line by the means of a transponder. Timing must also be done manually.

#### **066.6.6 Timed practice-**

Free practice is forbidden.

The Supplementary Regulations must indicate the conditions and times available for the practice.

The riders will be divided into a minimum of three groups, A, B and C in order to take part in the practice.

For the 1<sup>st</sup> event counting towards the FIM **SuperEnduro** World Championship, riders will be divided into these groups according to their starting numbers:

N°1 in group A

N° 2 in group B

N°3 in group C

N°4 in group A

N°5 in group B, etc.

For the following events, riders will be divided into these groups according to the provisional classification of the FIM **SuperEnduro** World Championship:

1<sup>st</sup> of the provisional classification in group A

2<sup>nd</sup> of the provisional classification in group B

3<sup>rd</sup> of the provisional classification in group C

4<sup>th</sup> of the provisional classification in group A

5<sup>th</sup> of the provisional classification in group B, etc.

A total of a minimum 15 minutes will be granted to each group of riders, in one or two sessions.

Any practice is forbidden in the hour preceding the start of the first heat, unless under exceptional circumstances the Clerk of the Course has given permission.

In the case where the layout of the track is modified during the event, all the riders must be informed and have the possibility of looking on foot at the part of the track that has been modified.

All the riders of each class must do at least one timed practice lap.

At the end of timed practice, **two classifications**, all groups mixed, will be published, based on the best lap time made by each rider during the timed practice sessions:

- a) ***A scratch classification between all the riders designated as priority riders by the manufacturers.***
- b) ***A scratch classification between all the riders who participated in the practice, without the priority riders.***

The timed practice will qualify **a maximum of 42** riders for the next phase.

During timed practice, the riders are not allowed to stop anywhere on the circuit, except at a special place mentioned/stated by the Referee at the riders' briefing.

Start practice is only allowed at the end of the last qualifying session of each group. It will consist of one minute free start practice. Any infraction will be penalised by a warning.

### 066.6.7 Format

Each meeting of the World Championship will be composed of a minimum of:

- 3 or 4 qualification heats with 12 riders maximum at each heat. **One of these heats, reserved for the well-known riders, will be called “pre-final”;**
- one or two last chance races;
- 3 final heats with **16** riders in each heat.

In the 3 final heats, all the qualified riders must take part in all the heats and the final classification of the event will be established by adding the points obtained by each rider in the final heats.

Each heat, whether it be a qualification, last chance race or final will be run over 3 laps minimum and 6 laps maximum. Final heats must not exceed 8 minutes maximum. The number of laps for finals could be modified by the Referee after timed practice.

The format of the race will be specified in the Supplementary Regulations.

### 066.6.8 Heats composition

The order of entry of the riders to the starting line is determined as follows:

#### Qualifying heats:

According to the results of the practice as described **hereunder**:

The event organiser makes the riders' groups for the first heats according to the results of the timed practice, **from the scratch classification of the riders not included on the list of well-known riders.**

The rider with the best overall practice time will be the first rider of the 1<sup>st</sup> qualification heat, the rider with the second best practice time will be the first rider of the 2<sup>nd</sup> qualification heat, the rider with the third best practice time will be the **be second** rider of the 1<sup>st</sup> qualification heat, the rider with the fourth best practice time will be the second rider of the 2<sup>nd</sup> qualification heat, and so on.

**The winner of each qualifying heat will be directly qualified to the Finals.**

### Pre-Final:

According to the results of the practice as described hereunder:

The event organiser makes the riders' groups for the qualifying heat called "Pre-Final" according to the results of the timed practice, from the scratch classification of the priority riders.

The rider with the best practice time from the well-known riders will be the first rider of the heat, the rider with the second best practice time from the well-known riders will be the second rider of the heat, and so on.

### Last chance heat(s):

According to the results of the first qualifying heats.

The winner of the last chance heat will be classified to participate in the final heats.

### Finals:

There will be 3 finals

**1<sup>st</sup> and 3<sup>rd</sup> finals:** Well-known riders in the order of the "Pre-Final" classification, then the winners of the qualification heats, then the winner(s) of the Last Chance heat(s).

**2<sup>nd</sup> final:** Opposite order of the 1<sup>st</sup> and 3<sup>rd</sup> finals.

#### **066.6.9 Starting procedure**

It is a collective start, with engines running, with a maximum of twelve (**maximum sixteen** for finals) riders at the starting gate.

The starter will hold up a board indicating "1 minute" from which time the riders can no longer take their place at the starting gate. From this time the riders are under his control. When all the riders are on the starting line, the starter holds up a board indicating "15 seconds" for 15 seconds. At the end of the 15 seconds, he holds up a board indicating "5 seconds" and the starting gate will be lowered between 5 and 10 seconds after the "5 seconds" board has been shown.

The area in front of the starting gate is restricted and must be prepared in a consistent manner so that all the riders have equal conditions. The officials and the photographers are the only persons admitted to this area and no grooming is authorised in this area.

The riders, the officials and the accredited photographers are the only persons authorised in the area situated behind the starting gate. The riders are authorised to groom this area on the condition that no tools are used or that no outside assistance is given.

#### **066.6.9.1 False start**

Any false start will be indicated by the holding up of a red flag. The riders must return to the waiting zone and a new start will be given as soon as possible.

#### **066.6.10 Results / Procedure**

The winner of a race is the rider who crosses the finish line first.

Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.

The riders who follow the winner will then be stopped when crossing the finishing line.

The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.

When crossing control lines, the rider must always be in contact with the motorcycle.

All the riders participating in the Qualification Race and/or Race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 2 minutes of the arrival of the winner, i.e. riders have 2 minutes to complete the lap or it will not be counted in their result. The procedure to determine the classification in the results of riders who do not complete the lap within 2 minutes after the arrival of the winner will be according to the number of laps completed, and in the event of a tie, according to their finishing order at the end of the preceding lap.

If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.

Under any other circumstances, such as mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.

If a heat is interrupted by a red flag before half of the planned lap rounded to the next upper figure is completed, a new start will be given.

If a heat is interrupted by a red flag after half of the planned lap rounded to the next upper figure is completed, the classification of the lap preceding the interruption will be valid, as long as all the riders rode at least 2 laps.

All results must be homologated.

The results will not become official until the time limit for protests have elapsed.

If a protest is lodged, the results will not become official until a decision is taken by the FIM Referee.

#### 066.7 CLASSIFICATION / AWARDING OF POINTS

The **fourteen** best riders at the final classification of each of the three final heats from each event will receive points according to the following scale:

<b>20 points to the 1<sup>st</sup></b>	<b>7 points to the 8<sup>th</sup></b>
<b>17 points to the 2<sup>nd</sup></b>	<b>6 points to the 9<sup>th</sup></b>
<b>14 points to the 3<sup>rd</sup></b>	<b>5 points to the 10<sup>th</sup></b>
<b>11 points to the 4<sup>th</sup></b>	<b>4 points to the 11<sup>th</sup></b>
<b>10 points to the 5<sup>th</sup></b>	<b>3 points to the 12<sup>th</sup></b>
<b>9 points to the 6<sup>th</sup></b>	<b>2 points to the 13<sup>th</sup></b>
<b>8 points to the 7<sup>th</sup></b>	<b>1 point to the 14<sup>th</sup></b>

The final classification for each event of the FIM **SuperEnduro** World Championship will be made by adding each point won by each rider during each of the three final heats.

The final classification of the FIM **SuperEnduro** World Championship will be made by adding each point won by each rider **and manufacturer** during each of the three final heats of each event.

**For the manufacturers' classification, only the points awarded to the motorcycle of each manufacture holding a FIM licence, obtaining the two best results in each event of the three Final heats of each event of the Championship, will count towards the final classification.**

For the FIM **SuperEnduro** World Championship to be valid, at least half plus one of the events planned at the beginning of the World Championship must be held and the results homologated.

The results must contain at least the following information:

- FIM, FMNR, Organiser/Moto Club, World Championship Logos
- Title, venue, date, FMNR, IMN N°, Class (Category) of the event
- Position, number, surname, first name, nationality, FMN, motorcycle manufacturer of the rider as well as the name of the team when applicable
- Performance realised (race time, points obtained etc...)
- Name and signature of the Referee and Clerk of the Course, publication time of the results.

The Referee is responsible for the transmission of the results to the FIM within the hour that follows the approval of the results. This transmission will be made by fax or by e-mail to the FIM.

It is compulsory for the Clerk of the Course or the FIM Referee of the event to send a list of fines and results by fax or e-mail immediately after the end of the events to the **FIM Administration** and to the next organiser.

## **066.8 TIES**

### At the end of an event

A tie at the end of the event will be decided by the majority of the best placing in the finals, precedence being given to the rider having the most number of 1<sup>st</sup>, 2<sup>nd</sup> 3<sup>rd</sup> etc. places. If a further tie exists, riders will be classified in order, by the better placing in the last final, in the last but one, or in the first final.

### At the FIM **SuperEnduro** World Championship intermediate or final classification

A tie at the intermediate or final classification at the end of the **SuperEnduro** World Championship will be decided by the majority of the best placing in the finals, precedence being given to the rider having the most number of 1<sup>st</sup>, 2<sup>nd</sup> 3<sup>rd</sup> etc. places. If a further tie exists, riders will be classified in order, by the better placing in the last final, or in the last but one, or in the last but two final etc.

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

A Prize-Giving Ceremony must be held at each meeting, within 5 minutes of 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 first three placed riders should receive a trophy and any other appropriate gift.

The riders with the top three positions in the overall standings of the meeting as well as the Team Manager of the winning rider must take part in the Prize-Giving Ceremony.

During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) may be played.

The national flags of the top three finishers (based on their passport) may be hoisted at the same time.

The podium of the event will be established according to the addition of points won by each rider during the 3 finals.

The organisers of the final round of the FIM World Championship shall arrange a ceremony to reward the first three placed riders in the overall Championship.

The first three riders, 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 EUR 220.-

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

The rider having won a FIM World Championship title, in any 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.

## **066.11 PREMATURE STOPPAGE OF THE EVENT**

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

If an event is stopped before all the riders have completed at least half the total number laps of the course, the event will be declared null and void.

If an event is stopped at a later stage, the Referee shall decide whether the event is null and void or declare such results and awards as considered justified according to the circumstances.

## **066.12 AWARDS AND FINANCIAL CONDITIONS**

### **066.12.1 Overall FIM SuperEnduro World Championship awards**

The awards for the final classification of the FIM **SuperEnduro** World Championship are those stated in the Sporting Code.

### **066.12.2 Awards and Financial Conditions for each event**

#### **066.12.2.1 Financial conditions for riders**

The organiser of each event is responsible for the payment of the prize money to the riders.

### 066.12.2.2 Prizes for each event

The first fourteen riders in the final classification of each event will receive the following prize money:

1 <sup>st</sup>	€ 2'500.-
2 <sup>nd</sup>	€ 2'200.-
3 <sup>rd</sup>	€ 2'000.-
4 <sup>th</sup>	€ 1'800.-
5 <sup>th</sup>	€ 1'600.-
6 <sup>th</sup>	€ 1'200.-
7 <sup>th</sup>	€ 800.-
8 <sup>th</sup>	€ 500.-
9 <sup>th</sup>	€ 500.-
10 <sup>th</sup>	€ 500.-
11 <sup>th</sup>	€ 400.-
12 <sup>th</sup>	€ 300.-
13 <sup>th</sup>	€ 200.-
14 <sup>th</sup>	€ 100.-
Total	€ 14'600.-

The prizes must be paid to the riders at the end of each event.

In the case of an event being prematurely stopped or cancelled (in whole or in part), the Referee shall, in the presence of the organisers, decide the financial awards to be paid to the riders.

The FIM does not incur any responsibility concerning the payments to the riders guaranteed by the organiser. Payment shall be in euros or the equivalent in local (convertible) currency.

### 066.12.3 Events outside Europe

If an event outside Europe is the first event of the FIM **SuperEnduro** World Championship, the following riders will receive 2 flight tickets from Europe as well as the transport from the airport to the event:

- The 6 (2 E1, 2 E2, 2 E3) riders with the most points from the final classification of the last Enduro World Championship.
- The 5 best riders, within the top 10, from the final classification of the FIM **SuperEnduro** World Championship from the preceding year.

These conditions for obtaining 2 flight tickets are not accumulative; the best result of the rider will be taken into account.

As from the 2<sup>nd</sup> event, for an event outside Europe of the FIM **SuperEnduro** World Championship, the following riders will receive 2 flight tickets from Europe as well as the transport from the airport to the event:

- The top 10 riders from the intermediate classification of the FIM **SuperEnduro** World Championship

The payment of the tickets for the riders is at the charge of the local organiser. The FIM does not incur any responsibility in this matter.

Organisers outside Europe must provide a new uncustomised Enduro motorcycle for the riders concerned. Riders are free to race with their own motorcycle transported at their own expense.

The **CEN** is competent to impose additional specific conditions.

### 066.13 PENALTIES

Riders breaking the Rules shall be sanctioned by the Referee as follows:

- |  |   |
|--|---|
|  | Maximum amount:   |
| - Ungentlemanly conduct towards a person<br>(1) with words or signs, (2) with violence | (1) EUR 300.-<br>(2) disqualification   |
| - Receiving outside assistance, except ,<br>where authorised:                          | Disqualification  |
| - Cutting the course   | From 10 seconds time penalty<br>to disqualification, at the<br>Referee's discretion |
| - Absence or arriving late at the riders' briefing                                     | EUR 150.-   |
| - Absence or arriving late at the Prize-Giving Ceremony                                | EUR 200.-   |
| - Absence or arriving late at the press conference                                     | EUR 200.-   |
| - Absence of motorcycles or late arrival at preliminary<br>machine examination         | EUR 200.-   |
| - Exceeding noise level during the event   | 1 <sup>st</sup> offence: 20 seconds<br>2 <sup>nd</sup> offence: disqualification    |

The following fines shall be applied by the Referee, upon proposal of the Clerk of the Course and must be paid directly to the organiser.

All other infringements to the Rules will be penalised according to the FIM Disciplinary and Arbitration Code. Riders are responsible for their mechanics.

## **066.14 PROTESTS**

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and Supplementary Regulations and be accompanied by a fee of EUR 30.- or the equivalent in local (convertible) currency refundable if the protest is justified.

### **066.14.1 Time limit**

Protests against the admission of a registered rider, team or machine must be presented before the riders leave the waiting zone in order to participate in the practice or in a heat.

Any protest must be presented before the riders leave the waiting zone for the start of the following heat.

If an incident leading to a protest happens in the last heat of the event, the protest must be presented in the 10 minutes following the end of this heat.

If a protest has been presented orally, it must be confirmed in writing in the following 15 minutes at the latest.

### **Timetable for the FIM SuperEnduro World Championship**

Time

T = Start of the practice

T- 3 hours

T- 2 hours 30 minutes

T- 2 hours

T- 1 hour

T

T+X time

20' maximum after the start of the riders' presentation

Meeting with the officials and the organiser

Administrative and technical control

Inspection of the course (Referee, Clerk of the Course & riders)

Riders' briefing

(Referee, Clerk of the Course & riders)

Start of the practice

Riders' presentation

Start of the 1st qualifying heat

## STANDARD MODEL FOR THE WRITING OF SUPPLEMENTARY REGULATIONS FOR THE FIM SUPERENDURO WORLD CHAMPIONSHIP

### ANNOUNCEMENT

The Club \_\_\_\_\_ and the promotion company \_\_\_\_\_ are organising the round of the FIM **SuperEnduro** World Championship on behalf of the \_\_\_\_\_ (Federation). The event will be held in accordance with the Sporting Code of the FIM together with relevant Appendices, Regulations, these Supplementary Regulations, and any final instructions, approved by the Referee. The event must respect the FIM Environmental Code.

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

IMN N°: \_\_\_\_\_

### ACCESS

Nearest airport: \_\_\_\_\_

Motorway: \_\_\_\_\_ Exit: \_\_\_\_\_

National road: \_\_\_\_\_

Public transport: \_\_\_\_\_

Nearest town: \_\_\_\_\_ at km: \_\_\_\_\_

### Address of the venue of the event:

Name: \_\_\_\_\_

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

Tel N°: \_\_\_\_\_

Fax N°: \_\_\_\_\_

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

### Organiser:

Name (Club): \_\_\_\_\_

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

Tel N°: \_\_\_\_\_

Fax N°: \_\_\_\_\_

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

**IT IS COMPULSORY TO USE AN ENVIRONMENTAL MAT AT ALL  
FIM SUPERENDURO VENUES**

**1. TECHNICAL CONTROL AND REGISTRATION**

The administrative and technical control will take place on \_\_\_\_\_  
(date) between \_\_\_\_\_ and \_\_\_\_\_ .

**2. MEETING WITH THE ORGANISERS AND RIDERS' BRIEFING**

The meeting with the organisers will take place on \_\_\_\_\_ (date),  
at \_\_\_\_\_ (place and time).

The Riders' briefing will take place on \_\_\_\_\_ (date),  
at \_\_\_\_\_ (place and time).

**3. SCHEDULE AND FORMAT OF THE EVENT**

The schedule of the event is the following:

(schedule table)

The format of the race, according to Art. 066.6.7 is enclosed with this  
Supplementary Regulation.

**4. RIDERS ADMITTED**

The riders admitted will be established according to Art. 066.4.3.

**5. STARTING ORDER**

The starting order will be established according to Art. 066.6.8.

**6. THIRD PARTY LIABILITY INSURANCE**

The amount of the coverage for the Third Party Liability insurance must  
be of CHF 2'500'000 minimum. A copy of the policy must be sent to the **FIM  
Administration** no later than 20 days prior to the event.

## 7. RESULTS

The classification will be established according to Art. 066.9.

## 8. PRIZES AND PARTICIPATION ALLOWANCES

Payment of the participation allowance will be made according to Art. 066.11.2.2.  
Time \_\_\_\_\_ and place \_\_\_\_\_ for the payment of the participation allowance.

Payment of the prize money will be made according to Art. 066.11.2.3.  
Time \_\_\_\_\_ and place \_\_\_\_\_ for the payment of the prize money.

## 9. ACCOMMODATION

Name of hotel (1<sup>st</sup> choice): \_\_\_\_\_

Address/contact person: \_\_\_\_\_

Phone N°: \_\_\_\_\_ Fax N°: \_\_\_\_\_

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

Prices of the rooms: Single \_\_\_\_\_ Double \_\_\_\_\_ 3 Bed \_\_\_\_\_

\*\*\*\*\*

Name of hotel (2<sup>nd</sup> choice): \_\_\_\_\_

Address/contact person: \_\_\_\_\_

Phone N°: \_\_\_\_\_ Fax N°: \_\_\_\_\_

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

Prices of the rooms: Single \_\_\_\_\_ Double \_\_\_\_\_ 3 Bed \_\_\_\_\_

## 10. OFFICIALS

FIM Referee: \_\_\_\_\_ Licence FIM No: \_\_\_\_\_  
FIM Technical Delegate: \_\_\_\_\_ Licence FIM No: \_\_\_\_\_  
Clerk of the Course: \_\_\_\_\_ Licence FIM No: \_\_\_\_\_  
Chief Medical Officer: \_\_\_\_\_  
FMNR Environmental Steward: \_\_\_\_\_ Licence FIM No: \_\_\_\_\_  
FMNR Technical Steward: \_\_\_\_\_ Licence FIM No: \_\_\_\_\_  
Timekeeper: \_\_\_\_\_ Licence FIM No: \_\_\_\_\_  
Press Officer: \_\_\_\_\_  
Secretary of the event: \_\_\_\_\_

### **REMINDER**

The SR must be issued by the FMNR/Organiser in accordance with the FIM Sporting Code.

Copies of the SR must be sent to the **FIM Administration** ([christian.mercier@fim.ch](mailto:christian.mercier@fim.ch)) at least two months before the date of the meeting for approval by the FIM before being published.

**Enclosed:** Race format

<b>1</b>	<b><u>FIM STANDARDS FOR SUPERENDURO CIRCUITS</u></b>	
1.1	FIM PROCEDURES .....	43
	1.1.1 Inspection .....	43
	1.1.2 Approval of the circuit.....	43
1.2	TRACK.....	43
	1.2.1 General .....	43
	1.2.2 Length .....	43
	1.2.3 Width .....	43
	1.2.4 Vertical space.....	44
	1.2.5 Obstacles .....	44
	1.2.6 Public safety .....	44
	1.2.7 Riders' safety.....	44
	1.2.8 Starting gate.....	45
	1.2.9 Starting line .....	45
	1.2.10 Starting straight .....	45
	1.2.11 Signalling zones .....	46
	1.2.12 Lap scoring zone.....	46
1.3	STADIUM INSTALLATIONS .....	46
	1.3.1 Riders' paddock.....	46
	1.3.1.1 Installations for the riders .....	47
	1.3.2 Assistance Zone.....	47
	1.3.3 Press installations .....	48
	1.3.4 Timekeeping and Lap scoring office.....	48
	1.3.5 Public Address-System .....	48
	1.3.6 Installations for the public.....	48
	1.3.7 Equipment for events taking place at night or in covered stadiums .....	49
	1.3.7.1 Track illumination .....	49
	1.3.7.2 Illumination of other areas.....	49
	1.3.8 Installation for extracting fumes .....	49
	1.3.9 Referee's room.....	49
1.4	EMERGENCY SERVICES.....	50
	1.4.1 Medical Service .....	50
	1.4.2 First aid room .....	50
	1.4.3 Fire-fighting service.....	50

## **1.1 FIM PROCEDURES**

### **1.1.1 Inspection**

The circuits being in general temporary and constructed in a few days, the inspection will be limited to a visit carried out by the referee of the event in the company of the Clerk of the Course and if possible a well-known rider, 2 hours before the beginning of the practice.

### **1.1.2 Approval of the circuit**

For the same reasons as above, there will not be a permanent homologation for an **SuperEnduro circuit**.

The circuit will be approved for one event only, by the referee of the event, who will verify conformity with the current standards.

## **1.2 TRACK**

### **1.2.1 General**

The track must be constructed inside an enclosed area.

The track must be built with natural materials on, at a minimum, 80% of its length (earth, sand, clay, etc...).

### **1.2.2 Length**

The course must not be less than 300 metres.

### **1.2.3 Width**

The average width of the track must not be less than approximately 4 metres.

The width of the usable track must not be anywhere less than 1 m at the narrowest point. The track sections of a width less than 2 m cannot represent more than 20% of the length of the entire course.

The track must not have any sudden narrowing.

The width of the track, at the landing of a jump, must be wider than the take-off area (an additional 1 m minimum).

#### **1.2.4 Vertical space**

The free vertical space between the track and any obstacle above the ground must be a minimum of 2.5 metres.

#### **1.2.5 Obstacles**

Different natural “obstacles” must be built all along the track (stones, tree trunks, passages of water etc...) similar to any obstacle that can be found on an Enduro course. The construction of any “obstacles” using artificial materials must be submitted to the CEN for prior approval.

The creation of a mud zone is strictly forbidden on the circuit.

The safety of the riders, spectators and officials must be given utmost priority when constructing the obstacles.

#### **1.2.6 Public safety**

The public must be protected within the vicinity of the track. A safety area must be maintained between the public and the track according to the speed of the passage of the riders at each point of the course. This area must be demarcated on the public side by a fence or solid and high barriers to control and protect the public.

This area will not be required if the first row of the stepped seats overhangs the track by at least 2 metres.

If there are more restrictive local laws, these must be applied.

#### **1.2.7 Riders' safety**

The layout of the circuit will be conceived and realised with the safety of the riders in mind in the first instance. Particular attention must be given to the setting up of the obstacles, the jumps and the angle of the jumps. “Finishing touches” to the jumps may be made with the help of a well-known rider.

Any obstacle close to the course and that could represent a danger for the riders must be protected with straw bales or other shock absorbent material.

A minimum distance of 1 m must be maintained between all the sections of the track. If this distance cannot be maintained because of space limitations, straw bales, boards, plastic ribbon or other natural or artificial material must be placed in order to separate the tracks, but a neutral zone of 0,5 m minimum between the two tracks must remain on most of the course.

The track can be demarcated along its length by flags, banners, tapes or straw bales. When markers are used, they must be of a flexible material and must not exceed more than 0,5 m of the surface of the track.

### **1.2.8 Starting gate**

The starting gate must be placed in such a way that it allows a regular start.

The starting gate must be a transverse device, individually folding or dropping in operation. This backfolding or dropping device must be of solid and rigid construction. It must guarantee complete safety.

It must be controlled either manually or by remote control. The length of the starting gate will be 6 m minimum. The height of the starting gate will be between 500 and 520 mm.

Advertising is permitted on the starting gate, at the organiser's discretion, provided it does not hinder the correct working of the gate or that it does not influence the riders start by a reduced grip, etc. Any advertising must be affixed in a workmanlike and safe manner on all gates.

### **1.2.9 Starting line**

The number of riders admitted to the start will depend on the width of the starting line. Each machine will be given at least 1 metre.

For all the events, the starting gate must be of an individually backfolding or dropping type with a minimum of 6 metres.

A start in two lines is authorised.

### **1.2.10 Starting straight**

The surface of the straight after the start up to exit of the first bend must preferably be flat or have small obstacles of a maximum height of 50 cm. The length of the straight after the starting line must be between 30 and 80 metres.

### **1.2.11 Signalling zones**

A sufficient number of official signalling zones (for marshals) must be provided for over the whole length of the course so that any necessary instruction can be given by flag to the riders during the races.

At least 2 stewards must have a view over the whole track and the locations must be chosen in such a way that these signals are perfectly visible to the riders.

At the jumps, or difficult areas, marshal safety must also be assured by carefully placing the zones (e.g. next to the track, platforms, etc.). After a fall in a place non-visible by the riders who are following, the stewards must be in a position to protect the riders on the ground by placing themselves on the track and whenever possible, in view of the following riders.

### **1.2.12 Lap scoring zone**

The finish line must be perfectly visible for the stamp checks.

The finish line will be marked out by a banner, a line on the ground or a pole on the opposite side of the timekeeping post.

Timing by transponder must also be done manually.

## **1.3 STADIUM INSTALLATIONS**

### **1.3.1 Riders' paddock**

The riders' paddock must be situated on a horizontal area, permitting the competitors' vehicles to circulate on it under all weather conditions. Special consideration must be given to water draining (open paddocks).

The dimensions of the riders' paddock must meet the highest requirements according to the location and to the type of event for which the circuit is to be used. The organisation of parking places must ensure that vehicles occupying the paddock are positioned rationally. Access roads must always be open to assure, at any time, passage for vehicles to leave the paddock.

The riders' paddock must:

- a) have an adequate supply of drinking water and electrical plugs
- b) have rubbish containers
- c) have a container for used oils and lubricants
- d) have a security service

The riders' paddock must be open at least 6 hours before the start of the event. The organiser must be in charge of the good decoration and image of the Paddock.

The cleaning of motorcycles by the use of a power washer or hosepipe is not allowed at indoor events.

#### **1.3.1.1 Installations for the riders**

Sanitary installations will be reserved for the riders and accompanying persons with a minimum of 4 showers with hot and cold water (3 for men, 1 for women), with men's and women's toilets (3 for men, 3 for women) as well as 2 taps with drinking water. No charge must be imposed on the teams, riders and their families for the use of these facilities. These installations must be maintained during the whole event.

The riders' paddock must include a medical post and a depot for fire-fighting equipment. It must also have a covered area to protect the technical and administrative controls.

A board for official notices must be set up and it must be situated between the riders' paddock and the circuit access lane.

#### **1.3.2 Assistance Zone**

It is strongly advised to provide a covered assistance zone inside the enclosure. This zone will be reserved for the riders, their mechanics and authorised persons. Except for the competition motorbikes, no other vehicle will be authorised in this zone.

Individual pits, or shared between two riders maximum, will be demarcated in the interior of this zone with barriers or similar material.

The assistance zone must have:

- a) rubbish containers
- b) a container for used oils and lubricants
- c) a security service

### **1.3.3 Press installations**

The following minimum installations must be provided for the Press:

- 1 work room with tables and chairs
- 1 telephone with direct line
- 1 fax with direct line
- 1 photocopier with sorter and a sufficient quantity of paper
- Sufficient electric plugs
- Sufficient light and electric currents
- A Press Officer who speaks English fluently, nominated by the organiser and enough personnel in order to guarantee the good running of the Press Office. The Press Office must stay open for 2 ½ hours minimum after the end of the event
- A wireless internet connection (WiFi)

Telephones must not only function with coins or telephone cards.

An appropriate interview area with a microphone must be installed for the Press Conference at the end of the event.

### **1.3.4 Timekeeping and Lap Scoring office**

The circuit must provide a sound protected sheltered installation (or a mobile building) large enough to accommodate a minimum of 4 persons having a view of the track in order to allow the officials to work in an efficient and tranquil manner. Continuous electricity must be available at all times.

### **1.3.5 Public Address System**

A sound system must be set up to give information to the spectators.

### **1.3.6 Installations for the public**

At least one giant TV screen for the spectators is highly recommended.

The installations for the public must fulfil the laws of the country and the local standards for building, sanitary arrangements and the police.

### **1.3.7 Equipment for events taking place at night or in covered stadiums**

#### **1.3.7.1 Track illumination**

The stadium must have permanent installed flood lighting of a minimum 900 lux, evenly spread out on the track and 400 lux evenly spread out in the whole of the pits' area. The lighting must be made according to DIN 67526 or similar standards.

Two separate supplies/generators must be provided with instant switching in case of a breakdown in the current/electricity.

#### **1.3.7.2 Illumination of other areas**

- Secretariat
- Timekeeping post
- Notice board
- Sanitary installations and access
- Riders' paddock
- Assistance zone
- Waiting zone
- Access lane to the starting gate
- Finish point
- Prize-Giving podium

### **1.3.8 Installation for extracting fumes**

For events in a closed stadium, particular attention must be paid to the system for extracting fumes emitted by the motorcycles in order not to bother either the public situated on the overhang or the organisation members.

### **1.3.9 Referee room**

A room must be provided exclusively for the Referee with the following equipment:

Table, chairs and, if possible, a wireless internet connection.

## **1.4 EMERGENCY SERVICES**

### **1.4.1 Medical Service**

Each organisation must be placed under the responsibility of a Chief Medical Officer who acts in liaison with the organisers. The composition of the medical team and the first aid and emergency post must be in conformity with the FIM Medical Code.

A very precise evacuation plan for the injured will have to be defined before the event between the organisers and the Chief Medical Officer.

The minimum medical conditions required are as follows:

- 1 vehicle type B
- 1 vehicle type C
- Ground posts

An independent medical service must be assigned to the spectators.

### **1.4.2 First-aid room**

At least one bed, hot water supplies and adequate medical stores must be provided in a room or tent from which non-medical staff can be excluded.

The first-aid room will be under the responsibility of the Chief Medical Officer in charge.

### **1.4.3 Fire-fighting service**

A service whose aim it is to fight fires must be organised at least in the riders' paddock and the entry to the track.

01.01	INTRODUCTION .....	52
01.03	FREEDOM OF CONSTRUCTION .....	52
01.05	CATEGORIES AND GROUPS OF MOTORCYCLES .....	52
01.07	CLASSES .....	53
01.11	MEASUREMENT OF CAPACITY .....	54
01.17	SUPERCHARGING .....	55
01.18	TELEMETRY .....	56
01.21	DESIGNATION OF MAKE .....	56
01.23	DEFINITION OF A PROTOTYPE .....	56
01.25	GENERAL SPECIFICATIONS .....	56
01.26	DEFINITION OF A FRAME OF A SOLO MOTORCYCLE .....	57
01.27	STARTING DEVICES .....	58
01.29	OPEN TRANSMISSION GUARDS .....	58
01.31	EXHAUST PIPES .....	58
01.33	HANDLEBARS .....	59
01.35	CONTROL LEVERS .....	60
01.37	THROTTLE CONTROLS .....	60
01.39	FOOTRESTS .....	60
01.41	BRAKES .....	61
01.43	MUDGUARDS AND WHEEL PROTECTION .....	61
01.45	STREAMLINING .....	61
01.47	WHEELS, RIMS AND TYRES .....	62
01.51	<b>SUPERENDURO TYRES</b> .....	62
01.55	NUMBER PLATES .....	63
01.56	LIGHTING, WARNING EQUIPMENT AND SPEEDOMETERS .....	65
01.63	FUEL, FUEL/OIL MIXTURES .....	65
01.65	EQUIPMENT AND PROTECTIVE CLOTHING .....	72
01.67	WEARING OF HELMETS .....	73
01.69	HELMET OPERATIVE INSTRUCTIONS .....	74
01.70	RECOGNISED INTERNATIONAL APPROVAL MARKS .....	74
01.71	EYE PROTECTION .....	75
01.75	BADGE OF THE FIM .....	75
01.76	NUMBER SASHES (BIBS) .....	75
01.77	CONTROL .....	76
01.79	SOUND CONTROL .....	79
01.80	GUIDELINES FOR USE OF SOUND LEVEL METERS .....	85
DIAGRAMS	.....	87

## **01.01 INTRODUCTION**

The term motorcycle covers all vehicles having, in principle, less than four wheels, propelled by an engine and designed essentially for the carriage of one or more persons of which one is the rider of the vehicle. The wheels must normally be in contact with the ground except momentarily or in certain exceptional circumstances. Furthermore, in order to traverse certain surfaces one or all of the wheels can be replaced with skis, rollers or chains.

## **01.03 FREEDOM OF CONSTRUCTION**

A motorcycle shall conform to the requirements of the FIM regulations, to the Supplementary Regulations, as well as to a number of specific conditions that the FIM may require for certain competitions. No further restriction is placed on the make, construction or type of motorcycle used.

All solo motorcycles (Group A) must be constructed in such a way that they are entirely controlled by a rider.

## **01.05 CATEGORIES AND GROUPS OF MOTORCYCLES**

Motorcycles are divided into categories and groups which must be observed for all meetings.

In principle, it is forbidden for different categories, groups and classes to compete together, unless the Supplementary Regulations state otherwise.

### **Category I**

Motorcycles propelled by the action of one wheel in contact with the ground.

### **Category II**

Special vehicles propelled by the action of one or more wheels in contact with the ground but which are not covered by the conditions for Category I.

### **Category I**

#### **Group A1 - Solo Motorcycles**

2-wheeler vehicles making only one track on the ground.

## Group B1

Vehicles with three wheels making two tracks on the ground, consisting of a motorcycle making one track and a Sidecar for a passenger making the other.

## Group B2 - Motorcycles with permanent Sidecar

Vehicles with three wheels making two or three tracks on the ground in the direction of forward travel, with a permanently attached Sidecar forming a complete integral unit.

If three tracks are made, the centre-line of the two tracks made by the motorcycle wheels must not be more than 75 mm apart. A track is determined by the longitudinal centre-line of each of the vehicle's wheels in the direction of forward travel.

## 01.07 CLASSES

Groups are again separated into classes according to cylinder capacities as detailed below. Generally, these classes must be observed for all meetings. (However, see Art. 066.5.1 of the FIM **SuperEnduro** World Championship).

### Category I

#### Group A1 Motorcycles

Class (cc)	over (cc)	up to(cc)
50	-	50
80	50	85
100	85	100
125	100	125
175	125	175
250	175	250
450	250	450
500	450	500
750	500	750
1000	750	1000
1300	1000	1300

## Groups B1, B2

## Sidecars

Same as groups A1 and A2 over 175 cc.

### Category II

Group C - Special 2 wheeler motorcycles

Group D - Special 3 wheeler motorcycles

Group E - Snowmobiles

Group F - Sprinters and Dragsters

Group G - Quad racers: Four wheeled balloon tyred off-road vehicles having a wheel at each diagonal extremity.

Propelled by the action of two wheels (2 wheel driven).

The engine crankcases shall not be located behind the rider. Only one rider sits astride.

The steering is done by means of a handlebar.

Same classes as Category I, Group A1.

Group H - Quad racers: only difference - propelled by the action of four wheels (4 wheel driven)

Group I - -

### Category III

Group J - Electric Vehicles (see Art. 01.50)

## 01.11 MEASUREMENT OF CAPACITY

### 11.11 Reciprocating movement engine, "Otto" Cycle

The capacity of each engine cylinder is calculated by the geometric formula which gives the volume of a cylinder, the diameter is represented by the bore, and the height by the space swept by the piston from its highest to lowest point:

$$\text{Capacity} = \frac{D^2 \times 3.1416 \times C}{4}$$

where D = bore

and C = stroke

When a cylinder bore is not circular, the cross sectional area must be determined by a suitable geometrical method or calculation, then multiplied by the stroke to determine capacity.

When measuring, a tolerance of 1/10 mm is permitted in the bore. If with this tolerance the capacity limit is exceeded for the class in question, a further measurement shall be taken with the engine cold, to 1/100 mm limits.

### **11.13 Rotary engines**

The capacity of an engine which determines the class in which the motorcycle shall compete in a meeting shall be calculated by:

$$\text{Capacity} = \frac{2 \times V}{N}$$

where V = total capacity of all the chambers comprising the engine  
and N = Number of turns of the motor necessary to complete one cycle in a chamber

This engine is classified as a 4-stroke.

### **11.15 Wankel system**

For Wankel system engines with a triangular piston, the capacity is given by the formula:

$$\text{Capacity} = 2 \times V \times D$$

where V = capacity of a single chamber  
and D = number of rotors.

This engine is classified as a 4-stroke.

### **01.17 SUPERCHARGING**

Supercharging by means of a device of any kind is forbidden in all meetings.

An engine whether 2-stroke or 4-stroke coming within any one of the recognised classes (determined by the capacity of the working cylinder), shall not be considered as supercharged when in respect of one engine cycle, the total capacity measured geometrically, of the fuel charging device or devices, including the capacity of the working cylinder (if used for injecting the fuel), does not exceed the maximum capacity of the class in question.

## **01.18 TELEMETRY**

Information must not be transmitted in any way to or from a moving motorcycle. An official signalling device may be required on the machine.

Automatic lap timing devices are not considered as “telemetry”. Automatic lap timing devices must not disrupt any official time keeping methods and equipment.

## **01.21 DESIGNATION OF MAKE**

When two manufacturers are involved in the construction of a motorcycle the name of both must appear on the machine as follows:

- The name of the chassis manufacturer
- The name of the engine manufacturer

This applies where no commercial interests are involved.

## **01.23 DEFINITION OF A PROTOTYPE**

A prototype motorcycle is a vehicle which must conform to the safety requirements as required by the FIM Sporting Code and Appendices applicable to the type of competition for which it is to be used.

## **01.25 GENERAL SPECIFICATIONS**

The following specifications apply to all vehicles of the groups indicated and to all types of competitions except where otherwise stated in the corresponding section of the FIM Sporting Code.

They shall also be applied to all national competitions unless the FMNR (National Motorcycling Federation) has otherwise directed.

Further specifications for some competitions may also be required and these will be detailed in either the appropriate section of the Code or in the Supplementary Regulations for the competition in question.

## 25.01

The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed.

Titanium test to be performed at trackside:

- 25.01.1 Magnetic test (titanium is not magnetic).
- 25.01.2 3 % nitric acid test (titanium does not react. If metal is steel, the drop will leave a black spot).
- 25.01.3 Specific mass of titanium alloys 4,5-5, of steel 7,5-8,7 can be ascertained by weighing the part and measuring its volume in a calibrated glass vessel filled by water (intake valve, rocker, connecting rod, etc.).
- 25.01.4 In case of doubt, the test shall take place at a Materials Testing Laboratory.

## 25.02

Aluminium alloys can be ascertained visually.

## 25.06

The number of cylinders in an engine is determined by the number of combustion chambers.

## 25.07

If separate combustion spaces are used they must be connected by an unrestricted passage of minimum cross sectional area at least 50 % of the total inlet port area.

## 01.26 DEFINITION OF A FRAME OF A SOLO MOTORCYCLE

The structure or structures used to join any steering mechanism at the front of the machine to the engine/gear box unit and to all components of the rear suspension.

## **26.01**

Every motorcycle in the 'parc-fermé' must be equipped with a side-stand. The side-stand must be fitted, either on the frame or on the swing arm.

## **01.27      STARTING DEVICES**

Starting devices are compulsory.

## **01.29      OPEN TRANSMISSION GUARDS**

**29.01**      A guard must be fitted to the countershaft sprocket.

**29.02**      A chain guard must be fitted in such a way to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

## **01.31      EXHAUST PIPES**

Exhaust pipes and silencers must fulfil all the requirements concerning sound control.

### **31.01**

Any NON ORIGINAL valve systems installed on the exhaust system in view of interfering with (or modifying) the sound level meter test is forbidden. Only exhaust valve systems (i.e: exup, etc.) provided by the manufacturer on the manifold, are authorised. The setting is free.

### **31.02**

The end of the silencer must be horizontal and parallel (over a minimum distance of 30 mm) to the central axis of the solo motorcycle (with a tolerance of  $\pm 10^\circ$ ) and must not exceed the end of the silencer body by more than 5 mm. All sharp edges must be rounded with a minimum radius of 2 mm.

### **31.03**

The extremity of the exhaust pipes for solo motorcycles must not pass the vertical tangent of the rear tyre (see diagram S).

## **01.33 HANDLEBARS**

### **33.01**

The width of handlebars is: not less than 600 mm and not more than 850 mm.

### **33.02**

The handlebars must be equipped with a protection pad on the cross bar. The handlebars without cross member must be equipped with a protection pad located in the middle of the handlebars, covering widely the handlebars clamps.

### **33.05**

Exposed handlebar ends must be plugged with a solid material or rubber covered.

### **33.08**

Stops, (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank when on full lock to prevent trapping the rider's fingers.

### **33.09**

Handlebar clamps must be very carefully radiused and engineered so as to avoid fracture points in the bar.

### **33.10**

If hand protectors are used they must be of a shatter-resistant material and have a permanent opening for the hand.

### **33.11**

The repair by welding of light alloy handlebars is prohibited.

### **33.12**

Handlebars made from carbon-carbon, carbon-kevlar and/or other composite materials are not authorised.

## **01.35 CONTROL LEVERS**

### **35.01**

All handlebar levers (clutch, brake, etc.) must be in principle ball ended (diameter of this ball to be at least 16 mm). This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part 14 mm). These ends must be permanently fixed and form an integral part of the lever.

### **35.03**

Each control lever (hand and foot levers) must be mounted on an independent pivot.

### **35.04**

The brake lever if pivoted on the footrest axis must work under all circumstances, such as the footrest being bent or deformed.

## **01.37 THROTTLE CONTROLS**

### **37.01**

Throttle controls must be self closing when not held by the hand.

### **37.03**

Motorcycles must be equipped with a functioning ignition cut out switch or button mounted on either left or right side of the handlebar (within reach of the hand while holding the hand grips), which can stop a running engine.

## **01.39 FOOTRESTS**

### **39.01**

Footrests must be of a folding type and be fitted with a device which automatically returns them to the normal position. An integral protection is to be provided at the end of the footrest which must have at least an 8 mm radius (see diagrams S).

## **39.02**

If the footrests are not of the folding type or rubber covered they must be rounded with a spherical radius of not less than 8 mm.

## **01.41 BRAKES**

### **41.01**

All motorcycles in Group A must have at least 2 efficient brakes (one on each wheel) operated independently and concentrically with the wheel.

## **01.43 MUDGUARDS AND WHEEL PROTECTION**

Motorcycles must be fitted with mudguards.

### **43.01**

Mudguards must project laterally beyond the tyre on each side.

### **43.02**

The front mudguard must cover at least 100° of the circumference of the wheel. The angle formed by one line drawn from the front edge of the mudguard to the centre of the wheel and one drawn horizontally through the centre of the wheel must be between 45° and 60°.

### **43.03**

The rear mudguard must cover at least 120° of the circumference of the wheel. The angle formed by two lines, one drawn from the rear edge of the mudguard to the centre of the wheel and one drawn horizontally through the centre of the wheel shall not exceed 20°.

The angle (20° max.) for the rear mudguard shall be measured with the rider sitting on the motorcycle (See diagram S).

## **01.45 STREAMLINING**

A 'full' fairing or 'complete' bodywork is not allowed.

## **01.47            WHEELS, RIMS, AND TYRES**

### **47.01**

All tyres will be measured mounted on the rim at a pressure of 1 kg/cm (14 lb./sq. in.); measurements taken at a tyre section located at 90° from the ground.

### **47.02**

Any modification to the rim or spokes of an integral wheel (cast, moulded, riveted) as supplied by the manufacturer or of a traditional detachable rim other than for spokes, valve or security bolts is prohibited except for tyre retention screws sometimes used to prevent tyre movement relative to the rim. If the rim is modified for these purposes, bolts, screws etc., must be fitted.

## **01.51            TYRES FOR SUPERENDURO MOTORCYCLES**

### **51.01**

The front tyre dimensions are free.

### **51.03**

Tyres with metal studs, spikes, chains or any other anti-skid devices are not permitted. Scoop or paddle tyres (continuous radial rib) are forbidden.

### **51.04            General**

Only tyres normally available from commercial or retail sources are authorised.

Modifying the tyre is not authorised. It is forbidden to treat tyres with chemicals, cut or groove them, use tyre warmers or any other means which may alter the shape, minimum shore hardness, construction or other characteristics.

They shall appear on the tyre manufacturers range catalogue or tyre specification lists available to the general public. They must be manufactured to comply with the European Tyre and Rim Technical Organisation (ETRTO) requirements in respect of load and speed codes and have a minimum service description of 45 M. The tyres must have an “E” mark and/or DOT (American Department of Transportation) approval and the DOT number must be moulded on the tyre wall.

#### **51.05 Tread pattern**

The tread pattern specifications of the rear tyre is as follows: Depth of tread, measured at right angles to the tyre surface (to which all tread blocks must extend): Maximum 13 mm (See diagram S).

#### **01.55 NUMBER PLATES**

**Number plates are required for SuperEnduro. They must be fitted as follows:**

##### **55.03**

**Number plates must be made of flexible materials only (i.e. plastic). The shape of the front number plate is free and may be part of the general design of the motorcycle.**

##### **55.04**

**The plates curved not more than 50 mm out of a true plane must not be covered or bent.**

#### **55.05 Front number plates**

**One plate must be fixed to the front inclined not more than 30° rearwards from the vertical. Holes can be perforated between the numbers on the number plate. However, under no circumstances must the actual numbers be perforated.**

**Minimum measurements 190 mm x 130 mm. (See diagram 0).**

## 55.06 Side number plates

The side number plates must be positioned above a horizontal line drawn through the rear wheel spindle and the front edge of the plate must be behind a vertical line drawn at 200 mm to the rear of the rider's footrest.

They must be fixed in such a manner as to be clearly visible and they must not be marked by any part of the motorcycle or by the rider when seated in the driving position.

## 55.07 Figures

The figures must be clearly legible and like the background must be painted in matt colours to avoid reflection from sunlight.

The following minimum dimensions must be respected on the front and the side number plates:

Height of figure:	100 mm
Width of figure:	70 mm
Width of stroke:	25 mm
Space between 2 figures:	15 mm

The English form for numbers must be used. That is single vertical line for the "one" and a simple sloping line without a horizontal line for the "seven" (see diagram O).

## 55.09

All other number plates or markings on a motorcycle liable to cause confusion with the number must be removed before the start of a competition.

## 55.12 Number plate colours

The background of the number plate must be white, with black numbers.

The colours must be matt, following the RAL colour table, i.e.:

BLACK	9005
WHITE	9010

The background of the number plate and the colour of the numbers for N°1 could be different upon the proposal of the promoter/FIM.

## 55.13

The figures must be applied to each machine during the whole event.

In case of a dispute concerning the legibility of numbers, the decision of the Technical Steward will be final.

## 55.14 Compulsory advertising

A space of 40 x 150 mm, in the upper part of the number plate will be dedicated to the Promoter/FIM, to be used for the logo of an official partner of the FIM **SuperEnduro World Championship**.

## 01.56 LIGHTING, WARNING EQUIPMENT AND SPEEDOMETERS

Motorcycles and their equipment must comply with the national legal requirements for road traffic of the country in which the vehicle is registered and with other rules specified in the Supplementary Regulations.

The electrical generator must operate continuously and normally with respect to current and voltage during the competition and at post competition control. The electrical connections must be retained.

## 01.63 FUEL, OIL AND COOLANTS

All motorcycles must be fuelled with unleaded petrol, as this term is generally understood.

### 63.01 Physical properties for unleaded fuel

**63.01.1** Unleaded petrol must comply with the FIM specification.

**63.01.2** Unleaded petrol (incl E10) will comply with the FIM specification if:

(a) It has the following characteristics:

Property	Units	Min.	Max.	Test Method
RON		95.0	102.0	EN ISO 5164
MON		85.0	90.0	EN ISO 5163
Oxygen	% (m/m)		4.0	EN 13132 or 14517
Nitrogen	% (m/m)		0.2	ASTM D 4629
Benzene	% (V/V)		1.0	EN 238 or EN 14517
Vapour pressure (DVPE)	kPa		95.0	EN 13016-1

Lead	g/L		0.005	EN 237 or ICP-OES
Manganese	g/L		0.005	ICP-OES
Density at 15°C	kg/m <sup>3</sup>	720.0	775.0	EN ISO 12185
Oxidation stability	minutes	360		EN ISO 7536
Existent gum	mg/100 ml		5.0	EN ISO 6246
Sulphur	mg/kg		10.0	EN ISO 20846 or 20884
Copper corrosion	rating		class 1	EN ISO 2160
Distillation:				
E at 70°C	% (V/V)	22.0	50.0	EN ISO 3405
E at 100°C	% (V/V)	46.0	71.0	EN ISO 3405
E at 150°C	% (V/V)	75.0		EN ISO 3405
Final Boiling Point	°C		210	EN ISO 3405
Residue	% (V/V)		2.0	EN ISO 3405
Appearance	Clear and bright			Visual inspection
Ethanol (*)	% (V/V)		10	EN 13132 or 14517
Olefins	% (V/V)		18.0	EN 14517 or 15553
Aromatics	% (V/V)		35.0	EN 14517 or 15553
Total diolefins	% (m/m)		1.0	GCMS/HPLC

**(\*) Shall conform to EN 15376**

**Notes:**

- (1) GC/MS methods may also be applied to fully deconvolute the GC trace
- (2) The above maximum values for olefins and aromatics are corrected for fuel oxygenate content according to clause 13.2 of ASTM D 1319:1998.

The test method for olefins and aromatics of two stroke mixtures will be gas chromatography. In the case of a dispute, the test method given in the EN 228:2000 standard will be used.

- (b) The total of individual hydrocarbon components present at concentrations of less than 5% m/m must constitute at least 30% m/m of the fuel. The test method will be gas chromatography and/or GC/MS.
- (c) The total concentration of naphthenes, olefins and aromatics classified by carbon number must not exceed the values given in the following table:

%	C4	C5	C6	C7	C8	C9+
Naphthenes	0	5	10	10	10	10
Olefins	5	20	20	15	10	10
Aromatics	-	-	1.2	35	35	30

The total concentration of bicyclic naphthenes and bicyclic olefins may not be higher than 1% (m/m). The test method used will be gas chromatography.

- (d) Only the following oxygenates are permitted:
- Methanol. Ethanol. Iso-propyl alcohol. Iso-butyl alcohol. Methyl tertiary butyl ether. Ethyl tertiary butyl ether. Tertiary amyl methyl ether. Di-isopropyl ether. N-propyl alcohol. Tertiary-butyl alcohol. N-butyl alcohol. Secondary-butyl alcohol.
- (e) Manganese is not permitted in concentrations above 0.005 g/l. For the present this is solely to cover possible minor contamination by other fuels. The fuel will contain no substance that is capable of an exothermic reaction in the absence of external oxygen.

Lead replacement petrols, although basically free of lead, are not an alternative to the use of unleaded petrol. Such petrols may contain unacceptable additives not consistent with the FIM Fuel Regulations.

**63.01.3** When Ethanol E85 is used, it will comply with the FIM specification and will have the following characteristics:

Property	Units	Min.	Max.	Test Method
RON		95.0	110	EN ISO 5164
MON		85.0	100	EN ISO 5163
Vapour pressure (DVPE)	kPa	35.0	95.0	EN 13016-1
Lead	g/l		0.001	ICP-OES
Manganese	g/l		0.001	ICP-OES
Oxidation stability	Minutes	360		EN ISO 7536
Existent gum	mg/100 ml		5.0	EN ISO 6246
Sulphur	mg/kg		10.0	EN ISO 20846 or 20884
Copper corrosion	Rating		Class 1	EN ISO 2160
Distillation:				
Final Boiling Point	°C		210	EN ISO 3405
Residue	% (V/V)		2	EN ISO 3405
Appearance	Clear and bright			Visual inspection
Ethanol + higher alcohols	% (V/V)	75		EN 13132 or 14517
Higher alcohols (C3-C8)	% (V/V)		2.0	EN 13132 or 14517
Methanol	% (V/V)		1.0	EN 13132 or 14517
Ethers (5 or more C atoms)	% (V/V)		5.2	EN 13132 or 14517
Unleaded petrol as specified in 2.10.1.2	% (V/V)	14	25	
Water	% (V/V)		0.3	EN 12937
Inorganic chloride	mg/l		1	EN 15484
Acidity (as acetic acid)	% (m/m) (mg/l)		0.005 (40)	EN 15491

### 63.02 Oil

For oil used in two stroke mixtures, the following tolerances on the fuel specifications will be allowed:

• Density at 15°C	Plus/minus 30 kg/m <sup>3</sup>
• Distillation residue	Not controlled

Any infringement of the fuel specifications will automatically result in the disqualification of the competitor from the entire meeting (see also Sporting Code Art. 140.1). The result of the competitors' fuel sample analysis (A or B Sample) more favourable to the competitor will be taken into account (See also Art. 63.05.3).

If the fuel available locally for the event is not of a sufficient quality for use by competitors, the FMN of the organising country must ask the FIM for a waiver in order to enable the use of fuel not corresponding to the characteristics defined above.

### **63.03 Air**

Only ambient air may be mixed with the fuel as an oxidant.

### **63.04 Primary Tests**

**63.04.1** In all FIM Championship and Prizes, the FIM may require tests of fuels to be administered before, or at the time of delivery to, an event at which such fuels are to be used.

**63.04.2** The FIM may request any person or organisation, being a potential supplier of fuel, to submit a sample for testing for conformity with the fuel specifications in Art. 63.01.

### **63.05 Fuel Test Procedures**

**63.05.1** Fuel tests may be administered at any time and place during the course of any event under the authority of the FIM.

**63.05.2** The CTI Bureau, in consultation with the relevant Commission President, has sole authority to, and may, direct the administration of fuel tests during the course of an FIM Championship or Prize Event. Such instructions must be by written document (Fuel Test Order) which must be delivered to the Referee before the meeting.

The Referee must deliver the Fuel Test Order to the Chief Technical Steward for the meeting who is responsible for the administration of the fuel tests. The Fuel Test Order must nominate:

- (a) The criteria (which may be random) for selection of the machines from which samples are to be taken; and
- (b) The officials who must carry out the sampling.
- (c) At least 3 of the characteristics specified in Arts. 63.01 and 63.02 to be the subject of the tests, or only 1 characteristic when using an ASTM approved “short test” or “field test method” for the detection of only one of the characteristics in a fuel sample.

**63.05.3** Fuel samples must be performed according to the Fuel Test Order and must comply with the following procedures:

- (a) Only nominated officials may take samples.
- (b) Containers for holding samples:
  - (i) must be clean and constructed of robust, fuel non-reactive, impermeable material
  - (ii) must be sealable
  - (iii) must have provision for identification
- (c) Equipment used for the extraction of fuel from machines must be clean and made of fuel non-reactive material.
- (d) The FMNRs must ensure that there is a supply of at least 12 containers (12 X 1 litre each).
- (e) Each sample must be divided into two and placed in separate containers, (2 samples of maximum 1 litre each). Each sample may be initially tested for one of the characteristics, using an ASTM approved field test method. The results obtained from such a test must be given immediately to the Referee. The containers must be immediately sealed and identified by reference to the machine from which the sample was taken. This information must be entered on a certificate (FIM Fuel Sample Certificate) which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken, and the identity of its rider.

(f) Both samples (sample A and sample B) must remain under the control of the Technical Steward. The rider or the representative of the rider/ team must sign the FIM Fuel Sample Certificate acknowledging that a sample was taken, and must be given a copy of the Certificate.

(g) At the end of the meeting the Technical Steward must deliver both samples (sample A and sample B) to a courier authorised by the FIM, Referee or the Technical Steward. The Technical Steward must return a copy of the Fuel Sample Certificate, signed by the courier, to the Referee.

(h) The authorised courier must deliver both samples (sample A and sample B), together with copies of the relevant Fuel Sample Certificates, to an FIM authorised laboratory, where they must be tested for content in accordance with standard scientific procedures.

(i) The results obtained from such testing must be attached to the laboratory's copy of the Fuel Sample Certificate and delivered to the FIM as soon as possible after the results have been obtained.

(j) In case of non conformity to the rules, the FIM must as soon as practicable after receipt of the results, notify:

- (i) the relevant riders or team representatives
- (ii) the relevant FMNR
- (iii) the Referee for the relevant meeting

**63.05.4** The FIM may authorise one or more named laboratories for testing fuels. Such authorisation must be by written document, distributed to all FMNRs.

**63.05.5** A Referee may request that fuel samples are taken during the course of any international meeting other than an FIM Championship or Prize Event. Such controls must be carried out according to the Fuel Test Order delivered to the Technical Steward.

Such a Fuel Test Order has the same authority as if it had been issued by the CTI Bureau under Art. 63.05.2. The procedures for the administration of fuel tests under this Article must comply with the procedures under Arts. 63.05.2 and 63.05.3.

**63.05.6** For tests under Art. 63.04, all characteristics specified in Art. 63.01 must be present in the tested fuel in order to be up to the standard.

**63.05.7** For tests under Arts. 63.05.2 and 63.05.5 tested fuel must comply with the characteristics specified in the relevant Fuel Test Order.

### **63.06 Fuel Test Costs**

**63.06.1** The costs of fuel tests conducted under Arts. 63.04.1, 63.04.2 and 63.05.2 will be paid by the FIM.

**63.06.2** The costs of fuel tests conducted under Art. 63.05.5. will be paid by the organiser of the event.

**63.06.3** Where a fuel test is ordered by a Referee in relation to a protest, the party which loses the protest must bear the entire cost of the fuel test, or such proportion thereof as is directed by the Referee.

## **01.65 EQUIPMENT AND PROTECTIVE CLOTHING**

### **Clothing and footwear**

During practising and competition, the riders and passengers must wear the following clothing and footwear:

#### **65.01**

Riders must wear protective clothing of cloth or leather. Knee-length boots, and gloves of leather or an equivalent material must be worn.

A chest-protector and/or with additional back protection is recommended.

The fabric or substance of all clothing and its lining must be tested and certified by an official scientific institute, taking into account the fire and wear resistant qualities of all parts of the clothing which come into direct contact with the skin. It must be anti-inflammable and may be approved by an FMN (National Motorcycling Federation).

## **65.07 Material equivalent to leather**

The following characteristics of the material must be at least equivalent to 1.5 mm of cowhide (not split leather):

- 65.07.1** Fire retardant quality
- 65.07.2** Resistance to abrasion
- 65.07.3** Coefficient of friction against all types of asphalt
- 65.07.4** Perspiration absorbing qualities
- 65.07.5** Medical test - non toxic and non-allergenic
- 65.07.6** Fabric of a quality that does not melt.
- 65.07.7** Clothing in material other than leather must bear a sticker or label which says "in conformity with the FIM rules". This label must be sewn or attached to the clothing in a permanent way.

## **65.08**

FMNs (National Motorcycling Federation) which approve protective clothing must present the certificate of a testing institute to the FIM for the records. The suits must carry an FMN approval mark, only if required by the FMN.

## **01.67 WEARING OF HELMETS**

It is compulsory for all participants taking part in practice and competitions to wear a protective helmet. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.

Helmets constructed with an outer shell of more than one piece are permitted, provided that in case of emergency, they can be quickly and easily removed from the rider's head by releasing or cutting the chin strap only.

All helmets must be marked with one of the official international standard marks mentioned in Art. 01.70 or the Approval Mark (stamp) of the FMN of the rider. Helmets marked by an FMN must comply with one of the International Standards listed in Art. 01.70 before approval by an FMN.

Failure to observe the above rules will entail disqualification.

## **01.69 HELMET OPERATIVE INSTRUCTIONS**

### **69.01**

Scrutineers, under the supervision of the technical steward, must check prior to practice and the competition that all helmets meet the technical requirements.

### **69.02**

If a helmet does not meet the technical requirements and is found to be defective, the Technical Steward must remove all approval marks and retain the helmet until the end of the meeting. The rider must submit another helmet for approval by the Technical Steward. After an accident involving impact, the helmet must be presented to the Technical Steward for examination.

### **69.03**

All helmets must be intact and no alteration must have been made to their construction.

### **69.04**

The Technical Steward and/or the Technical Scrutineer may perform the following checks before the rider is permitted to take part in practice of the competition:

- 69.04.1** That the helmet fits well on the rider's head.
- 69.04.2** That it is not possible to slip the retention system over the chin, when fully fastened.
- 69.04.3** That it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

## **01.70 RECOGNISED INTERNATIONAL HELMET APPROVAL MARKS**

- Europe 22-05, 'P', 'NP' or 'J'
- Japan JIS T 8133: 2000 (accepted until 31.12.2011)  
JIS T 8133: 2007
- USA SNELL M 2005 (accepted until 31.12.2011)  
SNELL M 2010

(see International Helmet Standards in diagram section)

## **01.71 EYE PROTECTION**

The use of glasses, protective goggles as well as helmet visors and “tear offs” is permitted. The material used for eye protectors and glasses must be made of shatter-proof material. Helmet visors must not be an integral part of the helmet.

Eye protectors which cause visual disturbance (scratched, etc.) must not be used.

## **01.75 BADGE OF THE FIM**

Under certain circumstances the FIM may permit the use of the FIM badge on certain equipment in order to show that the latter conforms with the standards laid down by the FIM. When this authorisation is granted and provided the equipment on which it appears is in good condition, the badge is then the guarantee of the conformity with the standard set by the FIM.

## **01.76 NUMBERS ON SASHES (BIBS) OR PRINTED ON THE JERSEY**

Starting numbers must conform to the following:

### **76.01**

Black numbers on a white background must be used.

### **76.02**

The size of the area in which numbers are printed is: 25 x 25 cm maximum.

### **76.03**

Height of number: 15 cm

### **76.04**

Width of number: 6 cm

### **76.05**

Width of stroke: 2 cm

## **76.06**

Only the space outside the 25 x 25 cm area may be used for publicity.

## **76.07**

Bibs manufactured from PLASTIC material are not allowed.

## **01.77 CONTROL**

### **77.01 Verification**

#### **General**

A rider is at all times responsible for his machine.

- 77.01.1** The Chief Technical Steward must be in attendance at an event 1 hour before technical verifications are due to begin. He must inform the Clerk of the Course, Referee or CTI Delegate, if present, of his arrival.
- 77.01.2** He must ensure that all technical stewards, appointed for the event, carry out their duties in a proper manner.
- 77.01.3** He shall appoint the technical stewards to individual posts for the competition, practices and final control.
- 77.01.4** Technical inspections will only be carried out when the technical specification form of the motorcycle has been presented by the Organiser.
- 77.01.5** The rider must be present with the machine for technical control within the time limits stated in the Supplementary Regulations.
- 77.01.6** The Chief Technical Steward must inform the Clerk of the Course/ Referee of the results of the technical control. The Chief Technical Steward will then draw up a list of accepted machines and submit this list to the Clerk of the Course.
- 77.01.7** The Chief Technical Steward has the right to look/ inspect any part of the motorcycle at any time of the event.

## 77.02

Any rider failing to report as required below may be excluded from the meeting. The Clerk of the Course may forbid any person who does not comply with the rules mentioned below, or any rider who can be a danger to other participants or to spectators, to take part in the practising or in the competitions:

**77.02.1** The technical control must be carried out as follows:

According to the Supplementary Regulations

**77.02.2** The technical control must be carried out in conformity with the times fixed in the Supplementary Regulations of the event.

**77.02.3** The rider must personally present a clean motorcycle, **without old verification marks from previous events**, the prescribed helmet and the technical card duly filled in and confirmed.

**77.02.4** The rider may only present one motorcycle.

**77.02.5** The sound control must be carried out first. The exhaust silencer must be marked with paint. The sound level must be recorded in the technical card.

**77.02.7** An overall inspection of the motorcycle must be carried out in conformity with the FIM rules. Accepted motorcycles will be marked in conformity with Arts. 066.6.2 of the **SuperEnduro** Sporting Rules.

**77.02.8** Riders must confirm their agreement by signing the register. The machine will then be placed in a closed park.

**77.02.9** Immediately after technical control the Chief Technical Steward must submit to the Clerk of the Course the list of accepted riders, accepted machines, and sound figures.

**77.02.10** During the event, in the arrival and departure areas, the technical steward must control the repairs and changes made to the machines. He must control that no outside assistance is made. He must also control the condition of the machines.

**77.02.11** At individual time checks, the technical steward must control repairs and other technical assistance. He must also control that the machines are marked (seal on frame) in order to ensure that no change in motorcycle occurred on the course.

**77.02.12** At the arrival, the technical steward must check all parts and the condition of the machine. A rider is allowed an extra 30 minutes to repair or replace a silencer only (see Arts. 061.44.5 and 062.23.2).

Competitors must retrieve their machines within 30 minutes after the opening of the closed park area, except for the machines which are chosen for disassembly. After this time limit, the closed park officials will no longer be responsible for the machines left behind.

**77.02.13** At the arrival, at the end of the competition, all the marked parts on the motorcycles must be controlled. After control, the machines of the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> of the meeting's final classification must be placed in a closed park for a 30 minutes **period after the arrival of the last rider from the respective class.**

**77.02.14** If a motorcycle or a part of a motorcycle must be verified and completely dismantled, the motorcycle, the part or the group of parts must be sealed and shipped to a place where the required tools are present for a disassembly. The Jury must take the decision for this operation.

**77.02.15** The disassembly and the verification of the motorcycle or the parts in question must be with the presence of the Technical Steward, appointed to the event.

**77.02.16** The Organiser will pay the costs for the transportation and for the verification according to Articles 77.02.14 and 77.02.15.

**77.02.17** If a disassembly is required and ordered by the Jury, following a protest, according to Art. 77.02.14 and 77.02.15, the losing party will incur all the transportation and verification costs, or a part of these costs fixed by the Jury.

## **77.05 Dangerous machines**

If, during practising or the competition, a technical steward finds that a machine is defective and might constitute a danger to other riders, he must immediately notify the Clerk of the Course or his deputy. It is their duty to exclude such a machine from either the practice or from the competition itself.

## **01.79        SOUND CONTROL**

### **79.01        The '2 metre max' method – The new test method to verify the sound levels (not applicable to Trial motorcycles)**

In order to pursue the measures taken to reduce the sound level in favour of environment and in the framework of the 'RIDE QUIET' campaign, a new method for measuring the sound level called '2 metre max' will progressively be applied as from 2010 in all 'all-terrain' disciplines (and more specifically in Motocross, Enduro and Track Racing).

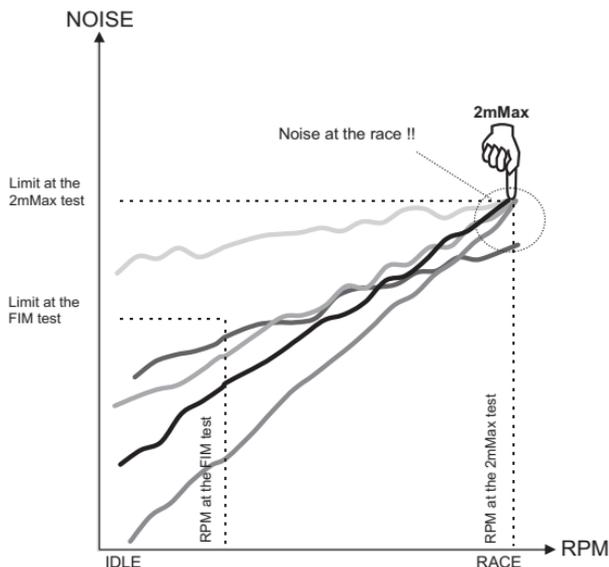
#### **WHAT DOES IT CONSIST OF?**

The 2 metre max method shows a very good correlation between the sound power level (LwA) issued by motorcycles in full acceleration, and the maximum sound pressure levels measured at proximity of the same motorcycles, with engines **at idle** and quickly taken to their maximum rotational speeds.

The technical specifications and the resources to initiate the application of this new method, for the use of the technical stewards and officials are mentioned in Art. 79.01 of these Technical Regulations. This article will detail the "2metre max" method, the sound levels, the indispensable tools, but also the tolerances applied in 2010 - use of the old method as default, etc.)

Only the sound levels measured with the '2 meter max' method will be considered by the technical stewards and the jury of the event to decide whether the motorcycle is in conformity with the maximum sound levels authorised.

## THE 2 METER MAX METHOD - IN FOCUS



## THE OPERATING PROCEDURE

The '2 metre max' method will consist in quantifying not only the sound level produced by the silencer of the exhaust, but the maximum global sound level achieved by the motorcycle when the engine's rpms are raised to the maximum engine speed, limited by

- natural regulation for 2T, or
- rev limiter for 4T.

For 250cc and 500cc (4 stroke) engines used in Speedway, Long track and Ice Racing, without rev limiter, it would be advisable to **fully open** the throttle for 1 or 2 seconds maximum.

## THE PREPARATION OF THE SOUND METER

- Calibrate the sound meter at 93,5 dB or 113.5 dB to take into account the incidence of the wind foam ball
- Position the wind foam ball on the microphone
- Activate the 'A' weighing
- **FAST** time weighting must be activated

- Select range High **80~130 dB**
- Activate the function MAX MIN – set on **MAX**

## **THE SET UP OF THE SOUND METER AND THE MOTORCYCLE**

- The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, at the rear of the motorcycle.
- **For the place and position of the motorcycle, ensure that there are no solid obstacles within 10 metres of the microphone.**
- **The sound meter will be positioned at a distance of 2 metres behind the motorcycle, at an angle of 45° away from the centreline, on the exhaust side and at a height of 1.35 metres above the ground, in a horizontal position.**
- **The 2 metre distance is measured from the point where the centre of rear tyre touches the ground.**
- It is preferred to make the tests on soft ground, not reverberating, i.e. grass or fine gravel.
- **In other than moderate wind, machines should face forward in the direction of the wind.**
- The ambient sound level must remain lower than 100 dB/A.

## **THE POSITIONING OF THE MOTORCYCLE (see illustrations following illustrations)**

### **The reference points:**

- For a motorcycle: the contact point of the rear wheel on the ground.
- For motorcycles fitted with 2 exhaust outputs, the measurement will be made on the side of the air intake. If a central positioned air intake is used, both sides will be tested.
- For Side-cars: the contact point of the side wheel on the ground.
- For Quad vehicles: the vertical line to the ground from the centre point of the rear axle.

- For Quad vehicles with exhaust outlet moved from the median axis, the measurement will be made on the offset side.

To make repetitive measurements, all motorcycles can be positioned into a small frame fixed on the ground.

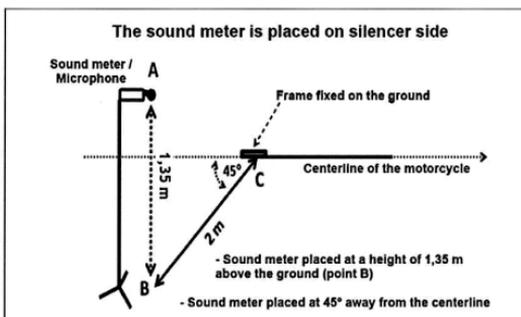
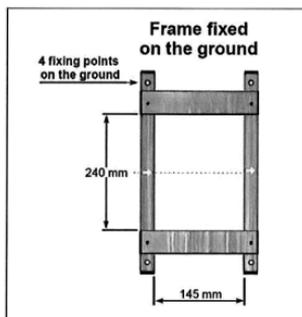
## **THE NEW 2 METRE MAX METHOD – THE OPERATION – PROTECT YOUR HEARING – USE EAR PROTECTION**

- The measurement is made with motorcycle on its wheels, with a hot engine.
- **The technical steward will be positioned on the right side of the motorcycle, not to screen or stand between the motorcycle and the microphone. At no time should the technical steward be in a position in front of the handlebars during the test.**
- **The mechanic/rider presenting the motorcycle for testing will be positioned on the left side of the motorcycle during the test and is required to engage the clutch during the full throttle portion of the test.**
- If a second steward is permanently attending the sound level checks, it is strongly advised for him to use earplugs, a headset or ear protectors.
- The Inspector shall open the throttle as fast as possible until full open throttle (instantly, within 0.3 seconds). He will keep it at max engine 'rpm' for at least 1 second. To finish, the inspector will release the throttle quickly.
- If the result exceeds the limit, including 'after fire', the Inspector shall test the motorcycle, a maximum of 2 times more.
- For motorcycles equipped with an engine rpm limiter, the throttle will be open - instantly, within 0.3 seconds - and kept open until at least 1 second has evolved and/or when there is an audible sign of over-revving the engine.
- For motorcycles without an engine 'rpm' limiter, the opening of the throttle will have to be less than 2 seconds and/or when there is an audible sign of over-revving the engine.

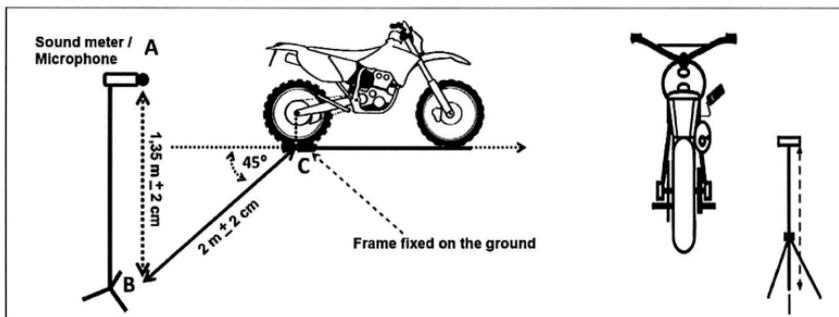
- If the engine tends to suffocate, close the throttle slightly and re-open the throttle.
- If detonations appear, the measurement must be started again.

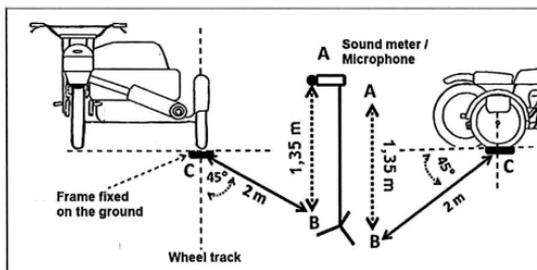
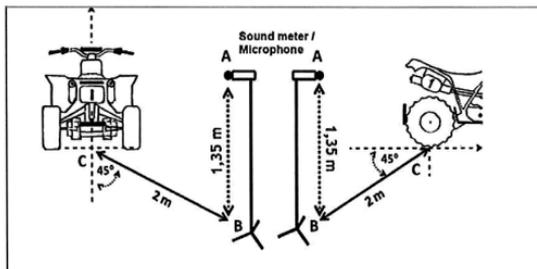
The numbers obtained from the test shall not be rounded down.

For the sound level measurement, the handling of the throttle is limited only to the Inspector, who shall open the throttle himself in order to minimize the influence by another operator (for that operation, it is helpful to have the microphone equipped with an extension cable to the sound meter).

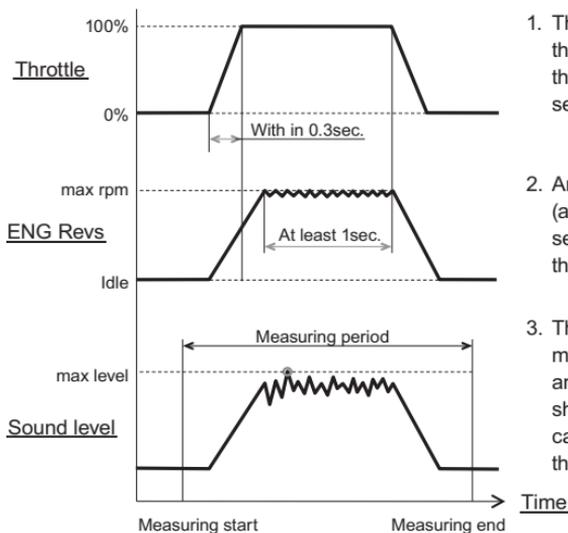


#### POSITION OF THE SOUND METER IN RELATION TO THE MOTORCYCLE





## THE IMAGE OF THE SOUND MEASUREMENT PROCEDURE



1. The Inspector shall open the throttle until full open throttle within 0.3 seconds.

2. And keep at the max rpm (at rpm limiter) at least 1 second. Then, release the throttle quickly.

3. The sound level is measured in the all period and the maximum level shall be recorded in any case. (automatically by the sound meter).

## **THE MEASUREMENT – RECORDING OF THE SOUND LEVEL**

- When the measurement is considered acceptable, write down the result, then reset (push on the sideline) the MAX MIN setting until the disappearance of the previously displayed value.
- Push again on the sideline MAX MIN to arm the sound level meter.
- The sound level meter is then ready for the following measurement.

**An attempt by a participant to prevent their engine from reaching the maximum published rpm figure will be considered a breach of the rules.**

**Even after passing the sound control, if there is doubt, the motorcycle may be checked again.**

A noticeably lower engine speed is detected easily by hearing. If doubt, control of the value of the rpm limiter with a tachometer.

The maximum sound levels for **SuperEnduro** is 112 dB/A **before the race and 113 dB/A during and after the race.**

For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per machine.

Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

### **79.03 Sound control during and after the competition**

In a competition which requires a final examination of machines before the results are announced, this examination must include a sound control measurement of at least three machines chosen at the discretion of the Clerk of the Course in co-operation with the Chief Technical Steward. Refer to each discipline for more info.

## **01.80 GUIDELINES FOR THE USE OF SOUND LEVEL METERS**

### **80.01**

The Sound Control Officer (NCO) must arrive in sufficient time for discussions with the Clerk of the Course and other Technical Officials in order that a suitable test site and testing policy can be agreed.

## 80.02

Sound level measuring equipment must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

Two sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during technical control.

## 80.03

Before testing, the NCO should if possible liaise with a maximum of two holders of FIM Entrant's or Manufacturer's licences, or team managers, who have sound test equipment including calibrators, in order to agree to the accuracy of the official sound level meter.

## 80.09      **Corrections**

Class 1 (Type 1) sound meter: deduct 1 dB/A

Class 2 (Type 2) sound meter: deduct 2 dB/A

## 80.11      **Ambient temperature**

No deductions.

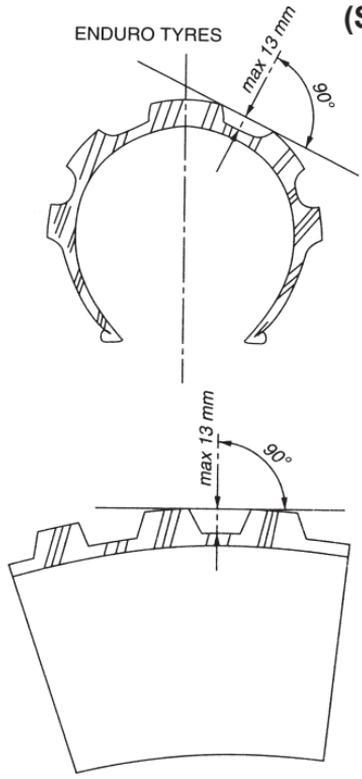
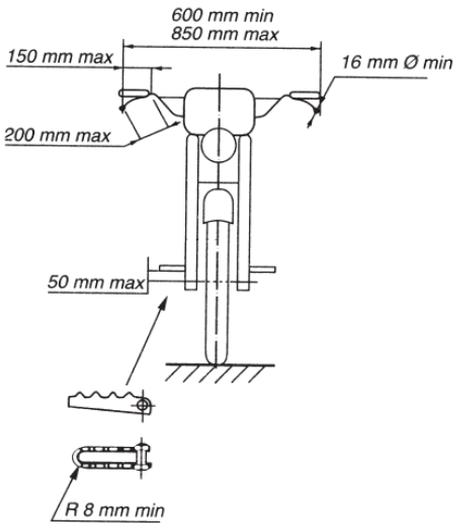
## 80.12      **Precision of the method (tolerances)**

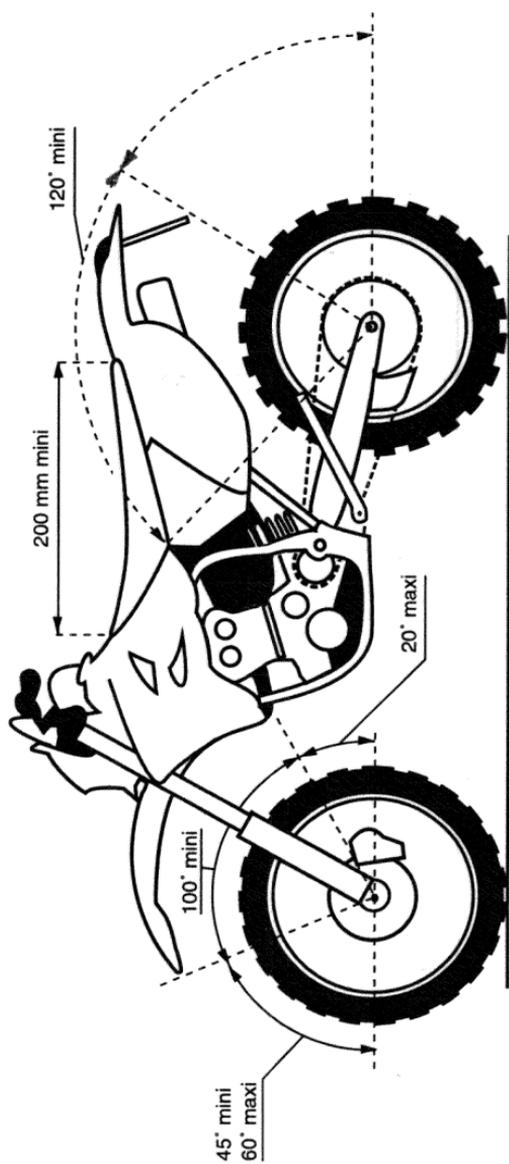
All **corrections** are cumulative.

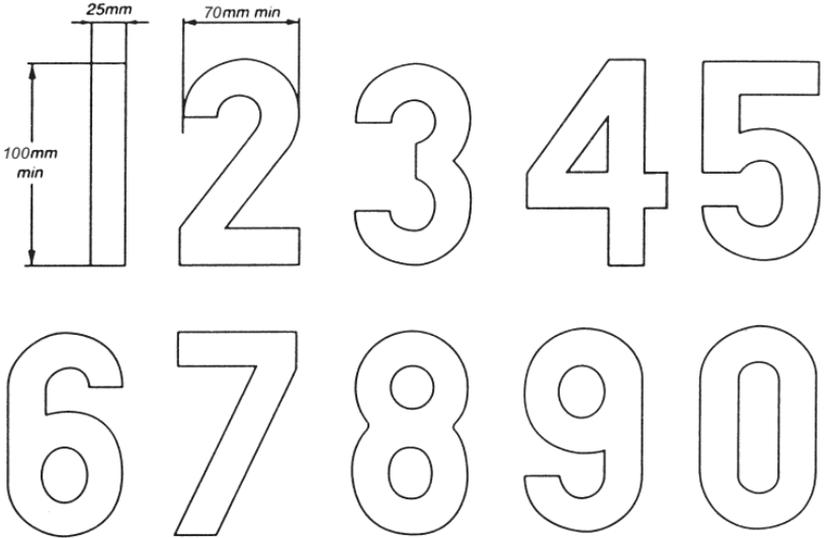
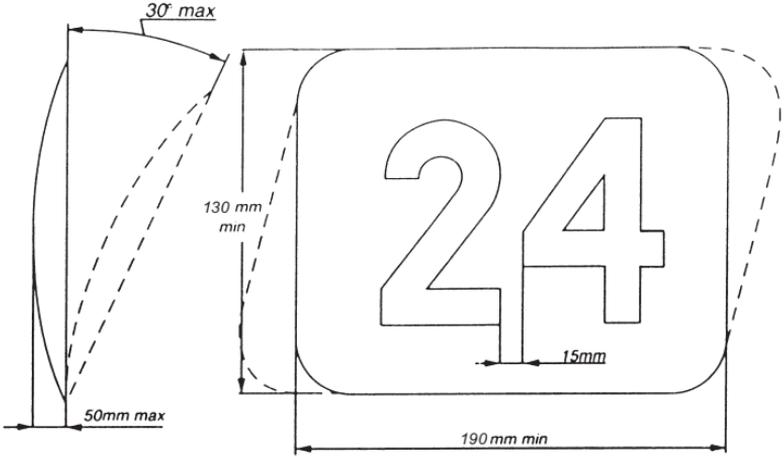
Decisions will **be** taken during prior discussions with the FIM Technical Director and/or the Chief Technical Steward.

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(S)







Futura Heavy

**0 1 2 3 4 5 6 7 8 9**

Futura Heavy Italic

***0 1 2 3 4 5 6 7 8 9***

Univers Bold

**0 1 2 3 4 5 6 7 8 9**

Univers Bold Italic

***0 1 2 3 4 5 6 7 8 9***

Oliver Med.

**0 1 2 3 4 5 6 7 8 9**

Oliver Med. Italic

***0 1 2 3 4 5 6 7 8 9***

Franklin Gothic

**0 1 2 3 4 5 6 7 8 9**

Franklin Gothic Italic

***0 1 2 3 4 5 6 7 8 9***

## TEN FITTING TESTS FOR HELMETS DIX TESTS D'ADAPTATION POUR LES CASQUES

1. *Obtain correct size by measuring the crown of the head*  
Avoir la bonne grandeur en mesurant le sommet de la tête
2. *Check there is no side to side movement*  
Vérifier qu'il n'y ait pas de déplacement d'un côté à l'autre
3. *Tighten strap securely*  
Serrer solidement la jugulaire
4. *With head forward, attempt to pull up back of helmet to ensure helmet cannot be removed this way*  
Tête en avant, essayer de soulever le casque pour s'assurer qu'il ne peut pas être enlevé de cette façon



5. *Check ability to see clearly over shoulder*  
Vérifier si vous pouvez voir clairement par-dessus l'épaule
6. *Make sure nothing impedes your breathing in the helmet and never cover your nose or mouth*  
S'assurer que rien ne gêne votre respiration dans le casque et ne jamais couvrir le nez ou la bouche
7. *Never wind scarf around neck so that air is stopped from entering the helmet. Never wear scarf under the retention strap*  
Ne jamais enrouler une écharpe autour du cou, car cela empêche l'air d'entrer dans le casque. Ne jamais porter d'écharpe sous la jugulaire
8. *Ensure that visor can be opened with one gloved hand*  
S'assurer que la visière peut être ouverte avec une main gantée
9. *Satisfy yourself that the back of your helmet is designed to protect your neck*  
S'assurer que l'arrière de votre casque a une forme telle qu'il vous protège la nuque
10. *Always buy the best you can afford*  
Toujours acheter le meilleur que vous pouvez vous offrir

# INTERNATIONAL HELMETS STANDARDS

## NORMES INTERNATIONALES DES CASQUES

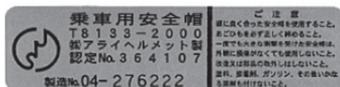
### ECE 22 - 05 "P" (EUROPE)

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.

**E1** for Germany, **E2** for France, **E3** for Italy, **E4** for Netherlands, **E5** for Sweden, **E6** for Belgium, **E7** for Hungary, **E8** for Czeck Republic, **E9** for Spain, **E10** for Yugoslavia, **E11** for UK, **E12** for Austria, **E13** for Luxembourg, **E14** for Switzerland, **E15** (- vacant), **E16** for Norway, **E17** for Finland, **E18** for Denmark, **E19** for Roumania, **E20** for Poland, **E21** for Portugal, **E22** for the Russian Federation, **E23** for Greece, **E24** for Ireland, **E25** for Croatia, **E26** for Slovenia, **E27** for Slovakia, **E28** for Bielo Russia, **E29** for Estonia, **E30** (- vacant), **E31** for Bosnia and Herzegovina, **E32** for Letonia, **E33** for Bulgaria, **E37** for Turkey, **E40** for Macedonia, **E43** for Japan, **E44** (- vacant), **E45** for Australia, **E46** for Ukraine, **E47** for South Africa, **E48** New Zealand.



Below the letter **E**, the **approval** number should always begin with 05. Below the approval number is the serial production number. (Label on retention system or comfort interior).



(JAPAN) JIS T 8133 : 2000 - 2007  
(Label affixed inside the helmet).



(USA) SNELL M2005  
(Label affixed inside the helmet).



(USA) SNELL M2010  
(Label affixed inside the helmet).

For more details consult the F.I.M. Technical Rulebook



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

SCAN THIS BARCODE  
TO ACCESS  
THE MOBILE SITE  
& THE UPDATED  
REGULATIONS.\*



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[cen@fim.ch](mailto:cen@fim.ch)

6540004

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