



FIM ENDUROGP, E1, E2 AND E3 WORLD CHAMPIONSHIPS
FIM JUNIOR AND YOUTH ENDURO WORLD CHAMPIONSHIPS
FIM WOMEN'S ENDURO WORLD CHAMPIONSHIP
FIM JUNIOR WOMEN'S ENDURO WORLD CUP
FIM ENDURO OPEN WORLD CUP
REGULATIONS

2026

RÈGLEMENTS

*DES CHAMPIONNATS DU MONDE FIM D'ENDUROGP, E1, E2 ET E3
DES CHAMPIONNAT DU MONDE FIM D'ENDURO JUNIOR ET JEUNES
DU CHAMPIONNAT DU MONDE FIM D'ENDURO FÉMININ
DE LA COUPE DU MONDE D'ENDURO FÉMININ JUNIOR
DE LA COUPE DU MONDE FIM D'ENDURO OPEN*



Regulations for the FIM EnduroGP, E1, E2 and E3 World Championships

Regulations for the FIM Junior and Youth Enduro World Championships

Regulations for the FIM Women's Enduro World Championship FIM Junior Women's Enduro World Cup

Regulations for the FIM Enduro Open World Cup



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GENERAL

62.1 GENERAL

62.1.1

The FIM Enduro World Championship or Cup event is normally a three-day consecutive race event.

Normally, the Super Test is organised on Friday and it is compulsory.

The 2 other days will be organized on Saturday and Sunday.

Saturday's and Sunday's races will be considered as 2 events with an independent classification.

If the Event is organised on different days, the schedule will be altered appropriately.

62.1.2

A FIM Championship round can also be organised on any other Enduro event published on the FIM Enduro World Championship Calendar by the FIM.

If the event has a different format as described under Art. 62.1.1, then the organiser must send the complete rules to the CEN, no later than 6 months before the start of the event.

The CEN will check the rules and publish them as an annex to the existing Rules.

All applicable rules retain their validity and should also be applied to an event with a different race format.

At a race week-end, the following Cups and FIM World Championships may be organized:

- FIM Enduro World Championship, EnduroGP, from a “scratch” out of the E1, E2 and E3 classes
- FIM Enduro World Championship, with 3 classes E1, E2 and E3

- FIM Junior Enduro World Championship, from a “scratch” out of the J1 and J2 classes
- FIM Junior 1 and Junior 2 Enduro World Cup, with 2 classes J1 and J2.
- FIM Youth Enduro World Championship
- FIM Women’s Enduro World Championship
- FIM Junior Women’s Enduro World Cup
- FIM Enduro Open World Cup, with 3 classes; 2 Stroke, 4 Stroke and Senior

During an FIM EnduroGP World Championship or Cup event, on an exceptional basis, the CEN may authorise the organisation of a support race (National, Regional, CONU...) registered in the FIM calendar by the FMNR. The total number of riders will be determined regarding the format of the race and the decision of the CEN bureau. The additional support race must be mentioned to in the SRs and be approved in advance by the FIM and the FMNR.

The aim of the National support race is to provide extra financial and/or promotional support for an event counting for an FIM Enduro World Championship or an FIM Enduro Cup, following the rules here below:

The riders of the support race:

- must have a National licence issued by the FMNR;
- cannot score points counting for the FIM EnduroGP World Championship or FIM Cup classification;
- will start after the last FIM EnduroGP World Championship / FIM Enduro Cup category;
- may participate in the Super Test subject to the approval of the Race Direction;
- will appear in a special classification (according to the national rules) of the support race that must be drawn up after each day.

A prize giving ceremony (Podium) for the National support race may be organised separately from the official ceremony of the FIM EnduroGP World Championship Series.

In a case of force majeure, if this support race could cause problems for the smooth running of the FIM EnduroGP World Championship or Cup event, the Race Direction may take all the necessary decisions, including cancellation of the National support race, in order to maintain the running of the FIM EnduroGP World Championship or Cup event that has priority in all circumstances.

The issues not included within these regulations shall be studied and decided upon by the CEN Bureau (classification, technical and sporting interpretation, etc.).

62.2 COURSE

The riders will progress in a natural and varied environment in order to test the reliability of the motorcycles and the endurance of the riders.

The conditions of the race shall be varied and may be in a desert, forest, mountain, snow-covered path or in an urban area. Riders may have at times to push their motorcycles.

The riders shall progress on a common route and may encounter other riders. Any difficulty arising that has not been envisaged will be considered as part of the race and no complaint will be accepted.

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

The total time for a day of competition is recommended to be between six and seven hours (max time per day: 7 hours) based on the A time, excluding the fifteen minutes of the last time check.

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

If the event has a different format as described under 62.1.1, then the organiser must send the complete rules and the race format no later than 6 months before the start of the event of the CEN.

62.3 PUBLICATION OF SUPPLEMENTARY REGULATIONS (SR)

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

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

The organiser must send the SR by e-mail to the FIM Administration at least two months before the event in order to obtain the approval of the FIM. The SR will be available on the FIM website www.fim-MOTO.com as well as on the championship website www.endurogp.com.

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 Race Direction or, if the latter has not yet been appointed, the FMNR, may authorise an amendment to the SR provided that it is approved by the FIM Race Direction and subsequently brought to the attention of all persons concerned.

62.4 ENTRY FORM

All entries for the World Championship and the Enduro World Cups must be made on an “electronic” (when possible) entry form available at www.endurogp.com, and all information regarding the rider, team, sponsor and make of the machine etc must be indicated. The entry form shall clearly identify for which class and capacity (specifying whether the motorcycle is 2-stroke or 4-stroke) the entry is for. It should also indicate the rider’s nationality (passport) and the FMN for which he is participating.

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

The entry form must include the entry fee payable by credit/debit/prepaid bank card through a secured system.

The entry shall be valid once the payment has been done.

62.5 JURISDICTION

The event will be supervised by the FIM Race Direction.

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

Except for the other members of the FIM Race Direction (FIM Race Director and FIM Course Inspector), all officials and their assistants are subject to the authority of the Clerk of the Course.

The first FIM Race Direction Meeting must be held at 9.00 the day before the event.

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

62.5.1 Officials who hold a FIM Licence

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

The members of the Race Direction:

- FIM Race Director
- FMNR Clerk of the Course (who attended a Super Licence seminar)
- FIM Course Inspector (except Women Course Inspector)

The members of the FIM Stewards Panel:

- FIM Steward and FMNR Steward

The technical officials:

- FIM CEN Technical Director
- FMNR Chief Technical Steward (with senior licence)
- FMNR Technical Steward

And:

- FMN Delegate(s) (Sporting Steward)
- FIM Medical Delegate and FIM Sustainability Delegate (if nominated by FIM)
- FMNR Sustainability Steward
- Chief Medical Officer
- Timekeeper

62.5.2 Incompatibilities of Officials

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

62.5.3 FMNR Technical Steward and FIM Technical Director

The FMNR Technical Stewards:

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

The FIM Technical Director (if nominated):

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

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

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

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

- a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Race Director and FIM Delegate and present proposals to resolve such concerns.
- b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
- c) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Delegate.
- d) The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights.

62.5.4 FIM Stewards Panel

The FIM Stewards Panel is composed of:

- a) The FIM Chief Steward. He is nominated by FIM and is a CEN Member who must hold a valid FIM Licence.
- b) The FMNR Steward is nominated by the FMNR and must hold a valid FIM Licence.

The quorum for a meeting of the FIM Stewards Panel is two persons.

Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Chief Steward will exercise a casting vote.

The meetings of the FIM Stewards Panel are chaired by the FIM Chief Steward.

The FIM Stewards Panel will meet at any time required during the event.

The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.

The FIM Stewards Panel may pronounce the following penalties provided for in the FIM Disciplinary Code, without prejudice to Art. 2.2 and 2.3 of the of the same Code:

- a) warnings
- b) fines, subject to a maximum of CHF 100'000.-
- c) time and/or point penalties
- d) drop of positions
- e) disqualification
- f) suspension for a period not exceeding 30 days starting from the date of the offence.

or refer the case to the International Disciplinary Court to impose a higher penalty that it is empowered to.

An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision.

After exhaustion of the FIM internal instances, an appeal to the CAI is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

62.5.5 FIM Course Inspector and FIM Women Course Inspector

FIM Course Inspector:

- He is nominated by FIM
Control, help and correct if necessary the course created by the organizer before and after the start of the event;
- Control the tests and time checks;
- Control that times allowed for the course are correct; control the areas presenting a risk for the riders or the public and will ask for the necessary modifications.
- Has authority over the organisers and the Clerk of the Course especially for the control of the times allowed and any risk situation.
He will collaborate with the FIM Women Course Inspector
He will refer to the FIM Race Director

FIM Women Course Inspector (if appointed):

- He/She is nominated by FIM
- Control, help and correct if necessary the course created by the organiser;
- Control the tests and time checks;
- Control that times allowed for the course are correct for the women category;
- Has authority over the organisers
- He/she will collaborate with the FIM Course Inspector
- He/she will refer to the FIM Race Director

62.5.6 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the event. He is a voting member of the FIM Race Direction. 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 prevent a rider or a motorcycle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected, he may propose penalties to the FIM Race Direction;
- 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 Race Direction 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 Race Direction and to have the provisional results of the event approved;

62.5.7 Timekeepers

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

62.5.8 Sustainability Steward and FMNR Safety Steward

The Sustainability Steward:

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

- Ensure that the FIM Environmental Code is respected.
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM Race Director on all aspects of the event which may have harmful environmental consequences.
- Be entitled to attend all open meetings of the FIM Race Direction without voting right.

- Draw up a report on the basis of a check-list prepared by the CEN and send it to the FIM Administration and hand a copy to the FIM Race Director.

The FMNR Safety Steward:

- Ensure that the FIM EWC Rules and Work manual are respected.
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM Race Director on all aspects of the event which may have harmful consequences on the riders, public and officials safety. Make sure that safety zones or protective systems are set in collaboration with the organiser and the Race Direction.
- Be entitled to attend all open meetings of the FIM Race Direction without voting right.

62.5.9 The FIM Race Direction and nomination of the Officials

Race Direction Composition:

The FIM Race Direction is composed of the FIM Race Director, FMNR Clerk of the Course and FIM Course Inspector. The Race Direction may hold meetings in camera or open meetings. The three members have voting rights.

The members of the FIM Stewards Panel can attend the meetings as observers including the meetings held in camera.

Nomination of the Officials for an event:

The FIM Race Director, the Course Inspector, the FIM Steward and the FIM Technical Director are appointed by the FIM.

The Clerk of the Course, the FMNR Steward, and the other officials are appointed by the FMNR.

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

- The FIM Steward
- The FMNR Steward
- The FMNR Safety Delegate
- The Members of the Board of Directors, the Directors of the Commissions, the FIM Chief Executive Officer and the FIM administrative staff
- The Sustainability Steward
- The FIM Sustainability Delegate and the Medical Delegate
- The Chief Medical Officer
- The Representative elected by the Manufacturers
- The Promoter of the FIM Enduro World Championship and Cups

Each FMN has the right to appoint a Delegate. The FIM Race Director must ensure that no persons other than those listed above are allowed to be present at the open race direction meetings, and in particular the media and people without an official function or licence should not be present. He must make sure the meetings are run in a relaxed and cordial atmosphere. If necessary, he shall organise closed meetings.

62.5.9.1 The FIM Race Director

The FIM Race Director is appointed by the FIM.

The Race Director must ensure that the FIM's interests and contractual commitments with the Organisers and/or Promoter are fulfilled and complied with. He is also required to cooperate closely with the CEN Director & Coordinator and the Promoter.

He must ensure that the FIM Sporting Code, its Appendices, the Regulations and Event Manual are respected.

Within the CEN Commission, he has to update the FIM Regulations as well as the Event Manual with the collaboration and agreement of the CEN.

A few weeks prior the Event he must communicate with all the persons involved in order to anticipate the issues that people can have regarding the Event.

He must:

- Ensure proper communications between the Race Direction (all the members), the course inspector(s), the teams, the riders, the promoter, the timekeepers, the technical crew, the organisers and all other officials in order for them to perform their duties smoothly and in the best possible manner throughout the entire meeting.
- Work closely with the organiser, the Clerk of the Course and all officials.
- Arrange meetings or actions he considers necessary for the smooth running of the meeting.
- Notify the Race Direction of all decisions to be taken or already taken, and of any protest addressed to him.
- He shall notify all persons involved of any change in the timetable or protocol.

The Race Director is responsible for the Riders' briefing.

He shall carry out regular meetings with the riders & teams in order to ensure good cooperation.

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

He shall determine the times of the FIM Race Direction meetings and, if necessary, convene any extraordinary meetings.

The Race Director has the right to invite any guests to the FIM Race Direction meetings, when appropriate for the event.

He is responsible for the communication with the riders, the teams, the club, the promoter, the members of the Race Direction, the services linked to the race and the FMN Delegates.

For safety reasons, the Race Director may not under any circumstances take part in course reconnaissance or tests on a motorcycle. This role is reserved exclusively for the FIM Course Inspector.

In order to avoid all conflicts of interest, he must observe professional secrecy in relation to all those involved in the event (riders, organisers, teams, manufacturers, etc.). He must not display any mark or conduct that could be interpreted as a sign of belonging to, or as indicating a conflict of interest with, any of the above-mentioned persons. He must always defend the interests of the FIM and the CEN and prevent the spreading of rumours that may be circulated.

62.5.9.2 Duties of the FIM Race Director

He shall call a meeting of the FIM Race Direction at the start of the event and during this event the FIM Race Direction 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 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.
- The verification of compliance with the organiser's Event Manual, which is the reflection of the present regulations.
- Any amendments of requests for extra safety measures as mentioned in the inspection report.
- The official permission from the local authorities to run the event and whether the third party insurance policy of the organiser satisfies the requests of art. 110.1.1 of the Sporting Code.

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

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

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

62.5.10 Terms of reference of the FIM Race Direction

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

The FIM Race Direction is the only disciplinary body of the event competent to adjudicate upon any protest that may arise during the event, subject to the right of the first further appeal that will be dealt by the FIM Steward Panel according to Art. 62.5.4 and 62.73.

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

The FIM Race Direction must apply penalties according to the provisions laid down in the Disciplinary Code.

62.5.11 Penalties that may be pronounced by the Race Direction

According to Art. 3.1.3, the following penalties may be pronounced by the Race Direction without prejudice to Articles 2.2 and 2.3 of the FIM Disciplinary Code:

- a warning;
- a time and/or point penalty;
- a drop of position(s);
- the ride through procedure or stop and go procedure;

- a fine, subject to a maximum of EUR 3000.-;
- a disqualification;
- a suspension for a period not exceeding 30 days starting from the date of the offence;
- the loss of rights to participate in the Championship, which may be applied to one or more events.

Furthermore, the Race Direction can refer the case to the International Disciplinary Court in order to impose a higher penalty.

62.5.12 Procedure at Race Direction Meetings

Decisions of the FIM Race Direction are based on a simple majority. In the case of a tie (a member is missing), the FIM Race Director will exercise a casting vote.

62.5.13 Publication of the Race Direction decisions

All decisions of the FIM Race Direction necessary for the running of the event as well as the results must be published in writing as soon as possible. The decisions must be published in one or both official languages of the FIM (English minimum).

62.5.14 Minutes of the Race Direction Meetings

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

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

62.6 FMN DELEGATE - TEAM MANAGER

62.6.1 FMN Delegate

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

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

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

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

62.6.2 Team Manager

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

62.7 MEDALS AND DIPLOMAS

The following awards will be given to the riders in EGP, E1, E2, E3, EJ, J1, J2, EY, EW and Enduro Open:

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

62.8 COMPETITIONS FOR THE CHAMPIONSHIP AND CUP

All classifications will be based upon the time obtained according to Art. 62.64. The riders with the lowest times are the winners in their category.

62.9 CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS AND CUPS

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

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

During the Series, if a rider has already obtained points, he will be allowed to move to another category, but will not be allowed to score any Championship points in this new category.

The theoretical points obtained by these riders will be attributed to the following placed riders.

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

For example:

Rider A 28'20" – 20 points
Rider B 28'20" – 20 points
Rider C 30'00" – 17 points

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

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

The rider who has scored the highest total number of points in the competitions counting for the FIM Enduro GP World Championship is the FIM Enduro GP World Champion in his category, according to Art. 62.1.

The rider obtaining the highest total number of points in his/her category within a FIM Enduro World Cup, will be the winner of that FIM Enduro World Cup.

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

62.10 PLACINGS AND RESULTS OF THE EVENT - PREMATURE STOPPAGE

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

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

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

ENTRIES

62.11 RIDERS' LICENCE

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

62.12 ENTRIES AND PARTICIPATION

Any rider with a valid FIM World Championship licence issued by his FMN can participate in the World Championships or the World Cups as long as he pass the administrative verifications and his motorcycle is in conformity with the FIM Enduro Technical regulations.

The electronic entry system sends after registering of a rider a message to the FMN of each rider.

The maximum entry fee must be **440 EUR** for male riders, **330 EUR** for Youth and Women riders and **220 EUR** for the Enduro Open Class - and must be paid at the time of the registration (see Art. 62.3).

In case of an Event organised on one day, the maximum entry fee must be **220 EUR** for male riders, **165 EUR** for Youth and Women riders and **110 EUR** for the Enduro Open Class - and must be paid at the time of the registration (see Art. 62.3).

The renting fees of the transponders are included in the entry fee. **A security deposit of 10 EUR is required for each transponder holder. This will be fully reimbursed upon its return. The fee for a lost transponder is 750 EUR (to be paid to the Timekeepers).** The entry fee will be settled through the FMN of the rider or by the rider or his team, directly to the Promoter.

A fine of 50 € (30 € for Enduro Open) will apply for each entry received after the deadlines (3 weeks before the event).

Any cancellation certified by the rider's FMN, under presentation of a medical certificate, will be reimbursed (with a reduction of 30 € as an administration fee) by the Promoter within 15 days after the event if the cancellation is confirmed within three days of the preliminary inspections.

The fee of the support races is left free for the organiser to decide and will be mentioned in the Supplementary Regulations.

62.12.1 Allocation of numbers

The riders competing on the whole championship can choose their number during the registration in the entry system. Already registered numbers are blocked by the system and cannot be chosen again.

All digits of the allocated number must figure on the number plates (front and sides).

Where a rider has their allocated number on riding jersey/shirt it must correspond with the number shown on the number plate.

For E1, E2, E3, EJ (J1, J2) and EY:

The numbers will be allocated from N°2 to N°199 for riders regardless of the class. Priority is given to the EGP riders.

The riders registered for single race, will have numbers from N°201 to N°299.

For EW/JW:

The numbers will be allocated from N°401 to N°499.

For Enduro Open:

The numbers for Enduro Open 2S (O2) will be allocated from N°501 to N°599.

The numbers for Enduro Open 4S (O4) will be allocated from N°601 to N°699.

The numbers for Enduro Open Senior (OS) will be allocated from N°701 to N°799.

Each organiser will allocate the numbers 300 and 800 to the National Championship and 900 to the National Cup. (If any).

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

62.12.2

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

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

62.13 CLOSING DATE - REFUSAL OF ENTRIES – REFUSAL OF PARTICIPATION

The closing of the entries for each round of the FIM EnduroGP World Championship will take place 21 days before the event.

The FMN which issued the licence, the FMNR, the Promoter or the FIM may refuse an entry for justifiable reasons. The refusal notification must be sent in writing to the applicant at the latest during the 72 hours that follows the closing of the entries. The notification must be sent to the FIM Administration, the CEN and to all the FMNs that have riders who sent an entry form that has been refused within the time limit.

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

CLASSES AND SPECIFICATIONS OF THE MOTORCYCLES

62.21 CLASSES

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

Enduro 1: Up to 250cc 2 stroke and 4 stroke + **EPV***

Enduro 2: From 255cc to 450cc 4 stroke + **EPV***

Enduro 3: Over 255cc 2 stroke and over 455cc 4 stroke + **EPV***

*** Electric Power Vehicles (EPV) are only accepted in EGP (E1, E2 and E3).**

Electric Power Vehicles (EPV) must fulfil all the requirements concerning FIM Electric Regulation and the latest EOT/BOP published on the FIM website:

https://www.fim-moto.com/en/documents?tx_solr%5Bq%5D=electric

In the categories E1, E2 and E3 it is allowed during the season, to change the motorcycles within the prescribed limitation of the categories. Also, the class specific limits of articles 01.07 of the Enduro technical rules have to be observed.

For the Enduro Open the motorcycles must comply with the specific limits of FIM Technical Regulations (Art. 01.07).

N.B.

For the support races, other classes may be admitted, which must comply with the FIM Technical Regulations and this must be clearly stated in the SRs.

62.22 INTRINSIC PARTS OF THE MOTORCYCLE
(Sound control)

62.22.1

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

If a rider retires and requests the restart procedure (see Art. 62.41.1), the frame only must be the original part marked at the preliminary examination.

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

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

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

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

Enduro 1	Black background (RAL 9005)	White numbers (RAL 9005)
Enduro 2	Red background (RAL 3020)	White numbers (RAL 9010)
Enduro 3	Yellow background (RAL 1026)	Black numbers (RAL 9005)
EPV	White background (RAL 9010) + upper line with color of the class	Black numbers (RAL 9005)

NB: The Championship leader in the EnduroGP category must ride with a golden number on the motorcycle. (Front number). The plate will NOT be provided by the Promoter.

Junior (J1)	Light Green background (RAL 6018)	White Numbers (RAL 9010)
Junior (J2)	Dark Green background (RAL 6037)	White Numbers (RAL 9010)
Youth	Blue background (RAL 5005)	White Numbers (RAL 9010)
Women	Purple background (RAL 4006)	White Numbers (RAL 9010)
Junior Women	Purple background (RAL 4006)	White Numbers (RAL 9010)

The number plates for the FIM Enduro World Cup will be as follow:

Enduro Open Orange background (RAL 1028) Black Numbers (RAL 9005)

For the support races:

The color of the plates will be left to the discretion of the organiser and it will be specified in the SRs.

A special and visible appearance must enable the differentiation of these riders from those of the FIM World Championships and Cups.

062.22.1.1 Compulsory advertising

3 compulsory free spaces of 40 x 150 mm, in the upper part of the number plate and side plates will be dedicated to the FIM and/or Promoter, to be used for the logo of an official partner of the FIM Enduro World Championship and Cups. (Refer to the picture below).



If the motorcycle does not comply with this rule, the motorcycle cannot be used for the event.

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

062.22.2

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

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

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

If, during the test, the machine exceeds the maximum level allowed for sound control test during the race according to Art. 79.11 of the FIM Enduro Technical Rules, the rider will be penalised with 30 seconds the first time, 60 seconds the second time and disqualified (or other penalties given as provided for in the FIM Disciplinary Code) from the day's competition the third time. If a motorcycle does not pass the sound control test, the rider must immediately solve the problem before the next sound control test.

For repairs, control, etc. the following applies:

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

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

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

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

If the silencer is changed during the day, the rider must present it to be marked with a different paint or sticker at the next time check. At the end of the day, a sound control test will be carried out during the 30 minutes allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider will be disqualified or penalised with another sanction provided for in the FIM Disciplinary 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.

62.22.3

After the marking the rider will sign an agreement (technical card) certifying that the parts have been properly marked. This declaration must indicate the frame number. After the technical inspection, the motorcycles return to the paddock. No changes on marked parts will be allowed.

62.23 EXAMINATION OF MOTORCYCLES DURING THE EVENT

62.23.1 Examination of machines

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

On request of the Technical Steward, the riders or the mechanic(s) designated beforehand by the rider(s) must present themselves to the technical verification.

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

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

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

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

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

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

62.23.2 Fuel control

A fuel control may be carried out at any time during an event, according to Art. 01.63 of the Enduro Technical Rules. Any infringement of the fuel specifications will automatically result in the disqualification of the rider from the entire event.

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

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

GENERAL ORGANISATION

62.31 CHANGE OF MOTORCYCLE

If the class or brand of the motorcycle is to be changed after the closing date for entries, the rider must give this information during the administrative control.

62.32 PARCS FERMÉS

62.32.1

The event is organised on a Parc Fermé (closed control) system which means that apart from the time spent on the road and the time occupied each day prior to the start as provided for in Art. 062.36, the motorcycles are placed under the supervision and under the responsibility of the local organiser. On Friday evening, just after the Super Test, the motorcycle will be placed in the Parc Fermé. They will be also placed in the Parc Fermé after the second day of racing (Saturday). On day 3 (Sunday) after the race, the motorcycle must stay available in the paddock, until the end of the protest time limit. Riders have to bring one environmental mat and use it in Parc Fermé underneath of motorcycle in order to protect the ground from dropping liquids (oil, chain spray, fuel etc.). If environmental mats are provided by the organiser, this must be written in the SR.

62.32.2

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

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

Only one access will be set in order to allow the entrance or exit to the “waiting area”.

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

A video surveillance system can complete the services.

The Clerk of the Course and the FIM Race Director will verify the compliance of the Parc Fermé and its guarding.

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

If the FMNR specifies in the Supplementary Regulations that riders use a complementary ant-theft device and such a device should fail to open prior to the start, only the rider or FMNR Technical Steward and/or FIM Technical Director are authorised to remove it in an appropriate manner.

The Organiser must have available suitable tools to accommodate this removal of faulty locks.

Any time lost due to the opening of a failed device by the Officials will not be detrimental to the rider.

In case of delay on the starting line for the reasons mentioned above, a new start time will be given by the Race Director.

62.32.3

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

While proceeding from the time check to the Parc Fermé and in the Parc-Fermé, it is forbidden to refuel or make any repairs on the motorcycle. Riders failing to comply with either of these requirements will be disqualified or other penalties given as provided for in the FIM Disciplinary Code, (except Art. 062.23.2).

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.

It is also forbidden for a rider:

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

The rider is however allowed to touch his own machine for:

- the installation of the rider's schedule (on the handlebar with a fastener or on the plastic part written on a textile adhesive strip)
- the cleaning of the plastic parts with a paper towel (in case of rain or mud)
- the installation of the transponder on the bracket.
- the placement of the environmental mat.

62.32.6

The machines in the Parc Fermé must not be covered in any manner and must be situated in the open air. It is strictly forbidden to place the Parc Fermé in closed areas (tent or garage) except for winter enduro.

The machines in the Parc Fermé must be equipped with a side-stand (see Art. 62.22.2).

62.33 STARTING AREA

This area consists of a:

- Parc Fermé
- Waiting Area
- Starting Line

62.33.1

The complete starting area and the access between the Parc Fermé and the waiting area are considered as "Parc Fermé".

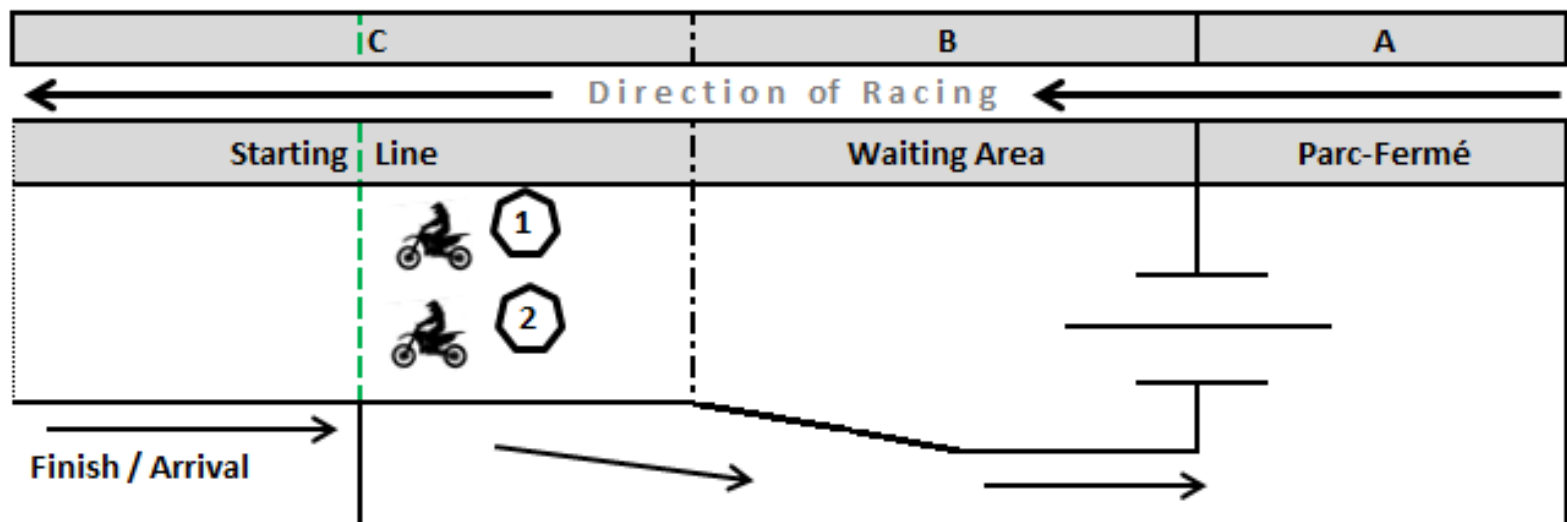
62.33.2

A waiting area is a small enclosed area where the riders await for their start time and where the starting line is situated at the extremity.

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

Any rider caught smoking in the starting area will be disqualified or penalised with another sanction provided for in the FIM Disciplinary 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.

PLAN OF THE ORGANISATION OF THE PARC FERMÉ AND STARTING AREA



- A = Parc-Fermé
- B = Waiting area
- C = Starting Line

1 line must be provided with room for 2 riders on the line.

The distance between A and B must not be longer than 20 meters and must be a closed area. If an exception must be made, it must be validated by the FIM Race Direction.

62.33.3

The competitors' motorcycles are kept in the Parc Fermé under the surveillance of the organiser from the end of the first day's run to the start of day two, and from the end of day two until the start of day three. Access to this Parc Fermé is defined under Art. 62.32.3.

62.33.4

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

No other persons are allowed into the waiting area.

A parking area reserved for Race Direction members, the members of the FIM Stewards Panel and delegates must be laid out as close as possible to the start/arrival areas.

62.33.5

No assistance may be given in the waiting area. The penalty for breaking this rule is disqualification or penalised with another sanction provided for in the FIM Disciplinary 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.

62.33.6

It is forbidden to start intentionally the engine of the motorcycle in the waiting area. The penalty for doing so is 1 minute or penalised with another sanction provided for in the FIM Disciplinary 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.

It is also forbidden to start the engine on the starting line before the starting signal is given. The penalty for doing so is 10 seconds or penalised with another sanction provided for in the FIM Disciplinary 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.

62.34 STARTING ORDER FOR THE ENDUROGP (E1, E2, E3) AND JUNIOR (J1, J2)

The starting order will be established following the (virtual) scratch classification at the end of the championship of the previous year.

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

At the organised Super Test during the first event, the starting order, for this test only, shall be as follows:

The riders will start in the opposite order of the (virtual) scratch classification (E1-E2-E3) at the end of the championship of the previous year without a class distinction. The wild cards will start first.

As from the second event:

The riders will start following the order of the virtual scratch classification of the championship without a class distinction.

The wild cards will start last.

At the organised Super Test, the riders shall start in the opposite order of the virtual scratch classification and without a class distinction. The wild cards will start first.

62.34.1 Starting order by event

The riders will start in the following order:

- EnduroGP (E1, E2, E3)
- Junior (J1, J2)
- Youth
- Women
- Junior Women
- Enduro Open
- Support races

At the organised Super Test, the riders shall start in the opposite order.

A five minutes break between each class will be organised.

The participation of the support race or of certain additional categories shall be subject to the CEN Bureau approval and specifically mentioned in the SRs.

In all cases, the rider with the lowest number will be on the left of the starting line.

62.34.2 Modification of the Starting order

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

62.35 PREPARATION FOR START

Riders will be allowed to enter the Parc Fermé five minutes before their starting times for the sole purpose of moving their motorcycles, by hand only, to the exit of the Parc Fermé and to enter into the waiting area.

For the start of the Super Test, the riders have to enter the waiting area directly from the paddock with their motorcycle.

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

The riders must be in possession of their helmets. They shall be denied the access to the waiting area in the absence of their helmets.

62.36 START

62.36.1

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

62.36.2

If a rider is not on the starting line when the signal to start is given, he will not be penalised as long as he brings his motorcycle to the starting line, starts the engine, and crosses the starting line within one minute after the signal for his start was given. Riders arriving more than one minute late at the starting line will be penalised 1 minute per begun minute of delay. The minute in which the riders arrive at the start line will be considered as the new start time and before the minute expires, they must observe the start procedure under Art. 62.36.1. Riders more than 15 minutes late will be classified as retired and not allowed to start.

62.36.3

All motorcycles must be started by the kick-start or other starting devices, mechanical or electrical. Rotating any driven wheel is not permitted.

Should the engine stop before the motorcycle has crossed the starting line, the rider has to restart it and cross the starting line within one minute after the signal to start was given, in order not to be penalised. A rider not crossing the starting line with engine running within one minute after his starting signal has been given will be penalised by 10 seconds.

62.36.4

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

A rider who does not succeed in starting his machine or whose machine stops on the starting line must push his motorcycle in the driving direction in order not to hinder other participants on the starting line.

62.36.5

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

62.36.6

A gap of 5 minutes should be respected between the last rider of a category and the first rider of the following category.

62.37 PROCEDURE FOR REFUELLING / BATTERY SWAP AT THE SERVICING

- For every 50 km, there must be a minimum of one refuelling station.
- Refuelling can only be made at the official refuelling depots indicated by the organisers and at all the time checks between the white flag and the yellow flag unless it is prohibited by the organiser.
- No additional time is granted for refuelling.
- No fuel or any inflammable liquid may be carried other than in a tank or container permanently attached to the machine. The Technical Steward can carry out the test on the spot.
- The engine must be stopped during refuelling.
- During the refuelling, each team must have a portable extinguisher (A.B.C. polyvalent powder) of 5 kg minimum, in the proximity of the refuelling post (max. 5 m distance). The lack of extinguisher will lead to a penalty of 150 EUR.
- **EPV: Battery Swap is allowed at refuelling point. Mechanics are allowed to help the rider.**

During battery swap, each team must have a set of Personal Protective Equipment (PPE) according to the FIM Electric Motorbikes Procedures:

- **Gloves: class 0 CEI 60903-2002 or CEI 60903-2003 (up to 1000 V)
– Class 1 (above 1000 V)**
- **Fire extinguisher for Lithium-Ion batteries**
- **Fire blanked for EV-vehicles (min. 3 x 3 m)**
- **Emergency hook: CEI 61235 / 60230 / 50508 / NF C18-510**

The lack of PPE will lead to a penalty of 150 EUR.

- The use of an environment mat, or other effective device, is obligatory at the place where servicing and refuelling is authorised by the organiser. The penalty for breach of this regulation will be a fine of 150 EUR for each offence. The rider must pay this fee prior the last Race Direction meeting; otherwise he will not be able to take part in the next event or other penalties mentioned in the Disciplinary Code Art. 3.3.1 for the team and / or rider that motorcycle.
- The minimum dimensions of the mat will be at least equal to the wheelbase of the motorcycle and of the width of the handlebars. This mat will be composed of a waterproof sole and of an absorbent textile.
- Any welding work in refuelling areas is forbidden.
- The lubrication of the chain is authorised only in the refuelling areas.

The penalty for not respecting the above-mentioned rules on refuelling and on the refuelling areas is disqualification or penalised with another sanction provided for in the FIM Disciplinary 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.

62.37.1 Procedure for refuelling without service

The organiser may establish a refuelling area without service. If such areas are established the organiser must provide environmental mats, fire extinguisher and an official to control the area.

62.38 SERVICING

There must be a maximum of two time checks with servicing. After the Super Test, there will be a service before entering the Parc-Fermé.

Servicing and outside assistance and receiving spare parts or tools are only authorised at the time checks with refuelling **and in the dedicated pit lanes**.

Only the rider may change the tyres and he can only do this at the last time check of day 2 (Saturday) in the working area (assistance is authorised for taking off and replacing the wheel of the motorcycle).

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

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

The penalty for not respecting the above-mentioned rules is disqualification or penalised with another sanction provided for in the FIM Disciplinary 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.

62.38.1

It is forbidden, for a rider to place his machine or any marked parts, inside any enclosure inaccessible to the officials any time during the event for the purpose of refuelling or for any other reason, unless authorised by the organizer, under penalty of disqualification or penalised with another sanction provided for in the FIM Disciplinary 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.

62.38.2 Pit Lanes

A Pit Lane is a designated operational area required at the start and finish of each special test.

The beginning and end of the area must be clearly marked by “Pit Lane Start” and “Pit Lane Finish” panels.

Each Pit Lane should be approximately 6 meters long by 2 meters wide.

The organiser is responsible for providing three (3) environmental mats per Pit Lane, which must be used to prevent spills.

Permitted Activities

Only the rider is allowed to work on the bike. The following activities are allowed within the Pit Lanes:

- **Rider can receive spare parts and changing any components that are not officially marked/sealed.**
- **Use of tools, including air pumps, and lubrication of the chain.**
- **Changing inner tubes and/or tire inserts (bibs).**

- **Receiving necessary liquids for the motorcycle (e.g., brake fluid, engine oil, water/coolant).**
- **Mechanics are permitted to use a computer for adjusting the AD Unit settings, but the rider must physically switch the unit on/off or initiate the change.**

Prohibited Activities

The following activities are strictly forbidden within the Pit Lane:

- **Mechanics, team managers, and other unauthorised person are not permitted inside the Pit Lane area.**
- **No refuelling of the motorcycle is allowed.**

Sanctions

Sanctions for any breach of these regulations will be proportional to the offense, considering all circumstances (attenuating or aggravating factors, if applicable) and any possible competitive advantage gained by the rider.

62.38.3 EPV – Battery Swap Pit Lanes

A dedicated Pit Lane for EPV's battery swap must be organised at each Special Test. It must be clearly marked by "Battery Swap Pit Lane". Each Pit Lane should be approximately 6 meters long by 2 meters wide. The organizer is responsible for providing three (3) environmental mats per Pit Lane.

- **No additional time is granted for battery swap.**
- **Mechanics are allowed to help the rider to change the battery.**

62.39 OUTSIDE ASSISTANCE

The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the motorcycle except at the time checks with servicing, **refuelling zone and in the Battery Swap Pit Lanes.**

62.40 EXTRANEOUS MOTIVE-POWER FORBIDDEN

Throughout the event, outside the time checks with servicing, a motorcycle must only be moved by its proper engine power, the physical efforts of its rider, or some natural cause. The penalty for breaking this rule is disqualification or penalised with another sanction provided for in the FIM Disciplinary 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.

62.41 RETIREMENTS

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

62.41.1 Restart

- A) A rider who was retired during the Friday's ST (Day 1) can re-start the Saturday (Day 2) on the following conditions:
- B) A rider who was retired on Saturday (Day 2) can restart on Sunday (Day 3) on the following conditions:
 - 1. He must present his machine to the final time control within the following time limits: No earlier than the scheduled finished time for the first rider in the race and no later than 60 minutes after his scheduled finish time shown on the published Time Schedule of the Day. In an exceptional case, the FIM Race Direction can authorise that the machine can be presented by another person or to a later time in special circumstances.
 - 2. The frame must be the original marked before the competition (see Art. 62.23.1).
 - 3. A rider has to take the start of Day 2 (Saturday). A rider cannot attend on Day 3 (Sunday) without having crossed the Starting line on the Day 2 (Saturday). After having crossed this line, he could eventually retire and after further checks (technical or medical) as point 1 and 4, he could possibly restart.

4. The motorcycle must be submitted to a complete technical inspection including the Sound control test limit prior the race (see Art. 62.21, 62.22, 62.23).

Points 1 and 4 do not apply to the rider who was classified as retired or disqualified by the FIM Race Direction at the end of the day. This rider must wait for the confirmation from the FIM Race Direction if he can start the next day or not.

62.42 ROUTE MARKING

This shall be done in compliance with the organisers Event Manual.

62.42.1

The official route which must not be left for any reason whatsoever will be indicated on route cards (see Art. 62.53) and marked out.

The route will be marked with arrows and/or tape/stakes, and the obvious intended route should be respected.

Where an organiser requires riders to pass through or along a specific area, perhaps for reasons of security or to prevent environmental damage etc., this route should be marked with tape on either side or with “good direction signs” on either side of this route. The “good direction signs” should point towards the direction the rider must take. Where such an area is specifically marked, the riders must pass through the gates marked with tapes or “good direction signs” in a direct line. Any deviation from the intended route deemed to be an attempt to gain an advantage is liable to incur the rider a penalty of disqualification or penalised with another sanction provided for in the FIM Disciplinary 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.

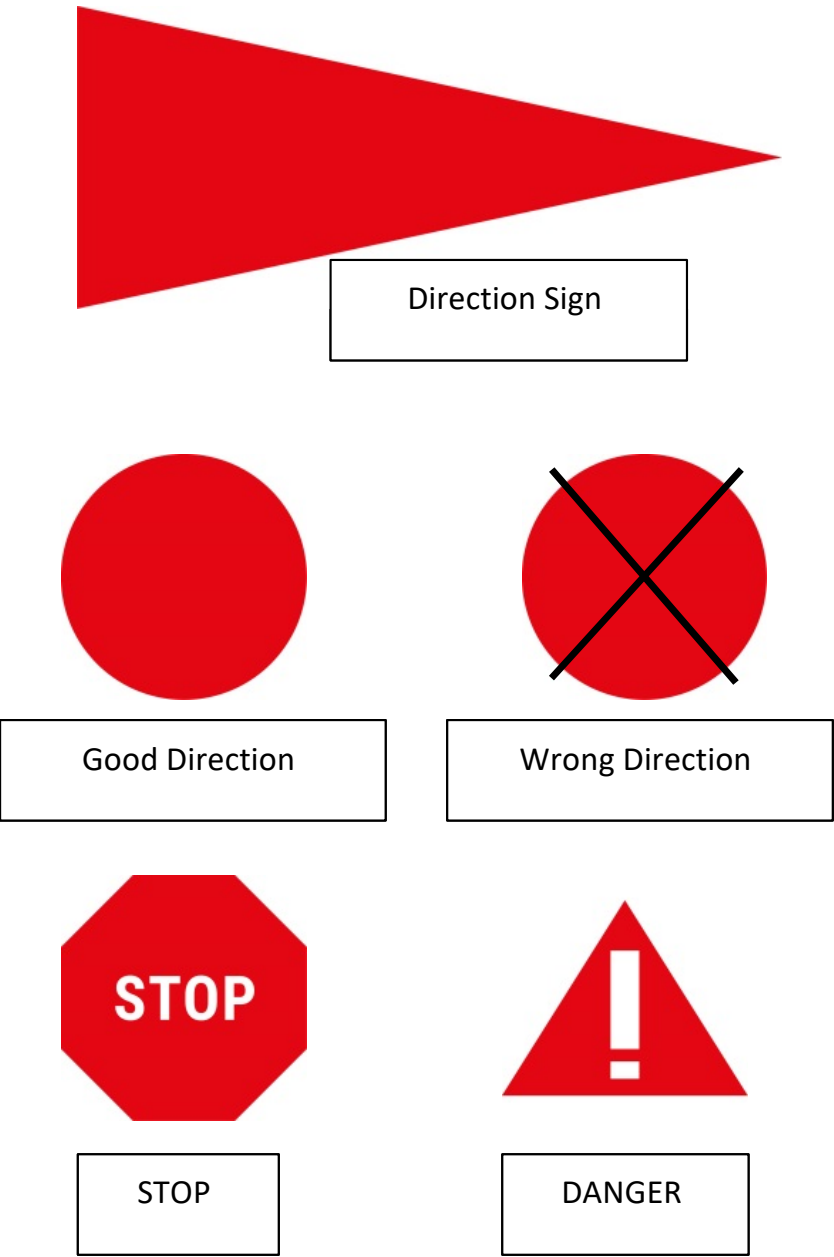
The official distances must be considered to be correct. A different colour must be used for marking the route each day. If a rider fails to follow the official marked route or if he rides in the opposite direction, he may be disqualified or penalised with another sanction provided for in the FIM Disciplinary 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.

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

If a different route is used on Day 2, a different colour marker will be used.

62.42.2

Samples of the special signposts used for the route marking must be displayed on the official board. The signs or indications used for the route marking must be made of waterproof material. The signs must conform to the FIM Event Manual.



62.43 LOCAL TRAFFIC REGULATIONS

Riders must conform to the traffic regulations in force in each locality crossed during the competition. Any rider convicted of an offence against such regulations may, after enquiry, be disqualified or penalised with another sanction provided for in the FIM Disciplinary 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.

62.44 INSURANCE (Third party)

The organiser of a FIM Championship or Prize Event must provide the FIM Administration, not later than 20 days prior to the event, with a copy of the insurance policy written in English or French to cover his own liability and that of all participants, the manufacturers, riders, passengers, sponsors and officials in case of damage to third parties during the meeting or during the practices. The insurance policy shall also cover any possible liability of the FIM to third parties.

The minimum amount of coverage, which shall not be less than the minimum standards provided for by the national laws of the country in which the relevant event is taking place, is defined regularly by the Board of Directors and published in the FIM Yearbook.

The third party liability insurance will come into effect two days before the official practice session and will terminate two days after the last race day.

62.45 IMPASSABLE SECTIONS

If, in the course of the event, the FIM Race Direction decides that a section of the course has become impassable or that its condition is such that it cannot be negotiated without outside assistance (see Art. 62.39), he may take the entire section concerned, up to the following time check, out of the event and adjust the points accordingly.

OPERATION AND CONTROL

62.51 TIME CHECKS

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

Time checks will be set up:

62.51.1

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

62.51.2

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

When if for logistical reasons, it cannot be placed at the entrance of the Parc Fermé, the decision will be ratified by the FIM Race Direction and an official communication will be placed for that purpose on the official notice board.

62.51.3

At intermediate points selected by the organiser and the location of which, together with the prescribed riding time between these check points, will be indicated on a time schedule and published by the Organiser in the Race Direction meetings and on the official board. Distances will be given in kilometers measured carefully and correctly. It is recommended that the distance between the time checks is between 5 km and 35 km.

62.51.4

The average speed to be maintained between one time check and the next must not exceed the 50 km/h. If the FIM Race Direction considers that the allotted time between two time checks cannot be carried out in sufficient safety conditions or does not allow the road code to be respected, they can extend the allotted time or cancel the time penalties, if the majority of the riders have been penalised.

Time allowed for the FIM Women's World Championship and the FIM Junior Women's Enduro World Cup must be a minimum of 10% greater than that allowed for the FIM Enduro GP World Championship.

The times assigned for the FIM Youth Enduro World Championship could be superior to those of the FIM Enduro GP World Championship if the FIM track inspector considers it necessary.

62.51.5

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

The organiser must plan a schedule with the times assigned for the situations above.

62.51.6

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

62.52 TIMEKEEPING

Timekeeping instruments

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

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

At the tests:

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

A digital display panel, linked directly to the timekeeping system shall indicate:

- the time registered by the rider as they cross the finish line.
- the number of the rider
- the name of the rider
- the class and/or the category of the rider
- the scratch placing

A monitor should supplement the display of the test classification.

At the time checks:

A transponder/decoder system must be used at the time checks.

A clock synchronised to the apparatus and clearly visible at least 5 meters before the yellow flags will indicate the time to the riders. There, the riders may wait for their scheduled stamp time.

Communication to the riders:

At each time check, a noticeboard will be placed close to the yellow flag, in order for the Race Direction to communicate important information to the riders (alteration of time, penalties, etc.).

62.52.1

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

62.52.2

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

During the administrative verifications, the transponder will be given to the rider for the chronometric records, against a guarantee deposit of his licence. The price for the purchase of a permanent transponder bracket will be mentioned in the SR. The FIM Chief Technical Steward will refuse any machine that does not have a correctly-positioned positive transponder attachment. The transponder must be fixed to the motorcycle in the position and orientation as shown in the timekeeping information given to riders. The correct attachment of the transponder bracket consists at the minimum, of plastic tie-wraps, but preferably by screw or rivet. Velcro or adhesive alone will not be accepted. The transponder retaining clip must also be secured by a plastic tie-wrap. The rider is the sole person responsible for the above-mentioned proceedings. The loss of the transponder during the event will result in a fine of 250 EUR to be paid on the spot. The rider is the sole person responsible for the transponder.

62.54 INDICATION OF TIME CHECKS

The time checks will be indicated by white flags placed on both sides of the track, depending on the place at the time checks, 50 to 200 m before the time registration and the 2 yellow flags placed at the time registration on the transponder line. These flags will be placed so that they are at all times clearly visible to the riders.

The time checks without servicing and without assistance will be indicated by white flags with a black cross placed in the same way as the time checks.

62.55 PROCEDURE AT TIME CHECKS

The timekeeping must be carried out in conformity with Art. 62.52. A clock synchronised with the time check clock will be positioned at least 5 meters before the yellow flag. The arrival time at the time check is the time registered by the transponder signal when passing the transponder loop.

At each time check, at the transponder loop, the organiser must keep a check list on which are written, in chronological order, the numbers of the riders who pass as well as their times in hours, minutes and seconds. The time is taken from a radio clock which must run synchronously with the timekeeping computer. Pre-printed passage control lists, are not authorised. In case of dispute, the check list will be considered official.

After crossing the transponder loop, the rider must stop in front of the timekeeping table and wait until the timekeeper gives him a “go” signal.

Upon request, the rider receives a receipt with the registered time. Riders should ask a receipt only if they consider it absolutely necessary (e.g. in case of arriving late at the time check).

A rider who misses a time check will be classified as retired.

62.55.1

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

A rider may pass the final time check at the entrance of the Parc Fermé before the scheduled time without penalty.

Within the framework of the environmental protection, the cleaning of motorcycles shall not be allowed, except if a specific cleaning zone is authorised by the organiser. In that case, the authorisation must be mentioned in the SRs.

Every breach of the rule shall be penalised with a 150€ fine or penalised with another sanction provided for in the FIM Disciplinary 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.

62.57 CALCULATION OF TIME CHECK PENALTIES

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

REGISTERED TIME = STARTING TIME FOR NEXT SECTION.

62.58 LATE ARRIVAL

A rider who arrives at a time check more than 15 minutes (30 minutes for Women's and Enduro Open category) after his original target arrival time on each time check is automatically classified as retired. However, the rider may, in certain circumstances such as are provided for in Art. 62.59, continue in the event until the FIM Race Direction takes the final decision.

62.59 CLAIMS TO SPECIAL TIME ALLOWANCE

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

If after investigation the Race Direction is satisfied that a rider stopped to assist a seriously injured rider in a Special Test, the Race Direction may award a time to the rider who stopped. The Race Direction may, at sole discretion give the rider a Special Test time that permits him to keep the same position scored in the end of the day without that special test.

In addition, after an investigation, the Race Direction could take the same action if they believe that an unexpected incident has occurred that the rider could not predict or control. These could be: track failure, track blockage due to unexpected construction faults, or other force majeure. However, this only applies if such an unexpected incident has also been reported by an Official on the Event.

62.60 ROUTE CHECKS

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

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

Any rider who does not hand in a completed stamp card or whose passage is not recorded on each check list will be disqualified or penalised with another sanction provided for in the FIM Disciplinary 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.

62.61 SUPER TEST (ST)

The organisers must organise a timed Super Test (prologue) on Friday evening. This Super Test should be done between 17h00 and 22h00 maximum (will be indicated in the SR). The duration should be between a minimum of 1 minute to a maximum of 1 minute 45 seconds.

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

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

The Super Test consists of an eight-shaped race, two riders side-by-side. The Start and finish must be exactly at the same place.

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

The organiser must set a zone dedicated to the VIPs, the Officials, Teams, riders along the SuperTest track. Except the marshals on duties, some accredited Press/Media crew wearing bibs, nobody can stay in the “infield” of the SuperTest track.

The riders will be authorised to check the SuperTest for a limited time period.

Any rider would do not comply with this rule can be sanctioned by the Race Direction.

The 2 riders line up side-by-side at the starting gate. One countdown clock only (visible to both riders) starts counting down from 5 seconds and the drivers must start exactly when the clock shows 0' or any other start signal. Any early or late departure will be penalized by a fixed penalty of 5 seconds. As soon as both riders cross the start/finish line, the next pair of riders (waiting a few meters behind the gate, outside the racing lanes) will move in, line up on the starting gate and the starting marshal will start the countdown clock again.

This Super Test must be spectacular but not dangerous.

The rider with the lowest number will be on the left of the starting line.

The riders will be paired for the Super Test and each pair of riders will start at the same time.

The organisers reserve the right to “match” competing riders where possible with the agreement of the FIM Race Direction.

The Times achieved in the SuperTest will count in the classification of Day 2 (Saturday), but the maximum registered time will be the leading time in each category (EGP, EJ and EY) plus 25%.

Example:

If the leading rider in EGP scores a 1'40'', the worst recorded time in his category will be $1'40'' + 25\% = 2'05''$. If the best rider scores 1'20, the worst recorded time will be 1'40''. The same applies to the other categories. If the best time in EJ is 1'25'', the worst recorded time that a rider can score will be 1'46''15.

If a rider arrives late at the starting line of the Super Test but before his category ends, he will start at the end of his category and, in addition to his recorded time, he will be penalised by 20 seconds extra, added to his total time of Day 2 (Saturday).

If a rider cannot finish the Super Test following a fall or a mechanical problem, he, or an assistant can bring his bike back to the Paddock. The rider will have to enter his bike into the Parc Fermé according to the usual procedure.

He will get the worst recorded time of his category plus 30 seconds extra penalty which will be added to his total time of Day 2 (Saturday). He can then continue normally on Day 2 (Saturday).

If a rider followed the start procedure of Day 1 (Friday) but does not arrive at all or arrives at the starting line after the next category has started, he will not start the Super Test and he will get the worst recorded time of his category plus 60 seconds extra penalty which will be added to his total time of Day 2 (Saturday).

If a rider decides not to take part or fails to take part (he does not follow the start procedure of Day 1 (Friday)), he will get the worst recorded time of his category plus 80 seconds extra penalty which will be added to his total time of Day 2 (Saturday). He can then continue normally on Day 2 (Saturday).

If a rider is overtaken in the Super Test, in the first half lap, by the other rider, he will be stopped at the finish line and counted as retired. He will get the worst recorded time of his category plus 30 seconds extra penalty which will be added to his total time of Day 2 (Saturday). He can then continue normally on Day 2 (Saturday).

If a rider completes the Super Test and records a time, but fails to reach the final check within their allotted finish time, they will be subjected to a 30-second penalty in addition to their recorded Super Test time. This penalty will be added to their Day 2 total time. Following this, the rider may proceed to enter their machine into the Parc-Fermé as per the guidelines specified in Art. 62.41.1.

Red Flag

When a rider crashes into a race of Super Test and the race had to be stopped with the red flag because of this crash, the rider is considered as retired in the Super Test. This rider gets 30 seconds penalty.

The other rider who was stopped at the red flag can make a re-start alone.

If the race has to stop with the red flag due to a blocked track, by a defective motorcycle, the involved rider is considered as retired in the Super Test. This rider gets 30 seconds penalty.

The other rider who was stopped at the red flag can make a re-start alone.

If a rider is missing the Finish after the Super Test, he will receive a time penalty of 60 seconds, to be added on his time of Day 2.

Summary of the penalties on the Super Test:

Situation	Sanctions/Time penalties added to the total time of Day 2
Jump Start or not leaving Start line when signal is given	5" penalty in addition to his recorded time
Rider arriving late at the Start line, but before his category ends	20" penalty in addition to his recorded time (he will start last on his category)
Retirement (fall or mechanical problem) after the start of the Super Test	30" of penalty in addition to the worst recorded time of his category
Rider is overtaken in the first half lap by the other rider or causes a stop with the red flag and considered as retired	30" of penalty in addition to the worst recorded time of his category
Rider following the start procedure of Day 1 but not arriving at all or arriving late at the Start line, after the next category started	60" of penalty in addition to the worst recorded time of his category (he will not start the Super Test)
Rider not following the start procedure of Day 1 and not participating in the Super Test	80" of penalty in addition to the worst recorded time of his category
Missing the Pre-Finish or the Finish after the Super Test	60" of penalty in addition to his recorded time

All other extra time penalties given by the CoC or the RD will be added to the total time of the Day 2 (Saturday).

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

The use of an existing permanent Motocross track is allowed, on the condition that it will not be used in its entirety and with modification.

The cumulative distance of the 3 tests each lap (Enduro Test, Cross Test and Extreme Test), excluding the Super Test, must not exceed 14 kilometers.

General definitions:

Cross test - CT: The course must be created on natural terrain. Maximum use should be made of the natural unevenness of the terrain creating crossings, banking, and jumps.

- Flat terrain should not be used.
- The track must be wide enough (between 4 and 8 meters) to allow overtaking. Exits and bends will be traced in such a way as to allow escape routes.
- The start and finish should be at the same point. The average speed must not exceed 50 km/h. It is recommended the duration should be minimum 5 minutes.

Enduro Test - ET: The course must use a (narrow) track with technical passages (crossing a stream, steep uphill section, rocky passage, etc.).

- It must be traced so as to avoid excessive speed. Chicanes can be created in the fastest sections to keep speeds down. Risky passages must be protected (straw bales, special signs, etc).
- Very wide downhill courses that may be used by a 4 x 4 for example or that allow maximum speed to be generated are totally forbidden.
- All the obstacles or difficulties should be natural. The start and finish will be at the same spot if possible. The average speed must not exceed 50 km/h. It is recommended the duration should be between 8 and 12 minutes and it must not be longer than 7 km.

Extreme test - XT: The course must include as many natural obstacles as possible and use the natural unevenness of the terrain. Some artificial obstacles could be created but only a very small number.

- The XT will be carried out in areas with sufficiently wide technical obstacles in order not to create a traffic jam. It should allow the technical and physical dexterity of the riders to be judged.
- The obstacles must be able to be crossed by all classes. It is recommended the test should not last more than 3 minutes. Alternative itineraries could be created to allow the women's class, for example, to miss out certain obstacles. The course should not allow excessive speeds.
- The start and finish are at the same spot and the average speed must not exceed 30 km/h.
- An alternative line can be created to skip difficult part. The rider who use it will be penalized by a time decided and announced during the rider briefing by the Race Direction. It will be shown on the Official Notice Board.

Super test: Course shaped as figure of 8. It must be a parallel track lasting a minimum of 1 minute and a maximum of 1 minute and 45 seconds. The course uses elements of the natural relief and artificial elements.

The time control after the Super Test should be located immediately before the Parc-Fermé.

If this is not possible, the organiser has to provide a marshal at the entrance of the Parc-Fermé, which records the entry times from the riders to the Parc-Fermé.

Riders who exceed the specified time for the Super Test will be penalised with 60 seconds for every begun minute of the delay.

The Super test may eventually be used for the other days as soon as it is clearly indicated in the supplementary regulations and approved by the CEN.

Contingency plan/Plan B/Alternatives: The Clerk of the Course must present a plan B when organising an event and present each special in a case of heavy rain, dusty conditions, storm, These plans will be presented firstly to the FIM Course inspector.

There should be at least one compulsory alternative proposed by the club and presented at the track inspection. That way the FIM Course inspector can evaluate the alternative immediately. It must be compulsory that the clubs respect the remarks and instructions expressed by the FIM Inspector during his site visit.

General recommendations: For all the tests, the organiser must have identified and traced all possible alternatives in case the weather conditions do not allow the initial course to be used.

He will have to ensure that the terrain does not become too degraded with the passage of the riders and that all the riders in a given category experience the same conditions.

For the Enduro test in particular, marshals placed along the course in sufficient numbers and linked by radio will enable the entire course to be monitored.

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

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

The riders will have the possibility of getting to know the course in advance by walking around it from Wednesday 8:00 and shall not modify in any way the course of the Special tests (e.g. Move stones). Riders can use a bicycle **and/or E-Bike (Bicycle with pedals, max 25 km/h). The use of electric bicycle is only allowed starting from Thursday and it must be specified in the SR.** Only The FIM Course Inspector if necessary can make modification after Wednesday at 14:00 (2:00 pm) and he will mention it during briefing. Any infringement of this rule, in advance of the timed test, will lead to disqualification or penalised with another sanction provided for in the FIM Disciplinary 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.

All the Tests will be timed as of the first lap. Should the FIM Course Inspector consider it safer, he will suggest that the FIM Race Direction do not time it as of the first lap. The FIM Race Direction will decide during its first FIM Race Direction meeting whether they will or not follow this suggestion.

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

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

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

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

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

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

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

All the tests must be approved by the FIM Race Direction.

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

Any advertising banner should be at least 1 meter from the actual installed track tape.

Outside assistance, except that given by organisation officials who are identified by a bib, is not authorised. The penalty for the non-respect of this rule is a time penalty or will lead to disqualification or penalised with another sanction provided for in the FIM Disciplinary 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.

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

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

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

The start of a test must be marked with a “start” sign and the end with a “finish” sign. The course itself must be marked according to Art. 62.42.2. The starting line must be marked (white line on the ground, start gate etc.) The timing line (transponder loop) will be situated approximately 5 meters after the starting line. The start signal will be given by the timekeeper or another official appointed for this purpose or by means of a signalling instrument (e.g. semaphore).

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

At the beginning of all the Tests, the (individual) start will be given every 30 seconds in the case when 2 riders of the category are present at the start per minute and the start will be given every 20 seconds in the case when there are 3 riders of the category per minutes by use of a countdown clock. The depart procedure will be as follows: after the countdown starts the rider may start anytime but anyway before the zero is reached and a semaphore (blinking zeroes, horn etc.) notifies the rider that he is penalised. A start marshal must be present to operate the clock. The Marshal gives, with a red flag, after expiry of 15 (10) seconds, the test free for the next rider. Otherwise, the starting signal could also be given by the green light or green flag, in this case, the riders will have 5 seconds to go. In every case, the rider who didn't start may be penalised as follows: 1st offence a warning, 2nd offence 20 seconds time penalty, 3rd offence 1 minute time penalty, 4th offence disqualification.

The time of the test is registered when the rider crosses the finish line.

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

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

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

The rider who voluntarily leaves the test course or short-cuts the track can be disqualified or penalised with another sanction provided for in the FIM Disciplinary 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.

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

Organisers may include an additional special test if they wish, provided that all existing test standards and requirements can be met.

62.63 FINAL EXAMINATION

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

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

For all classes and categories of motorcycles, only the rider must appoint the person who will dismantle his motorcycle at the end of the event. The dismantling must start within 30 minutes following the notification. If this fails to happen, the rider will be disqualified or penalised with another sanction provided for in the FIM Disciplinary 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.

If any engine is found to exceed the minimum or maximum authorised limit for the class (see Article 62.21) in which it was entered, the rider concerned will be disqualified from the event or penalised with another sanction provided for in the FIM Disciplinary 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.

62.64 LIST OF PENALTIES

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.

62.64.1 Time

- Starting the engine in the waiting area (if intentional) (62.33.6) 1 minute
- Starting the engine on the starting line before the starting signal is given (if intentional) (62.33.6) 10 seconds
- For every begun minute late in arrival at start line (62.36.2) 1 minute
- Not crossing the Starting line within one minute after the starting signal has been given (62.36.3) 10 seconds
- Late or early arrival at a time check; for every begun minute (62. 57) 1 minute per minute
- Exceeding maximum speed in the Paddock (25 km/h)
 - 1st Offence Warning
 - 2nd Offence 10 seconds
 - 3rd Offence 1 minute
 - Further Offence Up to disqualification

62.64.2 Tests

- Tests (ST, CT, ET, XT) Timed to 1/100 sec
- Rolling start (62.62) penalised 1 minute

- Rider did not start before the zero is (62.62) reached:
 - 1st offence: a warning
 - 2nd offence: penalised 20 seconds
 - 3rd offence: penalised 1 minute
 - 4th offence: disqualified 1 day
- Involuntary exit from the route of the (62.62) test and not returning to the place from where the exit was made Up to 5 mins added to the time made by the rider
- Benefit from a modification on the course (62.62) of a timed test 1 minute (minimum)

62.64.3 Disqualification (or other penalties given as provided for in the FIM Disciplinary Code)

The disqualifications or other penalties given are provided for in the FIM Disciplinary Code. The sanctions 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.

- Missing marking, or official substitute marking. 62.23.1
- Exceeding maximum permitted sound level during (62.22.2) the event:
 - 1st offence: Penalised 30 sec
 - 2nd offence: Penalised 60 sec
 - 3nd offence: disqualified 1 day

- Fuel not in conformity with the Enduro Technical Rules 62.23.2
- Behavior contrary to the Rules in the Parc Fermé 62.32
- Behavior contrary to the Rules in the “Starting Area” 62.33.2+5
- Behavior contrary to the Rules “Refuelling” 62.37
- Behavior contrary to the Rules “Servicing” 62.38
- Using extraneous motive power 62.40
- Being accompanied by another rider 62.41
- Riding outside the marked route; riding in the wrong direction, not observing the marked route. 62.42
- Not observing traffic regulations 62.43
disqualified 1 day
- Missing a time check 62.53.5
- Late arrival at a time check exceeding 15 min. after original starting time. (30’ for the Women and Enduro Open). 62.58
Will be classified as retired
- Missing or not stopping at a route check 62.60
disqualified 1 day
- Practising on the course of tests 62.62
- Intentionally leaving the test course 62.62
- Modify in any way the course of the Special Tests 62.62
- Engine capacity exceeding the minimum or maximum limit authorised for the class that is stated on the entry form. 62.63
- Rider partaking in a so called “Tire Burn Out” 62.77.1

GENERAL REGULATIONS

62.70 OFFICIALS

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

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

Only those persons on this list will be recognised as officials as well as the Members of the FIM Race Direction and the members of the FIM Stewards Panel.

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

62.71 ACCEPTANCE OF OFFICIAL DECISIONS

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

62.73 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 Race Direction.

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. No protest can be lodged against a statement of fact pronounced by the Race Direction. Statements of fact depend exclusively from a factual observation without any possible adjustment of the sanction which is statutorily and precisely stated in the relevant Appendices and Regulations (automatic penalties given by the timekeeping).
5. Any other protests must be lodged immediately after the reason for the protest is known.
6. Protests against results must be presented within 30 minutes following the announcement of the results.
7. Protests must be lodged according to the FIM Disciplinary 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.
8. 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.
9. Protests entailing a fuel control must be accompanied by an additional fee of € 750.-.
10. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented (€ 1'320 Euros & written appeal) 30 minutes at the latest after the notification of that decision.
11. An appeal against the decision of the FIM Stewards Panel may be lodged to the CAI. This appeal must be presented 5 days at the latest after the notification of the FIM Stewards Panel decision (Security deposit for appeal: € 1'320.-).

62.73.1 Rules and procedures in case of application of a penalty by the Race Direction, a Protest before the Race Direction or an Appeal before the FIM Stewards

A. Rules and procedures in case of application of a penalty by the Race Direction.

The Race Direction shall take a Decision in a collegial manner and by a majority of its membership. The decision shall be notified in the name of the Race Direction.

The Race Direction shall take all measures necessary to apply the appropriate sanction if necessary, namely:

- Be able to convene and hear the rider(s) individually.
- Convene and hear the official(s) and or steward(s) who reported the alleged offence(s).
- View any photos or films of the circumstances of the offence(s) reported or alleged where appropriate and if necessary visit the scene of the facts in order to establish the facts accurately to the extent possible.
- Take note of all the written documents drawn up by the official who reported the alleged offence(s) and keep a copy for the file.
- Take into account any extenuating circumstances (e.g. error by an official, error by the organisers, lack of information, etc.) or aggravating circumstances (e.g. rider's intention, behavior, etc.)
- Take into account the principle of proportionality when choosing the sanction to be applied.
- Write down clearly and in detail the reasons for the decision which must be accompanied by reasons, signed and dated and recorded in the minutes of the meeting of the Race Direction.
- Ensure that the decision taken is not in contradiction with the FIM Sporting Code and Disciplinary Code.

B. Rules and Procedures in case of a Protest before the Race Direction

The Race Direction shall take its decision in a collegial manner and by a majority. The decision shall be notified in the name of the Race Direction.

The Race Direction shall ensure that the security deposit provided for in Article 4.2 of the FIM Disciplinary Code is paid.

To be admissible, the Protest must be in writing, signed, dated and presented within the time limit provided for in Article 4.2 of the FIM Disciplinary Code.

The Race Direction shall take all the measures necessary to decide on the Protest, namely:

- Convene and hear the rider(s) against whom the Protest has been made individually and possibly together.
- Convene and hear the person(s) who have presented the Protest individually and possibly together.
- Convene and hear if necessary any other person directly concerned (e.g. the team manager) and any witnesses (officials, stewards, other riders, team managers, etc.)
- View any photos or films of the circumstances of the offence(s) reported or alleged where appropriate and if necessary visit the scene of the offence in order to establish the facts with accuracy to the extent possible.
- Take note of all the written documents drawn up by the official who reported the alleged offence(s) and keep a copy for the file.
- Organise an adversarial debate if the rider(s) against whom the protest was made so requests.
- Take into account the principle of proportionality.
- Write down clearly and in detail the reasons for the decision which must be accompanied by reasons, signed and dated and recorded in the minutes of the meeting of the Race Direction.
- Ensure that the decision taken is not in contradiction with the FIM Sporting Code and Disciplinary Code.

C. Rules and procedures in case of an Appeal before the FIM Stewards

The FIM Stewards Panel shall take the decision in a collegial manner and by a majority of its members. The decision shall be notified in the name of the FIM Stewards.

The FIM Stewards shall ensure that the security deposit provided for in art. 62.73 is paid.

To be admissible, the Appeal must be signed, dated and presented within 30 minutes at the latest after of notification of the Decision.

The FIM Stewards Panel shall take all the measures necessary to decide on the appeal, namely:

- Convene and hear the person(s) who lodged the appeal, individually and possibly together.
- Convene and hear if necessary the rider(s) directly concerned by the first instance decision.
- Convene and hear if necessary any other person directly concerned (e.g. team manager) and any witnesses (e.g. officials, stewards, other riders, team managers, etc.).
- Hear the officials who took the decision at first instance.
- View any photos or films of the circumstances of the offence(s) reported or alleged where appropriate and if necessary visit the scene of the facts in order to establish the facts with accuracy to the extent possible.
- Take note of all the written documents drawn up by the official who reported the alleged offence(s) and keep a copy for the file.
- Organise an adversarial debate if the appellant so requests.
- Take into account the principle of proportionality.
- Write down clearly and in detail the reasons for the decision which must be accompanied by reasons, signed and dated and recorded in the minutes of the meeting of the Race Direction.
- Ensure that the decision taken is not in contradiction with the FIM Sporting Code and Disciplinary Code.

N.B.

In the cases described under A, B and C above:

- The rider may be represented by his delegate or any other person designated by him or her in writing. The person representing the rider must be a holder of a FIM licence (FMN delegate or Enduro Team manager).
- All documents must bear the date, the hour, the name in capital letters and the signature of the person who drafted them, as well as his FIM licence Number.
- The meetings must be held in closed session and only persons directly concerned by the case can attend. In case of disagreement, the Race Direction or FIM Stewards Panel shall decide.
- The final decision with reasons must be displayed on the official notice board.
- The rider(s) must be notified of the decision in writing as soon as possible.
- No debate or exchange concerning the case may take place in an open meeting. Should such be the case, the procedure may be annulled.
- A file containing all the documents of the case shall be sent to the FIM within 5 working days.

62.74 FINES AND PROTEST FEES

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

62.75 INTERPRETATION OF REGULATIONS

The interpretation of these regulations and the SR is the responsibility of the CEN (see Art. 4 of the Sporting Code). Any matter not provided for therein will be subject to interpretation by the FIM Race Direction and/or the FIM Stewards Panel.

62.76 PUBLICATION OF RESULTS

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

62.77 PRIZE-GIVING CEREMONY AND PRESS CONFERENCE

The Prize-Giving Ceremony, under the responsibility of the Promoter, must be held immediately after the arrival of the last rider of the event. The time of the Prize-Giving Ceremony will be announced at the 2nd and 3rd FIM Race Direction meetings, and will be published on the official board.

The Riders must present themselves in their racing equipment.

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

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

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

62.77.1 “Tire Burn Out”

The practice of celebrating a performance at the end of an event by a rider partaking in a so called “Tire Burn Out” is prohibited. A rider deemed guilty of doing so will be liable to a fine up to EUR 500.-. In addition, the damage to the ground can be charged by the Organiser.

62.78 FIM ANNUAL PRIZE-GIVING CEREMONY

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

62.79 CEN SOLIDARITY FUNDS

After each season, the CEN will award grants for riders who travelled overseas. The riders wishing to receive a Solidarity Funds must send an application file including their plane tickets.

The grants will be paid to the riders' FMNs who will transfer them.

62.80 PADDOCK FEE

In order to ensure good order and the necessary facilities in the Paddock and partially cover the cost of services provided for the Teams, the Promoter may require teams, to sign a Paddock Fee Agreement stipulating payment of such a Paddock Fee by the Team as a condition for participation in the Championship.

Teams will not be authorised to enter the Paddock if it is not duly completed, signed and returned with full payment before the first Event of the Championship.

The Team shall respect the rules and instructions laid down or approved by the FIM related to the management of the Paddock, Passes and all the restricted areas managed, directly or indirectly, by the FIM.

REGULATION 64
FIM JUNIOR ENDURO WORLD CHAMPIONSHIP

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64.1 GENERAL

A FIM Junior Enduro World Championship will be run during the FIM Enduro World Championship, according to Regulations 62 and 64.

64.2 CLASSES-MOTORCYCLES

Categories: **(EPV are not accepted)**

Junior 1 Enduro World Cup (J1): up to 250cc 2 stroke and 4 stroke

Junior 2 Enduro World Cup (J2): over 255cc 2 stroke and 4 stroke

Number plates:

Junior (J1)	Light Green background (RAL 6018)	White Numbers (RAL 9010)
Junior (J2)	Dark Green background (RAL 6037)	White Numbers (RAL 9010)

Allocation of Numbers:

The numbers will be allocated from N°2 to N°199.

In the categories Junior (J1, J2) it is allowed during the season, to change the motorcycles within the prescribed limitation of the categories.

64.3 AGE OF THE RIDERS

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

64.4 ENTRIES

Riders can enter all events counting for the FIM Junior Enduro World Championship (see Art. 62.3).

However, only riders who have not finished in the top 6 in the final classification of the FIM Enduro World Championship in the Enduro 1, Enduro 2 and Enduro 3 classes during the last three years will be accepted to participate in the FIM Junior Enduro World Championship.

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

All entries must be made according to article 62.4 and 62.12.

The closing date for the receipt of entry is 21 days before the event.

64.5 START

The Junior Enduro riders start after the EnduroGP (E1, E2, E3) category (according to Art. 62.34).

64.6 RIDERS' LICENCES

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

64.7 RESULTS AND CLASSIFICATIONS

The FIM Junior Enduro World Championship will take place at all events of the FIM Enduro World Championship. The final rankings will take into account all events held for this category in Junior 1 and Junior 2.

The FIM Junior Enduro World Champion will be decided based on the overall rankings of the Junior 1 and Junior 2 categories.

The scale of points used for the FIM Enduro World Championship (Art. 62.9) will also be applied for the FIM Junior Enduro World Championship.

64.8 MEDALS AND DIPLOMAS

The following prizes will be awarded to the riders:

Junior1 Enduro World Cup

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

Junior2 Enduro World Cup

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

Junior Enduro World Championship

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

REGULATION 67
FIM YOUTH ENDURO WORLD CHAMPIONSHIP

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67.1 GENERAL

A FIM Youth Enduro World Championship will be run during the FIM Enduro World Championship, according to Regulations 62 and 67.

67.2 CLASSES-MOTORCYCLES

Name of the category: Youth Enduro

Motorcycles: up to 125cc, 2-stroke **(EPV are not accepted)**

Number plates: Blue background (RAL 5005)
White numbers (RAL 9010)

Allocation of numbers:

The numbers will be allocated from N°2 to N°199.

67.3 AGE OF THE RIDERS

The riders entering for the FIM Youth Enduro World Championship must be aged less than 21 years (at 1st January of the year of the Championship) and holders of a valid driving licence.

67.4 ENTRIES

See Art. 062.4 and 062.12

67.5 START

The Youth Enduro category starts after the EnduroGP (E1, E2, E3) and Junior Enduro (J1, J2) category (according to Art. 62.34).

67.6 RIDERS' LICENCES

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

67.7 RESULTS AND CLASSIFICATIONS

The FIM Youth Enduro World Championship will take place at all events of the FIM Enduro World Championship. The final rankings will take into account all events held for this category.

The scale of points used for the FIM Enduro World Championship (Art. 62.9) will also be applied for the FIM Youth Enduro World Championship.

67.8 MEDALS AND DIPLOMAS

The following prizes will be awarded to the riders:

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

REGULATION 68
FIM WOMEN’S ENDURO WORLD CHAMPIONSHIP
FIM JUNIOR WOMEN’S ENDURO WORLD CUP

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68.1 GENERAL

The events to count to the FIM Women's Enduro World Championship and FIM Junior Women's Enduro World Cup will be decided by the CEN Bureau and the promoter. It will be published in the Calendar.

68.2 CLASSES-MOTORCYCLES

Name of the category: Women's Enduro/Junior Women's Enduro

Motorcycles: Category E1, E2, E3 of the FIM Enduro World Championship **(EPV are not accepted)**

Number plates: Purple background (RAL 4006)
White numbers (RAL 9010)

Allocations of numbers:

The numbers will be allocated from N°401 to N°499.

68.3 AGE OF THE RIDERS

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

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

68.4 ENTRIES

See Art. 62.4 and 62.12

68.5 START

The Women's Enduro/Junior Women's Enduro riders start after the EnduroGP (E1, E2, E3), Junior (J1, J2) and Youth Enduro categories (according to Art. 62.34).

68.6 RIDERS' LICENCES

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

68.7 RESULTS AND CLASSIFICATIONS

The result of the FIM Women's Enduro World Championship/FIM Junior Women's Enduro World Cup will be valid for all the events held for this category.

The scale of points used for the FIM Enduro World Championship (Art. 62.9) will also be applied for the FIM Women's Enduro World Championship/FIM Junior Women's Enduro World Cup.

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

The FIM Women's Enduro World Champion will be decided based on the overall rankings of the FIM Women's World Championship and FIM Junior Women's World Cup.

68.8 MEDALS AND DIPLOMAS

The following prizes will be awarded to the riders

FIM Junior Women's Enduro World Cup

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

FIM Women's Enduro World Championship

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

68.9 PARTICULAR PROVISIONS

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

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

- Allowed to complete only from 50 to 75% of the course (Art. 62.2)
- Time allowed in the time check 10% greater (Art. 62.51.4)
- By-pass of a difficult section in an Extreme Test (Art. 62.62).
- A rider who arrives at a time check more than 30 minutes after his original target arrival time on each time check is automatically classified as retired. However, the rider may, in certain circumstances such as are provided for in Art. 62.59, continue in the event until the FIM Race Direction takes the final decision. (Art. 62.58).

In every case, the FIM Race Direction must approve the entire arrangement and the course for the FIM Women's Enduro World Championship and FIM Junior Women's Enduro World Cup.

REGULATION 63
FIM ENDURO OPEN WORLD CUP

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63.1 GENERAL

A FIM Enduro Open World Cup will be run during the FIM Enduro World Championship, according to Regulations 62 and 63.

63.2 CLASSES-MOTORCYCLES

Name of the category: Enduro Open

Class: 2-stroke (all capacities) **(EPV are not accepted)**
4-stroke (all capacities) **(EPV are not accepted)**
Senior (all capacities) **(EPV are not accepted)**

Number plates: Orange background (RAL 1028)
Black numbers (RAL 9005)

Allocation of numbers:

The numbers for Enduro Open 2S (O2) will be allocated from N°501 to N°599.

The numbers for Enduro Open 4S (O4) will be allocated from N°601 to N°699.

The numbers for Enduro Open Senior (OS) will be allocated from N°701 to N°799.

63.3 AGE OF THE RIDERS

The riders entering for the FIM Enduro Open World Cup must be holder of a valid driving licence.

Seniors must be aged at least 40 years (at 1st January of the year of the Championship).

63.4 ENTRIES

See Art. 62.4 and 62.12. The top 15 EGP riders from the final classification the year before cannot take part.

63.5 START

The Enduro Open category starts after the EnduroGP (E1, E2, E3), Junior Enduro (J1, J2), Youth Enduro and Women category (according to Art. 62.34). In the case of an Event where a National race is organised, the Enduro Open riders can be mixed with the riders of the National Class.

At each Event and depending on the number of entries, the FIM Race Direction will decide if the Enduro Open category will race the Super Test.

63.6 RIDERS' LICENCES

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

63.7 RESULTS AND CLASSIFICATIONS

The FIM Enduro Open World Cup will take place on all events of the FIM Enduro World Championship. The final rankings will take into account the 8 best results of the season.

The scale of points used for the FIM Enduro World Championship (Art. 62.9) will also be applied for the FIM Enduro Open World Cup.

63.8 PARTICULAR PROVISIONS

The organiser must take care that all participants of the FIM Enduro Open World Cup can circulate the course in its entire length, but without producing an easy course for the FIM Enduro World Championship. With this in mind, he may possibly plan some by-passes on the course, clearly indicated, for the Enduro Open.

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

- Allowed to complete only from 50 to 75% of the course (Art. 62.2)
- Time allowed in the time check 10% greater (Art. 62.51.4)
- By-pass of a difficult section in an Extreme Test (Art. 62.62)
- A rider who arrives at a time check more than 30 minutes after his original target arrival time on each time check is automatically classified as retired. However, the rider may, in certain circumstances such as are provided for in Art. 62.59, continue in the event until the FIM Race Direction takes the final decision. (Art. 62.58).

63.9 MEDALS AND DIPLOMAS

The following prizes will be awarded to the riders:

Enduro Open World Cup, 2 Stroke

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

Enduro Open World Cup, 4 Stroke

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

Enduro Open World Cup, Senior

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

INSTRUCTION FOR SERVICING

ZONE	PARC FERME	COURSE	PIT LANES	BATTERY SWAP PIT LANES	TC WITH SERVICING		REFUELING AREAS
		A rider is not allowed to receive outside assistance including spare parts and tools anywhere on the course other than in official service areas.	A designated operational area at the start and finish of each special test.	A designated operational area at the start of each special test dedicated for battery swap of EPV only.	<div><div><div>white</div><div>Pre-finish = TC without servicing = Course</div><div>200 m</div></div><div><div><div>yellow flag</div><div>Control</div></div></div></div>		
RIDER	CAN	<p>Must bring one environmental mat and use it in the Parc Fermé underneath of motorcycle</p> <ul style="list-style-type: none">- change the not marked carried parts.- receive replacement goggles at the areas of the start of a Special test or at the end of the Special test (after the 30m line)- leave their tool bag with an assistant at the areas of the start of a Special test and collect it at the finish (after the 30m line)- receive refreshment within those areas.	<ul style="list-style-type: none">- change the not marked carried parts.- receive spare parts- use of tools, including air pumps, and lubrication of the chain- changing inner tubes and/ or tire inserts (tibs)- receiving necessary liquids for the motorcycle EPV: Battery Swap with	EPV: Battery Swap with help of the Mechanics No other work is allowed in this area.	<ul style="list-style-type: none">- work on the bike- receive and change the parts not marked an accept tools.- lubricate his chain.- fill with fuel and replenish liquids.- swap the battery (EPV)- clean the machine but the use of a pressure washer is prohibited.- change the tires only at last time check on day 2.	<div><div>20 m</div></div>	<ul style="list-style-type: none">-re-fuel from containers already placed in such an area.- EPV: Battery swap with help of Mechanics No other work is allowed in this area.
	ASSISTANCE	CAN	NOTHING	<p><u>Exceptions for safety reasons:</u></p> <ul style="list-style-type: none">-hand goggles at the start and finish of a Special Test.-receive at start of a Special test the tool bag from the rider and give it back at finish of the Special test.-give refreshment within those Areas to the rider.	<ul style="list-style-type: none">- adjust the AD Unit settings with computer (Rider must physically switch the unit on/off or initiate the change)	<ul style="list-style-type: none">- help the rider to swap the battery only No other work is allowed in this area.	<ul style="list-style-type: none">-work on the bike.-change the parts not marked.-lubricate the chain.-fill with fuel and replenish liquids.- swap the battery (EPV)-clean the machine but the use of a pressure washer are prohibited.-remove and replace the wheels.
	CAN GIVE	NOTHING	<ul style="list-style-type: none">- provide spare parts- provide tools- provide advices		<ul style="list-style-type: none">-everything, except marked parts.		<ul style="list-style-type: none">-the fuel container to the rider.- EPV: help the rider to swap the battery

REMEMBER: REGISTERED TIME = STARTING TIME FOR THE FOLLOWING SECTION

FIM STANDARDS FOR ORGANISERS OF ENDURO WORLD CHAMPIONSHIP EVENTS

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

1. TIME CHECKS

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

2. TESTS

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

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

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

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

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

The FIM Race Direction must inspect all the tests before the event (in conformity with Art. 062.62).

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

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

For the special tests, the Promoter (together with the organiser and the timekeeper) must install TV monitors displaying the times of the tests.

3. ROAD SIGNS

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

4. STARTING PLACE

A PA system must be installed to call up the riders in English, French and the National language.

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

5. FINAL WORKING AREA

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

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

6. RIDERS' PADDOCK

The riders' paddock shall:

- be located next to an inhabited region and services: hospital, supermarket, pharmacy, service station, etc;
- have sufficient area;
- be situated on an asphalted or compacted surface allowing the competitors' vehicles to circulate under all weather conditions;

- be organised according to the dimensions of the riders' and manufacturers' vehicles and motor homes. The riders' and mechanics' private vehicles shall not be allowed in the paddock;
- have, next to the paddock, a parking place for the private vehicles of the riders, teams, manufacturers and the press;
- have open roads to ensure, at any time, passage for vehicles to leave the paddock;
- have separate sanitary facilities for men and women (including toilets and showers);
- have a full supply of drinking water and electric points;
- be provided with sufficient rubbish containers. The organiser should take care of the cleaning services;
- be provided with containers to receive used oils and lubricants.
- the riders arriving with Motor homes or caravans will be directed to a local camping provided and administrated by the organiser, who can ask the rider for a fee as long as they are supplied with water, power point, and sanitary facilities (shower and WC) as a minimum.
- The organiser must ensure there is enough place for all riders in the paddock, even for the Enduro Open World Cup riders.

7. PRACTICE AREA

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

A member of the organising club must be present in order to call the emergency services if required.

8. PARKING FOR PRESS, FIM RACE DIRECTION FIM STEWARDS PANEL AND OFFICIALS

Separate parking places for Press, Race Direction and Officials must be installed and specially marked.

9. FIM RACE DIRECTION ROOM

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

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

The organiser must provide an Internet connection via Wi-Fi to be installed in the meeting room of the Race Direction in order to have access to a minimum with FIM and Promoter sites and thus be able to have at its disposal all the official rules of the FIM and rankings.

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

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

10. PRESS ROOM

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

11. HOTEL LIST

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

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

12. RESULTS

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

The timekeepers must send the results by electronic transfer to the FIM Administration at the latest the morning following the end of the event and give the Clerk of the Course, the FIM Steward and the Race Director a folder containing the results. The organiser must give to the Race Direction the minutes of the FIM International Race Direction meetings and any documents deemed useful by the Race Direction (safety measures, circular letters, route maps, etc.).

13. PRIZE-GIVING CEREMONY

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

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

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

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

15. SUPPLEMENTARY REGULATIONS

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

16. INSTRUCTIONS FOR SERVICING

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

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

17. GENERAL

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

18. OFFICIAL NOTICE BOARD

The Official Notice Board can also be available on an electronic version. If so, it must be clearly specified in the Supplementary Regulations.

**STANDARD MODEL “SUPPLEMENTARY REGULATIONS”
FOR THE FIM ENDURO WORLD CHAMPIONSHIP**

ANNOUNCEMENT

The _____ Club will promote the _____ round of the **2026** FIM Enduro World Championship on behalf of the _____ Federation. The event will be held in accordance with the Sporting Code of the FIM together with the relevant Appendices, these Supplementary Regulations and any final instructions approved by the FIM Race Direction.

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

IMN	Championships or Cups
402/	EGP, E1, E2, E3
402/	EJ (J1, J2)
402/	EY
402/	EW, JW
402/	Enduro Open
Other identification support race	

ACCESS

Nearest airport: _____
Motorway: _____ Exit: _____
National road: _____
Nearest town: _____ at km: _____

Organiser:	Accommodation service:
Name (Club): _____	Name: _____
Address: _____	Address: _____
Tel. no.: _____	Tel. no.: _____
Fax no.: _____	Fax no.: _____
E-mail: _____	E-mail: _____
Internet: _____	Internet: _____

Secretariat of the event:

Address: _____

Tel. no.: _____

Fax no.: _____

E-mail: _____

Internet: _____

1. ENTRIES

All entries must be made in writing by an “electronic” entry form available in the site www.endurogp.com. All other information relating to the riders, team, sponsor and the brand of the engine shall be completed.

The entry form 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.

Entry fees will be of **440 EUR/Male Rider, 330 EUR/Young and Women Riders** for the 3 days. Entry fees for the Enduro Open Class will be of **220 EUR**. The renting fees of the transponders are included in the entry fee. (Also for the National riders competing in national classes). **A security deposit of 10 EUR is required for each transponder holder. This will be fully reimbursed upon its return. The fee for a lost transponder is 750 EUR (to be paid to the Timekeepers).**

All entries must be received before _____ (21 days before the first day of the event). Or will be possible after this dead line with a fine of 50 EUR (30 EUR for Enduro Open) per entry. Local organizer is responsible of the OPEN NATIONAL race entries.

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

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

2. TECHNICAL CONTROL AND REGISTRATION

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

During the registration, transponders, holders & mounting instructions will be distributed to participants who are not already in possession of the correct support. The cost of each holder is included in the entry fee.

Each machine must be road legal for the country in which it is registered, and comply with all requirements of the FIM Sporting Code and relevant Appendices, including those under Art. 62.22. Intrinsic parts will be marked in accordance with Art. 62.23.1. A sound test will be carried out in accordance with the Technical Rules.

When public highways / roads are used then it is the sole responsibility of the rider to ensure that their machine is roadworthy and that they and their machine comply with all legal requirements including their Drivers Licence and a valid liability insurance for the motorcycle.

At the technical inspection the rider must submit his motorcycle according to article 62.21 – 62.23, the original registration certificate of the bike (with frame number) and the vehicle registration plate, together with his helmet.

3. STARTING ORDER

The starting order and numbers will be in conformity with Art. 62.34.

4. COURSE

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

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

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

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

Day 3 (Sunday) shall consist of _____ laps of _____km which will include:

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

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

5. PENALTIES

Penalties to be in accordance with Art 062.64.

6. HEADQUARTERS AND FIM RACE DIRECTION MEETINGS

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

The FIM Race Direction meetings will be held at (venue) according to the
standard schedule.

7. AWARDS

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

8. PRIZE-GIVING CEREMONY

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

9. OFFICIALS

FIM/CEN Representative:			
Steward Panel			
FIM Steward:		FIM Licence:	
FMNR Steward:		FIM Licence:	
Race Direction			
FIM Race Director:		FIM Licence:	
FIM Course Inspector:		FIM Licence:	
Clerk of the Course:		FIM Licence:	
		FIM Super Licence:	
Assist. Clerk of the Course:			
Technical Delegates			
FIM Technical Director:		FIM Licence:	
FMNR Chief Technical Steward:		FIM Senior Licence:	
FMNR Technical Steward:		FIM Licence:	
Medical Delegates			
FIM Medical Delegate (if applicable):		FIM Licence:	
Chief Medical Officer:		FIM Licence:	
Sustainability Delegates			
FIM Sustainability Delegate (if applicable):		FIM Licence:	
FMNR Sustainability Steward:		FIM Licence:	
FMNR Safety Steward:			
Timekeeper:		FIM Licence:	
Press Officer:			
Secretary of the Event:			
Secretary of the Jury:			
Promoter:	Prime Stadium		
CEN Coordinator:			

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

FMN Delegates: In accordance with Art. 62.5.1.

10. OFFICIAL NOTICE BOARD

The Official Notice Board can also be available on an electronic version. If so, it must be clearly specified here.

11. HOTEL LIST:

Add the hotel list as an annex or give information to an official site.

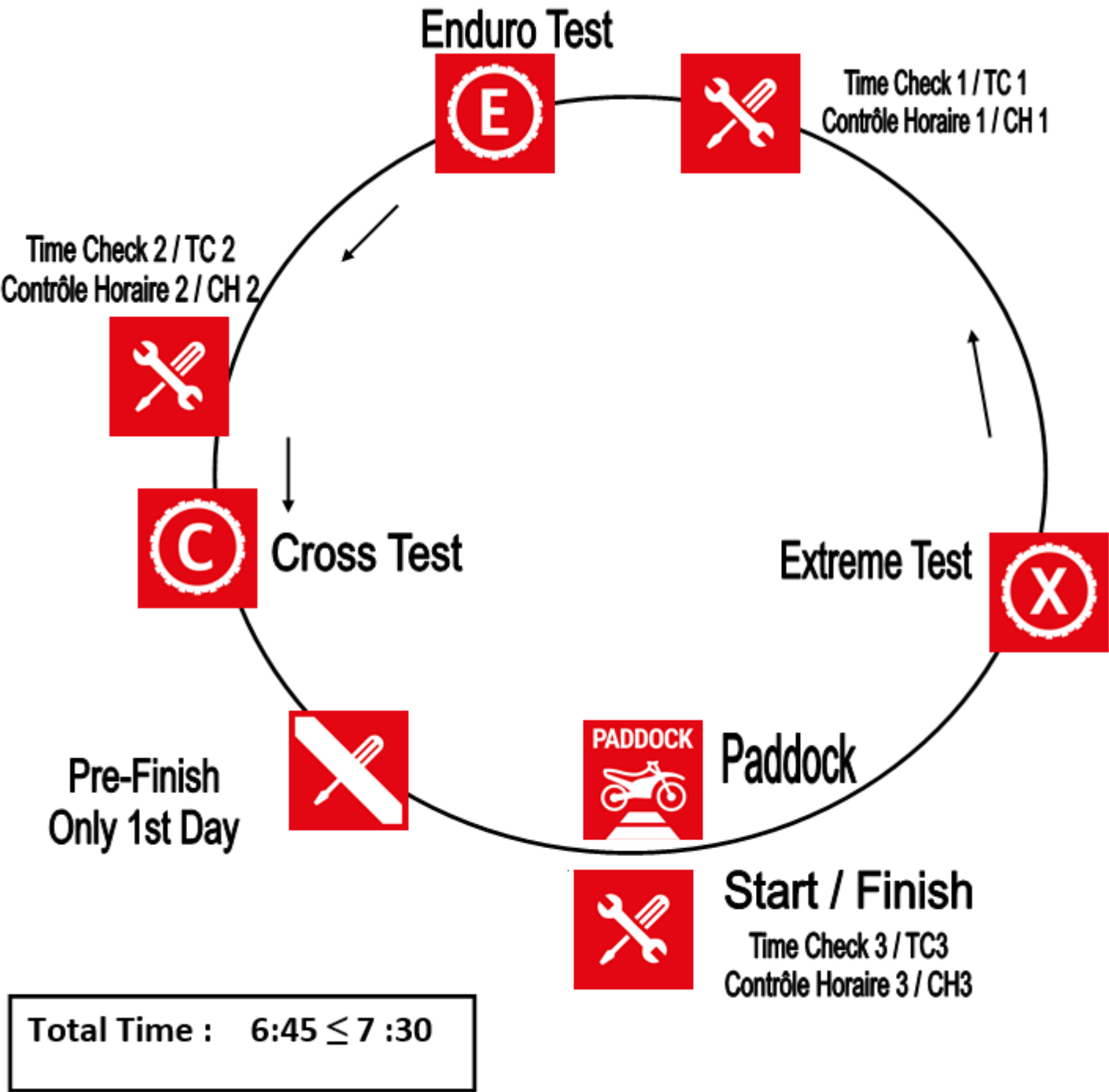


Country
Day, Month, Year
Moto Club XXX
Diagramme Z

Championship's Logo

Start Time: 09:00

 Super Test



STANDARD SCHEDULE FOR THE FIM ENDURO WORLD CHAMPIONSHIP

Wednesday	08:00	Start for walking the tests (on foot)
	Approx. 14:00	Distribution of Timetables, time sheets and itineraries
	14:00	Opening of Paddock A for Trucks (Parking only)
Thursday	08:00	Paddock A – Open & Set up Structures
	08:00	Walking the tests (E-Bicycle allowed)
	14:00	Opening of headquarters
	14:00	Opening of press room
	14:00 - 18:00	Opening of Practice Area (only if medical provision is in place)
	18:00	Meeting with the organisers and the Race Director
Friday	08:00-12:00	Opening of Practice Area
	09:00	1 st Race Direction Meeting
	09:00-12:00	Administrative control
	09:00-12:00	Technical control
	15:30	2 nd Race Direction Meeting
	16:30	Riders' Briefing
	Between 17:00 and 22:00	Super Test (Prologue) After the Super Test, the motorcycles will be put in the Parc-Fermé.
Saturday	09:00	1 st Start
	Immediately after the arrival of the last rider	Prize-Giving Ceremony organised by the Promoter
	19:00	3 rd Race Direction Meeting
Sunday	09:00	1 st Start
	Immediately after the arrival of the last rider	Prize-Giving Ceremony organised by the Promoter
	17:00	4 th and last Race Direction Meeting



FIM-MOTO.com

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