

**Regulations for the E1, E2, E3 and EJ  
FIM Enduro World Championships**

**Regulations for the FIM Youth Enduro  
World Cup**

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

***Règlements des Championnats du Monde  
FIM d'Enduro E1, E2, E3 et EJ***

***Règlement de la Coupe du Monde FIM  
d'Enduro Jeunes***

***Règlement de la Coupe du Monde FIM  
d'Enduro Féminin***

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## REGULATION 062 FIM ENDURO WORLD CHAMPIONSHIP

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## **062.1 GENERAL**

The FIM has established the FIM Enduro World Championship according to the rules of the FIM Sporting Code in addition to the following:

Every competition shall be run over two days plus possibly a Super Test (prologue). The purpose of these competitions is to test the reliability of the motorcycles and the skill of the participating riders who must cover the entire distance under the prescribed conditions. It is forbidden to organise a National Enduro competition with an FIM Enduro World Championship round.

## **062.2 COURSE**

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

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

For the FIM Women's Enduro World Cup, competing only 50 to 75% of the complete course planned for the FIM Enduro World Championship is allowed. (Example: 3 laps instead of 4).

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

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

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

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

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

If the 2 months deadline is respected, the organiser can apply the 50% surcharge on late entries.

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

#### **062.4 ENTRY FORM**

All entries must be made in writing on an entry form and all information regarding the rider, team, sponsor and make of the machine must be indicated. The entry form shall clearly identify for which class and capacity (specifying whether the motorcycle is 2-stroke or 4-stroke) the entry is for. It should also indicate the rider's nationality (passport) and the FMN for which he is participating.

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

#### **062.5 JURISDICTION**

The event will be supervised by an FIM International Jury composed in conformity with the provisions of Art. 50.1 of the Sporting Code.

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

Except for the FIM International Jury (President and voting members), all officials and their assistants are subject to the authority of the Clerk of the Course.

The first FIM International Jury Meeting must be held at 9.00 the day before the event.

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

##### **062.5.1 Officials who hold a FIM Licence**

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

- FIM Jury President, FIM Jury Member(s), FIM CEN Technical Delegate
- FMN Delegate (Sporting Steward)
- FIM Race Director
- Clerk of the Course (**who attended the Super Licence seminar**)
- FIM Medical Delegate and FIM Environmental Delegate

- FMNR Technical Steward
- Environmental Steward
- Chief Medical Officer
- Timekeeper

#### **062.5.2 Incompatibilities of officials**

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

#### **062.5.3 FMNR Technical Steward**

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

#### **062.5.4 FIM Race Director**

- Is responsible of all the organisational matter, except the purely application of the sporting rules, duty of the International Jury and the Course and Tests, duty of the Course Inspector. He can however help these persons if needed;
- Has authority over the organisers and Officials.

#### **062.5.5 FIM Course Inspector**

- Control, help and correct if necessary the course created by the organiser;
- Control the tests and time checks;
- Control that times allowed for the course are correct;
- Has authority over the organisers

#### **062.5.6 Clerk of the Course**

The Clerk of the Course is responsible for the conduct and efficient running of the event. He cannot be a voting member of the FIM International Jury. His essential duties are:

- To ensure that the course is in good condition; that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty;
- To verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding;
- To postpone the start of an event for an urgent case of safety or for any other case of "force majeure" or to proceed with the improvement of the conditions of the course; to stop an event prematurely or to cancel part of the course or the entire event,
- To prevent a rider or a motorcycle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected, he may propose penalties to the

FIM International Jury;

- To order the removal from the course, sections and vicinity of any person refusing to obey the orders of an official in charge;
- To notify the FIM International Jury of all decisions taken or to be taken and of any protest addressed to him;
- To collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the FIM International Jury and to have the provisional results of the event approved;

#### **062.5.7 Timekeepers**

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

#### **062.5.8 Environmental Steward**

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

- Ensure that the FIM Environmental Code is respected.
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM Jury President or Chief Steward on all aspects of the event which may have harmful environmental consequences.
- Be entitled to attend all open meetings of the Jury without voting right.
- Draw up a report on the basis of a check-list prepared by the CEN and send it to the FIM Administration and hand a copy to the FIM Jury President.

#### **062.5.9 The FIM International Jury**

The President of the Jury, a Jury member and a Technical member are appointed by the FIM.

The second Jury member and the other officials are appointed by the FMNR.

In conformity with Art. 50.1 of the Sporting Code, the Management Council may, if necessary, depart from this composition and determine another one.

Only the President and the two Jury Members have voting rights.

If the Jury Member appointed by the FIM is prevented from arriving at the event in time, the Jury President may name a replacement, with first priority given to an official who is not from the FMNR. In case of absence of the Jury President, he will be replaced by the Jury Member appointed by the FIM.

If possible, the FIM International Jury will also include a Medical Delegate and a Technical Delegate, without voting rights.

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

- The FIM Race Director
- The FIM Course Inspector
- The Clerk of the Course
- The Members of the Board of Directors, the Directors of the Commissions, the FIM Chief Executive Officer and the administrative staff of the sporting Commission concerned
- The Environmental Steward
- The FIM Environmental Delegate and the Medical Delegate
- The Chief Medical Officer
- The Representative elected by the Manufacturers
- **The promotor of the FIM World Championship and World Cups or his assistant.**

Each FMN, eligible under Art. 062.6.1, has the right to appoint a Delegate.

#### **062.5.9.1 The FIM Jury President**

The Jury President is appointed by the FIM.

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

He shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.

The Jury President has the right to invite any guests to the Jury meetings, when appropriate for the event.

He is responsible for the communication with the FMN Delegates.

#### **062.5.9.2 Duties of the FIM Jury President**

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

- Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged are informed thereof.

- Report of the Secretary to the Jury stating that all riders and participants are holders of their respective licences as well as all officials with any responsibility for the running of the event.
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event.
- The safety standards of the event.
- Any amendments of requests for extra safety measures as mentioned in the inspection report.
- The official permission from the local authorities to run the event and whether the third party insurance policy of the organiser satisfies the requests of art. 110.1.1 of the Sporting Code.

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

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

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

#### **062.5.10 Terms of reference of the FIM International Jury**

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

The FIM International Jury is the only disciplinary body of the event competent to adjudicate upon any protest that may arise during the event, subject to the right of further appeal.

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

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

### **062.5.11 Procedure at Jury Meetings**

Decisions of the FIM International Jury are based on a simple majority. In the case of a tie, the President will exercise a casting vote.

### **062.5.12 Publication of the Jury decisions**

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

### **062.5.13 Minutes of the Jury Meetings**

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

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

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

### **062.6.1 FMN Delegate**

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

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

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

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

**062.6.2 Team Manager**

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

**062.7 MEDALS AND DIPLOMAS**

The following awards will be given to the riders in each capacity class:

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

**062.8 COMPETITIONS FOR THE CHAMPIONSHIP AND CUP**

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

The time obtained according to Art. 062.64 at the same time defines the overall classification (regardless of classes).

**062.9 CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIP**

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

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

During the Series, if a rider has already obtained points, he will be allowed to move to another class, but without scoring any Championship points in this new class.

A rider who was not classified during the first day can re-start the second day on the following conditions:

1. He must present his machine to the final time control within the following time limits: No earlier than the scheduled time on his time card and no later than 60 minutes after this time. In an exceptional case, the FIM International Jury can authorise that the machine can be presented by another person.
2. The frame must be the original marked before the competition (see Art. 062.23.1).
3. The motorcycle must be submitted to a complete technical inspection including the Sound control test **limit prior the race** (see Art. 062.21, 062.22, 062.23).

Points 1 and 3 do not apply to the rider who was classified as retired or disqualified by the Clerk of the Course at the end of the day. This rider must wait for the confirmation from the FIM International Jury.

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

For example:

Rider A	28'20" – 20 points
Rider B	28'20" – 20 points
Rider C	30'00" – <b>15</b> points

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

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

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

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

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

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

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

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

## **ENTRIES**

### **062.11 RIDERS' LICENCE**

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

### **062.12 ENTRIES AND PARTICIPATION**

The total number of participants at each event is 150 (Enduro 1, Enduro 2, Enduro 3, Junior Enduro, Youth Enduro and Women's Enduro mixed).

The following are admitted to participate in the FIM Enduro World Championship, the FIM Junior Enduro World Championship, the FIM Youth Enduro World Cup and in the FIM Women's Enduro World Cup, in order of priority:

1. all the riders who scored points in the FIM Enduro World Championship, the FIM Junior Enduro World Championship, the FIM Youth Enduro World Cup and in the FIM Women's Enduro World Cup of the previous year;
2. the 5 best riders of each class from the Continental Championships of the previous year who scored no points in the FIM Enduro World Championship, in the FIM Junior Enduro World Championship, the FIM Youth Enduro World Cup and in the FIM Women's Enduro World Cup of the previous year;
3. the riders who scored points in the FIM Enduro World Championship in the FIM Junior Enduro World Championship, the FIM Youth Enduro World Cup and in the FIM Women's Enduro World Cup of the current year;
4. riders can be added to the list, up to a maximum of 150.

The CEN is authorised to complete the list with wild card riders.

The FMNR must send the entry list to the FIM Administration 30 days before the event.

The maximum entry fee must be 205 EUR.- and must be paid at the latest 15 days before the start of each event. This amount will be settled through the FMN of the rider or by the rider or his team, directly to the organiser. The organiser can accept

the entries payment during the preliminary inspections plus 50% if the conditions (see Article 062.3) are respected.

Any cancellation certified by the FMN will be totally reimbursed if the cancellation is confirmed within three days of the preliminary inspections.

#### **062.12.1 Allocation of numbers**

The numbers will be allocated to the first 5 riders of each class (Enduro 1, Enduro 2, Enduro 3, Junior Enduro, Youth Enduro and Women's Enduro) who scored points in the FIM Enduro World Championship/World Cup of the previous year. The number will correspond to the final position of the rider.

The rider who wants a specific number (a number above 5 and below 100) must make a request to the FIM Administration before 15 February of the year of the Championship.

The rider who changes class must make a request to the FIM Administration before 15 February of the year of the Championship and the following number (above 5 and below 100) will be allocated to him.

Each organiser will allocate the remaining numbers to the other riders.

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

#### **062.12.2**

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

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

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

The closing of the entries for each round of the FIM Enduro World Championship will take place 30 days before the event.

The FMN which issued the licence, the FMNR or the organiser may refuse an entry for justifiable reasons. The refusal notification must be sent in writing to the

applicant at the latest during the 72 hours that follows the closing of the entries. The notification must be sent to the FIM Administration, the CEN and to all the FMNs that have riders who sent an entry form within the time limit.

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

## **CLASSES AND SPECIFICATIONS OF THE MOTORCYCLES**

### **062.21 CLASSES**

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

- Enduro 1: From 100cc to 125cc 2-stroke  
From 175cc to 250cc 4-stroke
- Enduro 2: From 175cc to 250cc 2-stroke  
From 290cc to 450cc 4-stroke
- Enduro 3: From 290cc to 500cc 2-stroke  
From 475cc to 650cc 4-stroke

### **062.22 LIGHTING, WARNING EQUIPMENT, SPEEDOMETERS AND SIDE-STAND**

Every motorcycle and its equipment entered must, throughout the competition, comply with the International Vienna Convention of 1968. The national legal requirements for road traffic of the country in which the vehicle is registered, the road legislation of the country where the event is held and with other rules specified in the Supplementary Regulations.

#### **062.22.1**

A stop light activated by the front or rear brake, a front and rear light as well as a speedometer, in good working order, are compulsory.

The registration number of the machine (if applicable) shall be displayed on a plate firmly fixed to the rear mudguard of the machine (not handwritten on the mudguard direct). The number plate or its copy must be made of flexible and non-cutting material and must not exceed the width of the rear mudguard.

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

#### **062.22.2**

In the absence of the stand, the access to the Parc Fermé will not be authorised.

**062.22.3**

Each motorcycle must be equipped with an exhaust pipe and a silencer in accordance with Article 01.31 of the Enduro Technical Rules.

**062.23       INTRINSIC PARTS OF THE MOTORCYCLE  
(Sound control)**

**062.23.1**

At the preliminary examination (details and times of which will be given in the SR), the following parts will be marked as described below, in such a way as to ensure their identification. The parts so marked must be used throughout the entire competition and must be in their proper place at the final examination. Paint markings on wheel hubs, crankcases and silencer must be heat resistant.

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

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

If a rider retires and requests the restart procedure (see Art. 062.9), the frame only must be the original part marked at the preliminary examination.

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

\* or non removable (destructible) sticker.

Marking is restricted to these five parts only and must be done with paint. The use of a marker pen is forbidden.

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

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

Every rider must place on his number plate the stickers of any sponsors agreed upon by the Promoter and/or by the organiser and mentioned in the Supplementary Regulations.

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

## **062.23.2**

All Motorcycles must pass the sound control test, carried out according to Art 01.79 of the Enduro Technical Rules, during the preliminary examination and marked by the organiser.

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

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

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

For repairs, control, etc. the following applies:

A rider wishing to repair or replace the silencer of his machine can do so at the end of the first day after the last time check and before entering the Parc Fermé. The work must be carried out under the supervision of an official. The rider will be allowed an extra time of 30 minutes for this work. The same applies to riders who for any reason have been told by the Clerk of the Course to have their machines tested.

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

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

After the 30 minutes, if the sound level is above the required standard, the rider will not be authorised to start the next day.

If the silencer is changed during the day, the rider must present it to be marked with a different paint or sticker at the next time check. At the end of the day, a sound control test will be carried out during the 30 minutes allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider will be disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

**062.23.3**

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

**062.24 EXAMINATION OF MOTORCYCLES  
DURING THE EVENT****062.24.1 Examination of machines**

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

On request of the Technical Steward, the riders must present themselves to the technical verification.

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

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

If any marking is missing or if a doubt exists, the officials in charge at the time check will mark the part concerned with a different colour paint or with a non removable sticker and at the final control of the day, the Clerk of the Course will examine the machine and submit a report to the FIM International Jury, on the action taken.

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

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

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

**062.24.2 Fuel control**

A fuel control may be carried out at any time during an event, according to Art.63.05 of the Enduro Technical Rules. Any infringement of the fuel specifications will automatically result in the disqualification of the rider from the entire event.

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

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

## GENERAL ORGANISATION

### 062.31 CHANGE OF MOTORCYCLE

After the closing date for entries, any change in the make or the class of the motorcycle will be subject to a written application, fully stating the reasons. Application for a change must reach the Clerk of the Course not later than 24 hours before the official examination time of the machine. The applications shall be given to the FIM International Jury for approval.

### 062.32 PARCS FERMES

#### 062.32.1

The event is organised on a Parc Fermé (closed control) system which means that apart from the time spent on the road and the time occupied each day prior to the start as provided for in Art. 062.36, the motorcycles **are placed under the supervision and under the responsibility** of the **local organiser**.

#### 062.32.2

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

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

**Only one access will be set in order to allow the entrance or exit to the "starting area".**

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

**A video surveillance system can complete the services.**

**The Jury President, the clerk of the course and the FIM Race Director will verify the compliance of the Parc Fermé and its guarding.**

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

#### 062.32.3

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

While proceeding from the time check to the Parc Fermé, it is forbidden to refuel or make any repairs on the motorcycle. Riders failing to comply with either of these

requirements will be disqualified or other penalties given as provided for in the FIM Disciplinary and Arbitration Code, (except Art. 062.23.2).

#### **062.32.5**

In the Parc Fermé, it is forbidden for a rider, under penalty of disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code) from the event:

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

#### **062.32.6**

Any rider caught smoking in a Parc Fermé will be disqualified.

#### **062.32.7**

The machines in the Parc Fermé must not be covered in any manner and must be situated in the open air. It is strictly forbidden to place the Parc Fermé in closed areas (tent or garage) except for winter enduro. The use of equipment to close the end of the silencer (cap, tape) is forbidden in the Parc Fermé.

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

### **062.33      STARTING AREA**

This area consists of a:

- Parc Fermé
- Starting Area

#### **062.33.1**

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

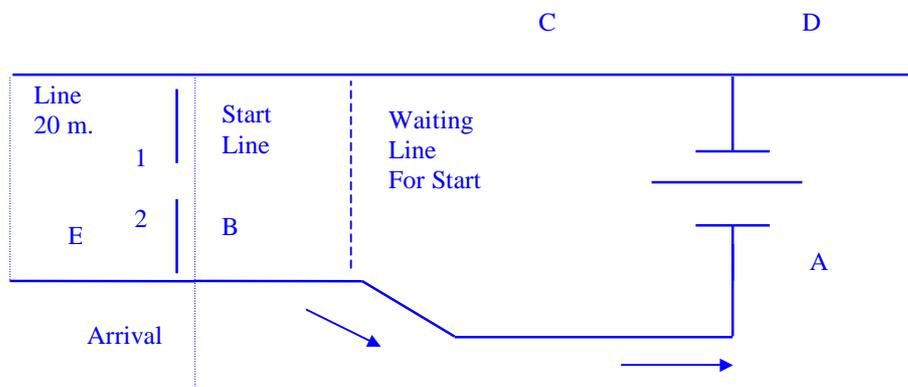
#### **062.33.2**

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

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

Any rider caught smoking in the starting area will be disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

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



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

The distance between A and B must not be longer than 20 metres and must be a closed area. **If an exception must be made, it must be validated by the FIM International Jury.**

#### 062.33.3

The competitors' motorcycles are kept in the Parc Fermé under the surveillance of the organiser from the time stipulated in the SR until the start of the first day's run and from the end of that day's run until the start of the next. Access to this Parc Fermé is defined under Art. 062.32.3.

#### 062.33.4

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

No other persons are allowed into the starting area.

A parking area reserved for Jury members and Jury delegates must be laid out as close as possible to the start/arrival areas.

**062.33.5**

No assistance may be given in the starting area. The penalty for breaking this rule is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

**062.33.6**

It is forbidden to start the engine of the motorcycle in the waiting zone of the starting area. The penalty for doing so is 1 minute.

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

**062.34      STARTING ORDER**

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

Every morning, the riders will start class by class, in their respective classes, following the points classification of the preceding year (except for a World Champion of a class, if he stays in the same class). The wild cards will start last in their respective classes.

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

If a Super Test is organised, the starting order, for this test only, shall be as follows:

The riders will start class by class, in their respective classes, in the opposite order of the points classification of the preceding year (except for a World Champion of a class, if he stays in the same class). The wild cards and riders who did not participate in the previous Championship will start first in their respective classes.

As from the second event:

Every morning, the riders will start class by class, in their respective classes, following the provisional classification of the Championship. The wild cards will start last in their respective classes.

If a Super Test is organised, for this test only, the riders will start class by class, in their respective classes, in the opposite order of the provisional classification of the Championship. The wild cards will start first in their respective classes.

In all cases, if a Super Test with side-by-side 2-lane track is organised, arbitrary rider pairing within each class can be suggested by the organiser and must be approved by the FIM International Jury in Friday's afternoon meeting.

### 062.34.1 Starting order by event

The riders will start class by class in the following order:

1 <sup>st</sup> event:	Enduro 1, 2, 3, Junior, Youth, Women's
2 <sup>nd</sup> event:	Enduro 2, 3, 1, Junior, Youth, Women's
3 <sup>rd</sup> event:	Enduro 3, 1, 2, Junior, Youth, Women's
4 <sup>th</sup> event:	Enduro 1, 2, 3, Junior, Youth, Women's
5 <sup>th</sup> event:	Enduro 2, 3, 1, Junior, Youth, Women's
6 <sup>th</sup> event:	Enduro 3, 1, 2, Junior, Youth, Women's
7 <sup>th</sup> event:	Enduro 1, 2, 3, Junior, Youth, Women's
8 <sup>th</sup> event:	Enduro 2, 3, 1, Junior, Youth, Women's
9 <sup>th</sup> event:	Enduro 3, 1, 2, Junior, Youth, Women's
10 <sup>th</sup> event:	Enduro 1, 2, 3, Junior, Youth, Women's

This order will also be used for the Super Test, except that **the Youth will always start first, followed by the Juniors and the Womens'.**

### 062.34.2 Modification of the Starting order

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

## 062.35 PREPARATION FOR START

Riders will be allowed to enter the Parc Fermé five minutes before their starting times for the sole purpose of moving their motorcycles, by hand only, to the exit of the Parc Fermé and to enter into the starting area. No work of any kind can be carried out on the motorcycle in the Parc Fermé or in the starting area, under penalty of disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

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

Long hair, of feminine or masculine riders, must not come out of the helmet. Long hair must be completely contained within the helmet.

## 062.36 START

### 062.36.1

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

**062.36.2**

If a rider is not on the starting line when the signal to start is given, he will not be penalised as long as he brings his motorcycle to the starting line, starts the engine, and crosses the second line within one minute after the signal for his start was given. Riders arriving more than one minute late at the starting line will be penalised 1 minute per begun minute of delay. The minute in which the riders arrive at the start line will be considered as the new start time and before the minute expires, they must observe the start procedure under Art. 062.36.1. Riders more than 15 minutes late will be classified as retired and not allowed to start.

**062.36.3**

All motorcycles must be started by the kick-start or other starting devices, mechanical or electrical. Rotating any driven wheel is not permitted. Should the engine stop before the motorcycle has crossed the second line, the rider has to restart it and cross the second line within one minute after the signal to start was given, in order not to be penalised. A rider not crossing the 20 metre line within one minute after his starting signal has been given will be penalised by 10 seconds.

**062.36.4**

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

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

**062.36.5**

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

**062.36.6**

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

**062.37      PROCEDURE FOR REFUELLING AT THE SERVICING**

- For every 50 km, there must be a minimum of one refuelling station.

- Refuelling can only be made at the official refuelling depots indicated by the organisers and at all the time checks between the white flag and the yellow flag unless it is prohibited by the organiser.
- No additional time is granted for refuelling.
- No fuel or any inflammable liquid may be carried other than in a tank or container permanently attached to the machine. The Technical Steward can carry out the test on the spot.
- The engine must be stopped during refuelling.
- During the refuelling, each team must have a portable extinguisher (A.B.C. polyvalent powder) of 5 kg minimum, in the proximity of the refuelling post (max. 5 m distance). The lack of extinguisher will lead to a penalty of 60 EUR.
- The use of an environment mat, or other effective device, is obligatory at the place where servicing and refuelling is authorised by the organiser. The penalty for breach of this regulation will be a fine of 60 EUR for each offence.

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

- Any welding work in refuelling areas is forbidden.
- The lubrication of the chain is authorised only in the refuelling areas.

The penalty for not respecting the above-mentioned rules on refuelling and on the refuelling areas is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

## **062.38      SERVICING**

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

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

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

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

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

The penalty for not respecting the above-mentioned rules is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

#### **062.38.1**

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

#### **062.39      OUTSIDE ASSISTANCE**

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

#### **062.40      EXTRANEIOUS MOTIVE-POWER FORBIDDEN**

Throughout the event, outside the time checks with servicing, a motorcycle must only be moved by its proper engine power, the physical efforts of its rider, or some natural cause. The penalty for breaking this rule is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

#### **062.41      RETIREMENTS**

Any rider who has retired from the event must obliterate the number plates or remove them and must not continue the route in the company of, or in proximity to any other rider. If this rule is broken, the rider may be suspended and any rider(s) he accompanied may be disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

#### **062.42      ROUTE MARKING**

##### **062.42.1**

The official route which must not be left for any reason whatsoever will be indicated on route cards (see Art. 062.53) and marked out. The official distances must be considered to be correct. A different colour must be used for marking the route each day. If a rider fails to follow the official route which is indicated on the route cards (see Art. 062.53) or if he rides in the opposite direction, he may be

disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

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

- 1<sup>st</sup> day: blue
- 2<sup>nd</sup> day: red

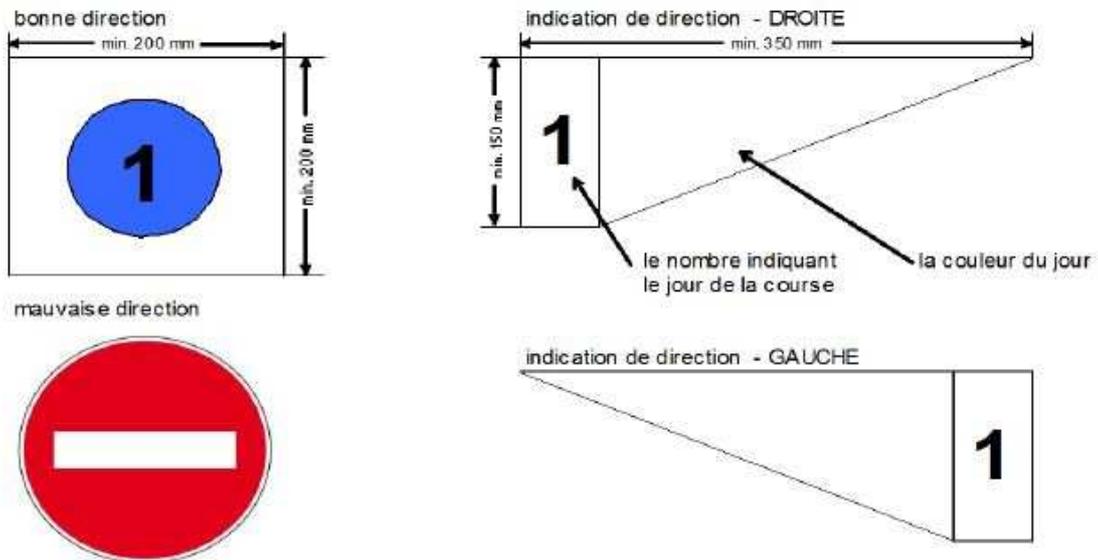
If the route goes in the same direction for the two days of the event, this will be indicated only by the colour red.

**062.42.2**

In those cases where the riders must follow a very definite route (i.e. on grassland, rough terrain, footpaths, etc), the organisers must indicate these passages precisely and very clearly by two rows of posts joined by a tape.

**062.42.3**

Samples of the special signposts used for the route marking must be displayed in the starting area. The signs or indications used for the route marking must be made of waterproof material. The signs must conform to the FIM workbook.



**062.43 LOCAL TRAFFIC REGULATIONS**

Riders must conform to the traffic regulations in force in each locality crossed during the competition. Any rider convicted of an offence against such regulations may, after enquiry, be disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

**062.44 INSURANCE (Third party)**

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

**062.45 IMPASSABLE SECTIONS**

If, in the course of the event, the Clerk of the Course decides that a section of the course has become impassable or that its condition is such that it cannot be negotiated without outside assistance (see Art. 062.39), he may take the entire section concerned, up to the following time check, out of the event and adjust the points accordingly. This decision will be ratified by the FIM International Jury.

**OPERATION AND CONTROL****062.51 TIME CHECKS**

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

Time checks will be set up:

**062.51.1**

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

**062.51.2**

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

**062.51.3**

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

**062.51.4**

The average speed to be maintained between one time check and the next must not be more than 50 km/h. If the Clerk of the Course and/or the FIM International

Jury considers that the allotted time between two time checks cannot be carried out in sufficient safety conditions or does not allow the road code to be respected, they can extend the allotted time or cancel the time penalties, if the majority of the riders have been penalised.

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

#### **062.51.5**

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

#### **062.51.6**

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

### **062.52      TIMEKEEPING** **Timekeeping instruments**

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

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

#### At the tests:

A transponder/decoder system as the main timekeeping equipment and an auxiliary apparatus functioning automatically (type TAG), with printer, synchronised with real time and registering time to 1/100 second. Photoelectric cells linked to the chronometer will activate the start and finish of the time. For such types of apparatus, the certificate must guarantee not only the accuracy but also the efficiency of the apparatus as a whole working under the conditions for which it is to be used.

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

A monitor should supplement the display of the test classification.

### At the time checks:

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

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

#### **062.52.1**

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

#### **062.52.2**

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

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

### **062.53      TIME CARDS AND ROUTE CARDS**

#### **062.53.1**

Time cards and route cards for the first day's run will be issued during the preliminary examination or at the entry of the Parc Fermé the morning of the first day. For the second day's run, these will be issued to riders as they leave the Parc Fermé at the end of the first day's run or at the entry of the Parc Fermé the morning of the second day. Riders will be responsible for getting their time cards stamped at all time checks and route checks.

Time cards must be handed in at the end of each day or at the end of each lap. Deliberate failure to do so will result in the rider's disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

#### **062.53.2**

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

#### **062.53.3**

Any rider who fails to get his time card stamped at a time check, or intends to deceive the organisers by altering or obliterating any entry on his time card, or using another rider's card will be disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

#### **062.53.4**

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

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

#### **062.53.5**

A rider who misses a time check will be classified as retired (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

### **062.54 INDICATION OF TIME CHECKS**

The time checks will be indicated by white flags placed on both sides of the track 200 m before the control table and the 2 yellow flags placed 20 m before the control table. These flags will be placed so that they are at all times clearly visible to the riders.

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

### **062.55 PROCEDURE AT TIME CHECKS**

The timekeeping must be carried out in conformity with Art. 062.52. A clock synchronised with the time check clock will be positioned at the yellow flag located 20 metres before the control table. After the rider has passed the yellow flag with his motorcycle, he must immediately present his time card to the control table or on

request of an official. The arrival time at the time check is the time the front wheel of the motorcycle has crossed the line marked by the 2 yellow flags.

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

#### **062.55.1**

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

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

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

REGISTERED TIME = STARTING TIME FOR NEXT SECTION.

#### **062.58 LATE ARRIVAL**

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

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

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

**062.60 ROUTE CHECKS**

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

At each route check, the organiser must keep a check list indicating the passage of each rider by number and in order of arrival and note if possible the time the rider passes through.

Any rider who does not hand in a completed stamp card or whose passage is not recorded on each check list will be disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

**062.61 SUPER TEST (ST)**

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

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

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

It is recommended that this Super Test consist of an eight-shaped race, two riders side-by-side. The Start and finish must be exactly at the same place.

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

The 2 riders line up side-by-side at the starting gate. ONE EWC countdown clock only (visible from both riders) starts counting down from 30 seconds (horn sounds) and the drivers must start EXACTLY when the horn sounds again at 0. Any departure earlier or later than more than one minute will be penalized by a fixed penalty of 10 seconds. As soon as both riders cross the start/finish line, the next pair of riders (waiting a few metres behind the gate, OUTSIDE the racing lanes) will move in, line up on the starting gate and the starting marshal will start the countdown clock again.

This Super Test must be spectacular but not dangerous.

The highest number will be placed on the inside track. The riders will be paired for the Super Test and each pair of riders will start at the same time.

The organisers reserve the right to “match” competing riders where possible.

If a rider is not present on time at the starting line of the Super Test, he must wait until the end of his class to start and will be penalised by 20 seconds extra, added to his accomplished time. If he doesn't show at all or arrives at the starting line after the next class has started, his time will be equivalent to the time of the last rider of his class plus one minute penalty.

This Super Test would be an integral part of the 1<sup>st</sup> day and would be considered as the first test of the 1<sup>st</sup> day as well as being an integral part of the classification of the 1<sup>st</sup> day.

If a rider cannot finish the Super Test, following a fall or a mechanical problem, he, or somebody else, can bring his bike back to the Paddock. This rider will have to enter his bike into the Parc Fermé according to the usual procedure. His time will be equivalent to the time of the last rider of his class plus one minute penalty. He can then continue normally the next day.

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

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

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

The riders will have the possibility of getting to know the course in advance by walking around it. Any infringement of this rule, in advance of the timed test, will lead to disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

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

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

**The minimum recommended time for the ET and CT will be 5 min.  
The maximum recommended time for the XT is 3 min.**

The XT will be carried out in areas with sufficiently wide technical obstacles in order not to create a traffic jam. **The obstacles should be natural; artificial**

**obstacles should be the exception.** It should allow the technical and physical dexterity of the riders to be judged.

For the FIM Women's Enduro World Cup, in an Extreme Test, a by-pass of a difficult section can be planned.

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

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

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

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

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

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

All the tests must be approved by the FIM International Jury.

The ET and CT course must be selected so that the average speed does not exceed 50 km/h.

The XT course must be selected in such a way that the recommended average speed does not exceed 25 km/h.

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

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

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

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

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

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

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

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

The time of the test is registered when the rider crosses the finish line. The rider must cross the finish and may not stop within the next 30 metres. The 30-metre line must be clearly marked on the ground.

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

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

The rider who voluntarily leaves the test course or short-cuts the track can be disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

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

## **062.63 FINAL EXAMINATION**

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

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

For all classes and categories of motorcycles, only the rider must appoint the person who will dismantle his motorcycle at the end of the event. The dismantling must start within 30 minutes following the notification. If this fails to happen, the rider will be disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

If any engine is found to exceed the minimum or maximum authorised limit for the class (see Article 062.21) in which it was entered, the rider concerned will be disqualified from the event.

## 062.64 LIST OF PENALTIES

### 062.64.1 Time

- - Starting the engine in the waiting zone (062.33.6) 1 minute  
or on the starting line before the starting  
signal is given
- For every begun minute late in arrival at (062.36.2) 1 minute  
start line
- Not crossing the 20 metre line within one (062.36.3) 10 seconds  
minute after the starting signal has been  
given
- Stopping between yellow flags and (062.55) 1 minute  
control table at time check
- Late or early arrival at a time check; for (062. 57) 1 minute per minute  
every begun minute

### 062.64.2 Tests

- Tests ( ST, CT, ET, XT) Timed to 1/100 sec
- Rolling start (062.61) penalised 1 minute
- Start, didn't start before the zero is reached: (062.61)
- 1<sup>st</sup> offence: a warning
- 2<sup>nd</sup> offence: penalised 20 seconds
- 3<sup>rd</sup> offence: penalised 1 minute
- 4<sup>th</sup> offence: disqualified 1 day
- Involuntary exit from the route of the test (062.62) **Up to** 5 mins added  
and not returning to the place from where  
the exit was made to the time made by  
the rider
- Modify the course of a timed test (062.61.5) 1 minute (minimum)

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

- Missing marking, or official substitute marking.	062.23.1 & 062.24.1	
- Exceeding maximum permitted sound level during the event:	(062.23.2)	
1 <sup>st</sup> offence:	penalised 1 minute	
2 <sup>nd</sup> offence:	disqualified 1 day	
- Fuel not in conformity with the Enduro Technical Rules	062.24.2	
- Behaviour contrary to the Sporting Code in the Parc Fermé	062.32/35	
- Entering the Parc Fermé with engine running. Refuelling or carrying out repairs while proceeding from time check to Parc Fermé.	062.32.3	
- Starting the engine in the Parc Fermé.	062.32.5	
- Smoking in the Parc Fermé or in the starting area	062.32.6 & 062.33.2	
- Working on the motorcycle in the starting area before the starting signal is given	062.33.2	
- Being more than 15 minutes late at the start.	062.36.2 disqualified 1 day	
- Refuelling outside areas provided for this purpose by the organisers, or carrying fuel other than in the fuel tank.	062.37	
- Not stopping the engine during refuelling	062.37	
- Carrying out any kind of welding work in the refuelling areas	062.37	
- Non-authorized assistance; receiving spare parts or tools outside the time checks with refuelling.	062.37.2	
- Using extraneous motive power	062.40	

- Being accompanied by another rider	062.41	
- Riding outside the marked route; riding in the wrong direction, not observing the marked route.	062.42	
- Not observing traffic regulations	062.43 disqualified 1 day	
- Altering a time card and/or punch card or using another rider's card.	062.53.3	
- Missing a time check	062.53.5	
- Late arrival at a time check exceeding 15 min. after original starting time. (30' for the women).	062.58 disqualified 1 day	
- Missing or not stopping at a route check	062.60 disqualified 1 day	
- Practising on the course of tests	062.61	
- Intentionally leaving the test course	062.61	
- Engine capacity exceeding the minimum or maximum limit authorised for the class that is stated on the entry form.	062.63	

## GENERAL REGULATIONS

### 062.70 OFFICIALS

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

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

Only those persons on this list will be recognised as officials as well as the Clerk of the Course and the Jury Members.

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

#### **062.71 ACCEPTANCE OF OFFICIAL DECISIONS**

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

#### **062.73 PROTESTS**

Protests must be lodged according to Art. 4 of the FIM Disciplinary and Arbitration Code and the Supplementary Regulations and be accompanied by a fee of 30 EUR or the equivalent amount in local currency (convertible), returnable if the protest is justified.

Protests must be submitted no later than as follows:

##### **062.73.1**

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

##### **062.73.2**

Any protest, for the first or the second day, must be lodged to the FIM International Jury within 30 minutes after the non official results signed by the Clerk of the Course have been posted along with the handwritten time of posting.

Following a decision of the FIM International Jury concerning a protest, an appeal may be lodged according to the FIM Disciplinary and Arbitration Code.

#### **062.74 FINES AND PROTEST FEES**

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

**062.75 INTERPRETATION OF REGULATIONS**

The interpretation of these regulations and the SR is the responsibility of the CEN (see Art. 4 of the Sporting Code). Any matter not provided for therein will be subject to interpretation by the FIM International Jury.

**062.76 PUBLICATION OF RESULTS**

The daily complete results of the FIM Enduro World Championship should be published as soon as possible. However, if this presents difficulties, the times and points for each day must be published before the evening FIM International Jury meeting, and the riders must be informed of the results of the previous day before they start on the second day's run.

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

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

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

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

If a rider is absent from the Prize-Giving Ceremony or Press Conference, without the prior approval of the Clerk of the Course, he will be given a fine of 300 EUR. If the rider does not pay the fine within 90 days following the end of the event, he can be disqualified from the event.

**062.78 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.

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

064.1	General .....
064.2	Classes-motorcycles .....
064.3	Age of the riders .....
064.4	Entries .....
064.5	Start .....
064.6	Riders' Licences .....
064.7	Results and classifications .....

**064.1 GENERAL**

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

**064.2 CLASSES-MOTORCYCLES**

Name of the class: Junior Enduro

Motorcycles: Classes E1, E2 and E3 of the FIM Enduro World Championship

Number plates: Green background  
White numbers

**064.3 AGE OF THE RIDERS**

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

**064.4 ENTRIES**

Riders can enter all events counting for the FIM Junior Enduro World Championship.

However, only riders who have not finished in the top 10 in the final classification of the FIM Enduro World Championship in the Enduro 1, Enduro 2 and Enduro 3 classes during the last three years, will be accepted to participate in the FIM Junior Enduro World Championship.

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

All entries shall be sent to the organiser via the rider's FMN on the official entry form which shall carry the approval stamp of the FMN.

The closing date for the receipt of entry is 30 days before the event.

#### **064.5 START**

The Junior Enduro riders start after the Enduro 1, Enduro 2 and Enduro 3 classes (according to Art. 062.34).

#### **064.6 RIDERS' LICENCES**

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

#### **064.7 RESULTS AND CLASSIFICATIONS**

The FIM Junior Enduro World Championship will take place at each event of the FIM Enduro World Championship.

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

## REGULATION 067 FIM YOUTH ENDURO WORLD CUP

067.1	General .....
067.2	Classes-motorcycles .....
067.3	Age of the riders .....
067.4	Entries .....
067.5	Start.....
067.6	Riders' Licences .....
067.7	Results and classifications .....

### **067.1 GENERAL**

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

### **067.2 CLASSES-MOTORCYCLES**

Name of the class: Youth Enduro

Motorcycles: from 100cc to 125cc, 2-stroke

Number plates: Blue background  
White numbers

### **067.3 AGE OF THE RIDERS**

The riders entering for the FIM Youth Enduro World Cup must be aged less than 20 years (at 1<sup>st</sup> January of the year of the Championship) and holders of a valid driving licence.

### **067.4 ENTRIES**

All entries shall be sent to the organiser via the rider's FMN on the official entry form which shall carry the approval stamp of the FMN.

The closing date for the receipt of entries is 30 days before the event.

### **067.5 START**

The Youth Enduro class starts after the Enduro 1, Enduro 2, Enduro 3 and Junior Enduro classes (according to Art. 062.34)

#### **067.6 RIDERS' LICENCES**

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

#### **067.7 RESULTS AND CLASSIFICATIONS**

The FIM Youth Enduro World Cup will take place at each event of the FIM Enduro World Championship but only the **X-4** best results of each rider count towards the final classification of the FIM Youth Enduro World Cup.

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

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

068.1	General
068.2	Classes-motorcycles
068.3	Age of the riders
068.4	Entries
068.5	Start
068.6	Riders' Licences
068.7	Results and classifications
068.8	Particular provisions

### **068.1 GENERAL**

The total number of events scheduled in the calendar of the FIM Women's Enduro World Cup is minimum 2 and maximum 5. The events will be according to Regulations 062 and 068.

### **068.2 CLASSES-MOTORCYCLES**

Name of the class: Women's Enduro

Motorcycles: Classes E1, E2 and E3 of the FIM Enduro World Championship

Number plates: Purple background  
White numbers

### **068.3 AGE OF THE RIDERS**

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

### **068.4 ENTRIES**

Riders can enter all events counting for the FIM Women's Enduro World Cup.

All entries shall be sent to the organiser via the rider's FMN on the official entry form which shall carry the approval stamp of the FMN.

The closing date for the receipt of entry is 30 days before the event.

## 068.5 START

The Women's Enduro riders start after the Enduro 1, Enduro 2, Enduro 3 and Junior Enduro classes (according to Art. 062.34).

## 068.6 RIDERS' LICENCES

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

## 068.7 RESULTS AND CLASSIFICATIONS

The FIM Women's Enduro World Cup will take place at events of the FIM Enduro World Championship, between 2 events minimum and 5 events maximum (over two days).

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

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

## 068.8 PARTICULAR PROVISIONS

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

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

- Allowed to complete only from 50 to 75% of the course (Art. 062.2)
- Time allowed in the time check 10% greater (Art. 062.51.5)
- By-pass of a difficult section in an Extreme Test (Art. 062.62).
- **A rider who arrives at a time check more than 30 minutes after his original target arrival time on each time check is automatically classified as retired. However, the rider may, in certain circumstances such as are provided for in Art. 062.59, continue in the event until the FIM International Jury takes the final decision. (Art. 062.58).**

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

## **FIM STANDARDS FOR ORGANISERS OF ENDURO WORLD CHAMPIONSHIP EVENTS**

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

### **1. TIME CHECKS**

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

### **2. TESTS**

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

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

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

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

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

The FIM International Jury must inspect all the tests before the event (in conformity with Art. 062.61).

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

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

For the tests, the organiser must install TV monitors displaying the times of the tests. If, during the ET and XT tests, there is no monitor, the organiser must forward to the managers details such as the starting and finishing time of a rider in these tests to allow the calculation of the time.

### **3. ROAD SIGNS**

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

### **4. STARTING PLACE**

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

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

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

The final working area must have sufficient dimensions to meet the highest requirements according to the location and type of the event. The ground must be of a sufficiently solid surface (asphalt or gravel) to permit competitors' transport vehicles to circulate on it in all weather conditions. The organisers must ensure a rational distribution of parking places for vehicles. "Roads" must always be open to assure, at any time, passage for vehicles to leave the final working area. Sanitary facilities (at least toilets) are obligatory. Rubbish containers, receptacles for the recuperation of oil, cooling water, fuel, etc. must be provided in sufficient quantities.

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

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

The riders' paddock shall:

- be located next to an inhabited region and services: hospital, supermarket, pharmacy, service station, etc;
- have sufficient area;
- be situated on an asphalted surface allowing the competitors' vehicles to circulate under all weather conditions;
- be organised according to the dimensions of the riders' and manufacturers' vehicles and motor homes. The riders' and mechanics' private vehicles shall not be allowed in the paddock;
- have, next to the paddock, a parking place for the private vehicles of the riders, teams, manufacturers and the press;
- have open roads to ensure, at any time, passage for vehicles to leave the paddock;
- have separate sanitary facilities for men and women (including toilets and showers);
- have a full supply of drinking water and electric points;

- be provided with sufficient rubbish containers. The organiser should take care of the cleaning services;
- be provided with containers to receive used oils and lubricants.

## **7. PRACTICE AREA**

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

## **8. PARKING FOR PRESS, FIM INTERNATIONAL JURY AND OFFICIALS**

Separate parking places for Press, Jury Members and Officials must be installed and specially marked.

## **9. FIM INTERNATIONAL JURY ROOM**

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

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

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

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

## **10. PRESS ROOM**

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

## **11. HOTEL LIST**

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

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

## 12. RESULTS

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

The organiser must send the results by e-mail to the FIM Administration at the latest the morning following the end of the event and give the Jury President a diskette containing the results, the minutes of the FIM International Jury meetings and any documents deemed useful by the Jury (safety measures, circular letters, route maps, etc.).

## 13. PRIZE-GIVING CEREMONY

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

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

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

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

## 15. SUPPLEMENTARY REGULATIONS

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

## 16. INSTRUCTIONS FOR SERVICING

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

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

**17. GENERAL**

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

**STANDARD MODEL "SUPPLEMENTARY REGULATIONS"  
FOR THE FIM ENDURO WORLD CHAMPIONSHIP**

**ANNOUNCEMENT**

The \_\_\_\_\_ Club will promote the \_\_\_\_\_ round of the 200\_\_ FIM Enduro World Championship on behalf of the \_\_\_\_\_ Federation. The event will be held in accordance with the Sporting Code of the FIM together with the relevant Appendices, these Supplementary Regulations and any final instructions approved by the FIM International Jury.

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

IMN No \_\_\_\_\_

**ACCESS**

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

**Organiser:**

Name (Club): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Tel. no.: \_\_\_\_\_  
 Fax no.: \_\_\_\_\_  
 E-mail: \_\_\_\_\_

**Accommodation service:**

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Tel. no.: \_\_\_\_\_  
 Fax no.: \_\_\_\_\_  
 E-mail: \_\_\_\_\_

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

**Secretariat of the event:**

Address: \_\_\_\_\_  
 Tel. no.: \_\_\_\_\_  
 Fax no.: \_\_\_\_\_  
 E-mail: \_\_\_\_\_  
 Internet: \_\_\_\_\_

**1. ENTRIES**

Entries must be made on the official entry form and sent to the Secretariat of the event, together with the entry fee of 205 EUR for the 2 days.

Bank account (including the Swift Code): \_\_\_\_\_

All entries must be received by \_\_\_\_\_ (30 days before the first day of the event).

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

**2. TECHNICAL CONTROL AND REGISTRATION**

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

During the registration, transponders, holders & mounting instructions will be distributed to participants who are not already in possession of the correct support. The cost of each holder is 10€ (non-refundable).

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

At the technical inspection the rider must submit his FIM Rider's Licence, Driving Licence, International Insurance Certificate (Green card) together with his helmet.

The Supplementary Regulations of the events under winter conditions must include the drawing of the studded tyres in conformity with Art. 062.3.

### 3. STARTING ORDER

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

### 4. COURSE

#### STAGE 1

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

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

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

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

#### STAGE 2

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

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

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

### 5. PENALTIES

Penalties to be in accordance with Art 062.64.

### 6. HEADQUARTERS AND FIM INTERNATIONAL JURY MEETINGS

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

The FIM International Jury meetings will be held at \_\_\_\_\_ (venue) according to the standard schedule.

### 7. AWARDS

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

## 8. PRIZE-GIVING CEREMONY

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

## 9. OFFICIALS

**FIM** President of the Jury: \_\_\_\_\_ FIM Licence No: \_\_\_\_\_  
 FIM Jury Member: \_\_\_\_\_ FIM Licence No: \_\_\_\_\_  
 FMNR Jury Member: \_\_\_\_\_ FIM Licence No: \_\_\_\_\_  
 FIM Technical **Delegate** \_\_\_\_\_ FIM Licence No: \_\_\_\_\_  
 FIM Race Director \_\_\_\_\_ FIM Licence No: \_\_\_\_\_  
**FIM Course Inspector:** \_\_\_\_\_  
 Clerk of the Course: \_\_\_\_\_ FIM Licence No: \_\_\_\_\_  
 FIM Medical Delegate: \_\_\_\_\_ FIM Licence No: \_\_\_\_\_  
 FIM Environmental Delegate: \_\_\_\_\_ FIM Licence No: \_\_\_\_\_  
 FMNR Technical Steward: \_\_\_\_\_ FIM Licence No: \_\_\_\_\_  
 Timekeeper: \_\_\_\_\_ FIM Licence No: \_\_\_\_\_  
 Environmental Steward \_\_\_\_\_ FIM Licence No: \_\_\_\_\_  
 Chief Medical Officer: \_\_\_\_\_ FIM Licence No: \_\_\_\_\_  
 Secretary of the event: \_\_\_\_\_  
 Jury Secretary: \_\_\_\_\_

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

FMN Delegates: In accordance with Art. 062.6.1

## 10. HOTEL LIST:

Hotel list with the distances from the site:

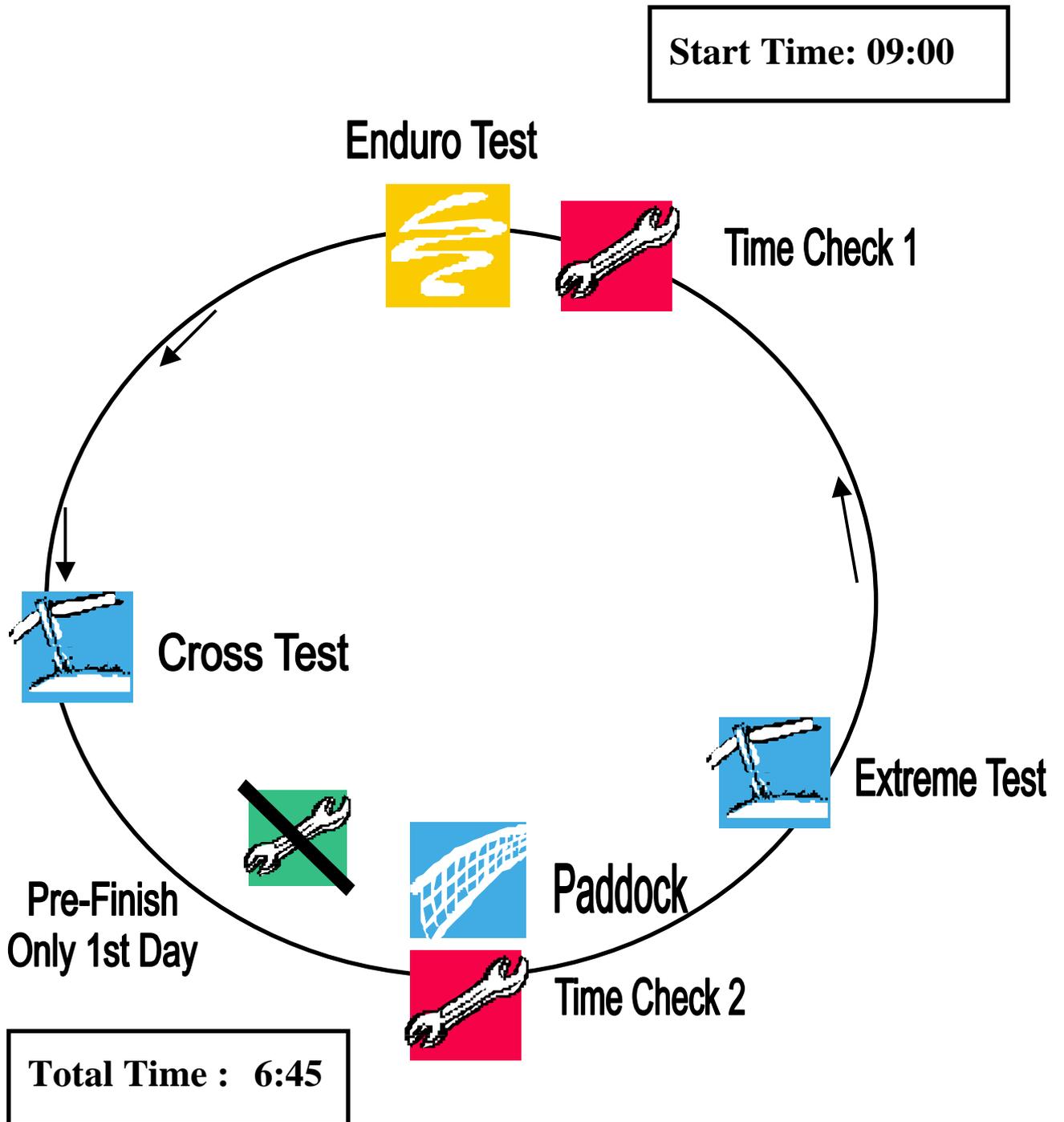
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## STANDARD SCHEDULE FOR THE FIM ENDURO WORLD CHAMPIONSHIP

Thursday	09:00	Opening of paddock
	13:30-18:30	Opening of practice area
	14:00	Opening of headquarters
	14:00	Opening of press room
	18:00	Meeting with the organisers and the Jury President
Friday	8:30-10:00	Opening of practice area
	09:00	1 <sup>st</sup> Jury Meeting
	09:00-11:00	Administrative control
	<b>11:30-14:30</b>	Technical control
	<b>15:00</b>	2 <sup>nd</sup> Jury Meeting
	<b>16:00</b>	<b>Riders' Briefing</b>
	18:00 or 19:00- 21:00 or 22:00	Possible Super Test (Prologue)
Saturday	09:00	1 <sup>st</sup> Start
	Immediately after the arrival of the last rider for the 3 first classified per class	Prize-Giving Ceremony organised by the promoter
	19:00	3 <sup>rd</sup> Jury Meeting
Sunday	09:00	1 <sup>st</sup> Start
	Immediately after the arrival of the last rider for the 3 first classified per class	Prize-Giving Ceremony organised by the promoter
	17:00	4 <sup>th</sup> and last Jury Meeting