



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

**FIM SUPERENDURO  
WORLD CHAMPIONSHIP REGULATIONS  
2020**

*RÈGLEMENTS DU CHAMPIONNAT  
DU MONDE FIM DE SUPERENDURO*



# FIM SuperEnduro World Championship Regulations



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**Articles amended as from 1.12.2019 are in bold type**

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## **DEFINITION OF A SUPERENDURO**

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

## REGULATION 062

### FIM ENDURO WORLD CHAMPIONSHIP

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## GENERAL UNDERTAKINGS AND CONDITIONS

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

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

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

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

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

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

## **066.1 GENERAL**

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

### **066.1.1 Calendar**

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

Five days will be respected between two consecutive events.

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

### **066.1.2 Length of the course**

The course cannot be less than 300 m long and the best riders should race the course between 45 seconds and 1 minute maximum.

### **066.1.3 Classes and specifications of the motorcycles**

The following articles apply for all the FIM categories.

Motocross tyres (Art. 01.47 of Technical rules for Motocross) are also allowed as long as legal road is not used as a part of SuperEnduro track. Trial tyres are forbidden.

### **066.1.4 Supplementary Regulations**

The Supplementary Regulations must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM, and subsequently ratified by the FIM Referee during the first official meeting (the day prior the practice). One copy must be sent to the FIM Administration no later than two months before the date of the event for approval by the FIM. As soon as accepted, the SR will be published on the FIM website.

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

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

#### **066.1.5 Title sponsor and logo of the Championship**

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

#### **066.1.6 Support races**

During an FIM SuperEnduro World Championship meeting, support races may be permitted, but only after the Promoter and the FIM have given their authorisation. FIM SuperEnduro races must always take priority. These races must be managed by the FMNR or the CONU when applicable.

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

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

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

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

## **066.2 JURISDICTION**

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

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

## **066.3 OFFICIALS AND PROCEDURES**

### **066.3.1 Appointment of officials**

The FIM Referee, the FIM Race Director, the FIM Course Inspector and FIM Technical Director are nominated by the FIM. The other officials are appointed by the FMNR.

### **066.3.2 Incompatibilities of officials**

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

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

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

- FIM Race Director
- FIM Referee
- FIM Technical Director
- Clerk of the Course who must have additional FIM SuperEnduro Super Licence
- FMNR Chief Technical Steward (with senior licence)
- Technical Steward
- Environmental Steward

## **066.3.4 Schedules for officials**

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

- Race Director, Referee, Clerk of the Course and Technical Member: the day before the beginning of the practice
- Technical Steward, Administrative staff, Timekeeper and Environmental Steward: at least before 18:00 the day prior to practice.
- The CMO, responsible for the medical services must attend the first meeting with the organisers.

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

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

### **066.3.5.1 Referee**

The FIM will appoint the FIM Referee.

If the FIM Referee is prevented from arriving at the event in time, the FIM Race Director will decide on his replacement. If both officials are not present, the FIM will decide on their replacement.

The authority and duties of the FIM Referee include but are not limited to:

The FIM Referee must be present at least 24 hours before the start of practice and remain after the event until the completion of his duties.

The FIM Referee must be present at the latest 24H prior the official start of the practice session.

The FIM Referee must inspect the circuit and safety installations before practice begins (= circuit control). He may also make recommendations regarding some track modifications to the FIM Course Inspector and to the Clerk of the course.

The FIM Referee may make recommendations to the Event Management which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.

In exceptional circumstances occurring during a practice session and/or a race, the FIM Referee may on his own initiative take decisions which affect or vary from the published programme, such as the duration, stopping and re-running of a practice session/race, the disqualification of a rider.

The event is controlled by a FIM Referee. He is responsible for the sporting side of the organisation of the event in which he has an executive function. All civil and legal responsibilities lie with the organisers.

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

The FIM Referee will hear any protests that are lodged during the event.

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

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

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

The authority and duties of the FIM Referee are:

- a) To approve all the official results of the event.
- b) To impose penalties for any infringements of the Regulations.
- c) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current Regulations or instructions given by an official of the event.

- d) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.
- e) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
- f) To adjudicate on any protest relating to infringements of the Regulations.

#### **066.3.5.2 FIM Race Director**

The FIM Race Director is appointed by the FIM.

The Race Director is responsible for the conduct and efficient running of the FIM SuperEnduro World Championship.

He works in close collaboration with the Course Inspector and every Clerk of the course appointed on the FIM SuperEnduro World Championship events in order to harmonise the Rounds. In addition, he shall advise the clerk of the course of the modifications of the track and of the timetable of the competition.

He is responsible for carrying out regular meetings with the riders and their teams, in order to obtain a good cooperation.

He must regularly meet the Championship promoter in order to work in a close collaboration.

He must ensure that the FIM's contractual commitments with the FIM SuperEnduro World Championship Promoter are fulfilled and complied with.

He shall help to update the SuperEnduro Regulations as well as the Organisers' Work Manual.

#### **066.3.5.3 CEN Representative**

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

#### 066.3.5.4 Technical Stewards

##### The FMNR Technical Steward:

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

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

##### The FIM Technical Director (optional):

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

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

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

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

- a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Race Director and FIM Delegate and present proposals to resolve such concerns.
- b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
- c) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Delegate.

The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights.



### **066.3.5.5 Clerk of the Course**

The Clerk of the Course is appointed by the FMNR.

When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Referee and the FIM Race Director.

He must exercise authority over all Officials of the meeting (with the exception of the FIM Referee, the FIM Race Director, the FIM Course Inspector and FIM delegates) and is responsible for ensuring that they are present and ready to carry out their duties properly.

The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties include but are not limited to:

The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.

The Clerk of the Course must present a copy of the third party insurance policy of the organiser to the FIM Referee.

The Clerk of the Course must ensure that the circuit, track or venue 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.

The Clerk of the Course must 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. injury, suspension, disqualification, or any other ban on riding (According to information given by the FIM Administration or the FIM Championship Promoter).

The Clerk of the Course may make recommendations to the FIM Referee and the FIM Race Director which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.

In exceptional circumstances occurring during a practice session and/or a race, the Clerk of the Course may in collaboration with the FIM Referee and the FIM Race Director which affect or vary from the published programme, such as the duration, stopping and re-running of a practice session/race, the disqualification of a rider.

In collaboration with the FIM Referee and the FIM Race Director, the Clerk of the Course can postpone the start of an event for an urgent case of safety or for any other case of “force majeure” or proceed with the improvement of the conditions of the circuit, track or venue, stop an event prematurely or cancel part of or the entire event.

The Clerk of the Course can prevent a rider or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.

The Clerk of the Course must ensure that the FIM Regulations are respected; he may propose penalties to the Referee.

The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.

The Clerk of the Course must notify the Referee of all decisions to be taken or already taken, and of any protest handed over to him.

The Clerk of the Course must collate the reports and results from all officials and all other information necessary to present his report to the Referee, and to have the provisional results of the event approved.

#### **066.3.5.6 Timekeepers**

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

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

Timing by transponder is compulsory.

#### **066.3.5.7 Environmental Steward**

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

- Ensure that the FIM Environmental Code is respected.
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM Referee on all aspects of the event which may have harmful environmental consequences.

- Be entitled to attend the information session.
- Draw up a report on the basis of a checklist prepared by the CEN and send it to the FIM Administration and hand a copy to the FIM Referee.
- Propose sanctions

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

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

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

#### **066.3.5.9 Flag Marshals**

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

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

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

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

### 066.3.5.10 Course Inspector

This official will be nominated by FIM; he shall guide the organisers for building the track. He is an expert for the construction of the tracks and will **advise** the local organisers for modifying the course, the safety zones and the succession of obstacles. If he judges that changes of the track or obstacles must be made for reasons of safety, these must be carried out before the start of the practice. He will report to the FIM Race Director during the event.

In the absence of FIM Course Inspector, the FIM Race Director who will take the role.

### 066.3.5.11 Official Signals

Official board signals shall be given by means of a board measuring at least 600 mm high by 400 mm wide, with a black block number, 4', 15'' and 5'' on both sides. The numbers shall be visible from the starting gate.

An amber flashing light and a horn will be placed by the promoter or a FIM official near the pits. 4 minutes before the closing of the waiting zone, the FIM referee, the Race Director or the FIM Technical Director will trigger the flashing light and the horn. If one or several riders are late, one or several reserve rider(s) will replace him (them).

Signal	Meaning
Flashing Light / Horn	Entrance to the Waiting Zone within 4 minutes.
4 Minute Board (4') (Waiting Zone)	Entrance to the Waiting Zone is closed. The riders and their motorcycles not present on the Waiting zone will not start the heat.
	The starting grid is cleared.
	At the whistle signal, everyone except the riders, the television crew and the essential officials, must leave the departure zone.
	The riders prepare for the start.
Board, 15 seconds (15'')	15 seconds until the starting procedure enters its final phase.
Board, 5 seconds (5'')	The starting gate will drop within the next 5 to 10 seconds.

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

Signal	Meaning
Red flag (minimum 2 red flags)	All riders must stop.
(All false starts must be indicated by waving a red flag)	
(The red flag may be used by the FIM Referee and the Race Director only. The Clerk of the course may also use the red flag following the order of the FIM Referee and/or FIM Race Director).	
Black flag and a board with a rider's number on it	Rider in question to stop.
Yellow flag, held stationary	Danger, ride cautiously.
Yellow flag, waved	Immediate danger, prepare to stop, no overtaking. Do not try to jump.
The waved yellow flag has priority over the yellow fixed flag.	
Blue flag, waved (minimum 2 blue flags)	Warning, you are about to be lapped.
(The blue flag must be used by supplementary flag marshals, specialised for this flag only)	
Green flag	Course clear.
"1 lap" board	Last lap.
Black and white chequered flag	End of the practices, the qualifications, the races.

The pantones for the colours are as follows:

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

## **066.4 RIDERS AND CATEGORIES**

In principle, the maximum number of entered riders for the Prestige class should be 24; for the Junior and Women Classes the maximum number of entered riders should be 28. But for exceptional reasons, the CEN could accept more riders.

Only the top classified riders after the timed practice will follow the qualification system of the event. If the number of entries accepted is greater than the number shown above, the slowest participants will not be allowed to take part in the remaining heats of that FIM event in their respective classes.

NB1: The organiser of the SuperEnduro event must provide the free accreditations and a seating area/stand for the riders, mechanics and crew (around 50 seats). The stand must be located as close as possible from the pits entry.

NB2: Some catering services for the riders, crew and officials must be available during the practice and racing time.

### **066.4.1 Age of riders**

For the FIM PRESTIGE SuperEnduro World Championship the minimum age is 18.

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

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

For the JUNIOR category, the rider must be at least 16 years of age and less than 23 years of age before the first race. For the WOMEN's category, the minimum age limit is 16.

### **066.4.2 Riders' licences**

All Riders must be holders of a valid FIM Enduro World Championship, a FIM Junior Enduro World Championship, a FIM Women's Enduro World Cup or a FIM SuperEnduro World Championship/Cup, annual or one event licence.

### 066.4.3 PRESTIGE, JUNIOR and WOMEN Class - entries

All the riders (Prestige, Junior and Women) will have to pay an entry fee of 80 euros (transponder pack included) to the promoter. The entry fees for late entries will be 120 euros.

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

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

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

A maximum of 24 riders will be admitted in the PRESTIGE class according to the following parameters and criteria:

- a) The 9 designated Prestige A (Grading List) riders officially entered for the entire Championship by a manufacturer who has a contract to participate with the Promoter of the Championship. Each manufacturer or Team can appoint a maximum of two priority riders. These riders are part of the Grading List.
- b) The first 4 riders of the FIM SuperEnduro World Championship final classification of the preceding year who are not included among the 10 riders on the Grading List selected according to Article 066.4.3.a.
- c) Up to 10 Wild card entries may be allocated by the FMNR/Organiser or more if agreed by FIM and the Promoter.
- d) 1 wild-cards CEN/Promoter will join the prestige A.
- e) If a rider from the Grading List is not present during the administrative verifications, without any valid reason, he lose his place in the Grading List, he may be replaced by another rider proposed by its TEAM and nominated by the FIM and Promoter for the rest of the season.

If the minimum number of riders is not reached, the organiser is authorised to complete the list at his discretion, with the agreement of the FIM and the Promoter.

If the number of Grading List riders is less than 9, the CEN and the Promoter can include in the Grading List one or more riders of their choice with a recognised international experience and reputation.

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

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

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

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

For other riders, entries must be open at least two months prior to the event and must close at least 2 days before the event.



The riders must be present at the administrative control.

All riders in possession of a licence delivered by a FMN outside of the FIM Insurance Program must obtain for each Event the authorization/Start Permission of their FMN to participate.

The Grading List riders must send their “season” entry form to the FIM and to the promotor.

All other riders must send their “one event” entries in writing by an “electronic” entry form available in the website [www.endurogp-registration.org](http://www.endurogp-registration.org). The Promotor will send the entry list at least 12 days before the event to the Organiser.

The FIM will publish the official entry list of the event 12 days before the event except for the wild card CEN/Promoter, which can be announced up to 5 days before the event.

The FIM and the promotor will publish the Grading List prior the start of the season.

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

For the PRESTIGE and JUNIOR categories, at each event and at the end of the qualifiers, so at the end of the last-chance heat, 2 riders will be appointed “reserve riders”.

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

The reserve riders will be the two highest-ranked non-qualified riders after the last-chance heat.

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

The decision to replace such a rider must be taken jointly by the FIM Referee, the FIM Race Director and the Clerk of the Course.

## **066.4.5 Leaving the event**

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

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

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

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

Disqualification of the Championship could also be pronounced against an entered rider who takes part in another event on the same day.

## **066.4.6 Starting Numbers**

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

The permanent starting numbers of the 9 riders on the Grading List will be allotted according to the final classification of the preceding FIM SuperEnduro World Championship except special request accepted by the CEN.

## **066.4.7 Rider Behaviour and Assistance**

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

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

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

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

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

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

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

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

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

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

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

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

Marshals may assist riders by lifting motorcycles, moving them to a safe place. Any repairs or adjustments must be made by the rider, working alone with no outside assistance.

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

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

**A rider who leaves the course in a timed heat or race due to a mechanical problem in order to repair the machine outside the track perimeter cannot rejoin the course during that round.**

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

Riders may not use any starting aid devices (starting blocks, other elevating devices, etc.) at the start. The fork block devices are permitted.

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

Riders who have mechanical problems in the waiting zone, but do not succeed in repairing their motorcycle before the 15 second (15'') board is shown, are not allowed to start this heat. The penalty for violation of this regulation is disqualification from the heat in question.

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

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

The riders concerned (top three positions in the overall standings in the meeting as well as other participants invited at the discretion of the World Championship Promoter) must take part in the Prize-Giving Ceremony and the Press Conference and the autograph-signing session (Grading List only). Any infraction of this rule will be penalised by a fine of € 200. It will be levied by an FIM Official and remitted to the FIM.

## **066.5            MOTORCYCLES**

One machine is authorised per rider.

For extraordinary circumstances, a rider can use the motorcycle of another entered rider if this motorcycle has satisfied the administrative and technical controls.

### **066.5.1        Classes**

Any motorcycle corresponding to one of the classes in Category 1, Group A1, Category 1, Group J (EPV - Electric Powered Vehicle - FIM SuperEnduro Technical Rules Art. 01.50) and Category 2, Group C will be allowed to participate. The classes for the solo motorcycles for the FIM SuperEnduro World Championship are the following:

The classes for the categories PRESTIGE, JUNIOR and WOMEN are free but derived from: the Classes C1, C2, and C3 (FIM SuperEnduro Technical rule 01.07) and EPV (FIM SuperEnduro Technical Rules Art. 01.50).

- C1:      From 100cc to 125cc 2-stroke  
            From 175cc to 250cc 4-stroke
- C2:      From 175cc to 250cc 2-stroke  
            From 290cc to 450cc 4-stroke
- C3:      From 290cc to 500cc 2-stroke  
            From 475cc to 650cc 4-stroke

#### Number plate colours

- Prestige category:      The background of the number plate must be white, with black numbers.  
  
                                    The background of the number plate for the leader of the championship in the Prestige category must be red, with black numbers.
- Junior category:        The background of the number plate must be green, with white numbers.  
  
                                    The background of the number plate for the leader of the championship in the Junior category must be red, with white numbers.

### 066.5.2      Cleaning of motorcycles

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

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

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

### **066.5.3 Transponder**

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

During the administrative verifications, the transponder will be given to the rider for the chronometric records, against a guarantee deposit of 200 €. The transponder must be fixed to the motorcycle in the position and orientation as shown in the timekeeping information given to riders. The correct attachment of the transponder bracket consists at the minimum, of plastic tie-wraps, but preferably by screw or rivet. Velcro or adhesive alone will not be accepted. The transponder retaining clip must also be secured by a plastic tie-wrap. The rider is the sole person responsible for the above-mentioned proceedings. The loss of the transponder during the event will result in a fine of 200 € to be paid on the spot. The rider is the sole person responsible for the transponder.

### **066.5.4 Environmental Mat**

For all the categories, when bikes are placed in the pits, the use of an Environmental Mat is compulsory.

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

## **066.6 RUNNING OF THE MEETING**

### **066.6.1 Administrative Control**

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

### **066.6.2 Preliminary Technical Verifications**

Please refer to the FIM Technical Regulations.

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

Three meetings with the officials, the Promoter and the organisers will be held: on the eve of the event (18.00), and after the technical and administrative controls. The exact times will be published in the SR. A third meeting (debriefing) will take place at the end of the event.

The FIM Referee, the FIM Race Director, the FIM SuperEnduro World Championship Promotor, the Course Inspector, the local organiser, the Chief Timekeeper and the Chief Scrutineer, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Chief Medical Officer, the Press Officer, etc. and the Clerk of the Course, must be present at the meetings.

A secretary must be present in order to do the minutes of the meetings, be the event secretary, publish the results and the official information.

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

The FIM Referee is the chairman of this meeting.

The FIM Referee may require extra Event Management meetings for urgent matters and for the well conduct of the FIM SuperEnduro World Championship meeting.

The protests, changes in the SRs, minutes of the meetings, technical, medical and environmental reports will be compiled. These reports will be sent to the FIM Administration.

### **066.6.4 Riders' briefing**

A riders' briefing will take place before the start of the practice. This meeting should be held in the press conference room.

Only persons holding FIM licences could attend this meeting at the discretion of the FIM Referee and Race Director.



The riders, the Referee, the Clerk of the Course, the Race Director, a representative of the promoter and a representative of the organisation will attend the meeting. The time of this meeting must be mentioned in the SR. In all circumstances, this meeting must take place one and a half hours before the start of the event. A rider not present at the riders' briefing meeting will be fined € 50, which will be collected by an FIM official and remitted to the FIM.

The FIM Race Director is the Chairman of this meeting.

At each meeting with the riders at each event, the Promoter will provide a list of participants which the participants are obliged to sign to indicate their presence.

#### **066.6.5          Timing**

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

#### **066.6.6          Free practice, timed practice and Super Pole**

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

Start practice is only allowed at the end of the last free practice session of each group. It will consist of one minute free start practice. Any infraction will be penalised by a warning, and any additional similar offence can attract further penalties". Start Practices are facultative.

##### **066.6.6.1        Free practice**

Riders on the PRESTIGE Grading List, and the riders Prestige B will be entitled to 1 free practice sessions of 8'.

Riders on the Juniors, Women, will be entitled to 1 free practice sessions of 6'.

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

## 066.6.6.2 Timed practice

For the Junior class, during an event in which more than 14 riders have registered with the promoter, and after the checks (administrative and technical), the Race Director together with the Referee and the Clerk of the Course will compose by ballot for the first day of the championship two groups - Junior A and Junior B. For the following events, the groups will be composed according to the provisional ranking of the championship (**Junior A: 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, etc. and Junior B: 2<sup>nd</sup>, 4<sup>th</sup>, 6<sup>th</sup>, etc.**). Each group will be entitled to 1 session of 6' free practice and a timed practice session of 8'.

From these 2 timed practice sessions (A + B), the 10 best times riders, as well as the first 4 of the last chance heat, will compose the Junior class for this event.

If the conditions change dramatically from one of the trainings to the other or in case of force majeure, the Race Direction and the Referee can decide to take the top five from each heat.

In the case of entries of more than 24 riders and two last chance heats, the 10 best times riders (regardless of groups) from the timed practice will compose the Junior class for this event.

From the two last chance heats, the best 2 riders from each heats will compose the Junior class for this event.

In the case of entries of more than 28 riders and three last chance heats, the 8 best times riders (regardless of groups) from the timed practice will compose the Junior class for this event.

From the three last chance heats, the best 2 riders from each heat will compose the Junior class for this event.

The 5<sup>th</sup> and 6<sup>th</sup> ranked riders of the last chance heat will be considered as reserve riders.

The 14 best times will take part in a 8' time practice which will determine the starting order for the finals.

The promoter in agreement with the Race Director, the Referee and the Clerk of the Course will adapt the timing according to the number of riders and may provide a race for the non-qualified riders.

In the PRESTIGE category, the riders are divided into 2 GROUPS:

- PRESTIGE A: Grading List (10 riders) + FIM/PROMOTER WILD CARD - Total 11 riders maximum.
- PRESTIGE B: Maximum 14 riders will take part in timed practice during 10'.

The access to the track will be done following the order of the intermediate classification of the FIM SuperEnduro World Championship.

For the first event of the season, the access to the track will be done according to the times of the free practice.

For the PRESTIGE category, the limit of the qualifying time will be 150% of the best lap time achieved in the category.

For the WOMEN category, there will be a single group of maximum 14 riders. All will be qualified for the finals.

Any practice is forbidden from 30' preceding the start of the first heat, unless under exceptional circumstances the Clerk of the Course has given permission.

Where the layout of the track is modified during the event, all the riders must be informed and have the possibility of examining on foot the part of the track that has been modified.

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

### **066.6.6.3 Super Pole**

At the end of the timed practice in PRESTIGE, the 7 riders with the best times will be qualified for the Super Pole.

This Super Pole will consist of two laps for each rider: one launching lap and a second timed lap. The riders will start at 20 second intervals in the opposite order of the Prestige timed practice. The launching lap will start when the rider cross the finish line for the first time.

The three best times of the Super Pole will be awarded exceptional points: 1<sup>st</sup> - 3 points, 2<sup>nd</sup> - 2 points, 3<sup>rd</sup> - 1 point. These points will count towards the final rankings of the Championship and the event.

A rider who cannot finish the timed lap of the Super Pole will take the 7<sup>th</sup> time of the Super Pole. In the case of several riders are concerned the FIM referee will decide of their positions.

## 066.6.7 Format

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

- 1 PRESTIGE B qualifying heat (5' + 1 lap) with a maximum of 14 riders that will qualify a minimum of 2 riders for the finals.
- 1 PRESTIGE B last-chance heat (5' + 1 lap) that will qualify a minimum of 1 rider (if a Promoter wild card is allocated or 2 riders if no Promoter wild card allocated).
- 2 pilots or the next qualified pilots at the last-chance are considered as the first and second reserve (Refer to the diagram).
- 3 PRESTIGE finals (6' + 1 lap) with 14 riders (10 Grading List, 1 potential wild card nominated by FIM/Promoter and 3 qualified riders or 4 qualified rider if there is no wild card; in the second final the starting order will be reversed).
- Depending on the number of PRESTIGE riders present, the Race Direction may modify the number of riders from the qualifying heat and the last chance heat.
- 1 timed Practice session each in WOMEN and JUNIOR (8') that will determine the positions on the starting grid for the finals in these two categories.
- 3 final heats in JUNIOR (6' + 1 lap) with 14 riders in each heat.

The Women World Cup will be staged with one or two events, according to the following format:

- 2 final heats in WOMEN (6' + 1 lap) with a maximum of 14 qualifiers.

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

If national support races are organized, the qualification sessions and the finals will be done with a maximum of 14 riders qualified and for 5' + 1 lap.

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

## 066.6.8 Heats composition and starting order

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

For the qualifying heats, the starting order is determined by the results of the timed practice sessions.

For the JUNIOR and WOMEN's finals, the starting order is determined by the results of the timed practice sessions.

For the PRESTIGE finals, the starting order is determined by the Super Pole and the timed practice sessions as follows:

Best Super Pole time

2<sup>nd</sup> Super Pole time

3<sup>rd</sup> Super Pole time

4<sup>th</sup> Super Pole time

5<sup>th</sup> Super Pole time

6<sup>th</sup> Super Pole time

7<sup>th</sup> Super Pole time

8<sup>th</sup> qualifying time

9<sup>th</sup> qualifying time

Etc...

For the PRESTIGE category, there will be 3 finals organised as follows:

- 1<sup>st</sup> and 3<sup>rd</sup> finals: the starting order will be determined by the results of the timed practice sessions and the Super Pole.
- 2<sup>nd</sup> final: the starting order will be the reverse of the grid of the 1<sup>st</sup> and 3<sup>rd</sup> finals.

For the JUNIOR category, the finals will be organised as follows:

- 1<sup>st</sup> final and 3<sup>rd</sup> final: the riders will start in the order of their rankings after the time practice
- 2<sup>nd</sup> final: the starting order will be the reverse of the grid of the 1<sup>st</sup> final.

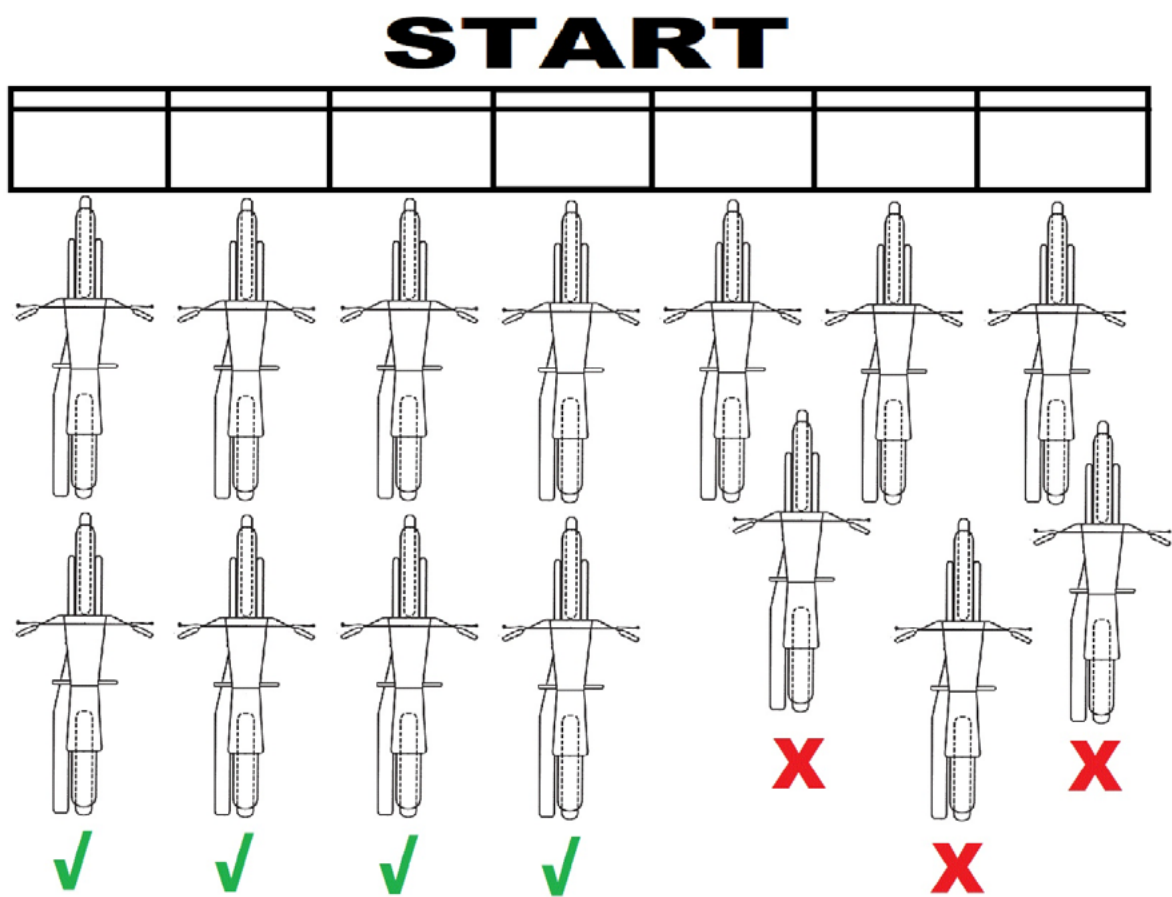
For the WOMEN's category, the final will be organised as follows:

- 1<sup>st</sup> and 2<sup>nd</sup> finals: the riders will start in the order of their rankings after the qualifying heats.

066.6.9      Starting procedure

It is a collective start, with engine running, with a maximum of 14 riders.  
It is a grid of 7 places.

For a start with 14 riders, the starting grid will be set according to the starting order. The first 7 places of the starting grid must be completed. The riders can choose but must fill the first 7 places before the second line.



In the case when less than 14 riders would start, the number of places on the starting grid will be reduced according to the number of riders qualified for the Finals.

1. The following procedure will be applied:

4 minutes	The flashing light is off.
Before the start	In the waiting zone, the 4-minute board is displayed and the waiting zone is no longer accessible.
	After a whistle signal has been given, everyone but the riders, two team members per rider, the TV team and the necessary officials, leaves the waiting zone.
	The riders prepare to start.

From that instant:	After a whistle signal has been given, access to the starting grid is opened and the riders in the waiting zone move on to the starting gate.
	When the riders have taken their positions at the starting gate, a green flag will be displayed and all the riders are under starters' orders.
	The team members remain in the waiting zone until the start has been given.
	The only persons authorised to remain at the starting gate are the riders, the television crew and the necessary officials.
15 seconds before the start:	Access to the waiting zone and the starting zone is closed off.
	If a rider has mechanical problems in the waiting zone and does not manage to repair his machine before this moment, he cannot access the starting area. The penalty for violation of this rule is disqualification from the race in question.
	If a rider has mechanical problems on the starting grid, he cannot receive an assistance from his mechanics on the grid. The penalty for violation of this rule is disqualification from the race in question.

2. As soon as a rider has taken his place on the starting grid, he can no longer change it or return to the waiting zone or receive assistance before the start.
3. When all the riders have taken their positions on the starting grid, a green flag will be displayed.
4. Once the FIM Race Director has given the signal:
  - a) A board indicating "15 seconds" will be held up and the riders are under starter's orders. The "15 second" board will be displayed for 15 seconds.
  - b) At the end of the 15 seconds, a board indicating "5 seconds" will be displayed and the starting gate will be lowered between 5 and 10 seconds after the "5 seconds" board has been shown.

5. If it is not possible to give the start using the starting grid procedure, a green flag will be used to give the start.

The same start procedure will be used (as described above) up to 15 seconds before the start of the race.

The FIM Referee goes to the side of the track displaying the green flag. He then lowers the green flag and the race begins.

6. The area in front of the starting gate is restricted and must be prepared in a consistent manner so that all the riders have equal conditions. The officials and photographers are the only persons admitted to this area and riders are not authorised to prepare their starting area.

#### **066.6.9.1 False start**

Any false start will be indicated by the Referee or the FIM Race Director by the holding up of a red flag. The riders must return directly to the waiting zone and a new start will be given as soon as possible. After the display of the red flag, the rider who may enter the paddock/pits will not be authorized to re-start.

#### **066.6.9.2 Stopping of the Race**

If a heat is interrupted by a red flag before half of the elapsed time, a new start will be immediately given. The riders must return to the waiting zone.

The riders must directly return to the waiting zone. After the display of the red flag, the rider who may enter the paddock/pits will not be authorized to re-start. In addition, the rider(s) responsible for stopping the race cannot participate in the re-start.

After this new start, only the results of this heat will count.

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

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

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

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

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





The time at which a motorcycle crosses a control line shall be registered at the moment the **front wheel spindle/axle** of the motorcycle crosses the line.

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

All the riders participating in the Qualification Race and/or Race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on.

In order to be classified, riders must cross the finish line within 2 minutes of the arrival of the winner and must complete 50% of his total distance (number of laps).

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

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

All results must be homologated.

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

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

**066.7 CLASSIFICATION / AWARDING OF POINTS**

The first 14 riders in the final classification of each of the three (2 in WOMEN) final heats from each event will receive points according to the following scale:

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

The final classification for each event of the FIM SuperEnduro World Championship will be made by adding each point won by each rider during each of the three final heats and the points acquired in the Super Pole (see Article 066.6.6.3).

The final classification of the FIM SuperEnduro World Championship will be made by adding each point won by each rider in the PRESTIGE, JUNIOR and WOMEN (FIM Cup) categories and manufacturer (only PRESTIGE) in each of the three final heats of each event and the Super Pole (PRESTIGE only).

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

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

The results must contain at least the following information:

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

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

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

## 066.8 TIES (PRESTIGE, JUNIOR AND WOMEN)

### At the end of an event

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

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

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

### At the FIM SuperEnduro Junior World Cup intermediate or final classification

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

### At the FIM Women's SuperEnduro Cup intermediate or final classification

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

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

A Prize-Giving Ceremony must be held at each meeting, within 5 minutes of the arrival at the finish of the last final of the category concerned. For the ceremony, it is recommended to have an attractively decorated podium in clear view of the public. The first three placed riders should receive a trophy and any other appropriate gift.

The riders with the top three positions in the overall standings of the meeting in the PRESTIGE, WOMEN's and JUNIOR categories as well as the Team Manager of the winning rider in the PRESTIGE category must take part in the Prize-Giving Ceremony.

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

The podium of the event will be established according to the addition of points won by each rider during the 3 finals and the Super Pole in the PRESTIGE category, the two finals in the JUNIOR category and the final in the WOMEN's category.

The organisers of the final round of the FIM World Championship shall arrange, in cooperation with the Promoter, a ceremony to reward the first three placed riders in the overall Championship in the PRESTIGE, JUNIOR and WOMEN's categories.

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

The prize-giving ceremony closing the season must be staged under the same conditions immediately after the prize giving ceremony of the last event. The FIM medals will be given to the top 3 riders of each category.

If a rider is absent from the Prize-Giving Ceremony or Press Conference, without the prior approval of the Promoter, he will be fined € 220-. The fine will be paid to an FIM Official.

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

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

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

In the case of “force majeure” where the event must be stopped:

- If a minimum of 50% of the programmed finals are staged the results will be declared official and the meeting will not be postponed.
- If a meeting is stopped before 50% of the programmed finals are staged, the finals not fully completed may be organized within the following 48H.

An official meeting chaired by the FIM Referee will be held in order to decide on the postponement of the event.

## **066.12 AWARDS AND FINANCIAL CONDITIONS**

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

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

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

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

The Promoter is responsible for the payment of the prize money to all riders.

## 066.12.2.2 Prizes for each event

### Prestige category:

The first 10 riders in the final classification in the PRESTIGE category at each event will receive the following prize money:

1 <sup>st</sup>	€ 2'000.-
2 <sup>nd</sup>	€ 1'600.-
3 <sup>rd</sup>	€ 1'400.-
4 <sup>th</sup>	€ 1'200.-
5 <sup>th</sup>	€ 1'000.-
6 <sup>th</sup>	€ 800.-
7 <sup>th</sup>	€ 700.-
8 <sup>th</sup>	€ 600.-
9 <sup>th</sup>	€ 400.-
10 <sup>th</sup>	€ 300.-
<b>Total:</b>	<b>€ 10'000.-</b>

### Junior category:

The first 7 riders in the final classification in the JUNIOR category of each event will receive the following prize money:

1 <sup>st</sup>	€ 1'000.-
2 <sup>nd</sup>	€ 700.-
3 <sup>rd</sup>	€ 500.-
4 <sup>th</sup>	€ 300.-
5 <sup>th</sup>	€ 200.-
6 <sup>th</sup>	€ 200.-
7 <sup>th</sup>	€ 100.-
<b>Total:</b>	<b>€ 3'000.-</b>

The prizes must be paid to the riders at the end of each event or by bank transfer done by the promotor.

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

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

### 066.12.3 Events outside Europe

This section applies to the PRESTIGE category only.

For events of the FIM SuperEnduro World Championship outside Europe, the following riders will receive 2 air tickets from Europe with a limit of 1000 euros/ticket

- The 9 riders on the PRESTIGE Grading List.
- Riders ranked in the first 10 of the provisional Championship classification and who are not part of the Grading list.

There shall be no more than 11 such riders.

The riders' tickets are to be paid for by the local organiser and booked by the Promoter who shall take care of the arrangements and any refunds to the riders. The FIM does not incur any responsibility in this matter.

Organisers outside Europe must also provide new uncustomised Enduro motorcycles of the corresponding brand for the riders concerned or pay transport by air freight of 150 kg of equipment for each rider concerned.

The financial conditions for the JUNIOR class are not planned except in the case when agreed between the CEN, the organiser and the Promoter.

## 066.13 PENALTIES

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

	Maximum amount:
- Ungentlemanly conduct towards a person (1) with words or signs, (2) with violence	(1) EUR 300.- (2) disqualification
- Receiving outside assistance, except, where authorised:	Disqualification
- Cutting the course	From 10 seconds time penalty to disqualification, at the FIM Referee's discretion
- Absence or arriving late at the riders' briefing	EUR 50.-
- Absence or arriving late at the Prize-Giving Ceremony	EUR 220.-
- Absence or arriving late at the press conference	EUR 200.-
- Absence of motorcycles or late arrival at preliminary machine examination	EUR 200.-
- Exceeding noise level during the event	1 <sup>st</sup> offence: 20 seconds 2 <sup>nd</sup> offence: disqualification

The following fines shall be applied by the FIM Referee, upon proposal of the FIM Race Director or from the clerk of the Course and must be paid directly to an FIM Official. They will be donated by the FIM to a charitable cause.

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



## **066.14 PROTESTS AND APPEALS**

Protests and appeals must be lodged according to the FIM Disciplinary and Arbitration Code.

### **066.14.1 Time limit**

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



**REGULATION 065**  
**FIM JUNIOR SUPERENDURO WORLD CUP**

**065.1    GENERAL..... 48**

**065.2    CLASSES - MOTORCYCLES ..... 48**

**065.3    AGE OF THE RIDERS..... 48**

**065.4    ENTRIES ..... 48**

**065.5    RIDERS’ LICENCES ..... 49**

**065.6    RESULTS AND CLASSIFICATIONS ..... 49**

## **065.1 GENERAL**

A FIM Junior SuperEnduro World Cup will be run during the FIM SuperEnduro World Championship, according to Regulations 066 and 065.

## **065.2 CLASSES - MOTORCYCLES**

Name of the class: Junior SuperEnduro (EXJ)

Motorcycles: Open from the Classes C1, C2, C3 and EPV (FIM SuperEnduro Technical Rules Art. 01.50)

Number plates: Green background  
White numbers

The background of the number plate for the leader of the championship in the Junior category must be red, with white numbers.

## **065.3 AGE OF THE RIDERS**

For the FIM Junior SuperEnduro World Cup the minimum age is 16. The rider is considered to have reached the minimum age on the date of his or her 16<sup>th</sup> birthday.

The riders must be aged less than 23 years (before the first event).

## **065.4 ENTRIES**

Riders can enter all events counting for the FIM Junior SuperEnduro World Cup.

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

All entries shall be done via promotor's website, the rider's FMN must confirm the entry with a start permission which shall carry the approval stamp of the FMN.

## **065.5 RIDERS' LICENCES**

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

## **065.6 RESULTS AND CLASSIFICATIONS**

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

The final classification of the FIM Junior SuperEnduro Cup will be made by adding together the total of each point won by each rider in each of the Junior finals held.

If one or more events of the championship take place outside Europe, the CEN together with the promoter will decide to adapt this article.

The scale of points used for the FIM SuperEnduro World Championship (Art. 066.7) will also be applied for the FIM Junior SuperEnduro World Cup.

For the ties, refer to Art. 066.8.



**REGULATION 069**  
**FIM WOMEN SUPERENDURO WORLD CUP**

**069.1    GENERAL..... 51**

**069.2    CLASSES - MOTORCYCLES ..... 51**

**069.3    AGE OF THE RIDERS..... 51**

**069.4    ENTRIES ..... 51**

**069.5    RIDERS’ LICENCES ..... 51**

**069.6    RESULTS AND CLASSIFICATIONS ..... 52**

## **069.1 GENERAL**

A FIM Women SuperEnduro World Cup will be run during the FIM SuperEnduro World Championship, according to Regulations 066 and 065.

## **069.2 CLASSES - MOTORCYCLES**

Name of the class: Women SuperEnduro (EXW)

Motorcycles: Open from the Classes C1, C2, C3 and EPV (FIM SuperEnduro Technical Rules Art. 01.50)

Number plates: Purple background  
White numbers

## **069.3 AGE OF THE RIDERS**

For the FIM Women SuperEnduro World Cup the minimum age is 16. The rider is considered to have reached the minimum age on the date of her 16<sup>th</sup> birthday.

## **069.4 ENTRIES**

Riders can enter all events counting for the FIM Women SuperEnduro World Cup.

All entries shall be done via promotor's website, the rider's FMN must confirm the entry with a start permission which shall carry the approval stamp of the FMN.

## **069.5 RIDERS' LICENCES**

Riders must be holders of a valid FIM Women Enduro World Championship/ Cup or a valid FIM Women SuperEnduro licence to participate in the FIM Women SuperEnduro World Cup.

## **069.6 RESULTS AND CLASSIFICATIONS**

The FIM Women SuperEnduro World Cup will take place at one or several events of the FIM SuperEnduro World Championship series.

The final classification of the FIM Women SuperEnduro Cup will be made by adding together the total of each point won by each rider in each of the Women finals held.

The scale of points used for the FIM SuperEnduro World Championship (Art. 066.7) will also be applied for the FIM Women SuperEnduro World Cup.

For the ties, refer to Art. 066.8.

## Timetable for the FIM SuperEnduro World Championship

### Day before the practice:

18:00	1 <sup>st</sup> meeting with the officials and the organiser
18:30 - 20:30	Administrative control
19:00 - 21:00	Technical control

### Day of the event:

8:30 - 9:30	Administrative control
9:00 - 10:00	Technical control
10:00	2 <sup>nd</sup> meeting with the officials and the organiser
10:30	Rider's briefing
30 minutes after prize giving ceremony	3 <sup>rd</sup> meeting with the officials and the organiser

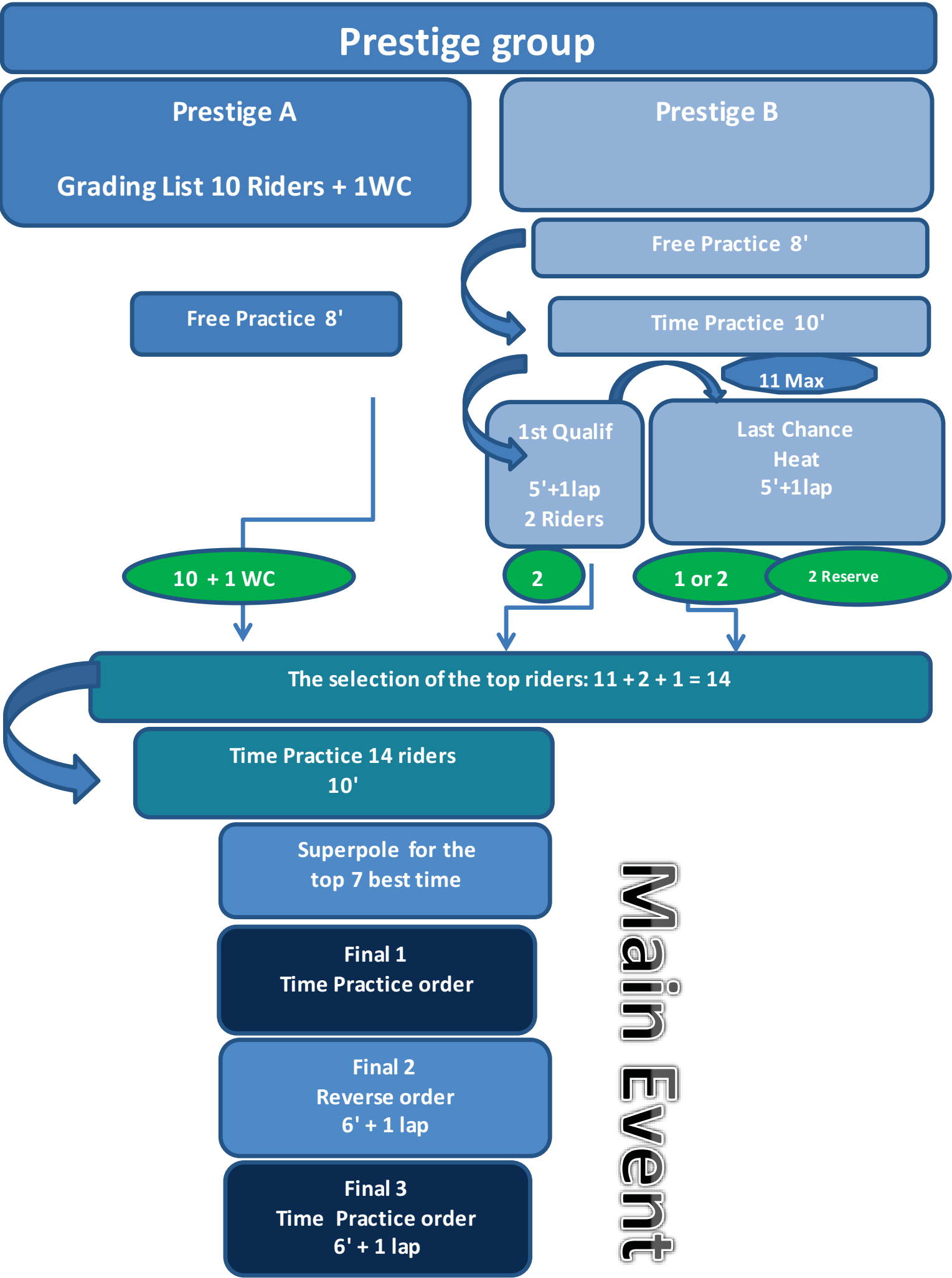
Depending on the amount of entries, the Timetable can be modified.

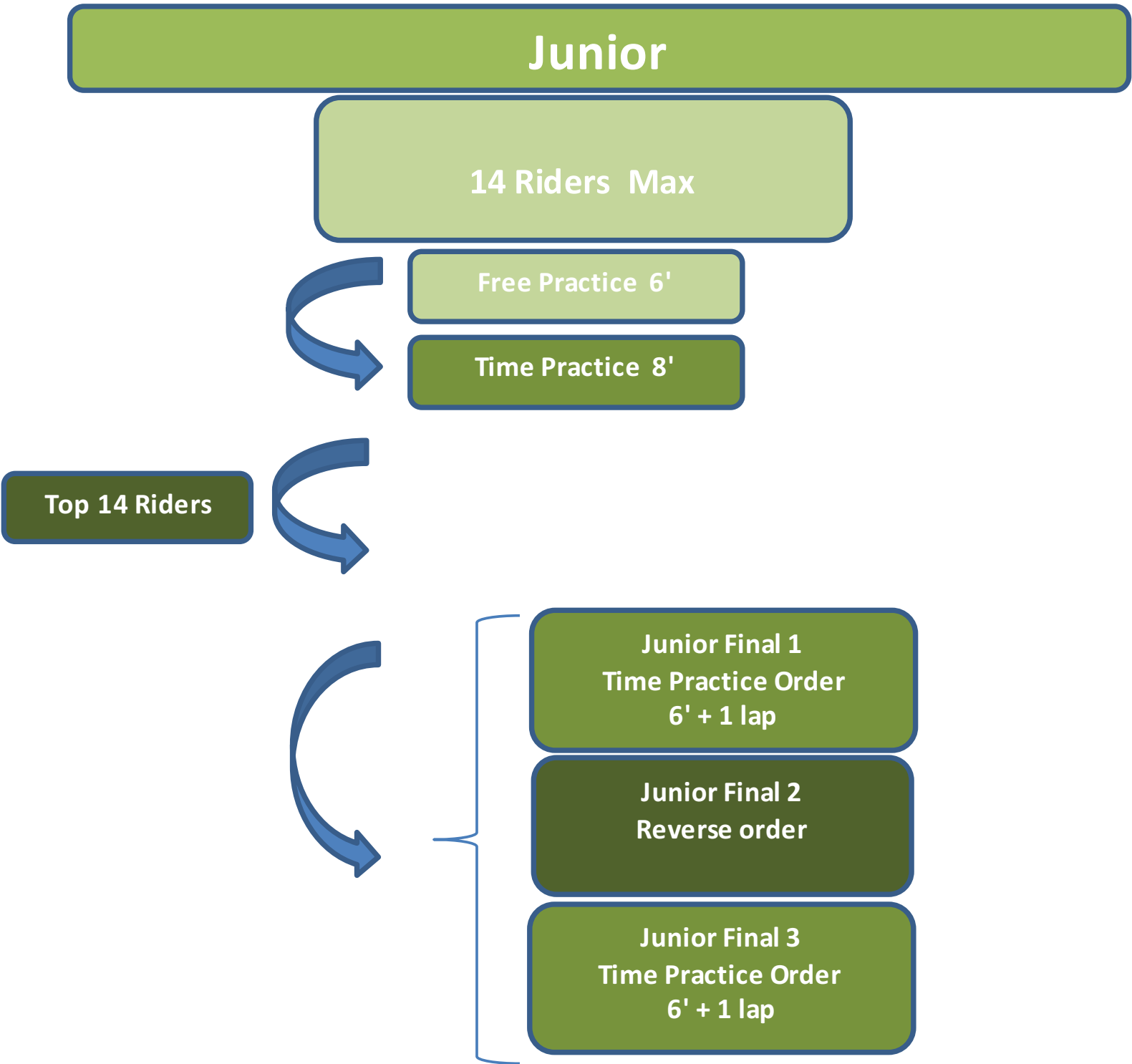
The timetable of the event will be posted on the official notice board.

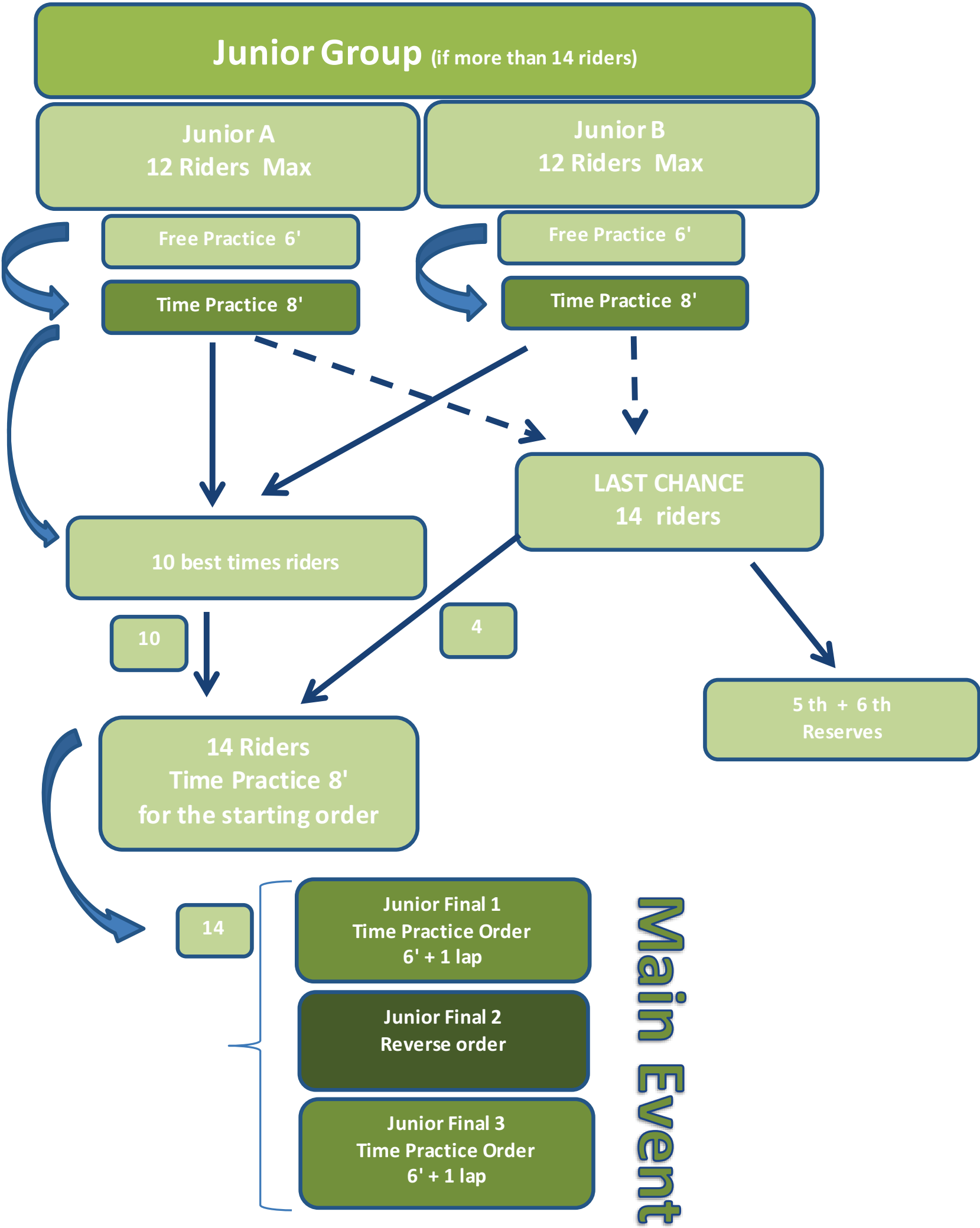




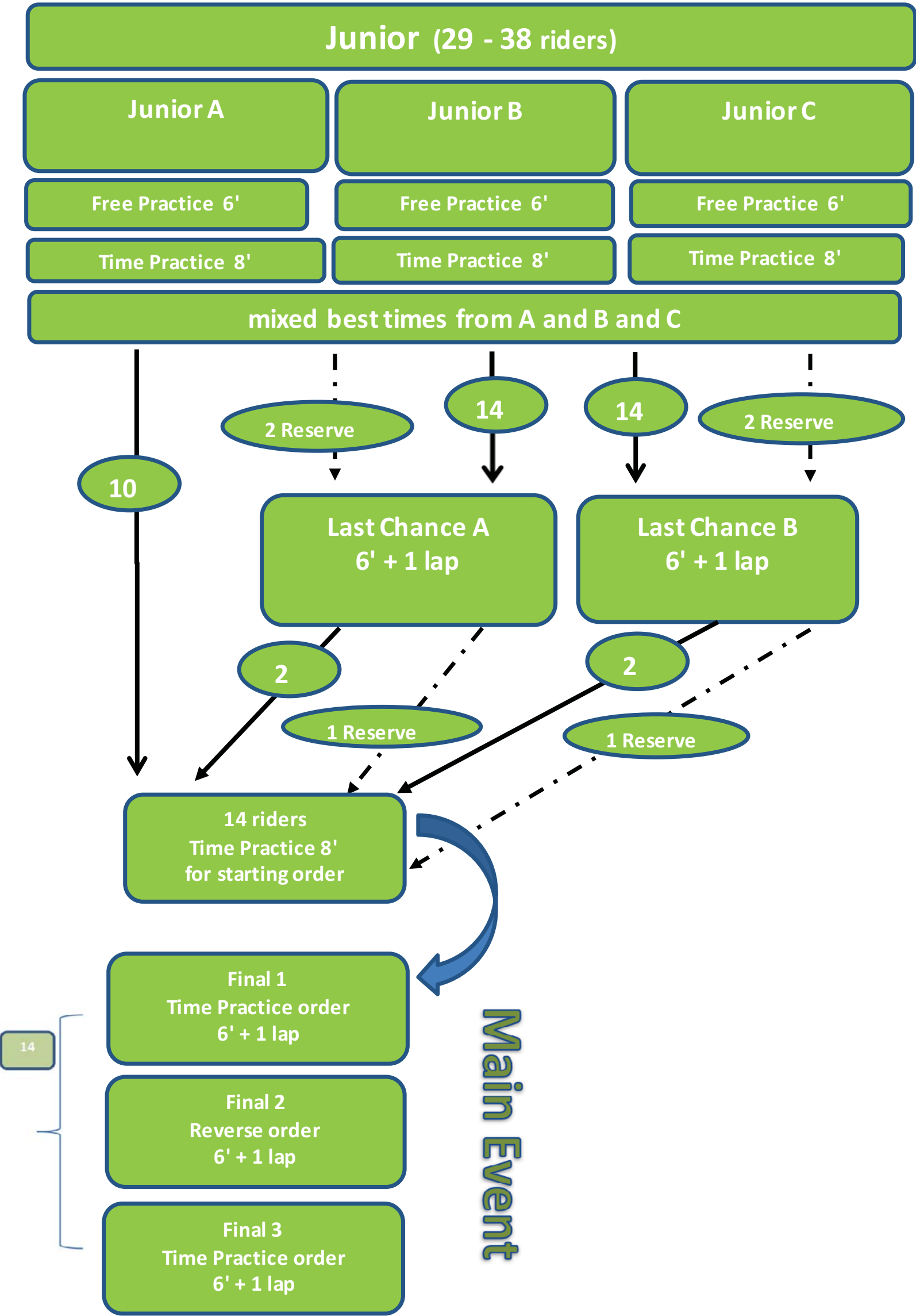
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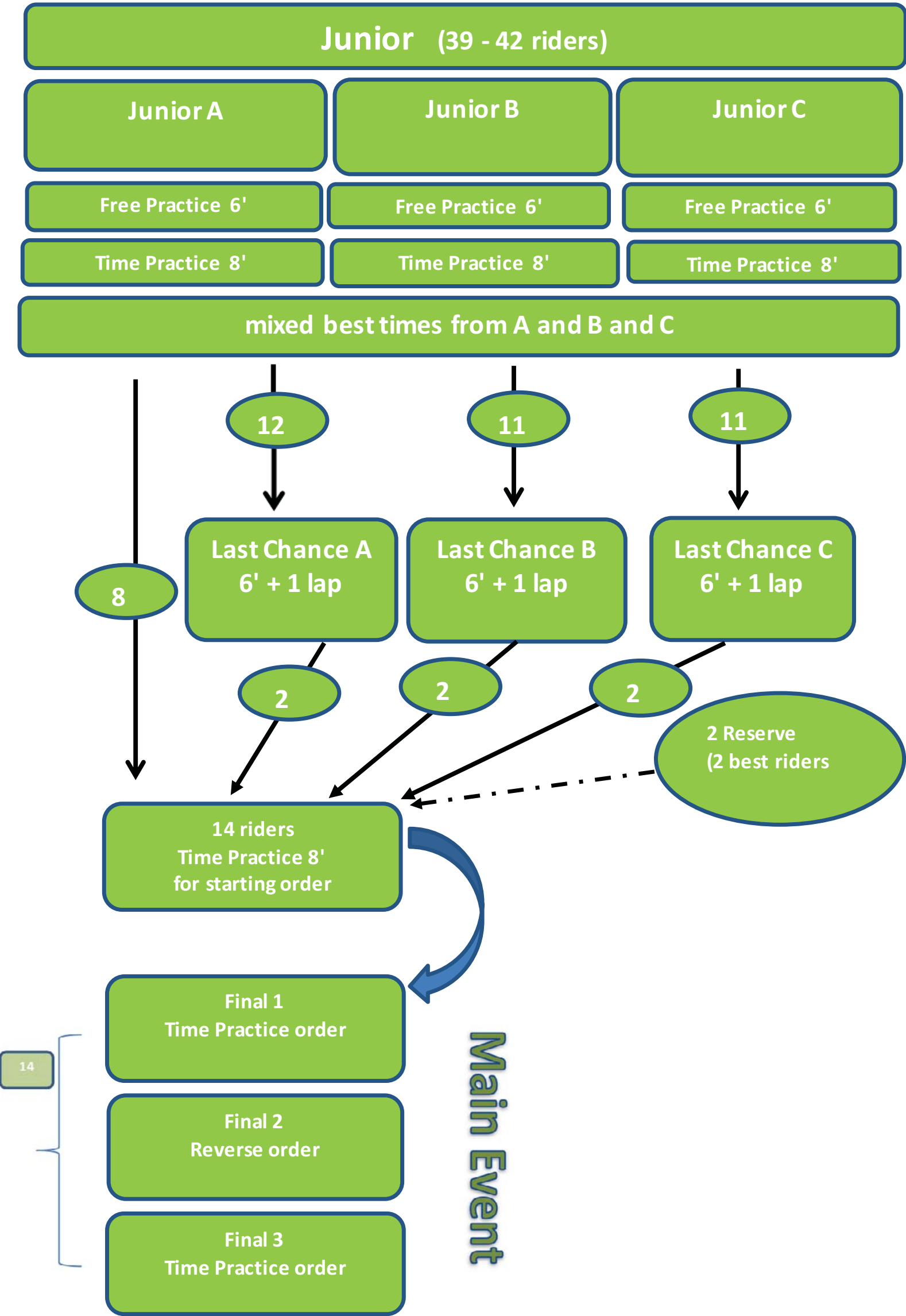


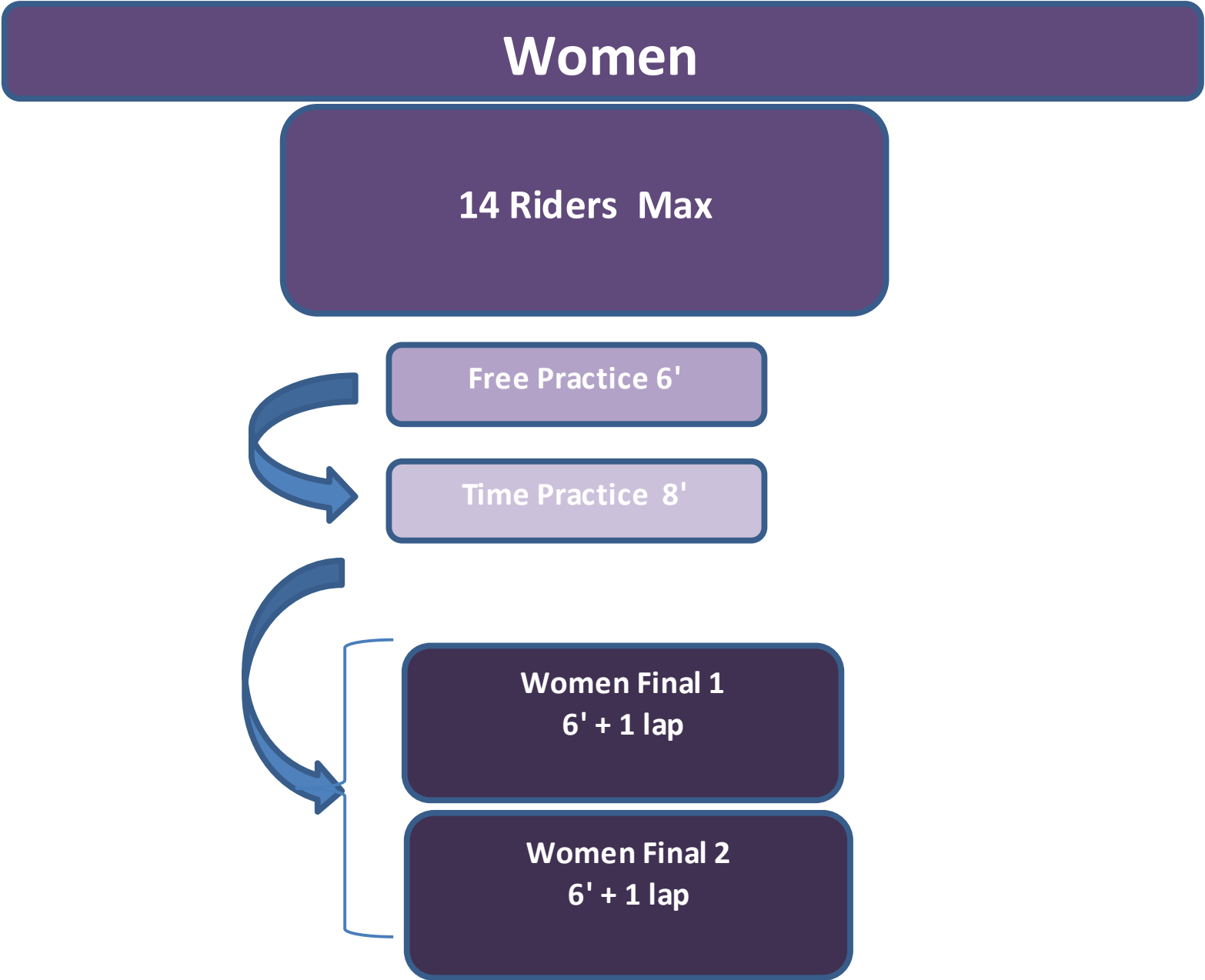












## STANDARD MODEL FOR THE WRITING OF SUPPLEMENTARY REGULATIONS FOR THE FIM SUPERENDURO WORLD CHAMPIONSHIP

### ANNOUNCEMENT

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

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

IMN N°: \_\_\_\_\_

### ACCESS

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

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

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

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

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

### Address of the venue of the event (Stadium/Arena):

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

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

Tel N°: \_\_\_\_\_

Fax N°: \_\_\_\_\_

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

### Organiser:

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

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

Tel N°: \_\_\_\_\_

Fax N°: \_\_\_\_\_

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



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

**1. TECHNICAL CONTROL AND REGISTRATION**

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

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

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

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

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

The schedule of the event is the following:

(schedule table)

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

**4. RIDERS ADMITTED**

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

**5. STARTING ORDER**

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

**6. THIRD PARTY LIABILITY INSURANCE**

The amount of the coverage for the Third Party Liability insurance must  
be of CHF 1'000'000 minimum. A copy of the policy must be sent to the  
FIM Administration no later than 20 days prior to the event.

## 7. RESULTS

The classification will be established according to Art. 066.9.

## 8. PRIZES AND PARTICIPATION ALLOWANCES

Payment of the prize money will be made according to Art. 066.11.2.2.

Time \_\_\_\_\_ and place \_\_\_\_\_ for the payment of the prize money.

## 9. ACCOMMODATION

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

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

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

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

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

\* \* \* \* \*

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

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

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

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

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

## 10. OFFICIALS

FIM Representative:			
FIM Referee:		FIM Licence:	
FIM Race Director:		FIM Licence:	
Clerk of the Course:		FIM Licence:	
		FIM Super Licence:	
Assist. Clerk of the Course:			
FIM Technical Director:		FIM Licence:	
FIM Course Inspector:		FIM Licence:	
Chief Medical Officer:		FIM Licence:	
FMNR Environ. Steward:		FIM Licence:	
FMNR Technical Steward:		FIM Licence:	
Timekeeper:			
Press Officer:			
Secretary of the Jury:			
Promoter:	Alain & Bastien Blanchard - ABC Communication		

### REMINDER

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

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

Enclosed: Race format

## FIM STANDARDS FOR SUPERENDURO CIRCUITS

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## **1.1 FIM PROCEDURES**

### **1.1.1 Inspection**

The circuits being in general temporary and constructed in a few days, the inspection will be limited to a visit carried out by the FIM Referee of the event in the company of the FIM Race Director and the Clerk of the Course and the Course Inspector under the responsibility of the Promoter ABC, at the latest 2 hours before the beginning of the practice.

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

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

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

## **1.2 TRACK**

### **1.2.1 General**

The track must be constructed inside an enclosed area.

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

A board signaling zone shall be provided. It must be on the outside of the track and access to it shall be controlled by a member of the security staff.

The inflatable arches without rigid structures are prohibited above and parallel of the track.

A sufficient space dedicated for the riders, assistants, mechanics and teams must be provided close to the track.

### **1.2.2 Length**

The course must not be less than 300 meters and from 40'' minimum to 1' maximum.

### **1.2.3 Width**

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

An empty and neutral space of 2 meters is necessary between each sections of the track.

The track must not have any sudden narrowing.

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

### **1.2.4 Vertical space**

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

### **1.2.5 Obstacles**

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

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

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

### **1.2.6 Public safety**

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

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

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

### **1.2.7 Riders' safety**

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

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

A minimum distance of 2 m must be maintained between all the sections of the track. If this distance cannot be maintained because of space limitations, boards, plastic ribbon or other natural or artificial material must be placed in order to separate the tracks, but a neutral zone of 0,5 m minimum between the two tracks must remain on most of the course.

The track can be demarcated along its length by tree trunks in priority (20 cm minimum width) and eventually by flags, banners or tapes. When markers are used, they must be of a flexible material and must not exceed more than 1 m of the surface of the track.

### **1.2.8 Starting gate**

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

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

It must be controlled either manually or by remote control. The length of the starting gate will be 7 m with 7 starting positions. The height of the starting gate will be between 500 and 520 mm.

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

### **1.2.9 Starting line**

For all the events, the starting gate must be of an individually backfolding or dropping type and be a minimum of 7 meters wide, allowing 7 motorcycles to be placed in the front line.

Each machine will be given at least 1 meter.

A start in two lines is authorised.

A minimum space of 6 meters behind the starting grid is required for allowing the riders to position themselves easily in 2 lines.

### **1.2.10 Starting straight**

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

### **1.2.11 Signalling zones**

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

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

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



### **1.2.12 Lap scoring zone**

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

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

Timing by transponder must also be done manually.

## **1.3 STADIUM INSTALLATIONS**

### **1.3.1 Riders' paddock - Parking**

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

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

The riders' paddock must:

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

The riders' paddock must be open from at the latest 15.00 hours on the day before the start of the event. The organiser must be in charge of the good decoration and image of the Paddock.

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

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

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

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

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

### **1.3.2 Paddock**

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

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

The assistance zone must have:

- a) rubbish containers
- b) a container for used oils and lubricants
- c) a security service
- d) a table and two chairs minimum per rider
- e) an environmental mat

### **1.3.3 Press installations**

The following minimum installations must be provided for the Press:

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

Telephones must not only function with coins or telephone cards.

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

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

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

### **1.3.5 Public Address System**

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

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

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

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

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

#### **1.3.7.1 Track illumination**

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

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

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

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

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

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

#### **1.3.9 FIM Referee room / Promoter's Room / TV Room**

Rooms must be provided for the FIM Referee, the Promoter and the ABC Communication TV Staff, with the following equipment:

Table, chairs and it is compulsory to have a very high-speed wireless internet connection especially for the TV Room (10 Mb upload minimum).

## **1.4 EMERGENCY AND COMMUNICATION SERVICES**

### **1.4.1 Medical Service**

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

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

The minimum medical conditions required are as follows:

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

An independent medical service must be assigned to the spectators.

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

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

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

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

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

### **1.4.4 Event communication and sports management system**

The local event Organiser must provide a radio communication system (headphones and ear piece) for at least 6 persons: the Referee, the Clerk of the Course, the FIM Referee, the Promoter, the Organiser and the Chief Medical Officer.



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