

**FIM Cross-Country Rallies World
Championship Appendices**

***Championnat du Monde FIM
des Rallyes Tout Terrain***

2011

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DEFINITION OF A CROSS-COUNTRY RALLY

A Cross-Country Rally is a sporting event staged over varied terrain and is intended to prove the skill and endurance of riders, and the reliability of their machines.

General Undertakings and Conditions

All riders, teams, officials and other parties participating in the FIM Cross-Country Rallies World Championship and FIM Prize Events (hereinafter collectively referred to as the “FIM Cross-Country Rallies 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 Cross-Country Rallies Appendices
3. FIM Cross-Country Rallies Technical Regulations
4. FIM Disciplinary and Arbitration Code
5. FIM Environmental Code
6. FIM Medical Code
7. FIM Anti-Doping Code
8. FIM Yearbook
9. FIM Organiser’s Work Book

as supplemented and amended from time to time (hereinafter collectively referred to as the «FIM Cross-Country Rallies Appendices «).

It is the responsibility of each rider and/or team to ensure that all persons involved with their entries observe the FIM Cross-Country Rallies Appendices at all times.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the technical and administrative area as well as the bivouac, must carry an appropriate pass at all times during the meeting.

Actions judged by the officials responsible to be contrary to the FIM Cross-Country Rallies Appendices - 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.

The interpretation of this current Appendix and the Supplementary Regulations is the responsibility of the CRT (see Art. 4 of the FIM Sporting Code). Any matter not provided for therein will be subject to interpretation by the International Jury.

080.1 GENERAL

080.1.1 FIM Cross-Country Rallies World Championship and Prize Events

The FIM Cross-Country Rallies World Championship is organised according to the rules of the FIM Cross-Country Rallies Appendices and the FIM Sporting Code.

The FIM Cross-Country Rallies World Championship and FIM Prize Events are held each year and include the following title/category:

FIM World Championship:

- FIM Cross-Country Rallies World Championship 450cc, for riders and manufacturers.

FIM Prize Events:

- FIM Cross-Country Rallies World Cup – Quads, for riders
- FIM Cross-Country Rallies World Cup – Women, for riders
- FIM Cross-Country Rallies Open Trophy, for riders

A FIM Cross-Country Rallies World Championship event, allowing for exceptions duly approved by the CRT, is always open to these **four categories mentioned here**.

The total number of events entered in the FIM Cross-Country Rallies World Championship calendar, **allowing for exceptions duly approved by the CRT**, is four minimum and eight maximum.

080.1.2 Eligibility of Events

The deadline for registrations in the FIM Cross-Country World Championship calendar is 31 January of each year (for the next year's calendar) according to the FIM general standards.

Priority will be given to events belonging to the FIA Cross-Country Rallies World Cup, then to twinned events for cars-motorcycles.

Two years' experience in the organisation of an event will be required to submit a candidature to the FIM Cross-Country Rallies World Championship calendar.

Before being accepted, each new candidate event will be evaluated by the FIM, who will take into account the inspection report, the quality of the event and the existing events in the FIM Cross-Country Rallies World Championship.

Events shall have a minimum duration of four days (or five days with a Super Special **Stage**). The total duration may not exceed 20 days. Between two events, a minimum period of **20** days must be observed, except in certain conditions, under dispensation of the FIM **Executive Board**.

Before the start of the first round, the **CRT** will organise a compulsory meeting for the organisers in order to explain the new rules and protocol. An **Organiser** who is not present at this meeting will receive a fine of 580 Euros and **his** event will be excluded from the FIM Cross-Country Rallies World Championship calendar the following year.

Events counting towards the FIM Cross-Country Rallies World Championship shall show in all their publicity and on all documents relevant to the event, the title "FIM Cross-Country Rallies World Championship".

080.1.3 TV Rights, Title sponsor and logo of the Championship

The FIM Cross-Country Rallies World Championship may be linked to a contractual "Title Sponsor". The FIM will inform all the organisers sufficiently in advance.

The marketing of the TV rights will be negotiated every year between the FIM Marketing & Communications Department and the Organiser. The Championship sponsor title belongs to the FIM.

080.1.4 Support races

During a FIM Cross-Country Rallies World Championship event, support races may be permitted.

However, these support races must at all times receive prior authorisation from the FIM.

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 Cross-Country Rallies World Championship.

If necessary, the FIM International Jury can change the time schedule of these support races and/or cancel them.

080.2 OFFICIALS AND PROCEDURES

080.2.1 General

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

The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.

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

The Clerk of the Course must present to the FIM Jury President a list of all Officials of whom the number of the FIM licence must be mentioned.

All officials must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.

080.2.2 Officials who hold a FIM licence

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

- FIM Jury President, FIM Jury Member(s), FIM Technical Delegate(s)
- Clerk of the Course and his assistant
- FMNR Technical Steward and his assistant
- FIM Medical Delegate and FIM Environmental Delegate
- FMNR Environmental Steward
- Chief Medical Officer (CMO)
- Timekeeper

080.2.3 Jurisdiction

With the exception of the FIM International Jury, all FIM licence holders, holders of a FIM pass, officials and their assistants, and all other persons involved in the event are subject to the authority of the Clerk of the Course.

080.2.4 FIM International Jury

The President of the Jury and the second Jury member are appointed by the FIM.

The third Jury member is appointed by the FMNR.

If the two Jury Members appointed by the FIM are prevented from arriving at the event in time, the FIM will decide about their replacement.

The **FIM** International Jury exercises supreme control of the event 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 FMNR and/or the FIM. They are responsible for the proper application of the sporting rules during the event where they have a supervising and disciplinary function.

The FIM International Jury has no responsibility for the organisation of the event.

The **FIM** International Jury is the only disciplinary body of the event competent to adjudicate upon any protest that may arise during the event.

The **FIM** International Jury pronounces sanctions according to the provisions laid down in the **FIM** Disciplinary and Arbitration **Code**.

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

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

080.2.4.1 Minutes of the International 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 **FIM** Jury President. **A copy of these minutes must be sent to the FIM Administration within 72 hours of the end of the event.**

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

080.2.5 The FIM Jury President

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

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

- Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged are informed thereof;
- Report of the Secretary to the Jury stating that all riders and participants are holders of their respective licences as well as all officials with any responsibility for the running of the event;
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;
- The safety standards of the event;
- Any amendments to safety measures proposed by the riders;
- The official permission from the local authorities to run the event and whether the third party insurance policy of the organiser satisfies the requirements of Art. 110.1.1 of the **FIM** Sporting Code.

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

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

At the end of the event, the FIM Jury President must send the following documents to the FIM Administration within 72 hours of the finish of the event:

- his report (using the official form)
- the results (according to the official form)
- his complete dossier with the Environmental Check-list, minutes of the meetings, justified decisions relating to the appeal lodged and, if necessary, the security deposit retained, copy of the certificate for the third party liability insurance, etc.

080.2.6 The second FIM Jury Member

He must help the FIM Jury President to fulfill his duty.

He must fulfill his duty within the FIM International Jury in case of any disciplinary or arbitration action.

080.2.7 The FMNR third Jury Member

He must assist the Jury President with his knowledge of his country.

He must fulfill his duty within the FIM International Jury in case of any disciplinary or arbitration action.

He must represent his organising country.

080.2.8 FIM Technical Delegate

The FIM Technical Delegate is appointed by the FIM.

He must control the duties of the FMNR Technical Stewards.

He must help them to understand and apply the FIM Technical Rules.

He must follow the evolution of technology in the sport and propose ad hoc modifications to the Technical Rules.

080.2.9 CRT Representative

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

080.2.10 Clerk of the Course

The Clerk of the Course shall be responsible for the application of the Rules during the running of the event which shall be under the control of an International Jury composed in conformity with the FIM Sporting Code.

The Clerk of the Course is responsible for the conduct and efficient running of the event. 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 duties and that the safety, medical and control services are on duty;
- To verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the event due to a disciplinary sanction or for any other administrative or technical reason;

- To postpone the start of a event for an urgent case of safety or for any other case of force majeure or to proceed with the improvement of the conditions of the course; to stop an event prematurely or to cancel part of the course or the entire event;
- To prevent a rider or a motorcycle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected, he may indicate infractions and propose penalties to the **FIM** International Jury;
- To order the removal from the course, **Legs** and vicinity any person refusing to obey the orders of an official;
- To notify the **FIM** International Jury of all decisions taken or to be taken and of any protest addressed to him;
- To collate the reports of the timekeepers and other executive officials and all other information necessary in order to present his report to the **FIM** International Jury and to have the provisional results of the event approved.

For events with more than 100 riders, an Assistant Clerk of the Course and an Assistant Technical Steward, holders of FMNR licences, are compulsory.

080.2.11 Technical Steward

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

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

080.2.12 Timekeepers

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

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

At the end of the event, as soon as the results are homologated by the FIM International Jury, they must send the results by e-mail to the FIM Administration; christian.mercier@fim.ch and info@fim.ch

080.2.13 Environmental Steward

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

- Ensure that the FIM Environmental Code is respected;
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the **FIM** Jury President or **Clerk of the Course** on all aspects of the event which may have harmful environmental consequences;
- Be entitled to attend all open meetings of the Jury, without voting rights;
- Draw up a report on the basis of a checklist prepared by the CIE and send it to the **FIM Administration** and hand a copy to the FIM Jury President,
- **Propose sanctions**

080.2.14 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 before the start of the event and regularly during the event.**
- **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 event which may have potential medical consequences.**
- **Draw up a report and hand a copy to the FIM Jury President.**
- **He must be present at all meetings of the FIM International Jury.**

080.2.15 Competitors' Relation Officer (CRO)

The officials responsible for relations with the riders must be readily identifiable and be present at:

- the administrative and technical controls;
- the start and finish of **Legs**;
- regroupings;
- **all meetings of the FIM International Jury.**

The task of the officials dealing with riders consists of:

- informing the riders and constantly acting in collaboration with them;
- providing precise answers to all persons raising questions;
- giving all information and additional details concerning the running of the Cross-Country Rally;
- avoiding transmission to the **FIM International Jury** of any questions that can be satisfactorily resolved by providing precise explanations, unless the question concerns a protest, e.g. supplying details of times contested.

This task can be entrusted to an Assistant Clerk of the Course.

080.2.16 Transport and accommodation of the FIM Officials

The organisers must provide at their own expense **three** places for the FIM Jury President, **the second FIM Jury Member** and the **FIM Technical Delegate in vehicles of the organisation, or rent, at their own expense, two vehicles, in good technical condition and equipped in such a way that they allow them to be able to check the running of the event.**

Accommodation must be booked for them in a good hotel as close to the Bivouac as possible. If not possible, a dedicated tent must be arranged for them at the Bivouac. The Organisers must inform the FIM Officials about these arrangements.

080.3 SUPPLEMENTARY REGULATIONS AND INSURANCE

The Supplementary Regulations must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM. 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 **CRT and must specify that the event will be conducted in conformity with the current Appendix. It must also include the detailed description of the medical support available by air and land during the event as well as** the maximum time granted to the riders for each day, accompanied by detailed itineraries (except for the **Selective Sections**), complete time schedules and details with the number of kilometres and sent to FIM Administration 30 days before the start of the event.

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

Any modifications or additional provisions shall be announced by additives, which will be dated, numbered and signed. These additives will form an integral part of the Supplementary Regulations and shall be posted on the official notice board for the Rally. They shall also be communicated directly to the riders in the shortest possible time.

The organiser must also provide to the FIM Administration, 20 days before the event, a copy of the third-party liability insurance of the organiser in accordance with local laws and respecting the provisions laid down in Art. 110.1.1 of the FIM Sporting Code, as well as a copy of the medical repatriation insurance for injured riders, from the place of the accident to his home.

For Rallies crossing several countries, the organiser must also provide the relevant authorisations of the FMNs concerned.

The interpretation of the Supplementary Regulations is the responsibility of the CRT.

080.4 ENTRIES

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 forms must be printed in the official languages of the FIM and shall mention Art. 60.5 of the **FIM** Sporting Code.

Any person wishing to take part in an event must send to the Secretariat of the organiser the entry application signed and accompanied by the amount of the entry fee which will be increased by 100 % for the riders refusing the advertising of the organisers. The amount of the entry fee must be specified in the SR.

The entry fee includes the insurance premium giving the rider and the participants third-party civil liability cover in accordance with Art. 110.1.1 of the FIM Sporting Code. The insurance will take effect two days before the administrative and technical control and shall cease two days after the official end of the event or after abandonment or official disqualification

The terms of this cover must be specified in the Supplementary Regulations

The entry fee will be fully reimbursed:

- a) to applicants whose entry has been refused;
- b) in the event that the Rally is not held.

In order to cover a withdrawal at the last minute by any rider, the organisers must subscribe to or propose a cancellation insurance policy permitting the reimbursement of fees paid.

The FMN which issued the licence, the FMNR or the organiser may refuse an entry for justifiable reasons. The refusal and justified notification must be sent in writing to the applicant at the latest during the 72 hours following the closing of the entries. Also within this time limit, the notification must be sent to the **FIM Administration** and to all the FMNs that have riders who sent an entry form.

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

080.5 INSURANCE

- a) The entry fee includes the insurance premium giving the rider and the participants third-party civil liability cover in accordance with Art. 110.1.1 of the FIM Sporting Code. The insurance will take effect two days before the administrative and technical control and shall cease two days after the official end of the event or after abandonment or official disqualification.
- b) The terms of this cover must be specified in the Supplementary Regulations.

080.6 ENTERED RIDERS

The riders must obligatorily be holders of:

1. A valid FIM **Cross-Country Rallies World Championship** licence in accordance with Art. 70.2.1 of the **FIM** Sporting Code and Art. 09.1 of the **FIM** Medical Code. **To obtain this licence from his national federation, the rider must undergo and pass successfully an echocardiogram, once in his lifetime and an exercise tolerance electrocardiogram valid three years.**
2. **A valid Starting Permission from his national federation to enter specifically this event, if the rider has an annual licence. If the rider has a "one event" licence, this licence is sufficient without a Starting Permission.**

3. A valid driving licence corresponding to the type and capacity of machine used.

All participants undertake to indemnify and hold harmless the FIM, the FMNR, the CONUs, the FIM promoters, the organisers and officials, the employees, officers and agents, from and against any and all liability to third parties for any loss, damage or injury for which he is jointly and severally liable.

Any anti-sport, unfair, incorrect or fraudulent action effected by the rider shall be judged by the International Jury who shall decide on any sanction according to the FIM Disciplinary and Arbitration Code and regulations.

080.6.1 Starting numbers

The organisers are free to allocate the starting numbers to the riders. However, they should, when possible, give a rider the same starting number this rider had if he rode previously in another round of the FIM Cross-Country Rallies World Championship of that year.

080.7 MOTORCYCLES, CATEGORIES AND OTHER SPECIFICATIONS

The Championship is open to motorcycles and quads (hereinafter collectively referred to as “motorcycles”) duly covered by a registration certificate and adapted to off-road use. These motorcycles and their equipment entered must, throughout the competition, comply with the International Vienna Convention of 1968, the national legal requirements for road traffic of the country in which the vehicle is registered, the road legislation of the country where the event is held and with other rules specified in the Supplementary Regulations. In case a competition motorcycle does not need registration in the country where it comes from, the motorcycle must still respect the FIM Sporting and Technical rules.

080.7.1 Categories

The categories are as follows:

- Category 1: **450cc World Championship**
- Category 2: Quads (three-wheel vehicles are forbidden)
- Category 3: **Women**
- Category 4 **Open Trophy**

080.7.1.1 450cc World Championship

These machines are based on series production machines, homologated (allowed to be used on roads open to traffic), which can be modified and/or equipped for Off-Road Cross-Country Rallies competition.

The main parts: frame, engine (cylinder, cylinder head and crankcase) and swing-arm used must be a standard component, and must be freely available to the public. These main parts may be modified, with the exception of the crankcase, but must fulfil the FIM Technical Rules for Cross-Country Rallies - 450cc World Championship category.

The maximum capacity is up to 450cc single or twin cylinder.

Starting Numbers from 1 to 99

Number plates: yellow background with black numbers (RAL Colour table: Yellow 1003, Black 9005).

080.7.1.2 Quads

These machines are based on series production quads, homologated (allowed to be used on roads open to traffic), according to Group G or H. which can be modified and/or equipped for Off-Road Cross-Country Rallies competition.

The main parts: chassis and the engine (cylinder, cylinder head and crankcase) used must be a standard component, and must be freely available to the public. These main parts may be modified, with the exception of the crankcase, but must fulfil the FIM Technical Rules for Cross-Country Rallies - Quads category.

Please refer to the Technical Rules, Quads, for the capacity authorised per group.

Starting Numbers from 200 to 299

Number plates: red background with white numbers (RAL Colour table: Red 3020, White 9010).

080.7.1.3 Women

To collect points for the Women's World Cup, a female rider can use a machine of either Category 1, 2 or 4.

Starting Numbers: according to the category of their machine
Number plates: purple with white numbers (RAL Colour table: Purple 4006, White 9010).

080.7.1.4 Open Trophy

These machines are based on series production machines, homologated (allowed to be used on roads open to traffic), which can be modified and/or equipped for off-road Cross-Country Rallies competition.

The main parts: frame, engine (cylinder, cylinder head and crankcase) and swing-arm used must be a standard component, and must be freely available to the public. These main parts may be modified, with the exception of the crankcase, but must fulfil the FIM Technical Rules for Cross-Country Rallies - Open Trophy category.

The capacity is from 450cc up to 1300 cc single or twin cylinder.

Starting Numbers from 100 to 199

Number plates: white background with black numbers (RAL Colour table: White 9010, Black 9005).

080.7.2 Change of engine

Any change of engine must be indicated to the Clerk of the Course or the Technical Steward/FIM Technical Delegate, at 21:00 the latest, on pain of a 15' penalty.

080.7.3 Number of engine

For Rallies up to 7 Legs (including the Super Special Stage):

Per rider, one (1) engine mounted in the motorcycle and a maximum of **one (1)** spare engine.

For Rallies with more than 7 Legs (including the Super Special Stage):

Per rider, one (1) engine mounted in the motorcycle and a maximum of **two (2)** spare engines,

The spare engine(s) **must have** identical technical specifications **and** must be marked by the Technical Stewards during the first technical inspections, for use during the entire duration of the event.

If a rider needs to change more engines than prescribed according to the length of the rally, he may do so, but will receive a penalty of 2 hours per extra engine change.

080.7.4 Identification

The **organiser** shall provide each rider with a **set of identification plates comprising 1 front plate and 2 side plates called number plates. The organiser shall also provide one bib measuring 26 cm x 30 cm, bearing the racing number which should be clearly worn on the rider's back. The exact sizes and positions of these number plates will be explained in the SR.**

The number plates shall be affixed visibly at the front and on the rear sides **of the motorcycle**. They shall in no circumstances cover, throughout the duration of the Rally, even partly, the registration number of the motorcycle.

At any time during the Rally, the absence of or incorrect affixing of an event number panel or plate shall result, for each offence noted, in a time penalty, as provided for in the Supplementary Regulations. Before the start of each **Leg**, the simultaneous absence or incorrect affixing of at least two event number plates or the bib **will ban the rider from starting**.

Each evening, the organiser must be able to supply riders with new number plates and bib, by asking the **Competitors' Relation Officer**.

A bracelet on which is noted the HQ number will allow riders to be identified. Any default noted by an official will result in penalties equivalent to 10% of the entry fees. In case of damage to the bracelet, the rider must inform the Competitors' Relation Officer, who will provide a replacement in exchange for the damaged item.

080.7.5 Advertising

Riders shall be free to affix any advertising on their motorcycles provided that it:

- a) is authorised by the FIM Rules and the laws of the countries ridden through;
- b) is not contrary to public decency and customs;
- c) does not overlap on those areas which are reserved for the number plates **and the organiser's requirement, as described in the SR.**

The **compulsory advertising** of the organisers must conform to the laws of the countries ridden through as well as to the FIM Rules.

080.8 TECHNICAL INSPECTION AND ADMINISTRATIVE CONTROL

080.8.1 Administrative control

Prior to the start of the event, an administrative control must be organised, in order to check the licences, driving licence, make and model of the motorcycle, and compliance of the motorcycle with the category in which it has been entered.

During this administrative control, various safety equipment, map, roadbook, emergency phone number and other information will be distributed to the riders.

080.8.2 Preliminary Technical Inspection

Prior to the start of the event, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM Regulations and/or the Supplementary Regulations of the event.

080.8.2.1 Markings

The following parts will be marked as described below, in such a way as to ensure their identification. The parts so marked must be used throughout the entire competition and must be in their proper place at the final examination. **Paint markings on the crankcases and silencer must be heat resistant. The rider is responsible for the continued presence of all seals and marks.**

The Technical Stewards may check, at any time, the presence of these identification marks. **The substitution of the original components or disregard of these regulations is strictly forbidden.** Any fraudulent act that is recorded and, in particular the presentation of retouched identification marks as being intact, shall result in disqualification of the rider, as well as that of any rider who has aided or abetted the offence; this shall not prejudice any more severe sanctions that may be requested of the FMNR or the International Disciplinary Court, pursuant to Art. 3.1.3 of the **FIM** Disciplinary and Arbitration Code.

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

Parts	Marking	Number	How or where marked
Crankcase	Paint*	1	Right or left side
Spare engine	Paint*	1	Right or left side
Frame (Chassis for Quad) main section	Paint + *	1	Right hand steering head
Silencer	Paint*	1	On the top

* or non removable (destructible) sticker.

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

The frame consists of all welded parts surrounding the engine and supporting the steering column and the mounting points for the rear suspensions. The frame must not be changed or replaced during the running of the event. However, the frame may be left for servicing and repairs

080.8.2.2 Sound Control

Motorcycles must pass the noise control test, carried out according to Art.01.79 of the **Cross-Country Rallies** 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.

The maximum limit of the sound level, using the 2 Meter Max method is fixed at:

115 dB/A (+ 1 dB/A tolerance measured with a Type 1 sound meter)
(+ 2 dB/A tolerance measured with a Type 2 sound meter)

If a motorcycle does not pass the noise control test, the rider must immediately solve the problem before the next noise control test.

080.8.3 Technical Inspection during the Event

During the whole event the FMNR Technical Steward, under the supervision of a Jury Member or the **CRT** Technical **Delegate**, can check any motorcycle. The time spent for this test will be granted to the rider. The rider is responsible at any time of the Rally for the technical conformity of his motorcycle.

For the sound control, if during the test, the machine exceeds 116 dB/A (plus tolerance according to the sound-meter used), the rider will be penalised with 15 minutes (1st offence), 60 minutes (2nd offence), disqualification from the event (3rd offence) or other penalties given as provided for in the FIM Disciplinary and Arbitration Code.

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 day after the final time control, no later than 60 minutes after his time limit or no later than 60 minutes before his next scheduled starting time. 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 be penalised according to the above-mentioned rule. 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 penalised according to the above-mentioned rule (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code)."

The competent bodies or officials 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.

Any refusal to present the machine to a control requested by the Technical Steward will be sanctioned **up to** disqualification.

080.8.4 Technical Inspection at the end of the Event

Without it being an obligation, a complete and detailed control involving the dismantling of the motorcycle of riders ranking in the first places of each category, as well as of any other rider, may be carried out at the complete discretion of the International Jury, either acting on their own initiative or following a protest, or on the advice of the Clerk of the Course.

If an engine must be controlled and completely dismantled and if there are not the appropriate technical conditions at the end of the rally, the motorcycle must be sealed and shipped to the country of the organising FMNR.

The disassembly and the control of the engine takes place with the representative of the manufacturer of the said motorcycle, in the presence of a Technical Steward appointed for the event. The transportation costs are at the charge of the organiser.

The maximum limit of the sound level, at the end of the event, using the 2 Meter Max method is fixed at:

116 dB/A (+ 1 dB/A tolerance measured with a Type 1 sound meter)
(+ 2 dB/A tolerance measured with a Type 2 sound meter)

080.9 FUEL

In Europe, the fuel used, i.e. normal roadside unleaded pump fuel, shall be in accordance with the Technical Rules, **Cross-Country Rallies** Appendix.

Outside Europe, if the fuel available for the riders in the country(ies) crossed does not answer the FIM specifications, the organiser will have to make the characteristics of this fuel appear in the Supplementary Regulations, in conformity with the last paragraph of Article 63.01.2 **Cross-Country Rallies** Technical Rules.

A fuel control may be carried out at any time during an event, according to Art. 63.05 of the **Cross-Country Rallies** Technical Rules. A rider whose fuel fails to meet the **Cross-Country Rallies** Technical Rules will be disqualified from the whole event.

The rider is liable for the reimbursement of the costs of the test and other penalties may be imposed.

All protests requesting a fuel control must be accompanied by a security deposit of 730 EUR paid to the **FIM** International Jury or the FIM (supplementary controls).

080.10 RALLY HEADQUARTERS

The Rally Headquarters (Rally HQ) must be fully operational before the start of the first competitor until the last competitor is back at the Bivouac, without any break.

It must be equipped with all the necessary transmission equipment for communication with the helicopters, the Tango (medical car) the sweeper truck, start and finish of the Selective Sections, TC, CP etc.

It must be equipped to accommodate the staff in charge of the satellite tracking system, the coordinator of the search and rescue team, the Clerk of the Course, etc.

080.10.1 Journal

The organiser will keep an information book with irremovable numbered pages. This journal will be hand written with the precise time and date of the annotations. It will be composed of all messages sent or received at the **Rally HQ** in chronological order as well as all the information regarding the advancement of the event. It will remain at the disposal of the Clerk of the Course and the **FIM** President of the Jury.

080.11 ROAD BOOK AND NAVIGATION

The route of the Rally is secret until the Road book/GPS is distributed to the riders.

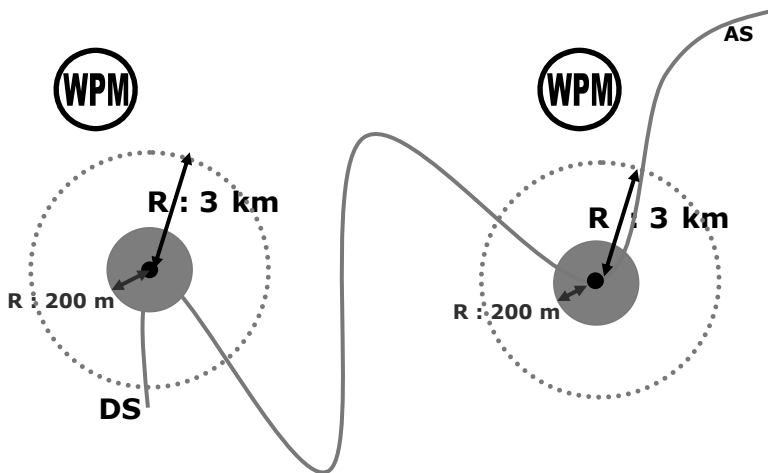
Organisers using a different GPS system from the one described hereafter must mention in their Supplementary Regulations the functioning of their system and the possible unlocking codes.

080.11.1 Official Itinerary

The official itinerary (Selective and Road Sections) is recorded in the GPS(s) supplied to the riders. The validation in a chronological order of each Waypoint (WPV, WPM, WPE, DZ, FZ, CP) localised on the road book guarantees the respect of this itinerary by the riders. Each point will be numbered in chronological order on the road book and in the GPS.

A WPM or WPE is also affected at DZs and FZs of the Speed Control Zone as well as at Passage Controls.

The Clerk of the Course must be in possession of this itinerary including all the GPS points.



080.11.2 Functioning of the GPS

Only the waypoints for the start and finish of the Legs and Selective Sections will be given.

Between 2 WPM's, the GPS will only show the compass heading and the speed. Once the competitors have entered the 3 km radius around a WPM, the GPS will display all the usual functions of a GPS: COG, SOG, CTW, DTW.

To validate their passage, riders must pass within at least 200 metres of a WPM.

Riders must respect the chronological order of WPTs of the Leg under consideration. If this is not the case the GPS will only display the compass heading followed and speed. Nevertheless, the riders may force the GPS to reset on another WPT by pressing the "W+" or the "W-" button.

080.11.3 Penalties

The range of penalties for each missing waypoint (WPV, WPM, WPE, DZ, FZ, CP) will be indicated in the SR.

080.11.4 Road Book

All riders will receive a road book which will indicate the itinerary which has been reconnoitred and which will be 'opened' and 'swept'. Only this route is opened and validated by the opening team. It will indicate compulsory points of passage (WPV's, WPM's, WPE's, DZ's, FZ's, CP's) which must be respected on pain of penalties.

Between two compulsory points of passage the itinerary of the road book is not compulsory but strongly recommended, except in agricultural and forestry zones or areas sensitive to the environment.

In the first road book the complete list of symbols (according to the model at the end of the Appendices) must appear. The road book of each **Leg** will have in its first pages the description of the **Leg**. The list of symbols and the descriptions must be in two languages minimum, including English.

The modification notes in the road book **made by the organiser's opening team** must be signed by the Clerk of the Course and posted on the official board at the latest at the opening of the briefing the day before the **Leg** concerned.

These notes complete the road book by the addition of some information about directions and danger.

A Selective Section or a Road Section running on an existing track will feature in the road book as a solid line.

A Selective Section or a Road Section running 'off-track' will feature in the road book as a broken line.

Riders must, in all cases, adapt their riding to the conditions of the terrain which will change frequently. The greatest attention must be paid at all times, whatever the type of route (Selective Sections, Road Sections, off track...).

080.11.5 Unblocking of the GPS

For safety reasons, riders will have two means of unblocking their GPS by using two specific codes:

1) Code '5555, Emergency code'

For a rider wishing to retire, this code will completely unblock the GPS and allow the rider to introduce new points manually.

The use of this code will be penalised by 6 hours penalty per use.

2) Code 'WPM'

This code, given by the race control at the request of the rider via his Satellite Tracking System, allows the GPS to function 'normally' and display all the waypoints, DTW, CTW, COG, SOG and will change the Hidden Waypoint (WPM) and the CP into a Visible Waypoint (WPV).

All uses of this code will result in the following penalties:

- From the 1st to the 3rd use: 3 hours penalty per use
- From the 4th use: 6 hours penalty per use

080.11.6 Checking procedure

Throughout the duration of the rally, riders are responsible for the correct functioning of their GPS(s) downloaded by the organisers. The GPS(s) must be switched on and connected permanently to their power supply and aerials throughout the entire Leg. All actions caused by riders (loss, destruction, switching off etc.) making it impossible to read the GPS and / or all attempts at fraud or manipulation noted will result in penalties to be decided by the Jury of Sporting Stewards and may be up to disqualification.

Checks will be carried out at the end of Legs. The riders must put their GPS(s) on the "checks" screen on their arrival at the TC. All the waypoints will appear on a screen page either 'clear' or in 'grey': not validated or validated. The person carrying out the checks will note any infractions and these will be counter signed by the rider. The controller will then add a slip of paper to the rider's time card and will send a copy to the race direction.

In the case of a protest, accompanied by the appropriate deposit, the rider has half an hour after notification to make a written protest to the Clerk of the Course. The GPS(s) will then be dismantled and sealed by a technical steward in the presence of the rider (or his representative) before being examined by a technician who will hand his report to the Clerk of the Course and to the rider.

080.12 ROUTE

The Route is divided into **Legs** that comprise one or several **Selective Sections (SS)** connected by **Road Sections**.

Throughout the duration of the event, the riders must strictly comply with the traffic regulations of the countries through which the event passes. Any rider who does not comply with these requirements will be penalised as follows:

- a) 1st infringement: a time penalty equal to 30';
- b) 2nd infringement: a time penalty of 1 hour;
- c) 3rd infringement: **up to** disqualification.

The police or officials who record any infringement of the traffic regulations by a rider must inform him of it in the same way as for other road users.

Should they decide not to stop the rider at fault, they may ask the organisers to apply the penalties, provided that:

- a) notification of the offence reaches the organisers through the official channels and in a written note, before posting of the classification of the **Leg** during which the offence was committed;
- b) the reports of the offence are sufficiently detailed to ensure that the identity of the rider at fault is established without any doubt and that the places and times of the offence are perfectly correct;
- c) the complaints are not susceptible to diverse interpretations.

080.13 **LEGS**

The distance in km of the daily **Legs** must be adapted to the difficulties of the **terrain**, in such a way that the riders may arrive by daylight in normal racing conditions. **Legs** of more than 700 kilometres, including **Road Sections** and **Selective Sections**, can be authorised if the organiser's request is justified, and with the appropriate measures of security. This request for derogation must be sent to the FIM **Administration** as soon as the draft of the itinerary is complete.

After each **Leg**, a minimum rest period of six hours is compulsory. A minimum rest period of 18 hours is compulsory after ten **Legs** or after 6000 kilometres have been completed. The Clerk of the Course may allow a rider to start a new **Leg** without proof of the six hours rest, once only in a ten-day period, according to the advice of the event doctor. In this case, the rider must turn up one hour before his theoretical start.

080.14 **SUPER SPECIAL STAGE (SSS)**

The organisation of a Super Special Stage is optional. If organised, all riders must take part in it and the result will count for the classification of the event as well as any road penalties relating thereto.

It will be run in the form of a **Selective Section**, with a minimum length of 2 km and a maximum length of 10 km. The **Supplementary Regulations** must specify whether reconnaissance of the **Super Special Stage** is permitted and in what form.

080.15 **SELECTIVE SECTIONS (SS)**

Selective Sections are run on tracks and sections of “road” open to the public. The greatest care is recommended in relation to other possible users.

In a **Leg**, the cumulative length of the **Selective Sections** must not exceed 600 kilometres.

The **Selective Sections** must be such that all the riders can complete them entirely during the day in normal racing conditions.

It is forbidden to give the start of a **Selective Section** at night.

At sunset, if riders are still riding in the **Selective Section**, a permanent watch must be organised at the Rally HQ.

Refuelling will be provided for after a maximum of 250 kilometres. The clock must be stopped for at least 15 minutes during the refuelling. The refuelling **zone** is not a Parc Fermé.

In agricultural and forestry zones and areas sensitive to the environment and security, **defined by Waypoints and marked on the Road Book**, the itinerary and all the boxes in the road book must be strictly respected. It is notably forbidden to “cut” corners through fields, forests, orchards and swamps.

This strict respect of the **route** will also be applied to the **Super Special Stage which must be marked**.

Any infringement to this rule will be penalised by 15’.

In all other cases, only GPS points given by the organiser are considered as compulsory passage points. The road book is only a navigation tool.

It is forbidden to deliberately block the passage of motorcycles or prevent them from overtaking.

It is forbidden for riders to ride in the opposite direction of the **Selective Sections**, under threat of penalty which may result in disqualification from the event.

080.15.1 Start of a Selective Section

At the start of a **Selective Section**, when the motorcycle comes to a stop in front of the starting control, the timekeeper on duty will enter on the time card of the rider the true starting time of the motorcycle concerned (hour and minute), then will call out the last 30 seconds, 15 seconds and last five seconds one at a time. After the last five seconds, the starting signal will be given and this must be immediately followed by the starting of the motorcycle.

Remaining for more than 30 seconds on the start line, after the starting signal, will incur a penalty of two minutes.

Any rider refusing to leave at the start of a **Selective Section** at the time and in the position that have been allotted will be penalised, possibly by disqualification from the event.

The start of a **Selective Section** at the time indicated on the time card can be delayed by the timekeeper.

A start made before the official has given the signal will be penalised by one minute. This penalisation does not rule out more serious sanctions that may be applied by the **FIM** International Jury, particularly in the case of a repeated offence.

When a rider is unable to present his motorcycle with his engine running at the start of a **Selective Section**, the penalty shall be one minute per minute of lateness.

080.15.2 Arrival of a Selective Section

The arrival at the **Selective Section** will be judged at speed, with the panels being arranged as follows:

- a) yellow chequered panel (start of zone)
- b) after about 100 metres, red chequered panels (arrival at speed)
- c) at a distance of 150 to 300 metres, 2 red panels (timepiece and STOP)
- d) finally, 100 metres further on, final beige panel with 3 cross-bars.

A voluntary stop between the yellow warning panel and the STOP panel is prohibited, under threat of penalty that may result in disqualification from the event. Timing is recorded on the finish line, with printer-type clocking-in equipment. The latter will be duplicated by hand-held stopwatches.

At a distance of 150 to 300 metres after the finish, the rider shall stop at a time check signalled by a red clock and a red STOP panel. The timekeeper on duty will enter on the time card the arrival time (hour, minute and second), which will also be the starting time for the following **Road Section** (hour and minute). **Any rider not stopping at the STOP panel to enter his time will be penalised, up to disqualification.**

The arrival times are recorded on the basis of seconds.

If a “ceremonial finish” is planned at a different location from the actual finish, the details of the procedure regarding Time Control etc, must be stated in the SR.

080.16 SPEED CONTROL ZONE

In the zones defined as Speed Control Zones, the speed of the riders, in the Road Sections as well as in the Selective Sections, will be limited to 30, 50 or 90 km/h. Moreover, it is the responsibility of the rider to adapt his speed to the local population and the traffic.

These zones will be marked on the road book by a box marked “DZ” (start of the zone), a FZ box (end of the zone) and the maximum speed allowed. The absence of indicating signs for speed cannot give cause for protest.

Overtaking is authorised, on condition that the maximum speed authorised in the zone is not exceeded.

Speed controls will be done by means of the GPS.

In a Speed Control Zone, if the speed limit is exceeded, a signal can appear on the GPS screen to indicate excess speed with a recording of this.

A deceleration area of 90 metres around the start of the zone as well as an acceleration area of 90 metres around the end of the zone will be allowed.

A Speed Infringement (SI) is made when the maximum speed is exceeded once or several times in the same Speed Control Zone.

When speeding, a pulse signal is recorded in the GPS every 150 m and the speed is shown on the speed page “SPD” on the GPS. Each pulse signal (IMP) will be penalised as follows.

- up to 20 km/h: IMP X 1'
- between 21 and 40 km/h: IMP X 2'
- more than 40 km/h: IMP X 6'

Example: Zone limited to 50 km/h. A rider passes the first two pulse signals at 100 km/h then the 3rd at 80 km/h, the 4th at 52 km/h; the other ones are below the limit.

Calculation: $2 \times 6' + 1 \times 2' + 1 \times 1'$ Total of the penalties: 15 minutes.

The second Speed Infringement will be when speeding once or several times in another Speed Control Zone. The Number of Speed Infringements (NSI) will be added during the event. From the second offence and for all the following, each pulse signal (IMP) will be penalised as follows:

- up to 20 km/h: IMP X 1' X NSI
- between 21 et 40 km/h: IMP X 2' X NSI
- more than 40 km/h: IMP X 6' X NSI

Example: in the second Speed Control Zone of the rally, limited to 50 km/h, the same rider passes the first pulse signal at 72 km/h, the 2nd at 63 km/h, the 3rd at 51 km/h; the other ones are below the limit.

Calculation: 1 x 2' + 2 x 1' Penalties: 4 minutes x 2 which makes a total of 8 minutes of penalties, as it is the 2nd Speed Infringement (NSI = 2), then x three for the third Speed Infringement (NSI = 3), x fourth for the fourth Speed Infringement (NSI = 4) etc.

The controls will be ordered by the Clerk of the Course or the FIM International Jury and executed by a GPS technician in the presence of an official or a Judge of facts.

The FIM International Jury can give a disqualification if the relapse of speeding is considered intentionally.

080.16.1 Start of the control zone

The entry of a speed control zone recorded in the GPS will be indicated on the road book by a box marked "DZ" and by a hidden waypoint (WPM). To validate the entry of Zone "DZ", the rider must pass at less than 90 metres (radius around the WPM "DZ").

In a radius of 3 kms of this WPM, the rider's GPS will become active (DTW, CTW with arrow) so as to guide the rider to the start of the zone.

90m before this GPS point the rider will be informed by his GPS that he is approaching a Speed Control Zone (deceleration).

The 90m situated after the GPS point, is considered as a deceleration zone (zone of tolerance), before entering in the control zone.

080.16.2 Speed Control Zone

The control zone will appear permanently on riders' GPS screens, meaning that they can in no way claim not to know either the entrance or exit of the zone. The speed of a rider will be limited to the maximum speed allowed between the point of entry and exit point of the zone, regardless of the route taken between these two points.

080.16.3 End of the Control Zone

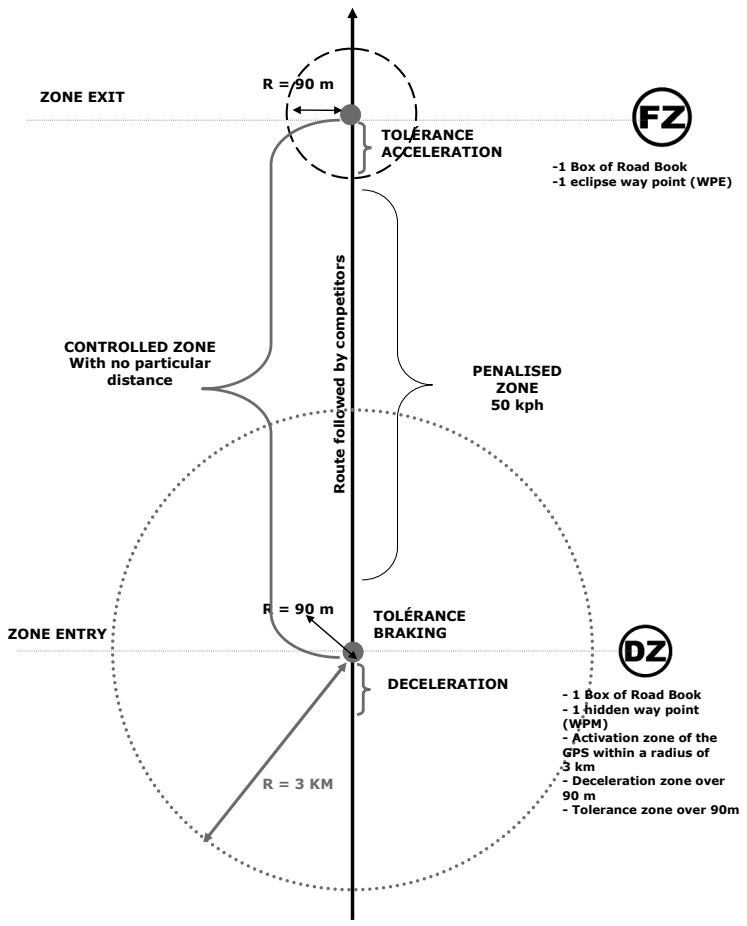
The end of a GPS Speed Control Zone will be indicated on the road book by a box marked "FZ" and by an eclipse waypoint (WPE).

Around this point there will be a zone of tolerance of 90m so as to avoid any arguments concerning the measuring of speed.

Riders can reaccelerate from this point.

The exit point of the speed control zone is a compulsory point of passage. To validate the exit of Zone "FZ", the rider must pass at less than 90 metres (radius around the WPE "FZ").

SPEED CONTROL WITH A WPM AND A WPE



080.17 STARTING ORDER

080.17.1 General

In car/motorcycle Rallies, the minimum time between the ideal start time of the last motorcycle and the start of the first car must be 30 minutes **or 1 hour (decided by the Organiser)**. **If the interval is of 1 hour, it must be mentioned in the SR and the rules must be adapted from 30 min. to 1 hour. By no means can a rider start once the first car has started.**

Any lateness in arriving at the departure of the Super Special **Stage**, a **Selective Section** or a **Leg**, will be penalised at the rate of one minute for each minute of lateness. **Beyond 30 min. or 1 hour** lateness, the start will be refused.

For the **Legs** with several **Selective Sections** or with regrouping, the starting order will be that of the arrival at the time check. The first ten riders will start one by one every two minutes. **The others will start (one by one or two by two) minute by minute or 30 seconds by 30 seconds.**

In case of security problems, the Clerk of the Course can modify the starting orders.

080.17.2 Super Special Stage

The order and the starting procedures of this Super Special **Stage** will be left to the initiative of the organisers **and published in the SR**. It is not possible to leave the choice of starting order to the riders.

080.17.3 First Leg

The starting order of the first **Leg** will be made in the order of the overall classification of the Super Special **Stage**, if it takes place, otherwise according to the **order of the rider's race number**. The first ten riders will start one by one every two minutes; the others will start (one by one or two by two) minute by minute or 30 seconds by 30 seconds.

080.17.4 Second and subsequent Legs

The starting order of the second and subsequent Legs will be made in the order of the Selective Section overall classification, or the accumulation of the Selective Sections of the previous day. The first ten riders will start one by one every two minutes; the others will start (one by one or two by two) minute by minute or 30 seconds by 30 seconds.

080.17.5 Last Leg

The starting orders for the last **Leg** will be at the discretion of the organisers and **published in the SR**. It is not possible to leave the choice of starting order to the riders.

080.17.6 Collective start

Only one start of this type is authorised per event. **The procedure of this collective start must be published in the SR.**

080.17.7 Reclassification

For safety reasons, at the end of each Leg, the FIM International Jury may reposition, at their own discretion, upon request from the rider to the Clerk of the Course, the first ten riders in the provisional overall classification, in regards to the start order of the following Leg.

In no case can such a repositioned rider start in front of a rider appearing among the first ten in the starting list of the next Leg.

Reclassification will only be allowed once per rider during the complete Event.

080.17.8 No start or abandon in a Selective Section/Leg

A rider, who does not start a Leg, must still present himself or be represented by somebody at the start of the Leg. In this case, he will receive a penalty of 100 hours and can continue the rally. A rider who does show himself at the start of a Leg will be disqualified.

A rider, who does not start a Selective Section or leaves it without having validated the first waypoint, will receive the following penalty:

Six hours for the Selective Section not taken + FP + Maximum time of the Selective Section + Allotted time of the Road Section not done + the value of all waypoints not validated.

The rider who starts a Selective Section, validates the first waypoint and then leaves the Selective Section will receive the following penalty:

Three hours for having left the Selective Section + FP + Maximum time of the Selective Section + Allotted time of the Road section not done + the value of all waypoints not validated.

To appear on the final classification, a rider must have started at least 75% of all Selective Sections of the rally and must take the start of the last Selective Section, cross the finishing line and park his motorcycle/quad in the Parc Fermé before the closing deadline.

080.17.9 Motorcycle not in condition to start

At the start of a Leg or of a Selective Section, if the Technical Stewards/FIM Technical Delegate note that a motorcycle is manifestly in a condition which is incompatible with normal use, they must immediately inform the Clerk of the Course, who may call for its condition to be rectified.

In this case, the time taken, in minutes, to perform the work shall be considered as so many minutes of lateness recorded over a Road Section. In order to prevent the rider from trying to make up his lost time after the repair, the latter shall be given a new starting time, provided that **the first car has not started or the TC is not closed**.

080.18 ASSISTANCE, TRANSPORTING AND TOWING

080.18.1 General

Assistance and towing of a rider still in the race can be done only by vehicles/persons officially entered in the race or in the Assistance category. All racing vehicles, once they have abandoned the race and therefore have crossed out in black the number plates and the number of the race can be considered as assistance vehicles, if authorised by the race direction. All infractions of the assistance regulations will incur penalties up to and including disqualification from the race.

A rider is responsible for his assistance.

The use of radio sending-receiving equipment or HF, VHF, CB, radio and telephone receivers may be regulated. The banning or limits must be specified in the Supplementary Regulations.

080.18.2 Authorised Assistance

1) In a Selective Section:

Assistance and towing is authorised, without any penalties, only by the crew of a car, bike or a truck officially entered in the race, and still racing.

The organiser can specify, in the Supplementary Regulations, specific assistance areas, marked on the Road Book. At these assistance points, the vehicles in the Assistance category and their crew can work on the **motorcycle**.

A vehicle in the Assistance category can work on a **Selective Section** only after approval of the race direction and after the closure of the control at the end of the **Selective Section**. The rider who benefits from that will be penalised 3 hours for towing and/or assistance + FP + Maximum time of the **Selective Section** + Allotted time of the **Road Section** not done + the value of all waypoints not validated.

2) On the **Road Section**:

The transport or towing of motorcycles in a **Road Section** will result in a penalty of three hours unless exceptionally authorised by the Supplementary Regulations or the International Jury.

3) At the bivouac:

By the crew of a car, a motorcycle or a truck officially entered in and still in the race, by the vehicles and their crew in the Assistance category, by the mechanics officially accredited to travel by plane, by the Team Manager.

After having checked in at the time control at the end of the **Leg**, riders (or persons entered as assistance in the same team) may take their race machine out of the bivouac for refuelling, to go to a hotel or carry out technical tests, within a radius of 15 km from the bivouac. For these tests, the Satellite Tracking System must be switched on.

080.18.3 Forbidden Assistance

The following are forbidden, on pain of penalties up to and including disqualification:

- 1) The transport of parts and/or personal effects or assistance, transport or towing by a vehicle and/or a person other than a car, motorbike, truck officially entered in and still in the race or as vehicles in the Assistance category and their crew.
- 2) The stocking, dropping or parachuting of spare parts, tools, personal effects, fuel throughout all the countries crossed by the Rally.
- 3) All assistance in an enclosed place, closed or guarded, even if this place is situated within the area of the bivouac. A tent is not considered as an enclosed place.
- 4) The presence of a vehicle from the Assistance category on the route of a **Selective Section**.

5) All airborne assistance not controlled by the organisers. Airborne assistance is considered as any presence on a **Leg** of an aircraft having aboard any person with any link whatsoever with a competitor.

080.19 TIME CARD

1. At the start of each **Leg**, the riders will receive a time card on which are indicated the times allotted for covering each **Road Section** and the maximum times authorised for each **Selective Section**. Each time card will be returned to the timekeeper at the finish of each **Leg** and replaced by a new time card at the start of the following **Selective Section**. The rider alone shall be responsible for his time card.
2. Any correction or alteration to the card which has not been approved in writing by a controller shall result in disqualification from the event.
3. Presentation of the time card at the various checks and the exactness of the entries thereon shall be the entire responsibility of the rider. Only timekeepers shall be authorised to enter a time on the time card, either by hand or with a time-printer.
4. Riders are obligatorily required, under threat of penalty which may result in disqualification from the event, to be checked-in on passing all the points mentioned on the time card, and in the order in which they are listed.

The absence of the visa to any control whatsoever will result in a fixed penalty, possibly disqualification from the event as indicated in the Supplementary Regulations or the **Road book**. These fixed penalties can vary from one **Leg** to another.

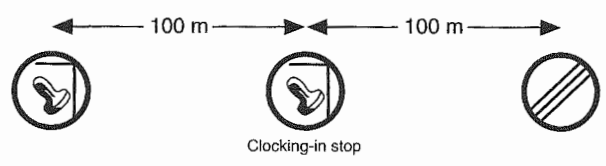
The loss of a time card results in a penalty of five minutes.

5. **A rider cannot** present his time card at a control without his motorcycle.

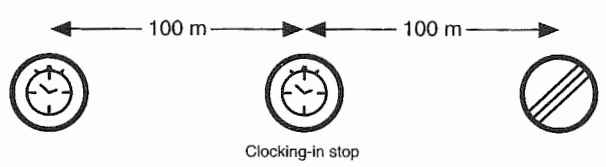
080.20 CONTROL ZONES

All controls, i.e. time checks, start and finish of **Selective Sections**, **Passage Control**, will be indicated by means of standardised panels as follows:

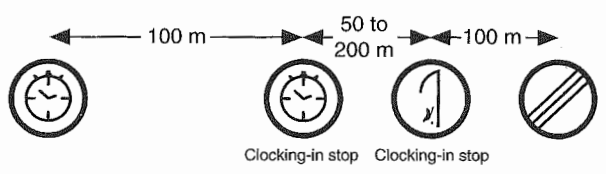
START OF ZONE CONTROL END OF ZONE
 Panels with yellow background Panels with red background Panels with beige background



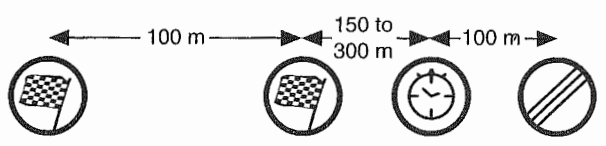
ROUTE CHECKS



TIME CHECK



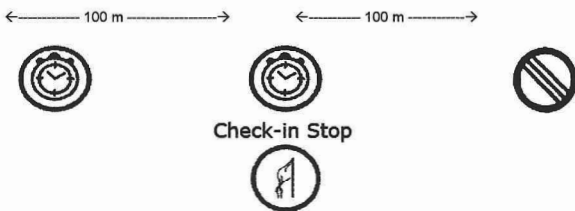
TIME CHECK FOLLOWED BY A START OF A SELECTIVE SECTOR



ARRIVAL AT A SELECTIVE SECTOR



START OF A SELECTIVE SECTION COINCIDING WITH THE START OF A LEG



1. Unless the Clerk of the Course decides otherwise, the check posts are operational one hour before the ideal hour of the passage of the first rider. They will cease to operate one hour after the ideal hour of the last rider, taking into account:
 - his starting time
 - the allotted time
 - the delay from event disqualification
 - the maximum time authorised

 2. The start of the control zone is indicated by a warning panel with a yellow background. At a distance of about 100 m, the position of the control point is indicated by a panel with a red background. The end of the control zone, approximately 100 metres further on, is indicated by a final panel with a beige background and three black cross-bars.
- The panels must always be found on the right of the control zone. The width of this zone should not exceed 15 m. In the areas where different accesses are possible, it is compulsory to delimit this width by a double official sign.
3. Any control zone, i.e. any zone between the first yellow warning panel and the final beige panel is considered as a Parc Fermé. The duration of the stop must not exceed the time required for the control operations.

 4. It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Rally or to re-enter a control area once checking in has taken place at this control, on pain of:
 - a) 1st infringement: 10 min
 - b) 2nd infringement: 1 h
 - c) 3rd infringement and following: 3h.

These penalties also apply to the rider who re-enters a control zone when his time card has already been stamped.

5. The ideal time for clocking-in is the sole responsibility of the riders. The official time is the GPS time.
6. The riders are required, under threat of penalty which may result in disqualification from the event, to follow the instructions of the chief of the control point.

080.21 TIME CHECKS

At the time checks at the start of a Leg or the start of the Selective Section, the riders are not allowed to clock-in in advance. Any lateness between the true time and the ideal time of clocking-in will be penalised on the basis of one minute per minute or fraction of minute. Further to 30 or 60 minutes lateness, the rider will not be allowed to start.

At the time checks at the end of a Leg as well as in the Parc Fermé at the end of the event, the riders are allowed to clock-in in advance, without penalties. Up to the closing of the time checks, any lateness between the true time and the ideal time of clocking-in will be penalised on the basis of one minute per minute or fraction of minute.

After the closing of the control, check-in must be made at the rally HQ up to the Maximum Time Allowed

A rider can start again next morning if he is in conformity with Art. 080.13, 2nd paragraph.

At the time checks, the control officials on duty will indicate on the time card the time of presentation which corresponds to the precise moment when the rider presents the time card to the controller. The card will be stamped only if the rider, together with his motorcycle, is in the immediate vicinity of the control table.

The clocking-in procedure starts at the moment when the motorcycle passes the panel marking entry into the time check zone.

Between the panel marking the entry of the zone and the control point, the rider shall not be allowed to make any stop or adopt an abnormally slow speed.

The ideal clocking-in time is obtained by adding the time allotted to cover the **Road Section** to the time of starting this **section**. These times are indicated in hours and minutes and are always expressed in the form: 00.01 to 24.00.

The rider will not incur any penalty for early arrival if the time of entry of the motorcycle into the control zone corresponds to the ideal minute for clocking-in.

Any non-observance of the above rules for the clocking-in procedure (in particular the entry into the control zone more than one minute before the effective clocking-in time), is subject to a written report to the Clerk of the Course by the Chief of the control point.

On a proposal from the Clerk of the Course, the International Jury of Sporting Stewards may decide to modify the application of the fixed penalty for exceeding the **maximum** authorised time in the **Selective Section**, defined in Art. 081.19. The riders will be informed as soon as possible.

1. If a timed **Selective Section** is followed by a **Road Section**, the clocking-in time figuring on the time-card constitutes both the time of arrival at the end of the **Selective Section** and the starting time of the new **Road Section**.
2. When a time check is followed by the start of a **Selective Section**, the two points will be combined in a single control zone, for which the panels are arranged as follows:
 - a) yellow panel with chronometer (start of zone)
 - b) after approximately 100 m, red panel with chronometer (time check-point)
 - c) at a distance of 50 to 200 metres, red panel with flag (start of **Selective Section**)
 - d) finally, 100 metres further on, final beige panel with three black cross-bars

At the time check at the finish of the **Road Section**, the timekeeper will enter on the time card firstly the clocking-in time of the rider, and secondly the expected starting time for the **Selective Section**.

He must observe an interval of five minutes between the clocking-in time and the expected starting time for the **Selective Section**.

The timekeeper can modify the starting time. In this case, the starting time of the **Selective Section** prevails.

080.21.1 Maximum Time Allowed

1) Road Section

A target time is given for each Road Section, with a maximum time allowed. Any rider exceeding this target time will incur a penalty of one minute for every minute late, up to the maximum time allowed.

Riders checking-in after this maximum time will incur the fixed penalty for the day.

2) Selective Section

Selective Sections will be run in real time, with a maximum time allowed. Riders checking-in after this maximum time will incur the fixed penalty for the day.

080.21.2 Changing of the Maximum Time Allowed

If, at the end of the Leg, the majority of riders having started the Leg have not crossed the finishing line of the day's Selective Section, the day's maximum time may be revised on the suggestion of the Clerk of the Course, at the discretion of the International Jury.

080.22 PASSAGE CONTROL

For each Leg, significant compulsory passage points, materially located and identifiable on the maps provided by the organisation, will be mentioned in the road book and precise drawings will be represented by the CP sign.

See Art. 080.20 for the signalling of controls.

The passage will be timed to the second and noted on a passage sheet by the person in charge of the post.

081.15.1 Closing time of Passage Control

The closing time of passage controls will be decided taking into account:

- the distance run since the start of the **section** concerned,
- the average time of the **section** considered (**Selective or Road**) imposed by the maximum time allowed, the individual time of the last rider increased by 60 minutes.

This closing time shall be mentioned in the road book or additive.

080.22.2 Closing of the Passage Control

After the closure of a passage control, the validation by the GPS of the corresponding waypoint will be taken into account and will attest to the respect of the official itinerary by the competitor. In this case, there will be no penalty for missed CPs.

080.22.3 Penalties for missing CPs

The penalty scale for every missing waypoint (WPV, WPM, WPE, DZ, FZ, CP) will be indicated in the SR.

080.23 REGROUPING

The purpose of regrouping is to reduce any rather large gaps between riders arising as a result of delays and/or abandonments.

On arrival at the regrouping, the riders will hand the timekeeper their time cards. They will receive instructions regarding their time of departure.

They must then immediately ride their motorcycle directly to the Parc Fermé.

For safety reasons (sand storms or other causes), regroupings with time checks will take place in order to effect the end of the course of the **Leg** in convoy. During this convoy, all the riders must do the whole of the course or diversion.

080.24 FIXED PENALTIES

A fixed penalty is assigned for exceeding the maximum authorised time or for not having respected certain sporting rules.

080.25 PARC FERME

The Parc Fermé is an enclosed and fenced area, preventing 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 exit 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.

080.25.1 Principle

The motorcycles will be under “Parc Fermé” orders:

- a) as soon as they enter a starting, regrouping or end-of-**Leg** park, and until their departure from these, if they are provided. **Parc Fermé after the Preliminary Technical Inspection is not compulsory.**
- b) as soon as they enter a control zone and up to their departure from it.
- c) as soon as they arrive at the end of the Rally and until expiry of the period for protest. In case of a protest, the Parc Fermé system stays until the decision of the International Jury concerning the protest.

- d) during the transport, the Parc Fermé ruling shall apply.

Any failure to observe «Parc Fermé» orders will result in disqualification from the event.

080.25.2 Access

Access to any Parc Fermé is forbidden to everyone except the FIM International Jury members, certain officials designated for duty, and riders who wish to park or take out their motorcycles.

Riders can enter and exit their motorcycle from the Parc Fermé with the engine running.

After parking his motorcycle in the Parc Fermé, the rider shall immediately leave the park, which from then on may not be entered.

In order to leave a Parc Fermé for starting, regrouping or end of a **Leg**, the rider shall be authorised to enter the Parc ten minutes before his departure time.

080.25.3 Rules

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

- **to refuel**
- **to make any repairs**
- **to touch the machine of any other rider.**

As an exception to the Parc Fermé status, but subject to the responsibility of an **official**, a rider may, in the Parc Fermés for starting, regrouping and end of **Leg**, change or overhaul, by his own means, a damaged headlight or rear lights.

These repairs must be fully completed before the starting time.

080.26 BIVOUAC

The bivouac zone will be determined by a fictive zone, the centre of which will be the race control structure set up by the Organisers (or any truck indicated by the Organisers) and in which is installed an official notice board.

The race control will be operational after the closing of the Time Control for the finish of the **Leg**.

Any team member (including riders) is allowed to drive the machine outside the bivouac for technical testing only and away from the route of any **Selective Sections**. When doing so, the Satellite Tracking System must be connected and in "on" mode, on pain of penalties at the discretion of the International Jury.

It is forbidden to circulate at excessive speeds and/or to drive dangerously in the bivouac area, on pain of penalties up to and including disqualification from the race, to be decided upon by the Jury of Sporting Stewards. The presence of motorcycles/quads within the catering area is forbidden, and may lead to a financial penalty.

080.26.1 Bivouac without assistance

In these bivouacs, assistance will be authorised only between competitors still in the race. No outside assistance is authorised (for example: by mechanics, team managers, any other person) on pain of disqualification of all machines assisted and / or entered by the same competitor.

The fuel suppliers will be allowed to transport mechanical pumps and the necessary material for the refuelling of race machines. The transport of any other parts or machines is strictly forbidden under pain of disqualification of all machines assisted and/or entered by the same competitor.

080.27 MEDICAL EQUIPMENT

1. The presence of at least one helicopter equipped with a stretcher and resuscitation equipment for a **Selective Section** of up to 350 kilometres, and two helicopters for two close **Selective Sections** when they exceed 350 kilometres combined, equipped with evacuation equipment and used solely for medical assistance is compulsory. In this helicopter, the presence of the doctor for resuscitation is required. This helicopter will be in addition to ground equipment (medical car with doctors). It must be in permanent contact with the Clerk of the Course **and the Rally HQ**.
2. A medical car with one doctor and one paramedic experienced in driving an all-terrain vehicle and in permanent radio contact with the Clerk of the Course **and the Rally HQ** must be provided for **Selective Sections** at the following points:
 - start of a **Leg**
 - start of a **Selective Section**
 - every 100 kilometres
 - finish of the **Selective Section**, and at the **bivouac**.

This medical equipment is intended only for the riders in the race and constitutes the minimum required.

Each vehicle and helicopter must have at least the following equipment:

- **A Satellite Tracking System**
- **1 VHF radio**
- **1 satellite phone**

080.27.1 First-aid medical kit

Each rider must provide himself with a first-aid medical kit composed of:

- **A water disinfectant for 40 litres (hydrochlorazone or micropure)**
- **Eye lotion (Boroclarine, Piroftal or equivalent)**
- **An antalgic (Aspirine, analgesic or equivalent)**
- **Two anti-diarrhoeic (Immodium, Ercéfuryl, Bimixin or equivalent)**
- **Antibiotic (Oracilline, Totapen or equivalent)**
- **Unguent, disinfecting compresses, two bandages, plasters, 5 safety pins**
- **One skin disinfectant (Betadine or equivalent)**
- **One sun screen for skin and lips**
- **Vitamin C tablets**
- **Salt tablets (Energiv or Nergisport sodium or similar)**
- **A soothing cream (Biafine)**

080.28 SURVIVAL EQUIPMENT

The compulsory survival equipment, for the Rallies held in a desert environment is the following:

- **Each motorcycle must be equipped with a reserve of drinking water of a capacity of three litres minimum. This water must be able to be reached without effort and without any tool, regardless of the position of the machine**
- **A soft water tank of minimum 2 litres carried by the rider, of a “Camelbak” type**
- **One survival supply of rations**
- **A pocket lamp, if possible flashing**
- **An emergency mirror**
- **One compass besides that which is on board the motorbike**
- **A lighter**
- **A general map of the country crossed (Michelin type)**
- **One aluminium survival blanket (about 2 m x 1 m) serving as an isothermal covering and an earth to sun signal**

- 3 red hand-held smoke flares
- A klaxon of the Vehicle to Vehicle Alarm system
- A Satellite Tracking System
- A single GPS
- A distress beacon

The proper functioning of the survival equipment during the whole event is the sole responsibility of the rider.

The existence of this equipment shall be checked before the departure of each **Leg**. Failure to possess a part or all of this equipment will result in a refusal to start. The rider will have **30 or 60 minutes (according to the interval between bikes and cars)** to conform to the rules; beyond this delay **the start will be refused**.

Transport of fuel in any other way than in fuel tanks designed for this purpose is forbidden. Similarly, transport of objects, parts, tools... susceptible to cause injuries to a rider (back pack, belt...) is forbidden. Failure to respect this rule will result in the start being refused.

080.29 SAFETY EQUIPMENT

Depending on the kind of rally, exceptional derogation to the systems described hereunder be allowed by the FIM and must be specified in the Supplementary Regulations of the event.

080.29.1 Compulsory Safety Equipment for the Rallies:

Single type GPS

The GPS is provided by the organiser and is compulsory.

This equipment must be mounted according to the instructions supplied. It is the riders' responsibility to correctly install the necessary mechanical and electrical elements before technical scrutineering and that with the aid of the installation kits purchased from the supplier mentioned in the Supplementary Regulations. Electrical supply must be protected by a 2 amp fuse and give a steady continuous current of between 9 and 30 volts. The mechanical mountings must be flexible and use the silent blocks supplied. This equipment is personalised, with a series number attributed to a competitor. No changes may be made without authorisation from the GPS supplier. Any exchange of equipment between machines is forbidden on pain of penalties up to and including disqualification from the race.

All navigation equipment of whatever type is controlled, especially GPS. The act of bringing or possessing any system not explicitly mentioned in these regulations is forbidden and will result in disqualification from the race and irrespective of the mode and technology used to evaluate or estimate one's position.

Satellite Tracking System

On the rallies with long **Legs**, in a desert environment, with the risk of slow riding, a **complete tracking and safety system, which includes all transmission methods known (phone, SMS, Data) type "Iritrack" is compulsory for each rider.**

Throughout the Rally riders are responsible for the correct functioning of their **Satellite Tracking System**. It must be functioning and stay permanently connected, with power cables and the aerial connected throughout the length of each Leg. Any incident caused by the rider (loss, destruction, being switched off etc.) and / or all attempts of a fraudulent nature or manipulation will result in penalties, up to disqualification, to be decided upon by the International Jury.

Vehicle to Vehicle Alarm System

For mixed car-motorcycle rallies only, and with a view to making overtaking safer, a **Vehicle to Vehicle Alarm system, type "Sentinel" (device that signals to a rider that he can be overtaken) is compulsory.**

This system must function the whole time during a Leg: the switching on of the equipment is the responsibility of the rider. In all cases where the system is not functioning the rider concerned will incur a one hour penalty.

Riders caught up by another competitor (car, motorbike, truck) must pull over and allow themselves to be overtaken. Repeat offenders will receive penalties up to and including disqualification from the race, to be decided upon by the FIM International Jury.

Distress beacon

A compulsory distress beacon (coded and registered) transmitting on a rally frequency. It must be immediately accessible without any mechanical intervention or handling of the motorcycle: it must be visible. A sticker must indicate its whereabouts.

The letting off of the distress beacon for reasons other than safety will result in disqualification from the race as well as responsibility for any costs incurred, in the case of action taken by the organisers.

Trip meter (odometer) - free model

A distance counter linked uniquely to the rotation of the wheels. This equipment must not be linked to any other piece of equipment making the use of this information by another piece of equipment possible.

The 'odometer' function of the single GPS cannot be considered as a trip meter and therefore cannot take its place.

080.29.2 Optional Safety Equipment

GPS compass heading and speed repeater

A sole model is authorised by the organisers and must be linked to the fixed GPS. The linking of any other model or system to the GPS is forbidden, especially to computers or PDAs of whatever kind.

Magnetic or electronic compass – free model

Indicator of the compass heading of the vehicle, based on the earth's magnetic field. This equipment may include an internal electronic compensation system. The readout may be analogue or digital. This equipment must not be linked to any other piece of equipment allowing the use of this information by another piece of equipment. No connection is allowed that might allow the entry or supply of digital data.

080.29.3 Forbidden equipment

All sending-receiving equipment; HF, VHF, CB, or any other communication means are forbidden on the motorbike.

For safety reasons, the presence of a satellite telephone and/or a GSM phone (except PDAs or GSM phones featuring a GPS function or maps) is authorised. The number(s) must be given to the organisers during administrative checks. In no case may telephones be in 'on' mode during Selective Sections. Spot checks will be made.

During Selective Sections, only in case of problems may telephones be used, with the machine stopped, to signal a retirement, an accident or a breakdown. Beforehand, the rider will have to inform the Rally HQ of his situation via his Satellite Tracking System.

These telephones may be used, when stopped, only on Road Sections.

All infractions will result in penalties up to and including disqualification.

Satellite links:

All satellite links or other links between a race vehicle and an exterior base or another machine, other than via the Satellite Tracking System and the distress beacon provided by the organiser, are forbidden.

Data:

All data transmission systems that allow the tracking of machines and management of machine fleets is forbidden, whatever the means or technical system used, on the pain of disqualification from the race, with the exception of the Satellite Tracking System and the Vehicle to Vehicle Alarm system.

080.30 ENVIRONMENT

The organiser must distribute trash bags to each rider and provide a collection point for the waste at the bivouac, start, at the refuelling point at the assistance and at the finish. These points must be clearly signalled, for example with a specific flag. Oil collectors must also be provided at these points.

The organisers are responsible for cleaning these collection points and for giving them back as clean as received.

The riders and their assistance are responsible for bringing their waste to the collection point. Any infraction to this rule will be punished by a fine of 200 EUR.

The organisers must protect the ground in the refuelling zone.

080.31 TIMEKEEPING **Timekeeping instruments**

Timekeeping shall be under the responsibility of the Clerk of the Course.

The persons responsible for the timekeeping must be holders of a timekeeper's licence.

In order to carry out his duties, the timekeeper must use, according to the competition, the most appropriate timekeeping system.

A timekeeper officiating must have at his disposal reserve timekeeping instruments to check the readings of instruments being used.

Riders must accept any type of timekeeping system.

080.32 ABANDONMENT - DISQUALIFICATION

In case of abandonment, in order to avoid useless search and a diversion of the means reserved for the race, it is compulsory that the rider gives information by every possible means and as quickly as possible to the **Rally HQ** indicating his identity, position and intentions.

The **Rally HQ** will ask for confirmation of the position when the rider is in an inhabited place.

The organiser must mention the **phone number of the Rally HQ** on the identification bracelets or in each road book.

The rider is the only one responsible for communicating his position even if he charges a third party to do it.

The non-respect of this security provision will, on the decision of the **FIM International Jury**, result in a fine of 500 EUR to 3000 EUR deductible, if necessary, from the deposit when this is provided for in the Supplementary Regulations.

Moreover, the **FIM International Jury** can give the case to the **rider's FMN** to inflict a higher sanction.

In case of abandonment or disqualification, the rider has to cross out in black the number plates and the number of the race under penalty of a fine of 500 EUR and, if necessary, other sanctions pronounced by the **FIM International Jury**.

080.33 CLOSURE OF TRACK

A vehicle of the organisation (sweeper) will close the track. As it is impossible to guarantee that the sweeper truck will pass by the exact spot where a machine has broken down, it is the rider's responsibility to indicate his position to the Rally HQ using the safety equipment aboard.

The sweeper trucks will pick up individuals and broken down machines.

Any rider who refuses to get on board the vehicle does so under his own responsibility and must sign a discharge form that will be presented to him by the members of the organisation charged with the closing of the track.

Riders who abandon their machine before the passage of the sweeper truck do so entirely at their own responsibility. The organiser can in no way be held responsible in case of damage or theft.

080.34 CLASSIFICATION

080.34.1 General

The Clerk of the Course bears the responsibility for timekeeping. The Time keeping company chosen by the Organiser has the responsibility to provide him with the classification in the official FIM format.

Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding together the times obtained in the Selective Sections and the penalties (incurred during the Road Sections and other penalties expressed in time).

The competitor who achieves the smallest total is proclaimed winner in the general classification, the next one being second, and so on. Classifications by category are drawn up in the same way.

In the event of a dead heat, the competitor who accomplished the best time for the last Selective Section will be proclaimed winner. If this is not sufficient to determine the winner, the times of the previous Selective Sections shall be taken into consideration. Except for the Legs where no Selective Section has been run, dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the rally.

080.34.2 Definitions of the various classifications

Partial classification of Selective Section: non official, distributed for information only (press, teams ...)

Provisional classification of Selective Section: posted by the Clerk of the Course at 19h00 the day after the Leg in question. It becomes definitive after the deadline for protests, which ends when the first competitor has left the next Leg following this posting.

Provisional classification of Leg: posted by the Clerk of the Course at 19h00 the day after the Leg in question. It becomes definitive after the deadline for protests, which ends when the first competitor has left the next Leg following this posting.

Provisional general classification of Event: posted by the Course Director at 19h00 the day after the Leg in question. It becomes definitive after the deadline for protests, which ends when the first competitor has left the next Leg following this posting.

080.34.3 Format of the daily results

The results, prepared by the organiser (in accordance with the official form), must contain the following information:

- Title, venue, date and IMN of the event
- **Title of the Leg/Selective Section**
- Name and signature of the **FIM Jury President and the Clerk of the Course**
- Position, number, surname, first name, nationality, FMN, motorcycle
- Total time realised and average gap

General Overall (all categories mixed)

Category: World Championship 450cc

Category: Women's

Category: Quads

Category: Open Trophy

080.34.4 Format of the results at the end of the event

At each FIM Cross-Country Rallies World Championship event, points are awarded, according to the scale hereunder, to all riders and manufacturers classified **in the World Championship 450cc category** as well as to the riders **only** of each of the two FIM Cross-Country Rallies World Cups **and the FIM Open Trophy**.

Category: World Championship 450cc

Category: Women's

Category: Quads

Category: Open Trophy

There is no overall classification.

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

The results, prepared by the organiser (in accordance with the official form), must contain the following information:

- Title, venue, date and IMN of the event
- Name and signature of the **FIM** Jury President
- Position, number, surname, first name, nationality, FMN, motorcycle
- Points obtained, total time realised and average gap
- Riders that have not finished the event

080.34.5 Approval of the results

At the end of every **Leg**, the **FIM** International Jury will verify and sign the provisional classifications.

At the end of the event, the **FIM** International Jury will homologate the final classification.

At the end of the last event of the Championship, the FIM International Jury will homologate the final classification of the Championship and provide it to the Organiser, for the organisation of the Prize-Giving Ceremony of the Championship.

080.34.6 Posting

The various classifications will be posted each evening at the bivouac at 19h00, on the official board.

If, for a case of force majeure, the classification cannot be posted at 19h, the **FIM** International Jury can postpone the limit of protest to two days later at the start of the first rider.

On a rest day the classifications of the previous Leg will be posted at 19h00 and become definitive 30 minutes later.

At the finish of the rally, the classification will be posted on the official board at the precise time specified in the Supplementary Regulations.

The following classification, signed by the Clerk of the Course, **will always be posted:**

General Overall (all categories mixed)

Category: World Championship 450cc

Category: Women's

Category: Quads

Category: Open Trophy

080.34.7 Championships' results

Classification:

If the rider participates in five or less events of the FIM Cross-Country Rallies World Championship, all his results count for the general classification of the Championship.

If the rider participates in six events of the FIM Cross-Country Rallies World Championship, the total of his results minus the worst result counts for the general classification of the Championship.

If the rider participates in more than six events of the FIM Cross-Country Rallies World Championship, the total of his results minus the two worst results counts for the general classification of the Championship.

According to the above, at the end of the FIM Cross-Country Rallies World Championship, the rider who has obtained the most points in the category World Championship 450cc will be awarded the title of FIM Cross-Country Rallies World Champion.

For the FIM Cross-Country Rallies Manufacturers World Championship, in each event, the points of the two best riders in the category World Championship 450cc will be added together. The manufacturer who has obtained the most points will be awarded the title of FIM Cross-Country Rallies Manufacturer World Champion.

The rider who has obtained the most points in the classification of the Quads or Women FIM Cross-Country Rallies World Cup will be awarded the title of winner of the corresponding FIM World Cup.

For the FIM Cross-Country World Cup – Women, the classification will be composed of only one Women's class, all classes together.

For the FIM Cross-Country World Cup – Quads, the classification will be composed of only one Quads category, groups G & H together.

Disqualification

In the event of a rider being disqualified from the results of an event counting towards the FIM World Championship, the rider will be attributed 0 (zero) points in the event classification. The result will therefore be taken into consideration in the final classification which is established over all the events minus one or two (depending on the number of participations).

Tie

In the event of a tie at the end of the FIM Cross-Country Rallies World Championship, the rider with the most victories will be placed first. If a tie remains, the rider with the most second places will be placed first and so on until the stalemate is broken. If a draw remains, the winner will be the rider who obtains the best place in the last event.

Coefficients

The FIM may give coefficients to the FIM Cross-Country Rallies World Championship events.

080.35 PROTESTS - APPEALS

1. Any protest shall be lodged according to the procedure of the FIM Disciplinary and Arbitration Code. It shall be submitted in writing and handed to the Clerk of the Course accompanied by the security deposit currently applicable. This sum will not be returned if the complaint is rejected.

If the protest calls for the dismantling and refitting of various parts of a motorcycle, the complainant shall pay an additional security deposit.

2. Any cost for the work and for transporting the motorcycle shall be borne by the complainant, if the protest is not well founded. In the case of the contrary, it shall be borne by the rider concerned by the protest.
3. The final deadline for protests for the classification of a **Leg** is valid up to the start of the first rider in the **Leg** two days later.
4. The final deadline for protest, at the end of the event, will be half an hour beginning from the time when the official general classification of the Cross-Country Rally is posted.

080.36 PRIZE-GIVING CEREMONY

A Prize-Giving Ceremony, under the responsibility of the organiser, must be held at the end of each Rally. The exact schedule and venue must be mentioned in the SR.

The first three placed riders of each category must receive a trophy and any other appropriate gift, provided by the organiser.

The Team Manager of the winning rider of the World Championship 450cc category must take part in the Prize-Giving Ceremony and must also receive a trophy.

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

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

The organisers of the final round of the FIM Cross Country Rallies World Championship shall arrange a ceremony to reward the first three placed riders in the overall Championship, for each category.

If a rider is absent from the Prize-Giving Ceremony, without the prior approval of the Clerk of the Course, he will be given a fine of EUR 200.-

080.37 FIM ANNUAL PRIZE-GIVING CEREMONY

The rider who wins the World Championship 450cc category, must be present at the FIM Prize-Giving Ceremony organised each year. If he does not attend the Ceremony, he will be subject to a minimum fine of CHF 10'000.- and of CHF 100'000.- maximum.

TERMINOLOGY AND DEFINITIONS

Additive	<p>Official bulletin forming an integral part of the Supplementary Regulations of the event and intended to modify them, give more details or supplement them. The additives are numbered, dated and signed:</p> <ul style="list-style-type: none"> - by the organiser, up to the day of the controls and notified by the FMNR - by the FIM International Jury throughout the running of the event <p>Riders must acknowledge receipt by signing, except in case of a material impossibility during the running of the event.</p>
Allotted time	Each Road Section must be run in the allotted time which must be respected by all riders. Any passing of this allotted time will result in a penalty by the minute.
Bivouac	Zone situated between the Time Controls at the finish of one Leg and the start of the next, where all riders regroup; this zone is located in the road book. In the bivouac, servicing is free between the riders still in the race and with machines and/or people registered in the Assistance category.
Briefing	The briefing must be held jointly by the Clerk of the Course and the organiser or his delegate. The participation of the riders is compulsory. The text of the briefing concerning security must also be published on the official board.
CP (Passage Control)	Check Point. A zone where the time card must be stamped by the marshals and which is a WPM or a WPE.
COG (Cap Over Ground)	Information given by the GPS, indicating the heading followed by a moving vehicle.
CTW (Cap to Waypoint)	Information given by the GPS, indicating the heading to follow up to the next Waypoint.
Disqualification	Penalty decided by the FIM International Jury following an important infringement to the FIM regulations.
DTW (Distance to Waypoint)	Information given by the GPS, indicating the distance up to the next Waypoint.
Duration of an Event	<p>The Event starts with the administrative control or technical inspection and ends upon the expiry of one of the following time limits, whichever is the later:</p> <ul style="list-style-type: none"> • time limit for protests or appeals • end of the administrative checking and post-event technical control carried out in accordance with the Code • end of the prize-giving.

DZ	The start of the speed control zone and, when possible, marked by a precise reference marker and a waypoint (WPM or WPE). In case of discrepancy between the two, the waypoint will be binding.
Estimated time	Time estimated by the Organiser to cover a Selective Section .
Fixed penalty (FP)	A time penalty to be added to penalties already incurred by riders in precise cases and specified in the Supplementary Regulations.
FMN	National Motorcycling Federation.
FMNR	Organising National Motorcycling Federation.
FZ	The end of a speed control zone, marked by a WPE.
GPS	A "Global Positioning System" is a system using satellites to localise precisely longitude, latitude and altitude at any point on earth.
IJ	FIM International Jury.
Journal	Information book with irremovable numbered pages, with the precise time and date of the annotations.
Marathon Leg	A Leg with limited assistance at the camp site at the end of the day.
Maximum time allowed	Additional time to the allotted time made in each Road Section and maximum time given for each Selective Section , which, if passed, will result in the application of a fixed penalty. At this moment, the control is considered closed for the rider in question.
Neutralisation	Time during which the riders are stopped by the Clerk of the Course (Parc Fermé conditions).
Official itinerary	This is represented by the passage through each waypoint featured in the road book (WPV, WPM, WPE, DZ, FZ, CP) to be followed compulsorily on pain of penalties.
Overall classification	Overall classification of all categories together.
Parc Fermé	Zone in which no preparation or interventions are possible, with the exception of cases expressly mentioned in the Supplementary Regulations of the event.
Pulse signal (IMP)	Following the permanent functioning of the GPS, a pulse signal is recorded in the GPS approximately every 150m and the speed is displayed on the speed page of the GPS "SPD".
Rally HQ	Rally headquarter. Score point of the Rally, coordinating and managing the race.

Real time	The time actually used for the course of a Selective Section .
Regrouping	Stop provided by the Clerk of the Course in order to allow the regrouping of riders still in the event and reduce the intervals (Parc Fermé condition). The stopping time may be different depending on the riders.
Road Book	Each rider shall receive a road book, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and the compulsory waypoints, which they must observe on pain of penalties.
Road Section	Part of the route, to be done in the allotted time, between two successive time checks.
Route	This is defined by the official road book of the event, confirmed by the driver of the opening vehicle.
Selective Section (SS)	True speed test in real time. Selective Sections may be run over a course exclusively reserved for the riders of the event. Starts of Selective Sections are preceded by or twinned with a Time Check for the starts, and followed by a Time Check after the finish.
SI (Speed Infringement)	Any speed exceeding the maximum speed allowed in a Speed Control Zone.
SOG (Speed Over Ground)	Information given by the GPS, indicating the speed of a moving vehicle.
Sporting penalty	A sporting penalty means a penalty imposed for speeding, missing a TC , or Waypoint, or unsporting conduct, or other violation committed on a Selective Section .
Leg	Each part of the Rally separated by a camp site.
Super Special Stage (SSS)	The organisation of a Super Special Stage is optional. If one is scheduled for inclusion in the event, the riders must take part in it. Only one Super Special Stage may be organised, which will determine the starting order for the next Leg . It shall count for the classification of the event as well as any road penalties relating thereto. These penalties will be taken into account for the general classification of that Leg and applied the same day.
TC / ATC	Time Control / Arrival Time Control
Time card	Card intended for affixing the markings of the various TC/CP carried out over the itinerary.

WPE (Eclipse Waypoint)	A compulsory passage point memorised in the GPS and indicated in the road book, the coordinates of which are not revealed to the riders. A point towards which the GPS directs the rider once the waypoint preceding this WPE has been validated, whatever the distance between the waypoint and the WPE. It works in the same way between several successive WPEs.
WPM (Hidden Waypoint)	A compulsory passage point memorised in the GPS and indicated in the road book, the coordinates of which are not revealed to the riders. The GPS directs the rider towards this point only once he has come within a 3-km radius of it.
WPT	Waypoint (GPS point). A GPS point is a geographical point defined by coordinates of longitude and latitude. There are several types of GPS points: WPV, WPM, WPE. Each waypoint noted on the road book is a compulsory passage point.
WPV (Visible Waypoint)	A point the coordinates of which are given to the riders by the road book and memorised in the "GPS". Towards a visible waypoint, all available information is displayed on the screen of the "GPS".

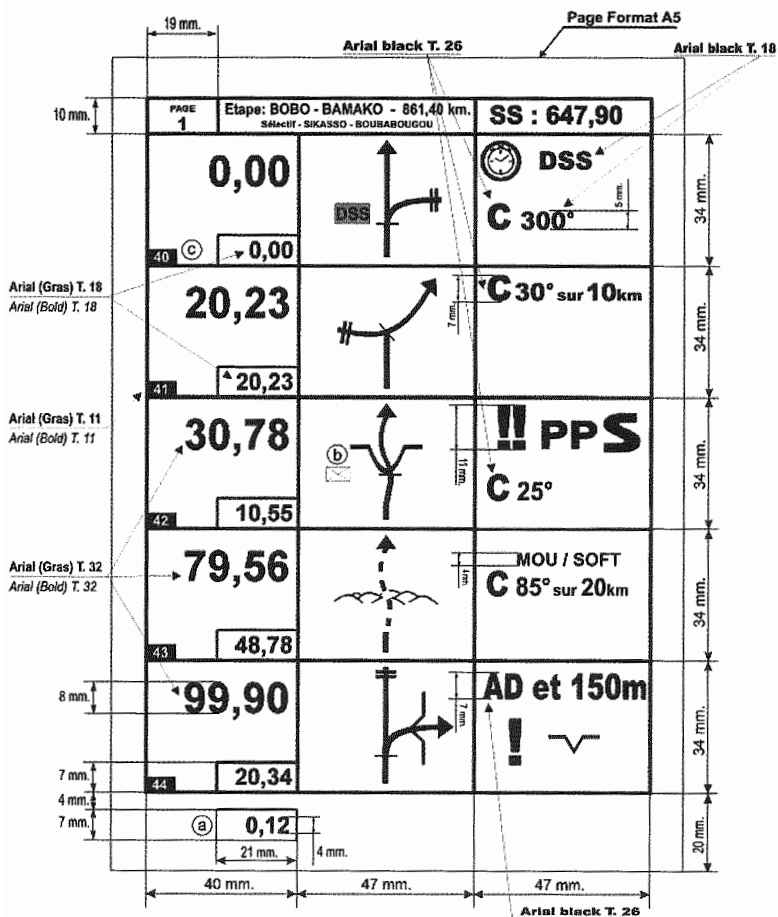
SUMMARY OF THE PENALTIES	Art. N°	Start re- fused	Disquali- fication	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Refusal of the organisers advertising	Art. 080.4				100% of the entry fee	
Invalid licence	Art. 080.6	X				
Anti-sport, unfair, incorrect or fraudulent action	Art. 080.6					Sanctions of the JI
Motorcycle not registered	Art. 080.7	X				
More engine change than allowed	Art. 080.7.3			2 h		
Absence or incorrect affixing of a number plate	Art. 080.7.4			X		Specified in the SR
Absence or incorrect affixing of at least two plates or the bib	Art. 080.7.4	X		X		
Absence or falsification of an identification mark	Art .080.8.2.1		X			
Absence of the identification marks	Art. 080.8.2.1		X			
Refusal to present the machine to a technical control	Art. 080.8.3					Up to disqualification
Non-respect of the maximum sound level during the event 1 st infringement 2 nd infringement 3 rd infringement	Art. 080.8.3				15' 1h	Disqualification
Passing at more than 200m of a WP given by the organiser	Art. 080.11.2			X		Specified in the SR
Use of the GPS releasing code "5555 Emergency"	Art. 080.11.5			6 hours		

Use of the GPS releasing code "WPM" 1 st to 3 rd use: from 4 th use:	Art. 080.11.5			3 hours 6 hours		Per use
Traffic regulations of the countries through which the event passes not respected 1 st infringement 2 nd infringement 3 rd infringement	Art. 080.12			30' 1 h		Up to disqualification
Insufficiency of the rest period between two Legs and unfavourable doctor's opinion	Art. 080.13	X				
Itinerary not respected	Art. 080.15		X	X		Up to disqualification
Itinerary not respected in sensitive areas of a Selective Section 1 st infringement	Art. 080.15			15'		
Deliberately blocking the overtaking of a motorcycle	Art. 080.15					Up to disqualification
Riding in the opposite direction in a Selective Section	Art. 080.15		X	X		Up to disqualification
Remaining for more than 30" after the starting signal	Art. 080.15.1			2'		
Early start	Art. 080.15.1			1'		
Rider not presenting his motorcycle with engine running	Art. 080.15.1			1' by mn late		
Refusal to start at the time and position given	Art. 080.15.1		X	X		Up to disqualification
Voluntary stop in the arrival area of a Selective Section	Art. 080.15.2		X			
Excess of the authorised speed	Art. 080.16					Accord. to Art.

Lateness on the theoretic time at the Leg departure Up to 30'	Art. 080.17.1			1' by mn delay	
Over 30' or 60'			X		
Absence of the visa on the time card	Art. 080.17.8		X	X	Up to disqualification
Absence of the visa in a CP	Art. 080.17.8		X		Accord. to Art.
No start or abandon in a Selective Section/Leg	Art. 080.17.8				Accord. to Art.
Assistance and towing of motorcycles in a Selective Section	Art. 080.18.2		X		
Assistance and in a Road Section	Art. 080.18.2			3h	Except if authorised in the SR
Transport of a rider in a helicopter or any other vehicle of the organisation	Art. 080.18.3		X		
Prohibited assistance	Art. 080.18.3				Up to disqualification
Correction/ alteration of the time card	Art. 080.19		X		
Loss of the time card	Art. 080.19			5'	
Passing at a control without the motorcycle	Art. 080.19		X		
Instructions of the Chief of the control point not respected	Art. 080.20		X	X	Up to disqualification
Non-respect of the entry, exit and the direction of the traffic in the zone 1 st infringement 2 nd infringement 3 rd infringement	Art. 080.20				

Behind or ahead of schedule at a TC after a Road Section (except arrival of a Leg , no penalty for ahead of schedule)	Art. 080.21			1' by mn		
				10' 1 h 3 h		
Failure to observe Parc Fermé orders	Art. 080.25		X			
Failure to possess a part or all of the survival equipment	Art. 080.28					
The first 30'				1' by mn		
More than 30' or 60'						Start refused
Non-declaration of abandonment	Art. 080.32				Fine of 500 EUR to 3'000 EUR	Request of sanction to the FMN's rider
Refusal to cross out the number plates after abandonment/ disqualification	Art. 080.32				Fine of 500 EUR	Request of sanction to the FMN' rider

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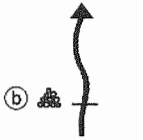

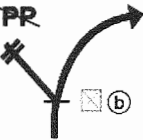


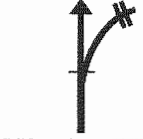
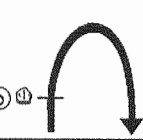
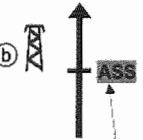


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<p>137,86</p> <p>46 9,57</p>	 <p>PR</p> <p>(b) </p>	 <p>CP1</p> <p>C 230°</p>
<p>300,55</p> <p>47 162,69</p>		<p>TDSPP</p> <p>(d)</p> <p>7 mm.</p>
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01.01 INTRODUCTION

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

01.03 FREEDOM OF CONSTRUCTION

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

All solo motorcycles (Group A) must be constructed in such a way that they are entirely controlled by a rider. Motorcycles with Sidecars (Group B) must be constructed to carry a passenger.

01.05 CATEGORIES AND GROUPS OF MOTORCYCLES

Motorcycles are divided into categories which must be observed for all meetings and world record attempts.

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

Category I

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

Category II (not applicable for Track Racing)

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

Group A1 - Solo Motorcycles

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

Group B1

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

Group B2

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

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

Category II (not applicable for Track Racing)

- Group C - Special 2 wheel driven motorcycles
- Group D - Special 3 wheel, 2 wheel driven motorcycles
- Group E - Snowmobiles
- Group F - Sprinters and Dragsters
- Group G - Quad Racers
- Group H --
- Group I --

Category III (not applicable for Track Racing)

- Group J - Electric Vehicles (see Article 01.50)

1.07 CLASSES

Groups are again separated into classes according to cylinder capacities as detailed below. Generally, these classes must be observed for all meetings. (However, see Art **058.01** of the Cross-Country Rallies World Championship rules).

Category I

For the main article, refer to the same number in the General section.

Group A1 Motorcycles

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

Groups B1, B2 Sidecars

Same as groups A1 and A2 over 175 cc.

Category II

- Group C - Special 2 wheel driven motorcycles
- Group D - Special 3 wheel, two wheel driven motorcycles
- Group E - Snowmobiles
- Group F - Sprinters and Dragsters
- Group G - Quad racers: Four wheeled balloon tyred off-road vehicles having a wheel at each diagonal extremity.
Propelled by the action of two wheels (2 wheel driven).
The engine crankcases shall not be located behind the rider.
Only one rider sits astride.
The steering is done by means of a handlebar.
Same classes as Category I, Group A1.
- Group H - Quad racers: only difference - propelled by the action of four wheels (4 wheel driven)
- Group I -

Category III

- Group J - Electric Vehicles (see Art. 01.82 in the Road Racing Technical Rules).

01.11 MEASUREMENT OF CAPACITY

11.11 Reciprocating movement engine, “Otto” Cycle

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

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

where D = bore
and C = stroke

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

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

11.13 Rotary engines

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

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

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

Classified as a 4-stroke.

11.15 Wankel system

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

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

where V = capacity of a single chamber

and D = number of rotors.

This engine is classified as a 4-stroke.

01.17 SUPERCHARGING

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

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

01.18 TELEMETRY

Information must not be transmitted in any way to or from a moving motorcycle.

An official signalling device may be required on the machine.

Automatic lap timing devices are not considered as "telemetry".

Automatic lap timing devices must not disrupt any official time keeping methods and equipment.

01.19 MOTORCYCLE WEIGHTS **Weights of motorcycles without fuel**

19.01

A 1 % tolerance in the weight of the machine after the race is accepted.

19.03

Seals must be fixed to the front main frame.

19.04

Weighing scales must be certified annually by a National Institute.

19.05

For Groups B1 and B2 at all competitions a passenger must be carried.

01.21 DESIGNATION OF MAKE

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

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

This applies where no commercial interests are involved.

01.23 DEFINITION OF A PROTOTYPE

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

01.25 GENERAL SPECIFICATIONS

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

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

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

25.01

The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arms, the swinging arm spindles and the wheel spindles is forbidden.

The use of light alloys for wheel spindles is also forbidden (except for Trial motorcycles).

The use of titanium alloy nuts and bolts is allowed.

Titanium test to be performed at trackside:

25.01.1 Magnetic test (titanium is not magnetic).

25.01.2 3 % nitric acid test (Titanium does not react. If metal is steel, the drop will leave a black spot).

25.01.3 Specific mass of titanium alloys 4,5-5, of steel 7,5-8,7 can be ascertained by weighing the part and measuring its volume in a calibrated glass vessel filled by water (intake valve, rocker, connecting rod, etc.)

25.01.4 In case of doubt, the test should take place at a Materials Testing Laboratory.

25.02

Aluminium alloys can be ascertained visually.

25.06

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

25.07

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

01.26 DEFINITION OF A FRAME OF A SOLO MOTORCYCLE

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

26.01

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

01.27 STARTING DEVICES

Starting devices are compulsory.

01.29 OPEN TRANSMISSION GUARDS

29.01 A guard must be fitted to the countershaft sprocket.

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

01.31 EXHAUST PIPES

Exhaust pipes and silencers must fulfill all the requirements concerning sound control (see also Art. 01.79).

31.01

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

31.02

Exhaust fumes must be discharged towards the rear but not in a manner as to raise dust, foul the tyres or brakes, or inconvenience a passenger, if there is one, or any other riders.

All possible measures must be taken to prevent the possible loss of waste oil so that it does not inconvenience a following rider.

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

31.03

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

31.04

On a Sidecar machine the exhaust must discharge horizontally and towards the rear, at a maximum angle of 30° to the axis of the machine.

01.33 HANDLEBARS

33.01

The width of handlebars (solo and Sidecars) is: not less than 600 mm and not more than 850 mm.

33.02

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

33.05

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

33.08

Solid stops (other than a steering damper) must be fixed in order to assure a minimum space of 30 mm between the handlebars with its levers and the fuel tank when on full lock to prevent trapping the rider's fingers.

33.09

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

33.10

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

33.11

The repair by welding of light alloy handlebars is prohibited.

33.12

Handlebars made from carbon/carbon, carbon/Kevlar or other composite materials are not authorised.

01.35 CONTROL LEVERS

35.01

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

35.03

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

35.04

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

01.37 THROTTLE CONTROLS

37.01

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

37.03

Solo motorcycles must be equipped with a functional ignition kill switch or button mounted on either right or left side of handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine (for Track Racing motorcycles, please refer to this article in the CCP section).

01.39 FOOTRESTS

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

01.41 BRAKES

41.01

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

41.02

Vehicles in Group B must be fitted with at least 2 efficient brakes operating on at least 2 of the wheels and operated independently and operating concentrically with the wheels.

01.43 MUDGUARDS AND WHEEL PROTECTION

Motorcycles must be fitted with mudguards.

43.01

Mudguards must project laterally beyond the tyre on each side.

43.02

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

43.03

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

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

01.45 STREAMLINING

No type of streamlining is allowed (see diagrams), with the exception of motorcycles in Cross Country Rallies.

Radiator covers (shields) must be made of flexible materials only (i.e. plastic).

01.47 WHEELS, RIMS, TYRES

47.01

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

47.02

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

01.49 TYRES

49.01

The front and rear tyre dimensions are free **with reference to diameter and width.**

49.03

Tyres with metal studs (with the exception of winter events and approved by the International Jury - see Art 51.06), spikes, chains or any other anti-skid devices are not permitted. Scoop or paddle tyres (continuous radial rib) are forbidden.

49.04 General

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

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

The tyres shall appear on the tyre manufacturers range catalogue or tyre specification lists available to the general public. They must be manufactured to comply with the European Tyre and Rim Technical Organisation (ETRTO) requirements in respect of load and speed codes and have a minimum service description of 45 M.

Both tyres, front and rear, must have an “E” mark and/or DOT (American Department of Transportation) approval and the DOT number must be molded on the tyre wall.

49.05 Tread pattern

The tread pattern specifications of the rear tyre is as follows: Depth of tread, measured at right angles to the tyre surface (to which all tread blocks must extend): Maximum 13 mm (See diagram S). The dimensions are free for Cross-Country Rallies and Bajas. However, Art. **49.04** applies in full.

49.06 Tyres with studs

The use of studded tyres will be defined in the Supplementary Rules of the event. The use of studded tyres shall be approved by the International Jury, based on the state of the course.

Only studded tyres available from commercial tyre retail sources are authorised. These shall appear on the manufacturer’s tyre catalogue or tyre specification list available to the general public (see Diagram S).

All dimensions of the studs, their number, method of mounting, etc., must be in accordance with the national legislation of the country where the event is held.

01.50 ADDITIONAL SPECIFICATIONS FOR ELECTRIC POWERED VEHICLES

50.01 INTRODUCTION

The technical concept is reserved for motorcycles propelled by non thermal energies without zero toxic/noxious emissions and by the action of one wheel in contact with the ground.

Amendments to these technical regulations may be made at any time in order to ensure fair competitions.

50.02 GENERAL EPV CLASS REQUIREMENTS

Two and/or three wheeled electric propelled machines, powered solely by stored electricity (battery /accumulator).

The number of electric motors is limited to one.

50.02.1 Race Procedures

(Race procedures to be defined by the Sporting Commission concerned).

50.02.2 Race Format (Guidelines – actual race format depends on the discipline concerned.)

Minimum race length: 20 minutes

Maximum race length: 30 minutes

50.02.3 Charging the accumulator

The vehicle's accumulators must be charged at the times and locations determined by the organiser of the meeting.

Charging may only be done with the energy supply provided by the race organiser.

The charging system must be separate from the machine and comply with all electrical safety requirements including thermal overload trip, fusing and be equipped with an earth leakage protection breaker.

50.02.4 Pit Stop

Riders will be allowed to define their own method of energy renewal subject to safety and practical considerations subject to the approval of the race organiser.

Riders who wish to have a pit stop must declare the process and technology to the Technical Director/Chief Technical Steward for a safety evaluation. All information will be treated with strict confidentiality.

50.02.5 Transponder timing

All machines must be equipped with an official transponder.

50.02.6 Technical Control

As a condition of entry, a Technical Construction File of the motorcycle entered may be required with a race entry, using the template provided (ref: FIM Technical Construction file). This document must provide the basic information listed, as well as the design steps taken to ensure safety for the rider(s), teams, spectators, officials and marshals.

The Technical Officer shall check both the machine and the rider for compliance with the technical specifications, as well as the employment of good engineering construction practice, the provision of adequate electrical insulation and weatherproofing.

Damaged machines must be returned to the technical control area for examination after race or practice. In such circumstances it is the responsibility of the competitor to ensure both his machine and clothing have been rechecked and approved before further use in the event.

It is the responsibility of the rider to ensure that a machine used in competition is electric, mechanically and structurally in a safe condition.

50.02.7 Conformity

It is the duty of each competitor to show the Technical Stewards of the meeting that his/her vehicle fully complies with these rules and the rules governing the meeting, in their entirety at all times.

50.03 SPECIFICATIONS

50.03.1 Requirements

All motorcycles must comply in every respect with all the requirements for racing as specified in the FIM General Technical Specifications, unless specified hereunder.

50.03.2 Number Plates and Colours

For specific refer to this article of each discipline (CMS, CTR, **CEN**, CCP, **CRT**).

Colours: Green background – yellow numbers

50.03.3 Handlebars

For specific refer to this article of each discipline (CMS, CTR, **CEN**, CCP, **CRT**).

50.03.4 Control levers

For specific refer to this article of each discipline (CMS, CTR, **CEN**, CCP, **CRT**).

50.03.5 Foot Rest/Foot Controls

For specific refer to this article of each discipline (CMS, CTR, **CEN**, CCP, **CRT**).

50.03.6 Wheel and rims

For specific refer to this article of each discipline (CMS, CTR, **CEN**, CCP, **CRT**).

50.03.7 Tyres

For specific refer to this article of each discipline (CMS, CTR, **CEN**, CCP, **CRT**).

50.03.8 Streamlining

For specific refer to this article of each discipline (CMS, CTR, **CEN**, CCP, **CRT**).

50.03.9 Machine Weight

Minimum weight: 75 kg. The maximum weight limit shall not exceed 120 kg.

The machine will be checked for weight in the 'ready-to-race' condition. The verified weight may never fall below the required minimum weight.

50.03.10 Overall Dimensions

For specific refer to this article of each discipline (CMS, CTR, **CEN**, CCP, **CRT**).

50.04 ELECTRICAL EQUIPMENT

50.04.1 IEC Publications

If no specific rule exists in these Technical Rules, the relevant IEC Standard (International Electro-technical Commission Standard) or Report has to be observed:

(Note: IEC Publications may be replaced by ISO publications, in the future.)

- IEC 60529: Degrees of protection provided by enclosures (IP Code).

- IEC 60783: Wiring and connectors for the road vehicles.
This report is applicable to cabling and connectors used in battery electric road vehicles.

- IEC 60784: Instruments for electric road vehicles.
This report is applicable to the instrumentation of electric road vehicles, excluding those items which are used as instrumentation in vehicles with internal combustion engines.

- IEC 60785: Rotating machines for electric road vehicles.
This report is applicable to rotating electrical machines [traction motors and auxiliary motors] of electric road vehicles including hybrids, which are fed from the main traction batteries).

- IEC 60786: Controllers for electric road vehicles.
This report is applicable to the equipment on electric vehicles that control the rate of energy transfer between the traction battery or batteries and the motor or motors).

50.04.2 Accumulator (storage battery)

The accumulator is defined as any equipment used for the intermediate storage of electrical energy supplied by the charging unit. Any on-board accumulator is considered as an integral part of the vehicle's accumulator.

The type, dimensions and weight of accumulator/s cannot be changed between official practices and race.

All on-board electrical equipment, unless consisting of items originally powered by dry batteries, small accumulators or their own solar cells, must receive its energy supply from the vehicle's official accumulators.

IMPORTANT: As a condition of entry, a Material Data Safety Sheet must be supplied with the race entry for the machine, including all relevant details as to the accumulator chemistry, human and environmental hazards, handling and specific fire risks and precautions.

50.04.3 Energy recovery

Recovering energy generated by the kinetic energy of the vehicle is permitted.

50.04.4 Use of outside energy sources

The use of any carbon based source of energy in any form whatsoever with the aim of improving the performance of the vehicle is strictly prohibited. This includes the energy used to drive the vehicle's cooling system.

50.04.5 Propulsion system failure

The vehicle must be able to freewheel in the event that the propulsion system has stopped (i.e. fuel/charge exhausted or system failure).

50.04.6 Electrical safety

In no part of the vehicle's electrical equipment may there be voltages of more than 500 volt referred to chassis and system ground respectively (system ground is the ground of the electrical equipment). Between system ground and chassis or body of the vehicle no more than 50 volts are allowed.

The voltage is limited to 500 volt between any two points. In cases where the voltage of the power circuit exceeds 42 volt, this power circuit must be separated from the onboard circuit by an appropriate insulator.

Symbols warning of 'HIGH VOLTAGE' must be displayed on or near the electrical equipment protective covers; all symbols must comprise a black flash of lightning inside a yellow triangle with a black border. The sides of the triangle must measure at least 12 cm, but may be larger if practical.

The power circuit consists of all those parts of the electrical equipment which are used to propel the motorcycle. The on-board circuit consists of all those parts of the electrical equipment which are used for signaling, lighting or communication.

All parts of the electrical equipment must be protected to at least the equivalent of IP 44 type protection (dust proof and splash proof).

50.04.7 General circuit breaker – 'Emergency Stop'

Two emergency stop switches (circuit breakers) are required as a stop has to be easily accessible both to the rider and to marshals.

When seated in a normal riding position, the rider must be capable of interrupting all electrical transmission between the accumulators and the energy consumers by means of a spark-proof general circuit breaker situated in front of him. This breaker must be located in such a way that it can be also operated from outside the vehicle. This breaker must be clearly identified as such.

The use of a lanyard attached to the rider to operate this breaker as an alternative to a button is permitted.

The general circuit must also include a second general circuit breaker which shall be located behind the rider, positioned and easily recognised taking into account that the vehicle may be on one side following an incident. This circuit breaker must be operated by a red button and identified with a yellow disc (minimum 8 cm in diameter) reading 'Emergency' in red or black letters.

The options suggested below are acceptable, as are other solutions that meet the stated requirements. Teams will be required to demonstrate the operation of the Emergency Stops during technical inspection.

1. A low voltage switch (e.g. push button) as a control for a contactor relay in which the contactor can be mounted down near the motor and keep the power voltages and currents away from the rider and top side of the vehicle.
2. A relay with an integrated "breaker" switch, which requires running the full battery voltage to wherever this breaker is mounted.

Operation of the general circuit breaker must also isolate any pre-charge resistors, if installed.

In order to prevent contact melting of the general circuit breaker its ampere square seconds characteristics, representing heat energy dissipated on the breaker contacts during switching, must be sufficient to guarantee proper operation of the circuit breaker, even under surge current conditions, in particular those occurring during the connection of the accumulator to the power plug.

Low power accumulators provided for low voltage circuits, e.g. auxiliary circuits, do not have to be isolated by the general circuit breaker (Emergency Stop) provided that they are completely isolated from the main power accumulators.

50.04.8 Power Indicator

When the vehicle is in a powered on state, there must be two clearly visible indicators, one light on the instrument panel and one light on the rear of the vehicle.

The rear light must be red and visible from at least 10m away, from the side or rear, and must flash between 1 – 2 times / second on a 50% duty cycle.

50.04.9 Fuses (over-current trip switches)

An over-current trip is a device which automatically interrupts the electrical current in which it is installed if the level of this current exceeds a defined limit value for a specific period of time.

Fuses and circuit breakers (but never the motor circuit breaker) count as over current trips. Extra fast electronic circuit fuses and fast fuses are appropriate. The fuses must be in an easily accessible location and as close as possible to the accumulator at both polarities.

All electrical cables inside the motorcycle must be protected by means of over currents trips rated according to the diameter of the individual conductors. Over-current trips must under no circumstances replace the general circuit breaker (Emergency Stop Button).

50.04.10 General electric safety

It must be ensured that the components used cannot cause injury under any circumstances, either during normal operation or in foreseeable cases of malfunction. It must be ensured that the components used for protecting persons or objects can reliably fulfill their function for an appropriate length of time.

50.04.11 Insulation resistance

Every part of the electrical equipment must have a minimum insulation resistance between all live components and earth.

For equipment with up to 300 volts to earth, the insulation resistance must reach the following value: 250 k Ohms.

For equipment with more than 300 volts to earth, the insulation resistance must reach the following value: 500 k Ohms.

The measurement of the insulation resistance must be carried out using a dc Voltage of at least 100 volts.

50.04.12 Dielectric strength

All electrical equipment of the vehicle conducting electric must fulfil the following conditions:

With regard to the dielectric strength, a distinction must be made between materials with light, normal or reinforced insulation.

Normal insulation is insulation which can withstand a test voltage of at least 2000 volts at 50 hertz for a period of one minute. It must only be used for electrical circuits with a nominal voltage not exceeding 500 volts.

Light insulation must not be used (except for the on-board circuit).

All electric live parts must be protected against accidental contact. Insulating material not having sufficient mechanical resistance, i.e. paint coating, enamel, oxides, fibre coatings (soaked or not) or insulating tapes are not accepted.

All electric conducting non live parts must be connected with the motorcycle ground.

50.04.13 Capacitors

Voltage across capacitors belonging to the power circuit should fall below 65 volts within 5 seconds after the general circuit breaker is opened or the over current trips of the accumulator are blown.

50.04.14 Accumulator fastening

The accumulator must be installed securely inside the vehicle and be protected against short-circuits and leakage. The accumulator must be attached to the frame or chassis using metal clamps with an insulating covering.

The fixing method must be designed in such a way that neither the accumulator nor the fastening device itself nor its anchorage points can come loose, even when subjected to a crash. A solid partitioning bulkhead must separate the location of the accumulator from the rider. Each accumulator box must include an air intake with its exit.

The accumulator installation must ensure that in the event of accumulator cell leakage or explosion, the contents are kept away from the rider and do not interfere in any way with the rider's vision or the safe handling of the machine.

50.04.15 Power control

A 'self-closing' throttle (power control) must be applied.

01.53 SPECIFICATIONS FOR SIDECARS
(for Sidecars in Track Racing, please refer to the same article in the same section)

53.02

The drive shall be transmitted to the ground only through the rear wheel of the motorcycle.

53.06

Handlebars must be firmly secured to the forks. They must be at a height above the mid point in the seat.

A steering head must be fitted which like the handlebar must not be attached to the non-suspended part of the front wheel suspension.

53.07

To reduce the torque in the steering it is allowed to displace the front wheel and the rear wheel leaving a maximum width of 75 mm between them.

53.08

The fuel tank must be sufficiently and independently protected from the ground.

53.09

Articulated Sidecars are strictly forbidden.

53.10

The Sidecar must be fixed to the motorcycle in at least three points, if it is not an integral part of the chassis.

The fixing points must not allow movement at the joints. If the angle of the inclination is changeable, it must be locked in such a way that it is completely secured and not only clamped on.

53.13

A structure of crossed belts or a metallic grid must be fitted to fill the opening between the wheels and the sidecar, to prevent the riders' foot from accidentally touching the ground.

53.14

The minimum dimensions of a Sidecar available for passenger accommodation are:

Length:	1000 mm
Width:	400 mm

Height of the screen protecting the passenger: 300 mm minimum (see diagram N).

53.15

The ground clearance of a machine measured when the machine is loaded must not be less than 175 mm.

53.16

For Sidecars, the rear wheel and the Sidecar wheel must be covered or protected with a solid material.

53.20

The distance between the tracks left by the centre lines of the rear motorcycle wheel and the Sidecar wheel must be at least: 800 mm and not more than 1150 mm.

53.21

On the opposite side of the Sidecar, the exhaust pipe must not extend more than 330 mm from the centre of the machine. On the other side, the exhaust pipe must not extend beyond the width of the Sidecar (see diagram N). The furthest extremity of the exhaust pipe must not exceed the vertical line drawn at a tangent to the rear edge of the rear motorcycle tyre or the rear edge of the Sidecar platform whichever is shorter.

01.55 NUMBER PLATES

Number plates are required for **Cross-Country Rallies**.

The **Organiser** shall provide each rider with a **set of identification plates comprising 1 front plate and 2 side plates called number plates. The exact sizes and positions of these number plates will be explained in the SR.**

The number plates shall be affixed visibly at the front and on the rear sides **of the motorcycle**. They shall in no circumstances cover, throughout the duration of the Rally, even partly, the registration number of the motorcycle.

55.07

The figures must be clearly legible and like the background must be painted in matt colours to avoid reflection from sunlight. The minimum dimensions of the letters being:

Height of figure:	140 mm
Width of figure:	80 mm
Width of stroke:	25 mm
Space between 2 figures:	15 mm

55.08

The English form for numbers must be used. That is single vertical line for the “one” and a simple sloping line without a horizontal line for the “seven”. (See diagram 0).

55.09

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

55.12 Number plate colours

The background colours and figures vary according to the class of motorcycle and the type of competition, the main rules being indicated in the Supplementary Regulations for each meeting.

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

BLACK	9005
YELLOW	1003
RED	3020
WHITE	9010
PURPLE	4006

The colours to be used are:

Cross Country Rallies	450cc	Yellow background	Black numbers
	Over 450cc	White background	Black numbers
	Quads	Red background	White numbers
	Women	Purple background	White numbers

55.13

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

01.56 LIGHTING, WARNING EQUIPMENT AND SPEEDOMETERS

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

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

CROSS-COUNTRY RALLY MOTORCYCLES

01.58 GENERAL

All vehicles from the **World Championship 450cc, Open Trophy** and Quad categories must conform in all respects to the 1968 Vienna Convention, even if the country in which the machine was manufactured is not a signatory to that Convention, and be registered for road use.

58.01 Lighting and safety equipment

Lighting equipment for **all** categories must conform in every way to the International Convention on road traffic, moreover:

The original headlights and rear lights may be modified or replaced. Extra lights may be added.

Each motorcycle/quad must be equipped with at least:

- A front light (min 55 watts or equivalent in 'lumen')
- A homologated rear lamp with stop light
- Additionally, a fog **light** (min 21 watts or equivalent in 'lumen'), with a minimum legal surface, may be split into two parts and may flash
- A generator with a minimum performance of 140 watts
- An audible horn, minimum 90 dB/A, measured at one metre.
- Minimum one rear view mirror.
- **A fixed water tank of 3 litres**

All motorcycles/quads must carry the necessary survival equipment as requested in the Cross-Country Rallies Appendices, Art. 081.23.

58.01 Fuel

For all categories, the engine must function on unleaded fuel in accordance with the FIM fuel specifications (see Art. 01.63) and be of a type equivalent to fuel from public fuel stations. Exceptions will be mentioned in the SR of the meeting.

01.59 WORLD CHAMPIONSHIP 450cc AND OPEN TROPHY CATEGORIES

Based on 'mass' production (series), road legal motorcycles.

The main parts: frame, engine (cylinder, cylinder head and crankcase) and swing-arm used must be a standard component, and must be freely available to the public. These main parts, with the exception of the crankcase, may be modified but must fulfil the FIM Technical Rules for Cross-Country Rallies.

All motorcycles will be according to Group A1 (Art. 01.07).

59.01 Engine Capacity

World Championship 450cc category:

Single and twin cylinder engines up to 450cc

Open Trophy category:

Single and twin cylinder engines over 450cc and up to 1300cc

59.02 Engine

The engine number must remain visible at all times

Engine preparation is free, with the exception of the crankcase(s), which must be strictly standard.

An “engine change” means removing the engine from the frame. Engine “A”, originally fitted in the frame of the bike can be removed from the frame to be repaired and be replaced by engine “B”. Engine “A” may be repaired during the Event on condition that the engine crankcase marked during the preliminary technical inspection remains the same.

Repairs to the engine’s “top end” (cylinder + cylinder head) are free during the event. All intervention to the “bottom-end” (inside the crankcases) will be considered as a change of engine.

A minimum of one bolt/nut used to fix the engine must be drilled in order to attach a seal embracing the frame.

The engine may be removed from the frame to repair a problem not related to the crankcase. This may be done only under the supervision of the Technical Steward. The Technical Steward only can cut and replace the seals without being penalised.

59.03 Exhaust system

The exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.

59.04 Frame and ancillaries

The main frame must be marked with the original Vehicle Identification Number (VIN). The frame number (VIN) must remain visible at all times.

The frame shall not be replaced during the event. The frame may be repaired under the supervision of the Technical Steward.

59.05 Fuel tank(s)

The total fuel capacity carried in all tanks is 35 litres maximum.

59.06 Weight

Unrestricted.

01.60 QUAD CATEGORY

The main parts: chassis and the engine (cylinder, cylinder head and crankcase) used must be a standard component, and must be freely available to the public. These main parts, with the exception of the crankcase, can be modified, but must fulfil the FIM Technical Rules for Cross-Country Rallies - Quads category.

Two groups are allowed:

- Group G/ Quad Racers:

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

- Group H/ Quad Racers:

Propelled by the action of four wheels (4 wheel driven)

Refer to Article 01.7/ Classes for definition.

60.01 Engine capacity

Group G:

- from 250cc up to 350cc for two cylinder, 2-stroke engines

- up to 500cc for single cylinder, 2-stroke engines

- up to 750cc for single or twin cylinders, 4-stroke engines.

Group H:

- up to 900cc for single or twin cylinders, 4-stroke engines

60.02 Engine

The engine number must remain visible at all times

Engine preparation is free, with the exception of the crankcase(s), which must be strictly standard.

An “engine change” means removing the engine from the chassis. Engine “A”, originally fitted in the chassis of the quad can be removed from the chassis to be repaired and be replaced by engine “B”. Engine “A” may be repaired during the Event on condition that the engine crankcase marked during the preliminary technical inspection remains the same.

Repairs to the engine’s “top end” (cylinder + cylinder head) are free during the event. All intervention to the “bottom-end” (inside the crankcases) will be considered as a change of engine.

A minimum of one bolt/nut used to fix the engine must be drilled in order to attach a seal embracing the chassis.

The engine may be removed from the chassis to repair a problem not related to the crankcase. This may be done only under the supervision of the Technical Steward. The Technical Steward only can cut and replace the seals without being penalised.

60.03 Machine specifications

The machine is steered by the front wheels only.

60.04 Exhaust system

The silencer must not go beyond the rear extremities of the quad. The exhaust pipe of the silencer must be protected by a rounded edge of minimum 4 mm.

60.05 Frame and ancillaries

The main frame must be marked with the original Vehicle Identification Number (VIN). The frame number (VIN) must remain visible at all times.

The frame shall not be replaced during the event. The frame may be repaired under the supervision of the Technical Steward.

60.06 Ignition cut-out switches

Quads must be equipped with a safety ignition cut-out switch, which must stop the primary circuit and must be permanently attached to the rider by a non-elastic, spiral cable of adequate length (max. 100cm straightened), similar to a telephone cable.

60.07 Number plates

Four number plates are required:

- 1 plate fixed to the front of the machine at the level of the head lamp, facing forward.
- 1 plate on each side of the machine placed on the rear mudguard.

60.08 Suspensions

All the mountings of the front and rear suspension units, suspension arms and the steering spindle are retained by a safety wire or a splitpen.

60.09 Brakes, wheels and rims

The rear wheel rim diameter cannot exceed 12 inches in Group G and 15 inches in Group H. Wire spokes are not authorised.

Every front wheel must have a single, functional brake installed on each axle and be operated by a handlebar mounted lever.

At the rear, the vehicle must have a brake on each wheel or a brake installed jointly on the rear wheel axle, operated either by a lever on the handlebar or by a foot pedal.

60.10 Mudguards

The front and rear wheels must be covered by mudguards made of flexible materials, covering each wheel over an area of minimum 30 degrees.

60.11 Fuel tank(s)

Extra fuel tanks must be at least 25 mm (1 inch) away with relation to the edges of the protective barrier.

The total maximum fuel tank capacity contained in all tanks is 45 litres.

60.12 Protection (see Diagramme Q)

The secondary chain transmission must be equipped with a cover/shield protecting both the chain sprocket and the brake disc.

A countershaft sprocket guard is compulsory. This cover/shield must cover the sprocket by 30% minimum and prevent the rider's hand/foot becoming trapped. The complete length of the lower chain run must be shielded by a guard or a protection tube, securely fixed.

A crash 'bar' or 'guard' must be fixed at the front and the rear of the vehicle.

A protective barrier (or 'guard') of a round profile (minimum diameter: 25 mm or 1 inch) must be installed on each side of the vehicle. This protective barrier must be fitted in such a way that it is in alignment with the wheels to eliminate entanglement. There shall be no prominent (sharp) parts.

A structure of crossed belts or a metallic grid must be fitted to fill the opening between the wheels and the barrier, to prevent the riders' foot from accidentally touching the ground.

60.13 Dimensions

The width cannot exceed 1300mm for group G and 1400mm for group H.

The maximum height at the rider's seat level is 950mm for group G and 1000mm for group H.

60.14 Weight

Unrestricted.

01.63 FUEL, OIL AND COOLANTS

All motorcycles must be fuelled with unleaded petrol, as this term is generally understood (with the exception of Track Racing, four stroke - single cylinder engines).

63.01 Physical properties for unleaded fuel

63.01.1 Unleaded petrol must comply with the FIM specification.

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

(a) It has the following characteristics:

Property	Units	Min.	Max.	Test Method
RON		95.0	102.0	EN ISO 5164
MON		85.0	90.0	EN ISO 5163
Oxygen	% (m/m)		4.0	EN 13132 or 14517
Nitrogen	% (m/m)		0.2	ASTM D 4629
Benzene	% (V/V)		1.0	EN 238 or EN 14517
Vapour pressure (DVPE)	kPa		95.0	EN 13016-1
Lead	g/L		0.005	EN 237 or ICP-OES
Manganese	g/L		0.005	ICP-OES
Density at 15°C	kg/m ³	720.0	775.0	EN ISO 12185
Oxidation stability	minutes	360		EN ISO 7536
Existent gum	mg/100 mL		5.0	EN ISO 6246
Sulphur	mg/kg		10.0	EN ISO 20846 or 20884
Copper corrosion	rating		class 1	EN ISO 2160
Distillation:				
E at 70°C	% (V/V)	22.0	50.0	EN ISO 3405
E at 100°C	% (V/V)	46.0	71.0	EN ISO 3405
E at 150°C	% (V/V)	75.0		EN ISO 3405
Final Boiling Point	°C		210	EN ISO 3405
Residue	% (V/V)		2.0	EN ISO 3405
Appearance	Clear and bright			Visual inspection
Ethanol (1)	% (V/V)		10	EN 13132 or 14517
Olefins	% (V/V)		18.0	EN 14517 or 15553
Aromatics	% (V/V)		35.0	EN 14517 or 15553
Total diolefins	% (m/m)		1.0	GCMS/HPLC

(1) Shall conform to EN 15376

(b) The total of individual hydrocarbon components present at concentrations of less than 5% m/m must constitute at least 30% m/m of the fuel. The test method will be gas chromatography and/or GC/MS.

- (c) The total concentration of naphthenes, olefins and aromatics classified by carbon number must not exceed the values given in the following table:

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

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

- (d) Only the following oxygenates are permitted:

Methanol. Ethanol. Iso-propyl alcohol. Iso-butyl alcohol. Methyl tertiary butyl ether. Ethyl tertiary butyl ether. Tertiary amyl methyl ether. Di-isopropyl ether. N-propyl alcohol. Tertiary-butyl alcohol. N-butyl alcohol. Secondary-butyl alcohol.

- (e) Manganese is not permitted in concentrations above 0.005 g/l. For the present this is solely to cover possible minor contamination by other fuels. The fuel will contain no substance that is capable of an exothermic reaction in the absence of external oxygen.

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

63.01.3 Ethanol E85 will comply with the FIM specification if:

(a) It has the following characteristics:

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

63.02 Oil

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

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

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

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

63.03 Air

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

63.04 Primary Tests

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

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

63.05 Fuel Test Procedures

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

63.05.2 The CTI Bureau, in consultation with the relevant Commission **Director**, has sole authority to, and may, direct the administration of fuel tests during the course of an FIM Championship or Prize Event. Such direction must be by written document (Fuel Test Order) which must be delivered to the **FIM** Jury President (**or the Race Direction where applicable**) before the meeting. The **FIM** Jury President (**or the Race Direction where applicable**) must deliver the Fuel Test Order to the Chief Technical Steward for the meeting who is responsible for the administration of the fuel tests. The Fuel Test Order must nominate:

- (a) The criteria (which may be random) for selection of the machines from which samples are to be taken; and
- (b) The officials who must administer the tests.

(c) At least 3 of the characteristics specified in Arts. 63.01 and 63.02 to be the subject of the tests, or only 1 characteristic when using an ASTM approved “short test” or “field test method” for the detection of only one of the characteristics in a fuel sample.

63.05.3 Fuel tests must be administered according to the Fuel Test Order and must comply with the following procedures:

(a) Only nominated officials may take samples.

(b) Containers for holding samples:

(i) must be clean and constructed of robust, fuel non reactive, impermeable material.

(ii) must be sealable;

(iii) must have provision for identification.

(c) Equipment used for the extraction of fuel from machines must be clean and constructed of fuel non-reactive material.

(d) The FMNRs must ensure that there is a supply of at least 12 containers (12 X 1 litre each).

(e) Each sample must be divided into two and placed in separate containers, (2 samples of maximum 1 litre each). Each sample may be initially tested for one of the characteristics, using an ASTM approved field test method. The results obtained from such a test must be given immediately to the International Jury. The containers must be immediately sealed and identified by reference to the machine from which the sample was taken.

This information must be entered on a certificate (FIM Fuel Sample Certificate) which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken, and the identity of its rider.

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

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

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

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

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

- (i) the relevant riders or team representatives;
- (ii) the relevant FMNR;
- (iii) the **FIM** Jury President for the relevant meeting.

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

63.05.5 A Jury may direct the administration of fuel tests during the course of any international event other than an FIM Championship or Prize Event. Such direction must be by Fuel Test Order which must be delivered to the Technical Steward. Such Fuel Test Order has the same authority as if it had been issued by the CTI Bureau under Art. 63.05.2. The procedures for the administration of fuel tests under this Article must comply with the procedures under Arts. 63.05.2 and 63.05.3.

63.05.6 For tests under Art. 63.04 all characteristics specified in Art. 63.01 must be present for the tested fuel to comply.

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

63.06 Fuel Test Costs

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

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

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

01.65 EQUIPMENT AND PROTECTIVE CLOTHING

During practising and racing, riders and passengers must wear the protective clothing and footwear

65.01

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

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

65.05

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

Se référer au même article dans la section 'Règlements techniques'.

65.07 Material equivalent to leather

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

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

65.08 Approval

The clothing manufacturer is responsible for ensuring that the products and materials that carry his name conform to these rules. The FIM cannot be held liable for any injuries that a rider or passenger may sustain from their use.

01.67 WEARING OF HELMETS

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

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

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

Failure to observe the above rules will entail exclusion.

01.69 HELMET OPERATIVE INSTRUCTIONS

69.01

Scrutineers, under the supervision of the Chief Technical Steward, may check prior to practice and the races that all helmets meet the technical requirements.

69.02

If a helmet does not meet the technical requirements and is found to be defective, the Technical Steward must remove all approval marks and retain the helmet until the end of the event. The rider must submit another helmet for approval by the Technical Steward. After an accident involving impact, the helmet must be presented to the Technical Steward for examination (see also Art. 77.02.14).

69.03

All helmets must be intact and no alteration must have been made to their construction. After an accident involving impact the helmet must be presented to the Technical Steward for examination.

69.04

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

69.04.1 That the helmet fits well on the rider's head,

69.04.2 That it is not possible to slip the retention system over the chin, when fully fastened,

69.04.3 That it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

01.70 RECOGNISED INTERNATIONAL HELMET APPROVAL MARKS

- Europe ECE 22-05 'P', 'NP' or 'J'
- Japan JIS T 8133: 2000 (**accepted until 31.12.2011**)
JIS T 8133: 2007 (from 01.01.2010)
- USA SNELL M 2005 (**accepted until 31.12.2011**)
SNELL M 2010 (from 01.01.2010)

(see also the International Helmet Standards in diagram section)

01.71 EYE PROTECTION

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

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

01.73 NATIONAL COLOURS FOR HELMETS
(with the exception for the CCP)

The following National colours are approved:

Andorra	FMA	White with vertical blue, yellow and red bands
Argentina	CAMOD	White with blue horizontal band
Australia	MA	Green and yellow sides, red, white & blue representation of the Australian flag across the top
Austria	OeAMTC	Bright red with a 60 mm wide black band and the label of the OeAMTC in a white field on the front side
Belgium	FMB	Yellow
Brazil	CBM	Yellow and green
Bulgaria	BMF	Green and red
Canada	CMA	White and 3 Red Maple leaves, one on front and one on each side
Chile	FMC	Red with blue band and yellow stars
China	CMSA	Red and yellow
Czech Republic	ACCR	Blue with red, white and blue border
Denmark	DMU	Red and white
Finland	SML	White with blue cross
France	FFM	Blue
Germany	DMSB	White with black border
Great Britain	ACU	Green
Greece	ELPA	White with blue border
Hungary	MAMS	Red and green
Ireland	MCUI	Green and orange
Italy	FMI	Red with one green and one white horizontal band
Japan	MFJ	White with red circle on top
Kenya	KMSF	Black, Red, Green, with white bands and the country name KENYA on both sides.
Luxembourg	MUL	Purple

Mexico	FMM	White with green and red border
Monaco	MCM	Blue and white
Netherlands	KNMV	Orange
New Zealand	MNZ	White with black kiwi on front
Norway	NMF	Red and blue
Peru	FPEM	Red with 75 mm wide white strips and blue and yellow chequered border
Poland	PZM	White with red band
Portugal	FNM	White
Rumania	FRM	Black with vertical blue, yellow and red bands with national emblem.
Russia	MFR	White with a red border and a vertical red band with star
San Marino	FSM	White with the San Marino National emblem
Slovakia	SMF	Blue, red and white
South Africa	MSA	Black, green, blue and red with yellow and white bands
Spain	RFME	Yellow and red
Sweden	SVEMO	Blue and yellow
Switzerland	FMS	Red with white cross
Uruguay	FUM	Light blue
USA	AMA	Blue with 2 white bands

In addition to this, for the holders of World or National championships, a central band 50 mm wide from front to back across the top carrying the national colours or a rainbow is admitted.

In competitions between national teams, helmets must be the same colour for each team member and must include in the overall helmet colour scheme, their national flag colours, presented in stripes, bands or other design.

01.75 BADGE OF THE FIM

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

01.76 NUMBER SASHES (BIBS)

The starting number on the rider's bib or vest must be the same as on his motorcycle.

Starting numbers must conform to the following:

76.01

Black numbers on a white background must be used.

76.02

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

76.03

Height of number: 15 cm

76.04

Width of number: 6 cm

76.05

Width of stroke: 2 cm

76.06

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

76.07

Bibs manufactured from PLASTIC material are not allowed.

01.77 CONTROL

77.01 Verification

General

A rider is at all times responsible for his machine.

77.01.1 The Chief Technical Steward must be in attendance at an event 1 hour before technical verifications are due to begin. He must inform the Clerk of the Course, Jury President and CTI Delegate, if present, of his arrival.

77.01.2 He must ensure that all technical stewards, appointed for the event, carry out their duties in a proper manner.

77.01.3 He shall appoint the technical stewards to individual posts for the race, practices and final control.

77.01.4 Technical inspections will only be carried out when the technical specification form of the motorcycle has been presented by the Organiser.

77.01.5 The rider, or his mechanic, must be present with the machine for technical control within the time limits stated in the Supplementary Regulations. On request of the Technical Steward, the riders must present themselves to the technical verification.

77.01.6 The Chief Technical Steward must inform the Clerk of the Course/ Jury President of the results of the technical control. The Chief Technical Steward will then draw up a list of accepted machines and submit this list to the Clerk of the Course.

77.01.7 The Chief Technical Steward has the right to look/ inspect any part of the motorcycle at any time of the event.

77.02

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

77.02.1 The technical control must be carried out in accordance with the procedure and times fixed in the Disciplines' Rules and the Supplementary Regulations of the event. The maximum number of persons permitted to be present at the technical verification is the rider, plus two others. For Team events, the Team Manager is also allowed.

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

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

77.02.4 The rider may only present one motorcycle.

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

77.02.7 An overall inspection of the motorcycle must be carried out in conformity with the FIM rules. Accepted motorcycles will be marked in conformity with Arts. 061.44 or 062.23 of the Enduro Sporting Rules.

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

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

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

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

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

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

77.02.13 At the arrival, at the end of the competition, all the marked parts on the motorcycles must be controlled. After control, the machines must be placed in a closed park for 30 minutes in case of a protest or shall further examination be required.

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

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

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

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

77.05 Dangerous machines

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

01.79 SOUND CONTROL

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

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

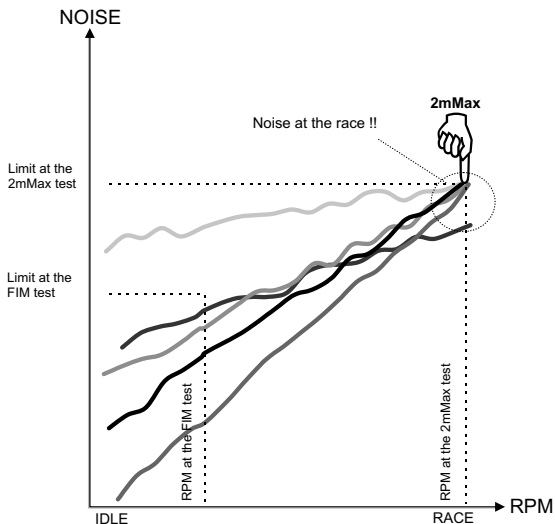
WHAT DOES IT CONSIST OF?

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

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

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

THE 2 METER MAX METHOD - IN FOCUS



THE OPERATING PROCEDURE

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

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

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

THE PREPARATION OF THE SOUND METER

- Calibrate the sound meter at 93,5 dB or 113.5 dB to take into account the incidence of the wind foam ball
- Position the wind foam ball on the microphone
- Activate the 'A' weighing
- **FAST** time weighting must be activated
- Select range High **80~130 dB**
- Activate the function MAX MIN – set on **MAX**

THE SET UP OF THE SOUND METER AND THE MOTORCYCLE

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

THE POSITIONING OF THE MOTORCYCLE (see illustrations following)

The reference points:

- For a motorcycle: the contact point of the rear wheel on the ground.
- For motorcycles fitted with 2 exhaust outputs, the measurement will be made on the side of the air intake. If a central positioned air intake is used, both sides will be tested.

- For Side-cars: the contact point of the side wheel on the ground.
- For Quad vehicles: the vertical line to the ground from the centre point of the rear axle.
- For Quad vehicles with exhaust outlet moved from the median axis, the measurement will be made on the offset side.

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

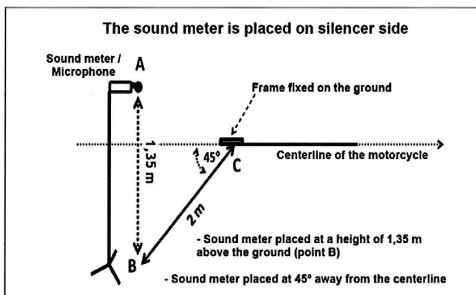
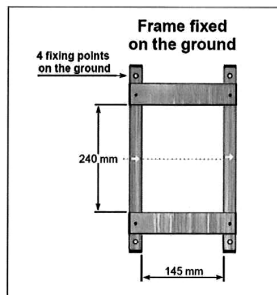
THE NEW 2 METRE MAX METHOD – THE OPERATION – PROTECT YOUR HEARING – USE EAR PROTECTION

- The measurement is made with motorcycle on its wheels, with a hot engine.
- The technical steward takes place besides the motorcycles, opposite to the microphone, or in front of the handlebars near the front wheel, not to screen or stand between the bike and the microphone.
- If a second steward is permanently attending the sound level checks, it is strongly advised for him to use earplugs, **a headset or ear protectors**.
- The Inspector shall open the throttle as fast as possible **until full open throttle** (instantly, **within 0.3 seconds**). **He will keep at max engine 'rpm' for at least 1 second. To end, the inspector will release the throttle quickly.**
- **If the result exceeds the limit, including 'after fire', the Inspector shall test the motorcycle, a maximum of 2 times more.**
- **For motorcycles equipped with an engine rpm limiter, opening the throttle will be done - instantly, within 0.3 seconds - and kept open until at least 1 second has evolved and/or when there is an audible sign of over-revving the engine.**
- **For motorcycles without an engine 'rpm' limiter, the opening of the throttle will have to be lower than 2 seconds and/or when there is an audible sign of over-revving the engine.**

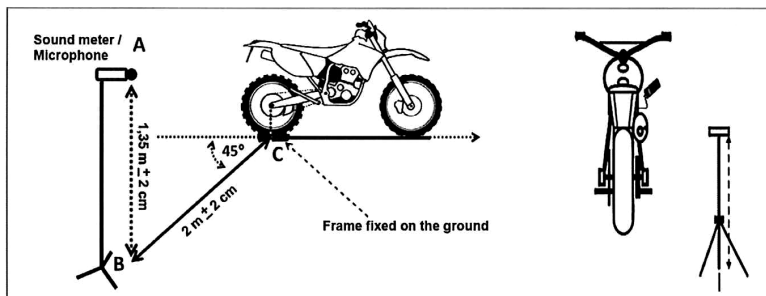
- If the engine tends to suffocate, close the throttle slightly and re-open the throttle.
- If detonations appear, the measurement must be started again.

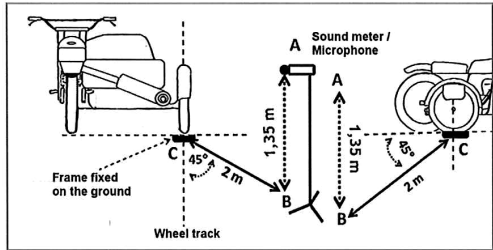
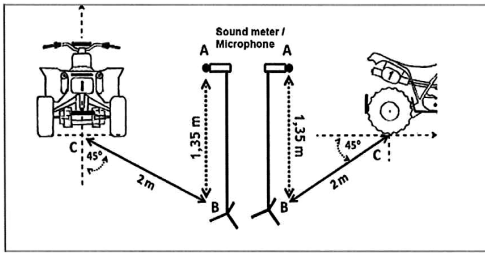
The numbers obtained from the test shall not be rounded down.

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

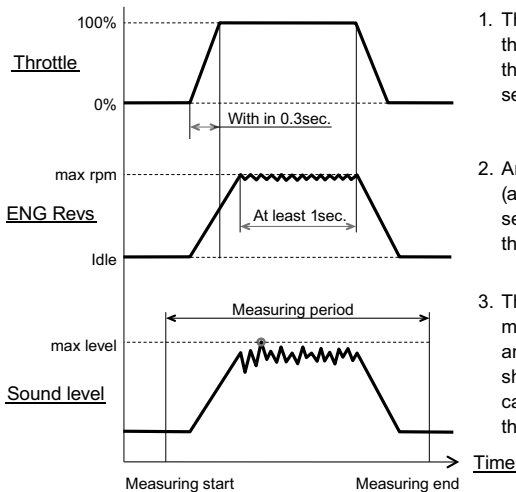


POSITION OF THE SOUND METER IN RELATION TO THE MOTORCYCLE





THE IMAGE OF THE SOUND MEASUREMENT PROCEDURE



1. The Inspector shall open the throttle until full open throttle within 0.3 seconds.
2. And keep at the max rpm (at rpm limiter) at least 1 second. Then, release the throttle quickly.
3. The sound level is measured in the all period and the maximum level shall be recorded in any case. (automatically by the sound meter).

THE MEASUREMENT – RECORDING OF THE SOUND LEVEL

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

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

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

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

Sound levels will be controlled to limits as stated in **each section of the relevant discipline (CMS, CEN, CCP).**

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

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

79.02 The ‘static’ method (see Motocross and Trial sections)

79.03 Sound control during and after the competition

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

79.11 Sound limits in force

Silencers will be tested with the ‘2 metre max’ method (see Art. 01.79 within the ‘General Section’). **In 2011, only the ‘2 metre max’ method will be applied to test the maximum sound levels of silencers.**

- **ENDURO / ISDE:** Maximum 112 dB/A before the race,
Maximum 113 dB/A after the race.
- **CROSS COUNTRY RALLIES** Maximum 115 dB/A before the race
Maximum 116 dB/A after the race.

79.14

For the '2 metre max' method, the 'FAST' setting must always be used and the measuring method on 'MAX' activated.

79.17 Sound control during the competition

In a competition which requires sound control tests during the event, machines must comply with the sound limits, except taking into account the tolerance as per Art. 79.15.

01.80 GUIDELINES FOR USE OF SOUND LEVEL METERS

80.01

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

80.02

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

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

80.03

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

80.09 Corrections

Class 1 (Type 1) sound meter: deduct 1 dB/A
Class 2 (Type 2) sound meter: deduct 2 dB/A

80.10 Ambient temperature

No deductions.

80.11 Precision of the method (tolerances)

All **corrections** are cumulative.

Action and decisions will depend on the Sporting Discipline concerned, and decisions taken during prior discussions with the FIM Technical Director and/or the Chief Technical Steward.

01.81 TIMEKEEPING

Since 1.1.1993, the responsibility for Timekeeping has been referred to the each Sporting Commission.

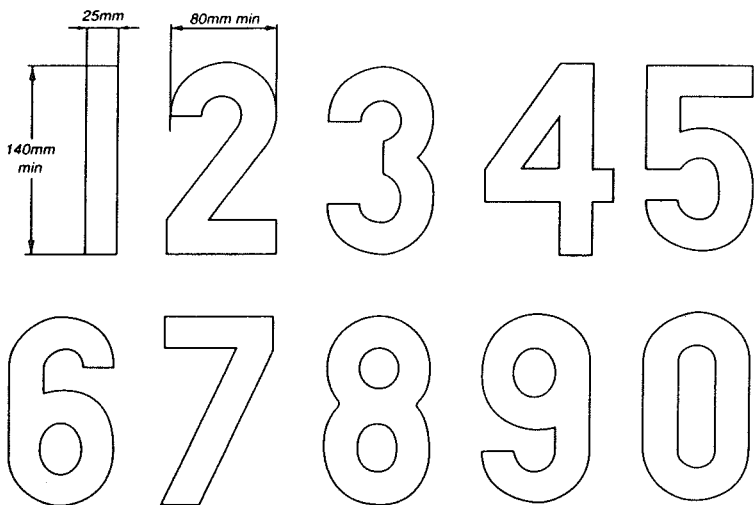
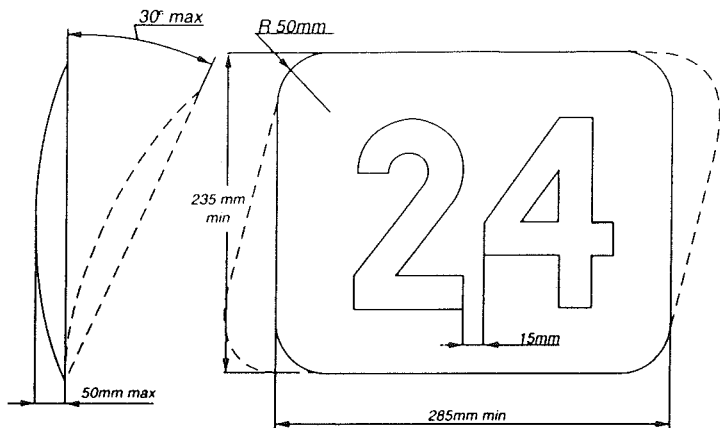
81.01 Timekeeping Instruments

All motorcycles (in CMS, CEN and in CTR and CCP where applicable) must have a correctly positioned transponder support. The transponder must be supplied or approved by the official Timekeeper and fixed to the motorcycle (for off-road models, typically on the front fork), on either the left or right side, avoiding being shielded by carbon pieces.

Correct attachment of the transponder bracket consists of a minimum of tie-wraps, but preferably by screws or rivets. Any transponder retaining clip must also be secured by a tie-wrap. Velcro or adhesives alone will not be accepted.

NUMBERS / NUMEROS

0



Futura Heavy

0 1 2 3 4 5 6 7 8 9

Futura Heavy Italic

0 1 2 3 4 5 6 7 8 9

Univers Bold

0 1 2 3 4 5 6 7 8 9

Univers Bold Italic

0 1 2 3 4 5 6 7 8 9

Oliver Med.

0 1 2 3 4 5 6 7 8 9

Oliver Med. Italic

0 1 2 3 4 5 6 7 8 9

Franklin Gothic

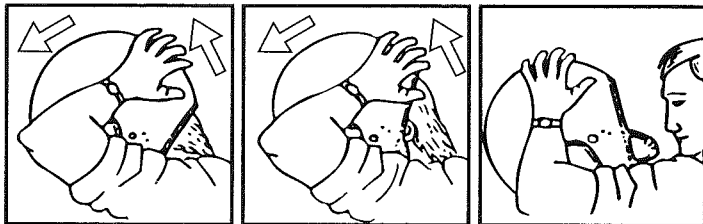
0 1 2 3 4 5 6 7 8 9

Franklin Gothic Italic

0 1 2 3 4 5 6 7 8 9

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

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



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

INTERNATIONAL HELMETS STANDARDS

NORMES INTERNATIONALES DES CASQUES

ECE 22 - 05 "P" (EUROPE)

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

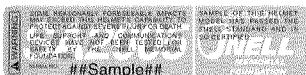


E1 for Germany, **E2** for France, **E3** for Italy, **E4** for Netherlands, **E5** for Sweden, **E6** for Belgium, **E7** for Hungary, **E8** for Czeck Republic, **E9** for Spain, **E10** for Yugoslavia, **E11** for UK, **E12** for Austria, **E13** for Luxembourg, **E14** for Switzerland, **E15** (- vacant), **E16** for Norway, **E17** for Finland, **E18** for Denmark, **E19** for Roumania, **E20** for Poland, **E21** for Portugal, **E22** for the Russian Federation, **E23** for Greece, **E24** for Ireland, **E25** for Croatia, **E26** for Slovenia, **E27** for Slovakia, **E28** for Bielo Russia, **E29** for Estonia, **E30** (- vacant), **E31** for Bosnia and Herzegovina, **E32** for Letonie, **E34** for Bulgaria, **E37** for Turkey, **E40** for Macedonia, **E43** for Japan, **E44** (- vacant), **E45** for Australia, **E46** for Ukraine, **E47** for South Africa, **E48** New Zealand.

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



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



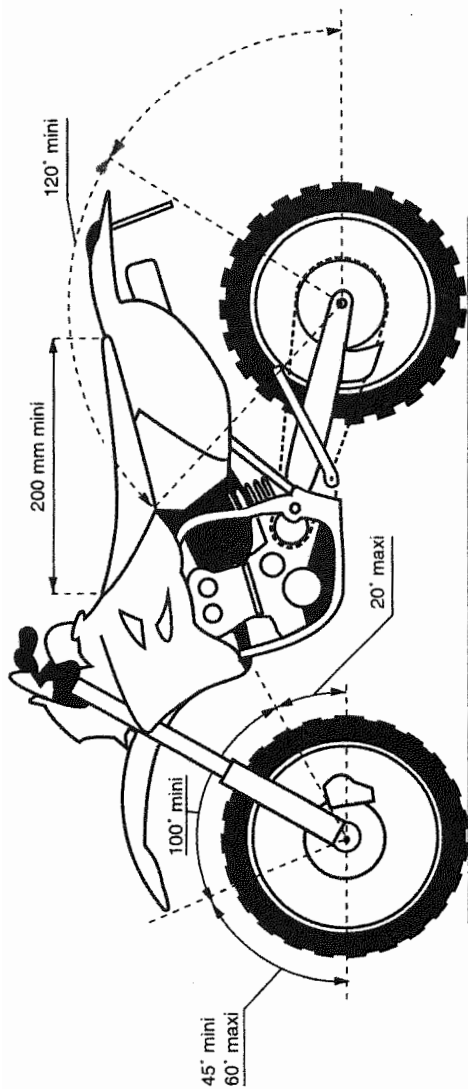
(USA) SNELL M2005
(Label affixed inside the helmet).



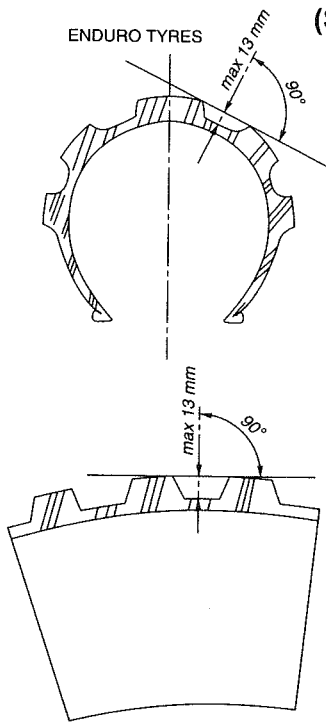
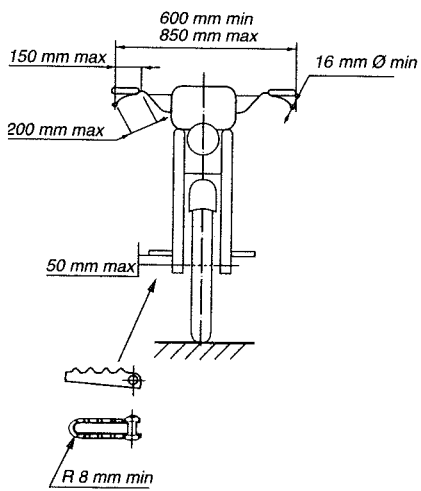
(USA) SNELL M2010
(Label affixed inside the helmet).



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

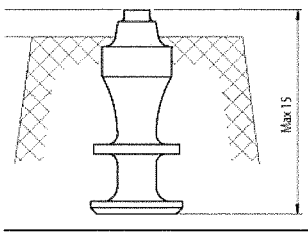


(S)



Art. 51.06
Example:
Studs/Clous

MIN Ø 2.5 mm



MAX
25.0 mm

MAX Ø 9.0 mm

ENDURO / SIDECAR

N

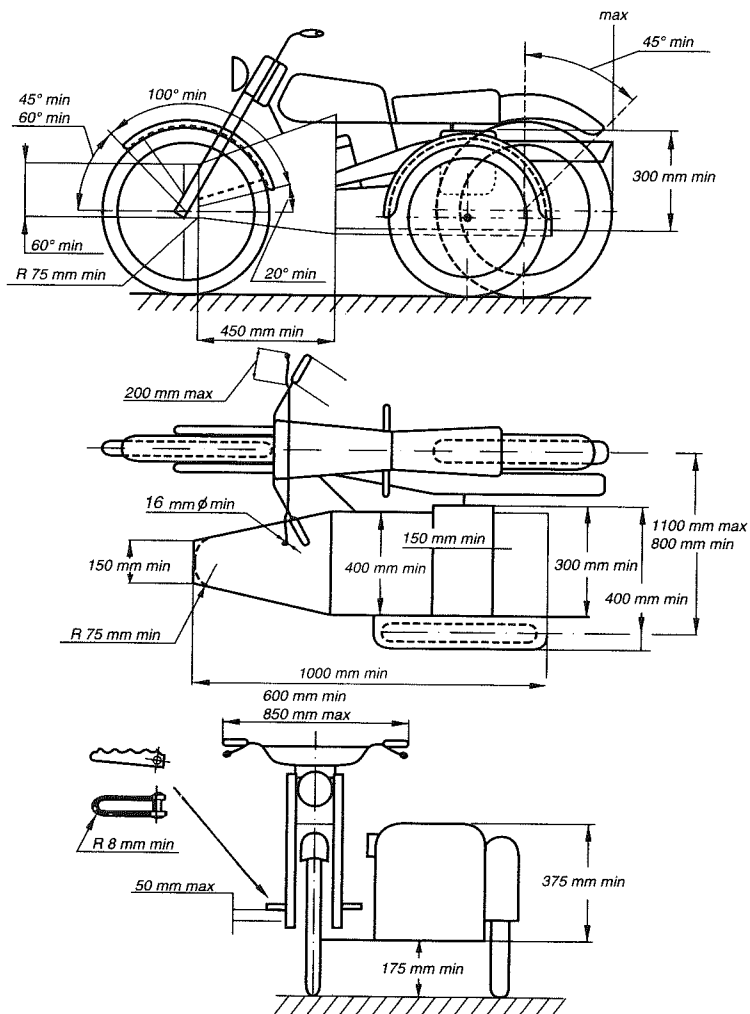
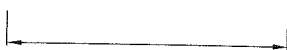
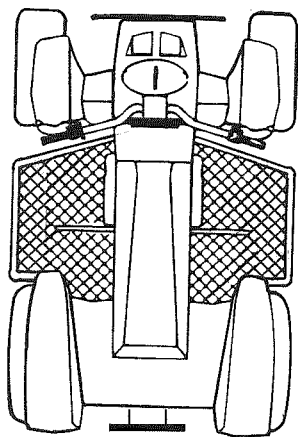
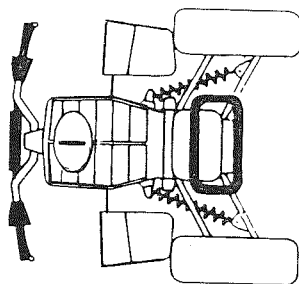
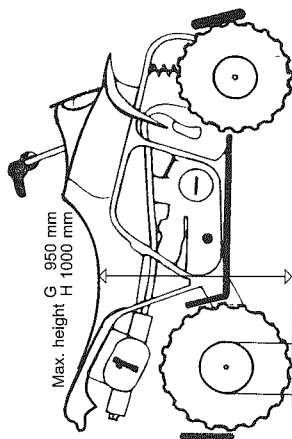


DIAGRAMME Q QUAD RACER

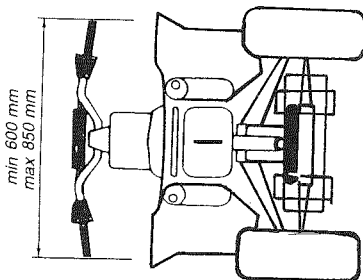


Max. 1300 mm. Group G
1400 mm. Group H



Max. height G 950 mm
H 1000 mm

12" max. Group(e) G
15" max. Group(e) H

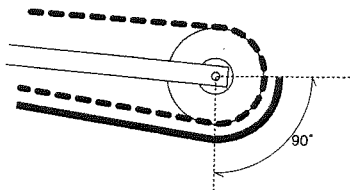


min 600 mm
max 850 mm

DIAGRAMME Q (suite)

PROTECTIVE DEVICES (REAR) : sprocket and disc SYSTEMES DE PROTECTION (AR): couronne et disque

- (1) Chain guard, mounting to a height corresponding to minimum 90°
Sabot inférieur remontant à la hauteur Correspondant à 90° minimum



- (2) Chain guard + (3) protective guard
Sabot inférieur + (3) barre de protection

