



FÉDÉRATION
INTERNATIONALE
DE MOTOCYCLISME



Enduro Regulations
Règlements Enduro

Enduro Regulations
Règlements Enduro

2004

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Articles amended as from 01.01.2004 are in bold type
Les articles modifiés dès le 01.01.2004 sont en caractères gras

APPENDIX 062

INDIVIDUAL WORLD TWO DAYS' ENDURO CHAMPIONSHIP

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062.1 GENERAL

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

Every competition shall be run over two days and 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 Individual World Two Days' Enduro Championship round.

Within the Individual Two Days' World Championship a contest of overall classification is also specified (regardless of classes).

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. The total distance to be covered must not be less than 200 km and not more than 30% 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 must be between five and seven and a half hours, including the twenty minutes of the last time check, based on the B time.

The direction for riding along the course may be the same on both days. If so, then the Special Tests may be timed on the first lap, on the second day.

For safety reasons, the organiser should arrange that all participating FMNs have the opportunity of inspecting the itinerary of the whole event by sending one person who does not participate in the competition with a motorcycle around the course foreseen for the different days, under the organiser's supervision.

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

The name of the persons doing the reconnaissance of the course should be indicated by their FMN to the Secretariats of the Organisation and the FIM, 15 days before the first day of the event.

The list will be communicated to the International Jury and the Clerk of the Course before the start of the reconnaissance lap.

The reconnaissance lap will take place on the Friday of the event at 11.00am. The organiser must ensure that the entire course is completed, including the special tests.

The organiser, the Clerk of the Course and the International Jury should take into consideration the advice of these pre-riders.

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 International Jury.

The SR shall contain important local details on such matters as the course, average speeds, safety conditions, entry fee, 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 Executive Secretariat 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.ch.

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

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

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

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 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:

- Jury President, Jury Member(s), CER Technical Member(s)
- FMN Delegate (Sporting Steward)
- Clerk of the Course
- FMNR Technical Steward
- FIM Environmental Official
- **Chief Medical Officer**
- **Timekeeper**

062.5.2 Incompatibilities of officials

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

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 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the meeting. He cannot be a voting member of the 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 meeting, e.g. suspension, disqualification or any other ban on riding;
- To postpone the start of a meeting 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 a meeting prematurely or to cancel part of the course or the entire meeting;
- To prevent a rider or a motorcycle from starting, or to order his withdrawal from the meeting if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected, he may propose penalties to the 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 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 International Jury and to have the provisional results of the meeting approved;

062.5.5 Timekeepers

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

062.5.6 FIM Environmental Official

The FIM Environmental Official, 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 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 CER and send it to the FIM Executive Secretariat and hand a copy to the Jury President.

062.5.7 The 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 International Jury will also include a Medical Delegate and a Technical Delegate, without voting right.

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

- The Clerk of the Course
- The Members of the Management Council, the Presidents of the permanent Commissions and Panels, the FIM Chief Executive Officer and the administrative staff of the sporting Commission concerned

- The FIM Environmental Official
- The FIM Environmental Delegate
- **The Chief Medical Officer**
- The Representative elected by the Manufacturers

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

062.5.7.1 The Jury President

The Jury President is appointed by the FIM.

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

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.

062.5.7.2 Duties of the Jury President

He shall call a meeting of the International Jury at the start of the event and during this meeting the 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 meeting.
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the meeting.
- 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 meeting 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 meeting, the President will call a meeting of the 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 meeting. He must also sign, with the Secretary to the Jury, all minutes of the meetings.

He shall send the following documents to the Executive Secretariat within 72 hours of the finish of the meeting:

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

062.5.8 Terms of reference of the International Jury

The International Jury exercises supreme control of the meetings 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 meeting in which they have a supervising and disciplinary function. All civil and legal liabilities lie with the organisers. The 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 International Jury is the only disciplinary body of the meeting competent to adjudicate upon any protest that may arise during the meeting, subject to the right of further appeal.

The 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 a meeting; to have the course improved, to prematurely stop or cancel part or the entire meeting because of urgent safety reasons or for any other reasons of "force majeure".

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

062.5.9 Procedure at Jury Meetings

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

062.5.10 Publication of the Jury decisions

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

062.5.11 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 Executive Secretariat within 72 hours of the meeting.

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 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 Jury meetings. He must hold 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 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 International Jury and to receive the remarks of the Delegates.

062.6.2 Team Manager

Any FMN participating in a meeting 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 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 **twenty** best riders classified in each class and the **twenty** best riders in the overall classification will be awarded with points according to the following scale at the end of each day of the competition:

25 points to the 1st	10 points to the 11th
22 points to the 2nd	9 points to the 12th
20 points to the 3rd	8 points to the 13th
18 points to the 4th	7 points to the 14th
16 points to the 5th	6 points to the 15th
15 points to the 6th	5 points to the 16th
14 points to the 7th	4 points to the 17th
13 points to the 8th	3 points to the 18th
12 points to the 9th	2 points to the 19th
11 points to the 10th	1 point to the 20th

During the Series, if a rider has already obtained points, he will no longer be allowed to move to another 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.
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 noise control test (see Art. 062.21, 062.22, 062.23).
4. The riders disqualified by the Clerk of the Course can proceed as stated under points 1, 2 and 3 above and wait for the confirmation by the International Jury (see Art. 062.36.5).

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" –	25 points
Rider B 28'20" –	25 points
Rider C 30'00" –	20 points

The results for each meeting of the Individual World Two Days' Enduro Championship will count towards the final riders' and manufacturers' classification.

For the manufacturers' classification, only the points awarded to the motorcycle of each manufacturer 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 World Championship is the World Champion in his class, according to Art. 062.1.

A Cup will reward the rider who had scored the highest total number of points, in overall classification, in the competitions counting for the World Championship, for all classes combined, according to Art. 062.1.

A tie at the end of the Individual World Two Days' Enduro 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.

062.9.1 Team Enduro World Cup

A Team Enduro World Cup will be run in parallel to the Individual World Two Days' Enduro Championship, by taking into consideration the 3 best placings of each team for each day of the Enduro World Championship.

Each team will be composed of 4 riders of whom at least one must be aged less than 23 years old (at 1st January of the year of the Championship). The teams must make their inscription to the Team Enduro World Cup 30 days before the first event of the Championship.

At the end of the Enduro World Championship, a Cup will be awarded to the team which has scored the most points.

In case of a tie between teams at the end of the Team Enduro World Cup, the decision will be based on the majority of best places (25 pts) achieved by each rider of the team during the Championship. If a further tie exists, it will be decided by the majority of the best second places (22 pts), of the third places (20 pts), and so on until the majority of the twentieth places (1pt). If a further tie exists, it will be decided by the majority of points scored by the rider aged under 23.

062.10 PLACINGS AND RESULTS (PREMATURE STOPPAGE)

If any event is stopped prematurely by the 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 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 RIDER'S LICENCE

Each rider entered must hold 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 INSCRIPTIONS AND PARTICIPATION

The following are admitted to the Enduro World Championship:

- **all the riders who scored points in the World Championship of the previous year. (They must make a pre-inscription before 15 January of the year of the Championship).**
- 20 riders, chosen by the CER, coming from the best riders of the Continental Championships proposed by the CONUs. (CONUs' proposals must be received at the FIM before 15 **January** of the year of the Championship).
- **10 riders will be added as wild cards by the FMNR. (The FMNR must send to the FIM Executive Secretariat a list with the names of the wild card riders 20 days before the event).**

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

No entries shall be accepted after the closing date stated in the SR.

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

The maximum enrolment fee must be CHF 250.– (€ 170.–) 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 directly to the organiser. The organiser can accept the inscription payment during the preliminary inspections plus 50% if the conditions (see Article 062.3) are respected.

Any cancellation 15 days before the event will be totally reimbursed. Any cancellation due to an injury certified by the FMN will be totally reimbursed if the cancellation is confirmed within three days of the preliminary inspections.

The closing of the inscriptions for each round of the 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. The refusal notification must be sent in writing to the applicant at the latest during the 72 hours that follows the closing of the inscriptions. The notification must be sent to the FIM Executive Secretariat, the CER and to all the FMNs that have riders who sent an entry form within the time limit.

The CER reserves the right to reinstate the rider if the decision does not come from the FMN or the FIM Secretariat.

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 Individual World Two Days' Enduro 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 entered must, throughout the competition, comply with the International Vienna Convention of 1968.

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, as well as all other devices specified in the S.R.

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

Each motorcycle in the Parc Fermé must be equipped with a side-stand in order to guarantee its stability (see Article 26.01 of the Enduro Technical Rules). The stand must be part of the motorcycle chassis as homologated. In the absence of this 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 31.01 of the Enduro Technical Rules.

062.23 INTRINSIC PARTS OF THE MOTORCYCLE (Noise control, static method)

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, whether or not they are essential to the running of the machine. 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. 062.23.2.

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 side
Silencer	paint*	1	

* or non removable (destructible) sticker.

Marking is restricted to these **five** parts only.

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

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

062.23.2

Motorcycles must pass the noise 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.

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

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

If, during the test, the machine exceeds by 2 dB/A, the maximum level allowed, the rider will be penalised with 60 seconds the first time and 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 noise control test, the rider must immediately solve the problem before the next noise control test.

For repairs, control, etc. the following applies:

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

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

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

After the 30 minutes, if the noise level is above the required standard, 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 noise control test will be carried out during the 30 minutes allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider will be 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.

062.23.4

Before marking the silencer the noise level of every motorcycle will be measured according to the Enduro Technical Rules.

062.24 EXAMINATION OF MOTORCYCLES DURING THE MEETING

062.24.1 Examination of machines

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

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

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

Each machine shall be in a perfect condition to the satisfaction of the Technical Steward.

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 meeting.

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 CHF 1'200.– (€ 800.–) paid to the International Jury or the FIM (supplementary controls).

GENERAL ORGANISATION

062.31 CHANGE OF MOTORCYCLE

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

062.32 PARCS FERMES

062.32.1

The meeting is organised on a Parc Fermé (closed control) system which means that apart from the time spent on the road and the time occupied each day prior to the start as provided for in Art. 062.36, the motorcycles are in the custody of the FMNR.

062.32.2

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

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).

062.32.4

Access to the starting area is strictly forbidden to anybody except for the Jury members, the Jury delegates, especially designated officials and the riders assembling at the start at the exit of the Parc Fermé.

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

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 meeting:

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

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 equipped with a side-stand (see Art. 062.22.2).

062.33 STARTING AREA

This area consists of:

- Parc Fermé
- Starting Area

062.33.1

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

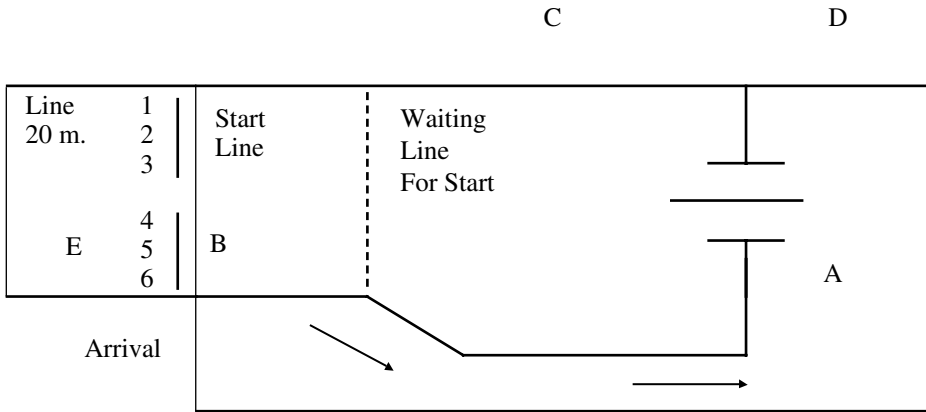
062.33.2

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. It is not permitted to work on the motorcycle in that area 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 = 2 lines must be provided with room for 3 riders on each line

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

062.33.3

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

062.33.4

Only Jury members, FMN delegates, representatives and officials designated in the Supplementary Regulations are permitted access to the starting area. The organiser and the 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.

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

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.

062.33.7

No persons, other than those listed in Art. 062.32.4, are allowed into the starting area.

062.34 STARTING ORDER AND ALLOCATION OF NUMBERS

062.34.1 Starting order

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

The riders will start class by class, in their respective classes, following the overall classification of the preceding year. The wild cards will start last in their respective classes.

If one of the riders from the overall 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.

As from the second event:

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.

062.34.2 Allocation of numbers

Every year, the CER issues starting numbers to the riders. Every rider participating in the Individual Enduro World Championship will be allocated a permanent starting number.

The CER will publish the list with the names and numbers **of the riders** during the Conference Meetings.

All the riders entered for the Enduro World Championship must have their name written on the back of their jersey or shirt at the top in characters of 10cm minimum (**not compulsory for the wild cards**).

062.34.3 Starting order by event

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

1st event:	Enduro 1, 2, 3
2nd event:	Enduro 2, 3, 1
3rd event:	Enduro 3, 1, 2
4th event:	Enduro 1, 2, 3
5th event:	Enduro 2, 3, 1
6th event:	Enduro 3, 1, 2
7th event:	Enduro 1, 2, 3
8th event:	Enduro 2, 3, 1
9th event:	Enduro 3, 1, 2
10th event:	Enduro 1, 2, 3

062.35 PREPARATION FOR START

Each morning before the event, 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.

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 minute late. The minute in which the riders arrive at the start line will be considered as the new start time and before the minute expires, they must observe the start procedure under Art. 062.36.1. Riders more than 30 minutes late will be disqualified and not allowed to start.

062.36.3

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

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 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 REPLENISHMENTS - ASSISTANCE

062.37.1

- Replenishments can only be made at the official replenishment depots indicated by the organisers at all the time checks between the white flag and the yellow flag unless prohibited by the organiser.
- The replenishment station before the final time check must be situated in the final working area.
- Replenishment is forbidden between the yellow flag and the time check table.
- Replenishment (fuel) is only authorised at the time checks indicated by the organiser and at the last time check (in the working area).
- No additional time is granted for replenishments.
- Refuelling is not authorised in the starting area.
- No fuel may be carried other than in a tank or container permanently attached to the machine. The penalty for breaking this rule is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).
- **It is forbidden for a rider to carry any inflammable liquid under penalty of disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code). The Technical Steward can carry out the test on the spot.**
- The penalty for receiving replenishment outside these designated areas is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).
- The engine must be stopped during replenishment. The penalty for not respecting this rule is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

- **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 time penalty.**
- For every 50 km, there must be a minimum of one replenishment station.

062.37.2

Assistance and outside assistance are only authorised at the time checks with replenishment and in the final assistance area of the last time check.

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).

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

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 replenishment or for any other reason, unless authorised by the organiser.

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

062.37.3

The use of an environment mat, or other effective device, is obligatory at the place where assistance and refuelling is authorised by the organiser. The penalty for breach of this regulation will be a fine of CHF 100.– (€ 68.–) 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.

062.37.4

Any welding work in replenishment areas is forbidden under penalty of disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

062.38 EXTRANEOUS MOTIVE-POWER FORBIDDEN

Throughout the meeting, outside the time checks with assistance, 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).

062.39 OUTSIDE ASSISTANCE

Outside assistance is authorised only at the time checks with assistance and at the last time check of the day in the working area.

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

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

The penalty for receiving outside assistance is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

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

062.39.1

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

062.39.2

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

062.39.3

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

The penalty for any use of electric or pneumatic tool is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

062.40 UNAUTHORISED CONTACTS

It is forbidden for riders, under penalty of disqualification, to receive or transmit communications by radio.

062.41 RETIREMENTS

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

- 1st day: blue
- 2nd day: red

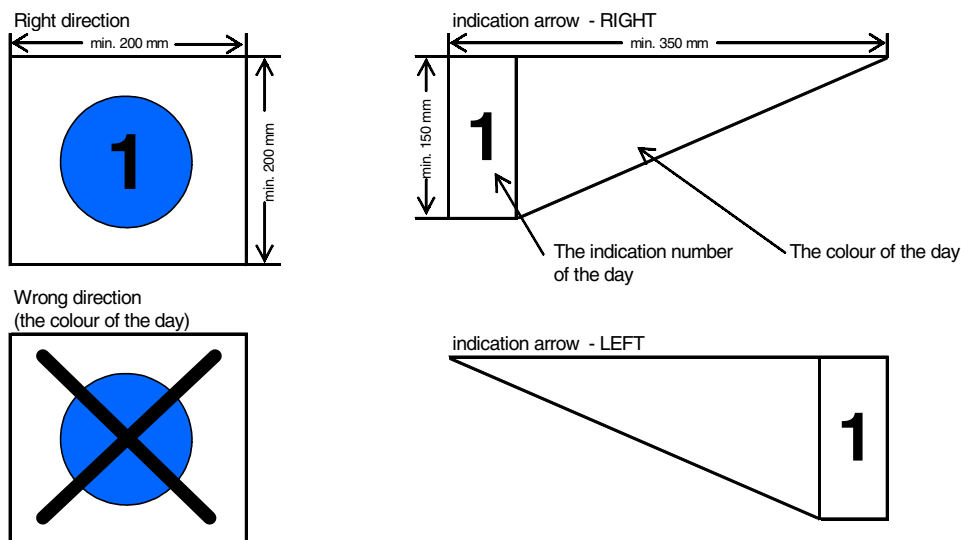
If the route goes in the same direction for the two days of the event, this will be indicated only by the colour red.

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

Time checks will be set up:

062.51.1

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

062.51.2

At the entrance to the Parc Fermé at the end of each day's run.

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

At certain points selected by the organiser for time checks during special tests.

062.51.5

The maximum average speed to be maintained between one time check and the next must be 50 km/h. If the Clerk of the Course and/or the 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.

062.51.6

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.

062.51.7

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 World Championships, a timekeeper must use:

At the special tests:

An 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 screen should supplement the display of classifications.

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 clock synchronised to the apparatus and placed at the yellow flags will indicate the time to the riders.

062.52.1

A timekeeper officiating at a World Championship must have at his disposal a reserve chronometer (as described in the second paragraph of this article) in order to make up for any possible breakdown of the instruments normally being used.

062.52.2

The instruments detailed above must have a first class certificate of accuracy issued by an official National Observatory or Institute of Horology. The date of issue of this certificate must not be more than 2 years prior to the date of the competition.

062.52.3

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

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

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

A rider may pass the final time check at the entrance to the Parc Fermé before the scheduled time without penalty. At each time check, the organiser must keep a check list on which are 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 service, where assistance will not be allowed. The riders will have **10** 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 minute early or late arrival according to the time check clock.

REGISTERED TIME = STARTING TIME FOR NEXT SECTION.

062.58 TIME LIMIT

A rider who arrives at a time check more than **15** minutes after his original starting time for the day's run is automatically disqualified. However, the rider may, in certain circumstances such as are provided for in Art. 062.55, continue in the event until the International Jury takes the final decision.

062.59 CLAIMS TO SPECIAL TIME ALLOWANCE

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

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 SPECIAL TESTS

The special tests should be completely free of any riding tracks. If this is not the case the International Jury can demand that the Organiser change the course. The total length of special tests allowed for the two-day competition must be at least 60 km.

The venue and the length of the tests must be published 48 hours before they take place.

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

062.61.1 Cross Test (CT)

At least two closed course tests, designated as Cross Tests (CT) – which can be the same for each performance – not too difficult or dangerous will be specially prepared. The distance for these tests will be between 3 and 7 km provided that the safety measures described in the rules are strictly observed. A safety zone, minimum width one metre, access to which shall be forbidden for all spectators, shall be established on all bends and at any other danger points.

The closed Cross Test course must be marked not later than **48** hours before it is needed. Riders may inspect these test courses on foot but not by wheeled vehicle. 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).

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

Timekeeping will be to 1/100th of a second in conformity with Art. 062.52.

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

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

062.61.2 Enduro Test (ET)

At least two timed Enduro tests (ET) must take place each day. These tests **may** be in the form of a Cross Test. The distance for these tests shall be between 3 and 7 km provided that the safety measures described in the rules are strictly observed. Under no circumstances will the location of these tests be secret.

The riders will have the possibility to get to know the course in advance by walking around it or at the first lap. They may be timed during the first lap and they will be timed during the following laps. No practising will be allowed and the penalty for practising is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

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

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

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

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

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

The start and finish **may** be at the same place. If this is not possible, there must be a radio connection between them.

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

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

Timing will be to 1/100 second in conformity with Art. 062.52.

All tests must be approved by the International Jury.

The location shall be published at least 48 hours before the test is required.

062.61.3 Extreme Test (XT)

At least one timed Extreme Test (XT) must take place each day. This test will be carried out in the form of areas with sufficiently wide technical obstacles in order not to create a traffic jam. It should allow the technical and physical dexterity of the riders to be judged.

The maximum distance of this test is of +/- 1 km or of a maximum of +/- 3 mn provided that the safety measures described in the rules are strictly observed. These tests will, under no circumstances, be secret events.

The riders will have the possibility to get to know the course in advance by walking around it or riding it on the first lap, untimed. No practising will be allowed and the penalty for practising is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

The tests (XT) must not be dangerous. The course should be selected in such a way that the average speed does not exceed 25 km/h.

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

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

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

The start and finish **may** be at the same place. If this is not possible, there must be a radio connection between them.

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

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

Timing will be to 1/100 second in conformity with Art. 062.52.

All tests must be approved by the International Jury.

The location shall be published at least 48 hours before the test is required.

Outside assistance, except that given by organisation officials who are identified by a bib, is not authorised. The penalty for the non-respect of this rule is a time penalty equal to the worst time made in the special test to which will be added 5 minutes. A member of the International Jury will pay particular attention to the respect of the rules and to the efficient running of the test.

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

62.61.4

The classification of riders in special 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 can be penalised 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).

62.61.5

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 timed test.

062.62 TIME CHECKS FOR SPECIAL TESTS

All special tests must start at a distance of not more than 1 km after a time check, except Art. 062.61.2 and 062.61.3. The start of a special 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. A white starting line will be marked on the ground and 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 rider who crosses the finish line must continue the marked route without stopping. The time of the special test is registered when the rider crosses the finish.

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 maximum capacity of the class 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 starting area before the starting signal is given (062.33.6) 1 minute
- Not crossing the 20 metre line within one minute after the starting signal has been given (062.36.3) 10 seconds
- For every minute late in arrival at start line (062.36.2) 1 minute
- Stopping between yellow flags and control table at time check (062.55) 1 minute
- Late or early arrival at a time check; for every full minute (062.57) 1 minute per minute

062.64.2 Special tests

- Special Tests (CT, ET, XT) Timed to 1/100 sec
- Involuntary exit from the route of the test and not returning to the place from where the exit was made (062.61) 5 mins added 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)

- Exceeding maximum permitted noise level: (062.23.2)
1st offence: penalised 1 minute
2nd offence: disqualification
- Missing marking, or official substitute marking. 062.23.1 & 062.24.1
- Fuel not in conformity with the Enduro Technical Rules. 062.24.2

- Working on the motorcycle in the starting area before the starting signal is given. 062.33.2
- Behaviour contrary to the Sporting Code in the Parc Fermé. 062.32/35
- Starting the engine in the Parc Fermé. 062.32.5
- Entering the Parc Fermé with engine running. Refuelling or carrying out repairs while proceeding from time check to Parc Fermé. 062.32.3
- Smoking in the Parc Fermé or in the working area. 062.32.6 & 062.33.2
- Being more than 30 minutes late at the start. 062.36.2
- Non-authorized assistance; receiving spare parts or tools outside the working area or outside time checks with replenishments. 062.37.2
- Replenishment outside areas provided for his purpose by the organisers, or carrying fuel other than in the fuel tank. 062.37.1
- Not stopping the engine during replenishment. 062.37.1
- Carrying out any kind of welding work in the replenishment areas. 062.37.4
- Using extraneous motive power. 062.38
- Accepting outside assistance other than that authorised at the time check with assistance. 062.39
- Unauthorised contacts with accompanying persons. 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
- 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. 062.58
- Missing or not stopping at a route check. 062.60
- Practising on the course of special tests. 062.61
- Intentionally leaving the test course. 062.61
- Engine capacity exceeding that 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 International Jury and to the FMN delegates present in the 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.

062.72 REQUESTS FOR EXPLANATION

Any request for explanations concerning the results of any day's run must be addressed in writing to the International Jury within the time prescribed by Art. 062.73.1, 062.73.2 and 062.73.3.

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 CHF 50.– (€ 34.–) 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 presented to the International Jury within 30 minutes after the results have been proclaimed.

062.73.3

One hour after receiving the written reply at the conclusion of the International Jury's hearing of a request made according to Art. 062.72.

No protest can be made against a decision of the International Jury, but in certain cases an appeal may be lodged as provided for in 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 S.R. is the responsibility of the CER (see Art. 4 of the Sporting Code) who is also empowered to deal with any matter not provided therein.

062.76 PUBLICATION OF RESULTS

The daily complete results of the 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 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

The Prize-Giving Ceremony must be held within 2 hours following the arrival of the last rider.

If a rider is not present at the Prize-Giving Ceremony, he must pay a fine of € 100.– to the organiser. If the rider does not pay the fine within 90 days following the end of the event, he will be disqualified from the event.

FIM STANDARDS FOR ORGANISERS OF ENDURO WORLD CHAMPIONSHIP EVENTS

Before the start of the first round of the Enduro World Championship, the CER will organise a compulsory meeting for organisers in order to explain the new rules and protocol. An FMNR who is not present at this meeting will receive a fine of CHF 1000.– (€ 680.–).

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. SPECIAL TESTS

The special 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 photocell and must be verifiable by time strip. At least one digital display panel linked directly to the timekeeping system will indicate the time of the rider crossing the finish line of the test.

A screen should supplement the display of classifications.

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

The International Jury must inspect all the special tests before the event.

The organiser must have available on time a driver with a proper vehicle who knows the special test places so that the 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 special tests, the organiser must install TV monitors displaying the times of the special 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 special 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

A riders' paddock must be provided in order to install mobile homes, caravans, tents, etc. The riders' paddock can be situated on a campsite and be away from the final working area. It must contain electricity, water, sanitary blocks (showers with hot water, toilets) in sufficient number.

The facilities in the riders' paddock shall be available for all riders without any financial charge.

7. PRACTICE AREA

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

8. PARKING FOR PRESS, INTERNATIONAL JURY AND OFFICIALS

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

9. INTERNATIONAL JURY ROOM

For the meetings of the 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 International Jury meetings.

All documents must be available in a sufficient quantity for all the persons authorised to attend the 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, 2 telefax lines and 3 to 5 computers with 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 Executive Secretariat 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 International Jury meetings and any documents deemed useful by the Jury (safety measures, circular letters, route maps, etc.).

13. AWARDS

During the verification, the organiser must inform the riders about the awards and how many have been prepared. The location and the time of the Prize-Giving Ceremony must also be published.

14. PRIZE-GIVING CEREMONY

The Prize-Giving Ceremony for the first three placed riders shall correspond to the standards of a World Championship event (podium, loudspeaker, etc) and must **be held within 2 hours following the arrival of the last rider.**

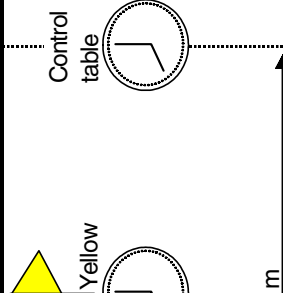
During the last meeting of the International Jury, the organisers must communicate to the FMN delegates the list of the first 3 riders classified in each class who must participate in the Prize-Giving Ceremony. This list must be published on the official board. The winning riders must present themselves personally at the Prize-Giving Ceremony according to Art. 062.77.

15. 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.

16. SUPPLEMENTARY REGULATIONS

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

<p>AREA</p>	<p>WORKING AREA</p>	<p>COURSE</p>	<p>TC with Assistance</p> <p>White</p> <p><u>TC without assistance = Course</u></p> <p>Pre-finish = Course</p> <p>200 m</p> <p>Yellow</p> <p>Control table</p> 	<p>200 m</p> <p>20 m</p>	<p>COURSE</p> <p>Can change the unmarked carried parts</p>	<p>NOTHING</p>
<p>RIDER</p>	<p>Can do everything (including change the tyres), except change the marked parts</p>	<p>Can change the unmarked carried parts</p>	<p>Can do everything, except change the tyres and the marked parts</p>	<p>ALL OPERATIONS FORBIDDEN !!! (including in the starting area in the morning)</p>	<p>Can change the unmarked carried parts</p>	<p>NOTHING</p>
<p>ASSISTANCE</p>	<p>Can do everything, except change the tyres and the marked parts</p>	<p>NOTHING</p>	<p>Can do everything, except change the tyres and the marked parts</p>	<p>ALL OPERATIONS FORBIDDEN !!! (including in the starting area in the morning)</p>	<p>Can change the unmarked carried parts</p>	<p>NOTHING</p>

18. 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 ENDURO WORLD CHAMPIONSHIP

ANNOUNCEMENT

The _____ Club will promote the _____ round of the 2004 Individual World Championship for Enduro 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 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: _____
Internet : _____

Accommodation service:

Name : _____
Address: _____
Tel. no.: _____
Fax no.: _____
E-mail: _____
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 meeting, together with the entry fee of CHF 250.– (€ 170.–) for the 2 days.

Bank account: _____

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

All riders not affiliated to the promoting FMN 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**.

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 noise 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.

3. STARTING ORDER

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

4. COURSE

FIRST DAY

The course for the first day shall consist of _____ laps of a _____ km course which will include:

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

SECOND DAY

The course of the second day shall consist of _____ laps on a course 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. ASSESSMENT OF PERFORMANCE

Penalties to be in accordance with Art 062.64.

6. HEADQUARTERS AND INTERNATIONAL JURY MEETINGS

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

The International Jury meetings will be held at _____ (venue) **according to the standard schedule.**

7. AWARDS

Awards will be presented to: _____

8. PRIZE-GIVING CEREMONY

The Prize-Giving Ceremony will take place at _____ (venue) **according to the standard schedule.**

9. OFFICIALS

President of the Jury: _____ FIM Licence No: _____
CER Jury Member: _____ FIM Licence No: _____
FMNR Jury Member: _____ FIM Licence No: _____
CER Technical Member of the Jury _____ FIM Licence No: _____
Clerk of the Course: _____ FIM Licence No: _____
FMNR Technical Steward: _____ FIM Licence No: _____
Timekeeper: _____ FIM Licence No: _____
FIM Environmental Official _____ FIM Licence No: _____
Chief Medical Officer: _____ **FIM Licence No:** _____
Secretary of the meeting: _____
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.

STANDARD SCHEDULE FOR THE ENDURO WORLD CHAMPIONSHIP

Wednesday	08:00	Opening of paddock
	14:00	Opening of practice area
Thursday		
	14:00	Opening of headquarters
	14:00	Opening of press room
	18:00	Meeting with the organisers and the Jury President
Friday		
	09:00	1st Jury Meeting
	11:00	Course reconnaissance
	10:00-12:00	Administrative control
	14:00-17:00	Technical control
	19:00	2nd Jury Meeting
Saturday		
	09:00	1st 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	3rd Jury Meeting
Sunday		
	09:00	1st 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	4th and last Jury Meeting
	Max. 2 hours after the arrival of the last rider	Official Prize-Giving Ceremony