



**FIM HARD ENDURO
WORLD CHAMPIONSHIP REGULATIONS
2025**



FIM Hard Enduro World Championship Regulations



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Articles amended as from 1.1.2025 are in bold type

These rules are published on www.fim-MOTO.com. If updates are necessary, the latest published version of the rules will be decisive.

Articles updated as of 1.1.2025		
60.4.5	60.5.3	

Articles updated as of 28.5.2025		
60.9		

DEFINITION OF A HARD ENDURO

Hard Enduro is an event taking place outside using Enduro motorcycles on a track made with natural or artificial elements (earth, sand, etc.), on which are found various, mainly natural, “obstacles” (hillclimbs, stones, tree trunks, stretches of water, etc.), to test the rider’s technical ability to ride and the motorcycle’s ability to withstand toughest terrain.

The competition is to clear the entire course / the number of laps requested as fast as possible. One of the defining characteristics is the combined starting field of amateur and pro riders.

REGULATION 060
FIM HARD ENDURO WORLD CHAMPIONSHIP

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GENERAL UNDERTAKINGS AND CONDITIONS

The FIM Hard Enduro World Championship and FIM Hard Enduro Junior World Championship is held in the course of races which have large starting fields and in which mostly amateurs participate. There will be no separate class in which the participants of the FIM Hard Enduro World Championship will compete. Hard Enduro is especially characterized by the fact that professionals and amateurs have to master the same difficulties in the same race.

The following rules are therefore only valid for those participants of the races that take part in the FIM Hard Enduro World Championship. All other riders are bound by the regulations issued by the organizer / the promoter for the amateur series. The fact, that amateurs and professional riders are participating in the same race does not imply nor include any FIM involvement in and/or liability for these participants/activities which are not run under the aegis and the responsibility of the FIM.

Whenever the FIM Hard Enduro World Championship is mentioned, this also applies to the FIM Hard Enduro Junior World Championship.

All riders, teams, officials and other parties participating in the FIM Hard Enduro 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 Hard Enduro Appendices
3. FIM Hard Enduro Technical Regulations
4. FIM Disciplinary and Arbitration Code
5. FIM Environmental Code
6. FIM Medical Code
7. FIM Anti-Doping Code
8. FIM Directory
9. FIM Organiser's Work Book (if available)

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

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

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

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

060.1 GENERAL

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

060.1.1 Calendar

The FIM Hard Enduro World Championship will start in March, preferably after the end of the FIM SuperEnduro World Championship and finish in October, preferably before the beginning of the next FIM SuperEnduro World Championship.

A minimum of five days will be respected between two consecutive events.

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

060.1.2 Classes and specifications of the motorcycle

There are no classes of motorcycles. Participants may compete on any bike that complies with the FIM Hard Enduro Technical Regulations (only ICE, Internal Combustion Engine are allowed).

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

060.1.3 Supplementary Regulations

The Supplementary Regulations must be published in the two official languages of the FIM and must be approved by the FIM, and subsequently ratified by the FIM International Jury during the first official meeting (the day prior to any practice/prologue or competition). 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 name of the sponsor(s) of the event must be mentioned in the SR. The name of the title sponsor of the Championship, previously approved by the FIM, will be mentioned in the SR.

No amendment may be made to the SR after its approval by the FIM 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 FIM, may authorise an amendment to the SR provided that it is approved by the FIM International Jury and subsequently brought to the attention of all persons concerned.

060.2 FORMAT & DURATION OF EVENT

Hard Enduro events by their very nature and definition will be unique events with variation in format and courses (refer to Appendix 1 – Race Formats).

The approved Supplementary Regulations will provide additional information on the format and duration of each event.

060.3 JURISDICTION

With the exception of the FIM International Jury and the FIM Delegates, all FIM licence holders, holders of a FIM laissez-passer, officials, their assistants as well as all other persons involved in the meeting are subject to the authority of the Clerk of the Course appointed by the organizer.

060.4 OFFICIALS AND PROCEDURES

060.4.1 General

The event will be supervised by Clerk of the Course and an 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. 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.

060.4.2 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)
- FMNR Jury Member
- FIM Technical Director
- FIM Environmental Steward
- Clerk of Course
- FMNR Chief Technical Steward

- Chief Medical Officer (without FIM Licence)

060.4.3 Schedules for officials

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

- FIM International Jury: the day before the beginning of the administrative/technical control.
- Technical Steward, Administrative staff and Environmental Steward and Medical Officer: at least before 18:00 the day before the administrative/technical control.

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

060.4.4 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties are:

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

- To notify the FIM International Jury of all decisions taken or to be taken and of any protest addressed to him;

To collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the FIM International Jury and to have the provisional results of the event approved.

060.4.5 FIM International Jury

The FIM International jury will consist of:

President of the Jury appointed by FIM

2nd Jury member appointed by FMNR

If required, a FIM licenced Official can be nominated as 3rd Jury Member.

If the FMNR is unable to appoint a Jury member the FIM will appoint a replacement member.

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

In the case that a Jury Member is prevented to arrive, the Jury President will have the casting vote. In the case where the FIM International Jury is composed of two members only; the FIM Jury President will have the casting vote.

The FIM International Jury exercises control of the event as far the FIM Hard Enduro World Championship is concerned 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.

In case of the specific situation where an incident involves a FIM rider and a non-Championship rider a joint jury composed of the members of the FIM International Jury and the members of the disciplinary body of the organiser will be established.

A common hearing shall be held to establish the facts and responsibilities of the respective riders. However, and for avoidance of doubt a FIM rider may be sanctioned only by the FIM International Jury in accordance with the FIM Hard Enduro World Championship Regulations and a non-Championship rider may be sanctioned only by the disciplinary body of the organiser in accordance with its Regulations.

The FIM International Jury pronounces sanctions according to the provisions laid down in the FIM Disciplinary and Arbitration Code (Art. 3.1.3). 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.

The official minutes must be written in both official FIM languages, unless the Jury agrees to accept them in one official language. They must be signed by 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.

The International Jury may make recommendations to the event management which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.

As far as the FIM Hard Enduro World Championship is concerned, the FIM International Jury may authorise an alteration to the SR provided the regulations, as set out in the Sporting Code, are observed. The FIM International Jury is not authorised to make alterations or additions to the FIM rules.

The FIM International Jury will hear any protests and/or appeal hear any protests that are lodged during the event.

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

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

As far as the FIM Hard Enduro World Championship is concerned, the authority and duties of the FIM International Jury are:

- a) To approve all the official results of the event.
- b) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current Regulations or instructions given by an official of the event.
- c) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.
- d) To adjudicate on any protest relating to infringements of the Regulations.

PROTESTS AND APPEALS

1. Any person or group of persons (rider, team, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
2. All protests must be lodged to the Clerk of the Course.
3. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the first start of the event.
4. Any other protests must be lodged immediately after the reason for the protest is known.
5. Protests against results must be presented within 30 minutes following the announcement of the results.

6. Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.
7. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional fee of € 150.-. This fee will be given to the mechanic of the rider who had opened the engine if the engine is judged not in conformity with the rules. If the engine is judged not in conformity with the rules the additional fee will be returned to the person lodging the protest.
8. Protests entailing a fuel control must be accompanied by an additional fee of € 750.-.
9. An appeal against the decision of the FIM International Jury may be lodged to the **CAI**. This appeal must be presented 5 days at the latest after the notification of the FIM International Jury's decision (Security deposit for appeal: € 1'320.-).

060.4.6 Technical Stewards

The Technical Steward:

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

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

Timekeepers:

Appointed timekeepers must be qualified to use the timekeeping system of the event.

They must produce the official results and provide copies to the FIM International Jury.

060.4.7 Track Marshals

The minimum age for Track Marshals is 18 years or more according to local law.

The marshals must be identified by uniform shirts or bibs.

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

060.5 RIDERS AND CATEGORIES

060.5.1 Age of riders

For the FIM Hard Enduro World Championship the minimum age is 16.

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

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

060.5.2 Riders' licences

All Riders must be holders of a valid FIM Hard Enduro World Championship, Annual or One Event Licence.

060.5.3 Championship Registration & Entries

Riders who want to participate in the FIM Hard Enduro World Championship have to pay an amount of EUR 500,00 and/or EUR 250,00 for participating in the FIM Hard Enduro Junior World Championship. If a rider signs up for both the FIM Hard Enduro Junior World Championship and the FIM Hard Enduro World Championship, they only has to pay the fees for the FIM Hard Enduro World Championship. Riders wishing to participate on a one event basis must pay a EUR 100.– registration fees per event. All registrations fees must be paid at least 2 weeks before the closing date of any subsequent event.

Riders who have registered will get priority entry to the events subject to all other entry requirements being met.

Entries:

Riders also need to enter every individual event of the series. All entries can be found under: <https://www.fim-hardenduro.com/entry>.

All entries must be made in writing by an “electronic” entry form available in the site <http://www.fim-hardenduro.com>. All other information relation to the riders, team, sponsor and the brand of the machine shall be completed.

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

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

- a) A manufacturer can withdraw a rider from an event which has already started following an injury to the rider, irreparable damage to the motorcycle or for a “force majeure”. A withdrawal for medical reasons must be in written from the Chief Medical Officer of the event.
- b) A manufacturer can withdraw a rider from the next events of the Championship only for medical reasons or for a “force majeure”. Withdrawal for medical reasons must be provided by a letter from a qualified doctor and is subject to a counter expertise by a doctor designated by the FIM.

Riders willing to participate in the FIM Hard Enduro World Championship must send their entry forms and entry fee until 31.01.2025. These entry forms must be sent to the FIM and to the Promoter.

All other riders must send their “one event” entries in writing by an “electronic” entry form available in the website <http://www.fim-hardenduro.com>.

The FIM will publish the official entry list of the event 5 days before the event.

060.5.4 Leaving the event

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

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

- First offence: fine of EUR 100.–
- Second offence: fine of EUR 200.–
- Third offence: fine of EUR 300.–
- From the fourth offence: fine of EUR 400.–

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

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

060.5.5 Starting Numbers

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

The number plates for the FIM Hard Enduro World Championship shall be Red background (RAL 3020) White numbers (RAL 9010).

The number plates for the FIM Hard Enduro Junior World Championship shall be Black background (RAL9005) White numbers (RAL9010).

060.5.6 Start Procedures

Start procedure may vary between different events and may also vary between days of a particular event.

These are described in Appendix 1 – Race Formats and the method to be used will be listed in the Supplementary Regulations.

060.5.7 Official Signals

Official board signals shall be given by means of a board measuring at least 600 mm high by 400 mm wide, with a black block number, 15" and 5" on both sides.

The numbers shall be visible from the starting gate.

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

Signal	Meaning
Board, 15 seconds (15") (At the start)	15 seconds until the starting procedure enters its final phase.
Board, 5 seconds (5") (At the start)	The starting gate will drop within the next 5 to 10 seconds.
Red flag	All riders must stop.
(All false starts must be indicated by waving a red flag)	
Black flag and a board with a rider's number on it	Rider in question to stop.
Yellow flag held stationary	Danger ! Ride cautiously.
Yellow flag waved	Immediate danger ! Prepare to stop, no overtaking. Do not try to jump.
The waved yellow flag has priority over the yellow fixed flag.	
Blue flag waved	Warning, you are about to be lapped.
Green flag	Course clear.
"1 lap" board	Last lap.
Black and white chequered flag	End of the practices, the qualifications, the races.

The pantones for the colours are as follow:

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

060.5.8 Rider Behaviour

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

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

Riders must report any underlying medical disorder or injury they may have to the FIM International Jury.

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

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

Riders and team members are forbidden to ride any motorised vehicle (except bicycles) on the track outside the official practice/qualifying sessions and races.

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

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

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

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

It is not permitted for team members, spectators, or other persons (except official marshals) to stand or walk in the track to give instructions, food, or drink to the riders or to give other assistance.

However, in severe weather condition (eg. Excessive heat), the FIM International Jury may confirm that water refreshment stations may be established at specific points of course or checkpoints.

For behaviour contrary to this rule, the rider will be penalised as follows:

From 30 seconds time penalty to disqualification, at the Clerk of Course discretion.

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

The rider who voluntarily leaves the track, short-cuts the track or rides in opposite direction can be disqualified or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code.

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

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

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

060.5.9 Assistance

Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety or to prevent blockages without the rider taking advantage. Outside assistance also means obtaining tools, spare parts, water and food and drink on the track, during the race. The rider may be liable to penalty up to and including disqualification for any infringement of this rule.

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

However, assistance from another rider with actual starting number and taking part in that race is allowed (including supplying spare parts and tools, except marked parts).

060.6 MOTORCYCLES

If Public roads are used in an event every motorcycle and its equipment must, 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.

Where the event is held only on private land or using officially closed roads the motorcycle requirements will be stipulated in the |Supplementary Regulations and the Hard Enduro Technical Regulation

One machine is authorised per rider.

Motorcycles must comply with the specific requirements of the FIM Hard Enduro Technical Regulations.

Sound Control

The criteria for Sound testing will be shown in the Hard Enduro Technical Regulations.

Penalty for exceeding the maximum permitted sound level is shown under Penalties 66.13 and is differentiated between events where the principle is Enduro / Time based to obtain results and Race type events where classification is based on finish position.

In a Hard Enduro event where the International Jury can establish that the machine silencer was damaged on an extreme course terrain situation between the last control point and the Finish the penalty for exceeding the maximum sound level at any test after the finish may be omitted.

060.7 INTRINSIC PARTS OF THE MOTORCYCLE

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

The substitution of the original components or disregard of these regulations is strictly forbidden. The penalty for breach of this regulation is disqualification.

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

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

* or non-removable (destructible) sticker or seal.

Marking is restricted to these three parts only and must be done with paint (or non-removable sticker or seal). The use of a marker pen is forbidden.

If an event organiser wishes to stipulate that additional marked parts e.g wheel hubs or other specific machine requirements must apply, this must be clearly stated in the approved Supplementary Regulations.

Each rider or his mechanic can present a maximum of one (1) motorcycle and one (1) spare silencer. Should damage or deterioration occur to the original silencer it may be changed for the marked silencer without penalty.

060.7.1 Cleaning of motorcycles

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

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

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

060.7.2 Transponder

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

The transponder must be fixed to the motorcycle in the position and orientation as shown in the timekeeping information given to riders. The rider is the sole person responsible for the transponder.

060.7.3 GPS / Navigation Device

FIM competitors must ride with a (passive) GPS/Navigation Device provided by the promoter. This will be used for results, speed limits, penalties and rider's position on the track (tracking).

GPS corridor need to be defined in the SR depending on the race (10 – 100 m).

If GPS navigation is part of the race, riders will have to navigate in unknown areas with their own (active) GPS/Navigation device. The GPS/Navigation Device need to operate in "Store" mode, in order to be able to evaluate the ridden tracks after the race.

060.7.4 Environmental Mat

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

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

060.8 RUNNING OF THE MEETING

060.8.1 Administrative Control

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

060.8.2 Preliminary Technical Verifications

Please refer to the FIM Hard Enduro Technical Regulations.

060.8.3 Meeting with the Officials and the Organisers

Meetings with the officials, the promoter and the organisers will be held: after the technical and administrative controls, at the end of each race day and at the end of the event (debriefing).

The FIM International Jury, the promoter, the local organiser, the Timekeeper and the Clerk of the Course/Race Director, must be present at the meetings.

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

The organiser must be prepared to discuss the medical installations and evacuation plan for the meeting.

The FIM International Jury President is the chairman of this meeting.

The FIM International Jury may require extra Event Management meetings for urgent matters and for the well conduct of the FIM Hard Enduro World Championship meeting.

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

060.8.4 Riders' briefing

A riders' briefing should take place within a reasonable time before the first training/start of the race. The rider's briefing can be done electronically as well as face to face.

060.8.5 Timing

Timing is recorded on the finish line/checkpoints by the means of a transponder/GPS. If the race comprises several laps, timing must also be done manually. Manual recording of timing is mandatory as a backup at every checkpoint.

060.8.6 Starting procedure / Starting order

The SRs have to define exactly how the starting order and the starting procedure are determined (refer to Appendix 1 – Race Formats).

060.8.6.1 False start

The SRs have to define exactly what happens in the case of a false start (refer to Appendix 1 – Race Formats).

060.8.6.2 Stopping of the Race

The SRs will define exactly what happens in the case of a race being stopped for reason of Safety or Force Majeure (refer to Appendix 1 – Race Formats).

060.8.7 Results / Procedure

The winner of a race is the rider who crosses the finish line first / can cover the distance fastest. The SRs have to define exactly how the winner of the race is determined.

Races are officially ended when the chequered flag is displayed to the winner.

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

The riders finishing time counts when the transponder is registered by the timing system. In case of a technical timing problem the time will be recorded as when the front spindle/axle of the machine crosses the finish line.

In principle when crossing the Finish or any Control lines the rider should always be in contact with the machine.

In exceptional circumstance where rider and machine do not cross the Finish line together and no other rider has passed before the rider has regained the machine, the International Jury may decide that the rider can maintain original place. If another rider has passed that rider then takes the advantaged place.

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

All results must be homologated.

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

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

060.9 SCORING

Point Scoring World Championship:

For the FIM World Championship registered riders the scoring will be in that one category based on the final score of the respective event. Only riders contesting the most demanding course can score points. In order to score points the rider must have finished the event.

Point Scoring Junior World Championship:

For the FIM Junior World Championship eligible registered riders may score points in that category. Junior riders who have also registered for the FIM World Championship may also score points in both categories.

In order to score points the rider must have finished the event.

Junior riders can score points also in less demanding classes/courses. The riders who finished in the most demanding class/course, will be ranked ahead of riders who finished in the less demanding classes.

The scoring will be in one category based on the final score of the respective event. First place is assigned to the fastest competitor on the most demanding track or category. After the participants of the most demanding track or category, the next lower category or less demanding track is scored. If the organizer of an event does not publish a final score due to whatever reason, no points are awarded.

DNF will not score points except the event publish a final score based on reached checkpoints.

All events are scored (no void results).

There is only one Class and riders eligible for FIM World Championship points will receive the points allocated to them in respect their position in the overall event.

The 15 best riders who are in possession of FIM licence and eligible for World Championship points will receive the following points allocated in respect of their finishing position within those eligible riders.

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

Prologue Points

The first three riders in a prologue results receives 3, 2, 1 points respectively.

The maximum points a rider can obtain over the event is 23 points.

Multistage Events:

Riders who are in possession of FIM licence and eligible for World Championship points will receive the following points allocated in respect of their finishing position within those eligible riders.

1. Overall Event Classification:

- **Top 15 riders score points**
- **Max points from overall result: 20 points**

2. Daily Race Results (2 Days):

- **Top 15 score each day**
- **Max points per day: 10 points**
- **Daily total capped at 20 points**

3. Prologue Bonus (if applicable):

- Points for Top 3 only: 3, 2, 1
- Bonus only, does not count toward 40-point cap

4. Tie-Break System:

In the event of a tie in total points for the overall event classification:

- First tie-break: Rider who reached the furthest checkpoint on course will be ranked higher.
- If still tied: Best final position in the prologue will be used.

Points Tables

- Overall Classification – Top 15 riders

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

- Daily Race Day Points – Top 10 (2 Days)

Day 1

10 points for the 1 st
9 points for the 2 nd
8 points for the 3 rd
7 points for the 4 th
6 points for the 5 th
5 points for the 6 th
4 points for the 7 th
3 points for the 8 th
2 points for the 9 th
1 point for the 10 th

Day 2

10 points for the 1 st
9 points for the 2 nd
8 points for the 3 rd
7 points for the 4 th
6 points for the 5 th
5 points for the 6 th
4 points for the 7 th
3 points for the 8 th
2 points for the 9 th
1 point for the 10 th

- Prologue Bonus Points (Top 3)

3 points to the 1 st	2 points for the 2 nd	1 point for the 3 rd
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In case of ties in the results at the end of a day, the riders concerned will each receive the points to be awarded for this place, and the next classified rider will receive the points according to his position.

The results for each event of the FIM Hard Enduro World Championship will count towards the final rider's classification.

The final classification of the FIM Hard Enduro World Championship will be made by adding each point achieved by each rider. A tie at the end of the FIM Hard Enduro World Championship will be decided by the majority of the best placings. If a further tie exists, it will be decided in the following order by the better placing in the last race.

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

FIM Hard Enduro Junior World Championship:

In addition to being registered and competing in the FIM Hard Enduro World Championship, eligible Junior riders may also register for the FIM Hard Enduro Junior World Championship.

From the overall results in special designated events of the FIM Hard Enduro World Championship, the results of the best 15 registered and eligible Junior riders will be taken into account and separate points awarded which will form the basis of the FIM Hard Enduro Junior World Championship.

- Junior riders will contest the regular FIM Hard Enduro World Championship with no alternative track, race or race format and must be fully integrated into the main event.
- The minimum age is 16 at the day the event starts.
- Riders entering the FIM Hard Enduro Junior World Championship must be aged less than 22 years at 1st January of the year of the series.

The results must be published electronically and affixed on the Official Noticeboard. They must contain at least the following information:

- FIM, Organiser/Moto Club, World Championship Logos,
- Title, venue, date,
- Position, number, surname, first name, nationality, motorcycle manufacturer of the rider as well as the name of the team when applicable,
- Performance realised (race time, points obtained etc.),

- Name and signature of the FIM Jury President and Clerk of the Course, publication time of the results.

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

It is compulsory for the FIM International Jury of the event to send a list of fines and results by e-mail immediately after the end of the events to the FIM Administration and to the next organiser.

060.10 PRIZE-GIVING CEREMONY AND PRESS CONFERENCE

A Prize-Giving Ceremony must be held at each meeting, within 10 minutes after the determination of the first three places. This will be regarded as a Provisional Ceremony and the results will not be confirmed until the Protest period has elapsed.

For the ceremony, it is recommended to have an attractively decorated podium in clear view of the public. The first three placed riders should receive a trophy and any other appropriate gift.

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

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

The organisers of the final round of the FIM Hard Enduro World Championship shall arrange, in cooperation with the Promoter, a ceremony to reward the first three placed riders in the overall Championship.

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

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

If a rider is absent from the Prize-Giving Ceremony, Autograph Session or Press Conference, without the prior approval of the Promoter, he will be fined € 200.—. The fine will be paid to the FIM International Jury.

060.11 FIM ANNUAL PRIZE-GIVING CEREMONY

The rider having won a FIM World Championship title must be present at the FIM Prize-Giving Ceremony organised each year. A rider who does not attend the Ceremony will be subject to a fine of CHF 1'000.– minimum and CHF 5'000.– maximum.

060.12 PREMATURE STOPPAGE OF THE EVENT

If any event is stopped prematurely it cannot be re-run.

If any event is stopped before the majority of riders (over 50% of the riders participating in the FIM Hard Enduro World Championship) have completed at least one third of the total distance or the total time given, the event will be declared null and void.

060.13 AWARDS AND FINANCIAL CONDITIONS

060.13.1 Overall FIM Hard Enduro World Championship awards

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

060.14 PENALTIES

The disqualifications or other penalties given are provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

Riders breaking the Rules shall be sanctioned by the Clerk of the Course or by the FIM International Jury as follows:

General Principles: Penalties for sporting offences during the event e.g. outside assistance, course cutting, leaving the track, etc will in the first instance be imposed by the Clerk of Course and transmitted to the International Jury.

Disciplinary Penalties will be imposed by the FIM International Jury.

The fines shall be applied by the FIM International Jury, and must be paid directly to the FIM International Jury. They will be donated by the FIM to a charitable cause.

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

List of penalties imposed by the Clerk of the Course (not conclusive):

Penalties	Type of Event	
	Single Day	Multiple Day
Administrative & Technical Control		
If rider is absent:	Not allowed to start	Not allowed to start
If rider is late:	200.- EUR	200.- EUR
Exceeding noise level during the event		
All Race events		
1 st Offence:	3 positions	3 positions
2 nd Offence:	DSQ	DSQ
Track Inspection on foot		
Changing the course intentionally without permission (e.g. change marking)	DSQ	DSQ
Riding the Course on a “vehicle”	DSQ	DSQ
Team member or Crew riding the course on a “vehicle”	Rider DSQ	Rider DSQ
At the Start (prologue & race)		
Arriving too late at Pre-Start area	DNS	DNS
Starting engine before official start signal	2 min	2 min
Moving out of given grid position	5 min	5 min
Jump / Rolling start	tbd in SR	tbd in SR
Hinder or obstruct another rider start intentionally	DSQ	DSQ

Penalties	Type of Event	
	Single Day	Multiple Day
During the Race or Prologue		
Leaving the track intentionally to gain an advantage.	DSQ	DSQ
Leaving the track accidentally but advantage gained	Plus 150% rule*	Plus 150% rule*
Leaving the intended track for more than a distance of 5 meters in order to repair a machine outside a service area	DSQ	DSQ
Receiving intentional outside assistance except in service areas or from an accredited rider with actual starting number who is taking part in that race	DSQ	DSQ
Receiving unintentional/unrequested outside assistance from spectators but with no advantage gained	0	0
Receiving unintentional/unrequested outside assistance from spectators resulting in an advantage being gained	Up to the Plus 150% rule*	Up to the Plus 150% rule *
Intentionally obstructing or hindering another riders progress	DSQ	DSQ
Not obeying a flag signal	30 minutes	30 minutes
Not obeying a RED or Medical flag	DSQ	DSQ
Changing marked parts	DSQ	DSQ
Speeding in a service zone	2 minutes	2 minutes

Penalties	Type of Event	
	Single Day	Multiple Day
Behaviour considered to be unfair / unsporting including use of abusive words or signs	30 minutes up to DSQ	30 minutes up to DSQ
Unsportsmanlike / bad behaviour including violence or threat of violence	DSQ	DSQ
In regard GPS / Navigation Devices		
Not collecting or using GPS / Navigation device as required	DSQ	DSQ
Not returning GPS/navigation device after race	300.- EUR	300.- EUR
In regard Prize Giving Ceremony / Press Conference		
Failing to attend a Prize Giving Ceremony or Press Conference	Fine of 200.- EUR	Fine of 200.- EUR

* Explanation of the 150% Rule:

A rider who fails to pass a specific section of the racetrack correctly, will receive a riding time, for the specified section according to the following rule:

For Clarification:

- Rider (A): a FIM rider who made the mistake and does not pass section of track correctly.
- Rider (B): a FIM rider who passes the section of track correctly, but was ranked behind Rider (A) at the beginning of that section of track.

Calculation of the riding time of the penalised rider (A):

- Case 1:

Riding time of rider (A), in the specified section, is faster than 150% of rider (B).

Riding time of rider (A), in the specified section, will be substituted by 150% of the riding time of rider (B) in the specified section.

- Case 2:

If Rider (A) has already lost more than 150% of Rider B due to his mistake his time will be recorded as actual time taken.

Rider (A) receives his actual riding time, of that section, due to the fact that he lost more than 150% of the time due to his error.

Purpose of this rule:

The objective is to ensure that when a rider realises their mistake, they can immediately determine the corresponding penalty they will face.

Therefore, the rule aims to prevent riders from:

- a) feeling compelled to backtrack to the location of their mistake in order to enter the correct track, which may result in riding in the wrong track direction.
- b) attempting to find a shortcut or an alternative route back to the intended/ correct track by crossing other race tracks.

Additional penalties for offences not specifically indicated may be imposed by Clerk of the Course and/or International Jury in accordance with FIM Disciplinary and Arbitration Code.

APPENDIX 1 – RACE FORMATS

1. QUALIFICATION / PROLOGUE

The objective of the prologue is to define the starting order of the first day of competition.

The SR of the event have to define the prologue procedure exactly.

The following - but not exclusive - formats are possible: Straight Rhythm, EnduroCross, Individually timed single start, etc.

2. RACE FORMATS

2.1 SINGLE DAY: A TO B

2.1.1 Start Procedure

The SR have to define exactly which of the predefined starting procedures will be used (refer to - 3. START PROCEDURES).

2.1.2 Duration

The SR have to define exactly the duration of the race.

It should be between 2 and 8 hours.

2.1.3 Classification

The SR have to define exactly the how the final classification of the race is determined e.g. shortest riding time, number of checkpoints reached, etc.

2.2 MULTI DAY: A TO B

2.2.1 Start Procedure

The SR have to define exactly which of the predefined starting procedures will be used (refer to - 3. START PROCEDURES).

2.2.2 Duration

The SR have to define exactly the duration of the race.

Daily race time should be between 2 and 8 hours.

2.2.3 Classification

The SR have to define exactly how the daily classification of the race is determined.

The SR have to define exactly how the final classification of the race is determined.

E.g. shortest riding time, number of checkpoints reached, etc.

2.3 SINGLE DAY: MULTI LAP

2.3.1 Start Procedure

The SR have to define exactly which of the predefined starting procedures will be used (refer to - 3. START PROCEDURES).

2.3.2 Duration

The SR have to define exactly the maximum duration/number of laps of the race.

2.3.3 Classification

The SR have to define exactly how the final classification of the race is determined, e.g. most laps in given time, shortest riding time for X number of laps, number of checkpoints reached etc.

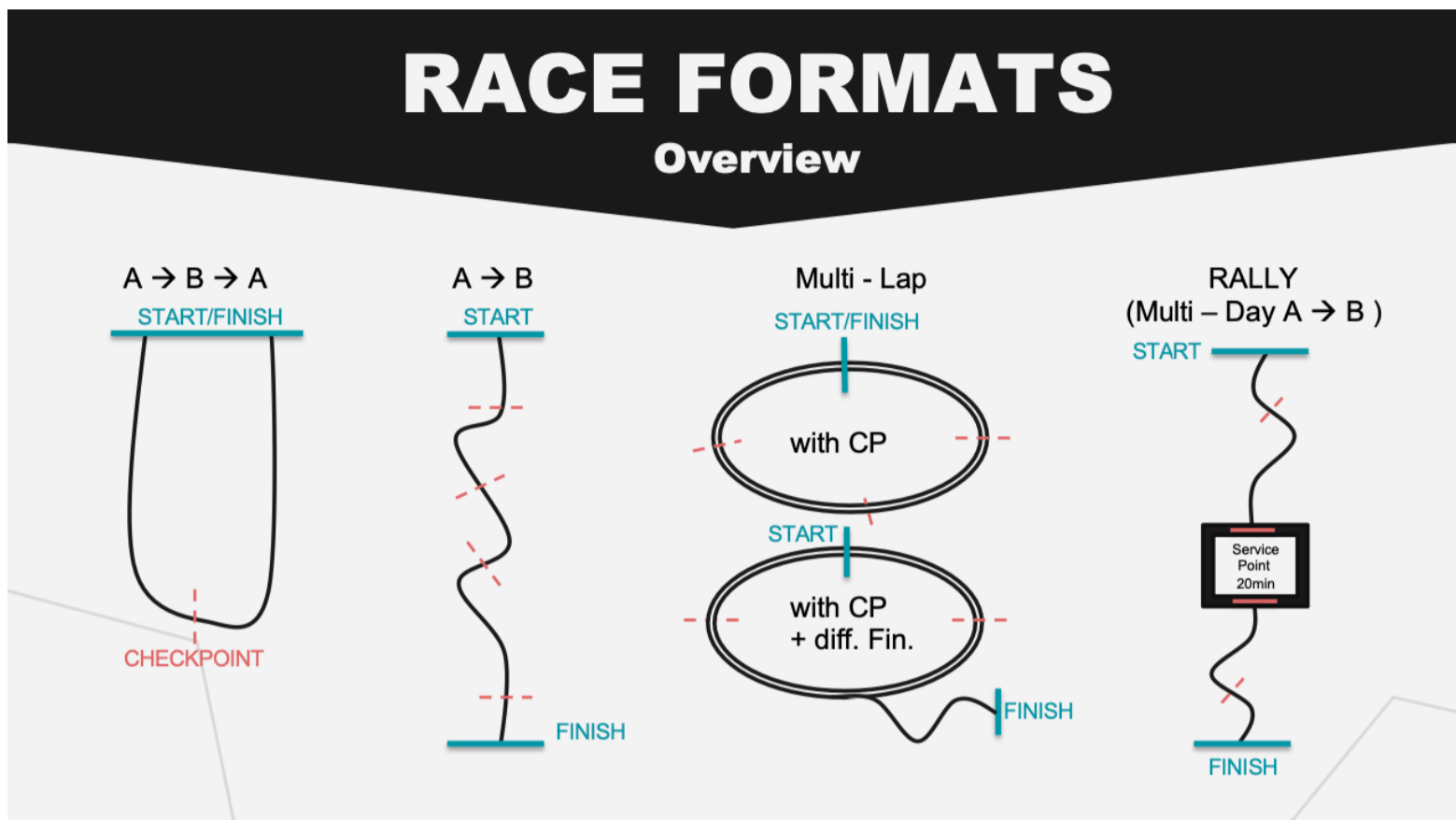
2.4 OTHER

Different race formats which may differ from the ones predefined above, may be considered for future events. If so they have to be defined and described in detail in the SR of the event.

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2.5 OVERVIEW



3 START PROCEDURES

3.1 SINGLE START

One rider starts after another in the order defined by the prologue. The time difference between two starting riders, has to be defined in the SR.

3.2 MASS START

More than one rider starts at the same time. The SR have to define the number of riders in each starting row, the number of rows and the time difference between two starting rows.

1.1 FIM PROCEDURES

1.1.1 Inspection

As the courses of Hard Enduro stretch far distances, the inspection will be limited to a visit carried out by the Clerk of the Course.

1.1.2 Approval of the circuit

For the same reasons as above, there will not be a permanent homologation for a Hard Enduro course.

The course will be approved for one event only, by the Clerk of the Course of the event, who will verify conformity with the current standards.

1.2 TRACK

1.2.1 Public safety

The public must be protected within the vicinity of the track.

Where public/spectators are specifically expected especially where the organiser has designated “viewing points” appropriate corridors should be installed.

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

1.2.2 Riders’ safety

The layout of the track will be conceived and realised with the safety of the riders in mind in the first instance. Particular attention must be given to the setting up and/or choosing the obstacles. “Finishing touches” to the track may be made with the help of a well- experienced rider.

To the extent possible obstacles close to the course that could represent a danger for the riders must be protected with straw bales or other shock absorbent material.

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

The track can be demarcated along its length by by flags, banners or tapes. When markers are used, they must be of a flexible material and must not exceed more than 1 m of the surface of the track.

1.2.3 Lap scoring zone

The finish line must be perfectly visible.

The finish line will be marked out by a banner or a pole.

Timing by transponder must also be done manually if the race format has multiple laps.

1.3 INSTALLATIONS

1.3.1 Riders' paddock - Parking

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

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

The riders' paddock must:

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

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

1.3.1.1 Installations for the riders

Sanitary installations should be reserved for the riders and accompanying persons with men's and women's toilets as well as taps with drinking water. No charge must be imposed on the teams, riders and their families for the use of these facilities. These installations must be maintained during the whole event.

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

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

1.3.2 Press installations

The following minimum installations must be provided for the Press:

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

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

1.3.3 Public Address System

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

1.3.4 Installations for the public

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

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

1.3.5 FIM International Jury room / Promoter's Room / TV Room

Rooms must be provided for the FIM Officials and TV Staff, with the following equipment:

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

1.4 EMERGENCY AND COMMUNICATION SERVICES

1.4.1 Medical Service

The composition of the medical team and the first aid and emergency post must be in conformity with the local laws and the FIM Medical Code.

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

An independent medical service must be assigned to the spectators.

1.4.2 First-aid room / Medical Center

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

1.4.3 Fire-fighting service

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

1.4.4 Event communication and sports management system

The local event Organiser must provide a radio communication system (headphones and ear piece) for at least 6 persons: the Clerk of the Course/Race Director, the FIM International Jury President, the Promoter and the Organiser.



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