



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

**FIM SUPERENDURO
WORLD CHAMPIONSHIP REGULATIONS**

2017

*RÈGLEMENTS DU CHAMPIONNAT
DU MONDE FIM DE SUPERENDURO*



FIM SuperEnduro World Championship Regulations



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Articles amended as from 1.1.2017 are in bold type

DEFINITION OF A SUPERENDURO

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

REGULATION 062

FIM ENDURO WORLD CHAMPIONSHIP

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GENERAL UNDERTAKINGS AND CONDITIONS

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

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

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

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

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

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

066.1 GENERAL

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

066.1.1 Calendar

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

Five days will be respected between two consecutive events.

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

066.1.2 Length of the course

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

066.1.3 Classes and specifications of the motorcycles

The following articles apply for all the FIM categories.

For the event organised by FMNRs outside FIM Europe, some extraordinary permissions can be allowed for the lighting and must be mentioned in the approved SRs. Motocross tyres (Art. 01.47 of Technical rules for Motocross) are also allowed as long as legal road is not used as a part of SuperEnduro track. Trial tyres are forbidden.

066.1.4 Supplementary Regulations

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

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

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

066.1.5 Title sponsor and logo of the Championship

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

066.1.6 Support races

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

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

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

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

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

066.2 JURISDICTION

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

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

066.3 OFFICIALS AND PROCEDURES

066.3.1 Appointment of officials

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

066.3.2 Incompatibilities of officials

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

066.3.3 Officials who hold a FIM licence

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

- FIM Race Director
- FIM Referee
- FIM Technical Delegate
- Clerk of the Course who must have additional FIM SuperEnduro Super Licence
- Technical Steward
- Environmental Steward

066.3.4 Schedules for officials

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

- Race Director, Referee, Clerk of the Course and Technical Member: the day before the beginning of the practice
- Technical Steward, Administrative staff, Timekeeper and Environmental Steward: at least 3 hours before the beginning of the practice.
- The CMO, responsible for the medical services must attend the first meeting with the organisers.

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

066.3.5 Terms of Reference of officials

066.3.5.1 Referee

The FIM will appoint the FIM Referee.

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

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

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

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

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

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

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

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

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

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

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

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

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

The authority and duties of the FIM Referee are:

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



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

066.3.5.2 FIM Race Director

The FIM Race Director is appointed by the FIM.

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

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

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

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

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

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

066.3.5.3 CEN Representative

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

066.3.5.4 Technical Stewards

The FMNR Technical Steward:

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

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

The FIM Technical Delegate (optional):

The FIM Technical Delegate is a member of the CTI and is appointed by FIM.

The FIM Technical Delegate 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 Delegate works in cooperation with the officials.

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

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

He will assist the FMNR Technical Steward for drawing his technical report.

066.3.5.5 Clerk of the Course

The Clerk of the Course is appointed by the FMNR.

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

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

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

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

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

The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty.

The Clerk of the Course must verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding (According to information given by the FIM Administration or the FIM Championship Promoter).

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

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

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

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

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

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

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

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

066.3.5.6 Timekeepers

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

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

Timing by transponder is compulsory.

066.3.5.7 Environmental Steward

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

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

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

066.3.5.8 Chief Medical Officer (CMO)

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

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

066.3.5.9 Flag Marshals

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

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

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

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

066.3.5.10 Course Inspector

This official will be nominated by FIM; he shall guide the organisers for building the track. He is an expert for the construction of the tracks and will advise the local organisers for modifying the course, the safety zones and the succession of obstacles. He will report to the FIM Race Director during the event.

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

066.3.5.11 Official Signals

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

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

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

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

Signal	Meaning
Red flag (minimum 2 red flags)	All riders must stop.
(All false starts must be indicated by waving a red flag)	
(The red flag may be used by the FIM Referee and the Race Director only. The Clerk of the course may also use the red flag following the order of the FIM Referee and/or FIM Race Director).	
Black flag and a board with a rider's number on it	Rider in question to stop.
Yellow flag, held stationary	Danger, ride cautiously.
Yellow flag, waved	Immediate danger, prepare to stop, no overtaking.
Blue flag, waved (minimum 2 blue flags)	Warning, you are about to be lapped.
(The blue flag must be used by supplementary flag marshals, specialised for this flag only)	
Green flag	Course clear.
"1 lap" board	Last lap.
Black and white chequered flag	End of the practices, the qualifications, the races.

The pantones for the colours are as follows:

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

066.4 RIDERS AND CATEGORIES

In principle, the maximum number of entered riders for the Prestige class should be **24**; for the Junior and Women Classes the maximum number of entered riders should be **14**. But for exceptional reasons, the CEN could accept more riders.

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

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

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

066.4.1 Age of riders

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

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

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

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

066.4.2 Riders' licences

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

066.4.3 PRESTIGE, JUNIOR and Women Class - entries

All the riders (Prestige, Junior and Women) will have to pay an entry fee of **70 euros** to the promoter.

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

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

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

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

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

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

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

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

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

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

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

For other riders, entries must be open at least two months prior to the event and must close at least 2 weeks before the event and must be sent to the organiser/FMNR via the FMN of the riders.

The riders must be present at the administrative control

All riders must obtain the authorisation of their FMN to participate.

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

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

The FIM will publish the official entry list of the event 10 days before the event except for the wild card CEN/Promoter, which can be announced up to 5 days before the event.

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

066.4.4 Replacement Riders during the final heat of an event

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

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

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

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

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

066.4.5 Leaving the event

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

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

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

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

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

066.4.6 Starting Numbers

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

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

066.4.7 Riders' equipment

It is compulsory for the rider to wear an approved helmet and other clothing requirements as detailed in the FIM SuperEnduro Technical Rules.

Long hair, whether of female or male riders, must not come out of the helmet. Long hair must be completely contained within the helmet.

Riders participating in the totality of the FIM SuperEnduro World Championship with a permanent starting number must have their name written on the back of their jersey or jacket at the top in characters of 10 cm minimum as well as their starting number according to Article 01.76 of the FIM SuperEnduro Technical Rules.

Riders without a permanent starting number can have their name written on the back of their jersey or jacket at the top in characters of 10 cm minimum, but no starting number will be allowed on a jersey or jacket.

Having a different number on the jersey or jacket from the starting number on the motorcycle is not allowed.

Roll-off google kits are permitted. Tear-offs google kits are strictly forbidden.

066.4.8 Rider Behaviour and Assistance

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Riders who enter the paddock during a race will not be allowed to rejoin that race.

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

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

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

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

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

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

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

066.5 MOTORCYCLES

One machine is authorised per rider.

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

066.5.1 Classes

Any motorcycle corresponding to one of the classes in Category 1, Group A1 and Category 2, Group C will be allowed to participate. The classes for the solo motorcycles for the FIM SuperEnduro World Championship are the following:

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

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

066.5.1.1 Lighting

A rear and front Enduro light with number plate combined as used in EWC are necessary. An example is shown here under.

Lights must be fixed but should not necessarily be operating



066.5.1.2

The use of the side-stand is optional.

066.5.1.3

Each motorcycle must be equipped with an exhaust pipe and a silencer in accordance with Article 01.31 of the SuperEnduro Technical Rules.

066.5.2 Cleaning of motorcycles

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

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

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

066.5.3 On-board camera

Only the Promotor or the FIM can ask riders to have on-board cameras on their motorcycle. The riders will be advised in advance.

The cameras and other hardware will be provided for the riders at least 4 hours before the beginning of the event.

The cameras or any additional devices even the holders are forbidden on the helmets.

066.5.4 Transponder

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

During the administrative verifications, the transponder will be given to the rider for the chronometric records, against a guarantee deposit of 100 €. The transponder must be fixed to the motorcycle in the position and orientation as shown in the timekeeping information given to riders. The correct attachment of the transponder bracket consists at the minimum, of plastic tie-wraps, but preferably by screw or rivet. Velcro or adhesive alone will not be accepted. The transponder retaining clip must also be secured by a plastic tie-wrap. The rider is the sole person responsible for the above-mentioned proceedings. The loss of the transponder during the event will result in a fine of 200 € to be paid on the spot. The rider is the sole person responsible for the transponder.

066.5.5 Environmental Mat

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

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

066.6 RUNNING OF THE MEETING

066.6.1 Administrative Control

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

066.6.2 Preliminary Technical Verifications

Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM SuperEnduro World Championship Regulations and/or the Supplementary Regulations of the meeting.

Each rider or his mechanic can present a maximum of one (1) motorcycle and two spare silencers. A rider may use a motorcycle provided by another rider as long as the machine has completed the technical and administrative controls.

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

On request of the Technical Steward, the riders must present themselves to the technical verification for the security control of the rider's machine and helmet.

Any piece of the motorcycle, except the frame which must be marked, can be modified, adjusted or replaced.

At all times during the event, a rider is responsible for keeping his machine in conformity with the rules. However, the registration/licence plates are not mandatory when the motorcycle is only used in Indoor conditions.

The competent officials may withdraw 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.

The motorcycles must be in conformity with the FIM Technical Regulations, SuperEnduro Appendices.

All motorcycles must pass the noise control test, carried out according to Art 01.79 of the SuperEnduro 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, the FMNR Technical Steward, under the supervision of the FIM Referee or the FIM/CEN Technical Delegate, can check any motorcycle. If, during the test, the machine exceeds the maximum level allowed for noise test during the race according to Art. 79.11 of the FIM SuperEnduro Technical Rules, the rider will be penalised with 1 minute the first time and disqualified from the day's competition the second time. When a motorcycle does not pass the noise control, the rider must immediately solve the problem before the next noise control test.

066.6.3 Meeting with the Officials and the Organisers

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

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

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

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

The FIM Referee is the chairman of this meeting.

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

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

066.6.4 Riders' briefing

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

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

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

The FIM Race Director is the Chairman of this meeting.

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

066.6.5 Timing

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

066.6.6 Free practice, timed practice and Super Pole

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

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

In the Junior class of an event where more than 14 riders have registered with the Promoter, after administration and technical control confirms that there remain more than 14 riders, the Race Direction may draw a ballot to arrive at Junior Group A and Junior Group B.

Each group will be entitled to one 6’ free practice session and one 8’ time practice.

Of these 2 time practice sessions (A + B) will be withdrawn the 14 best times that will make up the Junior class for this event.

The 15th and 16th time will be considered as rider reserves.

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

The promoter in agreement with the race director will adapt the timing according to the number of drivers and may provide a race for the non-qualified drivers.

066.6.6.1 Free practice

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

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

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

066.6.6.2 Timed practice

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

- PRESTIGE A: Grading List (9 riders) + FIM/PROMOTER WILD CARD - Total 10 riders maximum.
- PRESTIGE B: Maximum 14 riders will take part in timed practice during 10’. The 3 best riders from Prestige B will qualify to the Finals. Moreover according to the presence of a Wild card rider or not, 1 or 2 pilots will qualify from the last chance heat.

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

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

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

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

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

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

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

066.6.6.3 Super Pole

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

This Super Pole will consist of two laps for each rider: one launching lap and a second timed lap. The riders will start at 20 second intervals in 4 groups of 2 in the opposite order of the Prestige timed practice. The launching lap will start when the rider cross the finish line for the first time.

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

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

066.6.7 Format

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

- 1 PRESTIGE B qualifying heat (5' + 1 lap) with a maximum of 14 riders that will qualify a minimum of 3 riders for the finals.
- 1 PRESTIGE B last-chance heat (5' + 1 lap) that will qualify a minimum of 1 rider (if a Promoter wild card is allocated or 2 riders if no Promoter wild card allocated).
- 2 pilots or the next qualified pilots at the last-chance are considered as the first and second reserve (Refer to the diagram).
- 3 PRESTIGE finals (6' + 1 lap) with 14 riders (9 Grading List, 1 potential wild card nominated by FIM/Promoter and 4 qualified riders or 5 qualified rider if there is no wild card; in the second final the starting order will be reversed.
- 1 timed Practice session each in WOMEN and JUNIOR (8') that will determine the positions on the starting grid for the finals in these two categories.
- 3 final heats in JUNIOR (6' + 1 lap) with 14 riders in each heat.

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

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

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

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

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

066.6.8 Heats composition and starting order

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

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

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

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

- Best Super Pole time
- 2nd Super Pole time
- 3rd Super Pole time
- 4th Super Pole time
- 5th Super Pole time
- 6th Super Pole time
- 7th Super Pole time
- 8th **qualifying time**
- 9th qualifying time
- Etc...

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

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

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

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

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

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

15 seconds before the start:	Access to the waiting zone and the starting zone is closed off.
	If a rider has mechanical problems in the waiting zone and does not manage to repair his machine before this moment, he cannot access the starting area. The penalty for violation of this rule is disqualification from the race in question.
	If a rider has mechanical problems on the starting grid, he cannot receive an assistance from his mechanics on the grid. The penalty for violation of this rule is disqualification from the race in question.

2. As soon as a rider has taken his place on the starting grid, he can no longer change it or return to the waiting zone or receive assistance before the start.
3. When all the riders have taken their positions on the starting grid, a green flag will be displayed.
4. Once the FIM Referee has given the signal:
 - a) A board indicating “15 seconds” will be held up and the riders are under starter’s orders. The “15 second” board will be displayed for 15 seconds.
 - b) At the end of the 15 seconds, a board indicating “5 seconds” will be displayed and the starting gate will be lowered between 5 and 10 seconds after the “5 seconds” board has been shown.
5. If it is not possible to give the start using the starting grid procedure, a green flag will be used to give the start.

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

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

6. The area in front of the starting gate is restricted and must be prepared in a consistent manner so that all the riders have equal conditions. The officials and photographers are the only persons admitted to this area and no grooming is authorised in this area.

066.6.9.1 False start

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

066.6.9.2 Stopping of the Race

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

The riders must directly return to the waiting zone. After the display of the red flag, the rider who may enter the paddock/pits will not be authorized to re-start.

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

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

066.6.10 Results / Procedure

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

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

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

The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.

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

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

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

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

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

All results must be homologated.

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

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

066.7 CLASSIFICATION / AWARDING OF POINTS

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

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

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

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

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

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

The results must contain at least the following information:

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

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

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

066.8 TIES (PRESTIGE, JUNIOR AND WOMEN)

At the end of an event

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

At the FIM SuperEnduro World Championship intermediate or final classification

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

At the FIM SuperEnduro Junior World Cup intermediate or final classification

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

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

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

066.9 PRIZE-GIVING CEREMONY AND PRESS CONFERENCE

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

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

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

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

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

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

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

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

066.10 FIM ANNUAL PRIZE-GIVING CEREMONY

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

066.11 PREMATURE STOPPAGE OF THE EVENT

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

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

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

066.12 AWARDS AND FINANCIAL CONDITIONS

066.12.1 Overall FIM SuperEnduro World Championship awards

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

066.12.2 Awards and Financial Conditions for each event

066.12.2.1 Financial conditions for riders

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

066.12.2.2 Prizes for each event

Prestige category:

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

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

Junior category:

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

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

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

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

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

066.12.3 Events outside Europe

This section applies to the PRESTIGE category only.

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

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

There shall be no more than **11** such riders.

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

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

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

066.13 PENALTIES

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

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

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

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

066.14 PROTESTS

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and Supplementary Regulations and be accompanied by a fee of EUR 220.- or the equivalent in local (convertible) currency refundable if the protest is justified.

066.14.1 Time limit

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

Any protest must be presented before the riders leave the waiting zone for the start of the following heat.

If an incident leading to a protest happens in the last heat of the event, the protest must be presented in the 10 minutes following the end of this heat.

If a protest has been presented orally, it must be confirmed in writing in the following 15 minutes at the latest.



REGULATION 065
FIM JUNIOR SUPERENDURO WORLD CUP

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065.1 GENERAL

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

065.2 CLASSES - MOTORCYCLES

Name of the class: Junior SuperEnduro (EXJ)

Motorcycles: Open from the Classes C1, C2, C3

Number plates: Green background
White numbers

065.3 AGE OF THE RIDERS

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

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

065.4 ENTRIES

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

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

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

065.5 RIDERS' LICENCES

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

065.6 RESULTS AND CLASSIFICATIONS

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

The final classification of the FIM Junior SuperEnduro Cup will be made by adding together the total of each point won by each rider in each of the Junior finals held less the riders' lowest score or unclassified results from 4 of the final heats (which do not have to be from same event)

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

For the ties, refer to Art. 066.8.



REGULATION 069
FIM WOMEN SUPERENDURO WORLD CUP

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069.1 GENERAL

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

069.2 CLASSES - MOTORCYCLES

Name of the class: Women SuperEnduro (EXW)

Motorcycles: Open from the Classes C1, C2, C3

Number plates: Purple background
White numbers

069.3 AGE OF THE RIDERS

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

069.4 ENTRIES

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

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

069.5 RIDERS' LICENCES

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

069.6 RESULTS AND CLASSIFICATIONS

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

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

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

For the ties, refer to Art. 066.8.

Timetable for the FIM SuperEnduro World Championship

Day prior the practice at 18h00: First meeting with the officials and the organiser

Time

T = Start of the practice

T - 2 hours 30 minutes

Administrative and technical control

T - 2 hours

Inspection of the course (FIM Referee, Clerk of the Course & riders)

T - 1 hour 30 minutes

2nd Meeting with the officials and the organiser

T - 1 hour

Riders' briefing

(FIM Referee, Clerk of the Course & riders)

T

Start of the practice

T + X time

Riders' presentation

20' maximum after the start of the riders' presentation

Start of the 1st qualifying heat

SAMPLE TIMETABLE (based on a full day with races in the evening)**MODULE 1:** Preferably at the end of the morning (1h00 hours max)

- 0.00: PRESTIGE B free practice (14 riders), 8' + start practice
- 0.12: JUNIORS free practice (14 riders), 6' + start practice
- 0.24: WOMEN or national race free practice, 6' or break
- 0.35: 1st free practice session for Prestige A Grading List, + WILD CARD (total 10 riders) 8'
- 0.45: National race (optional), 5' + 1 lap
- Resurfacing of the track

MODULE 2: Preferably at the start of the afternoon (from 14h00) (2h08)

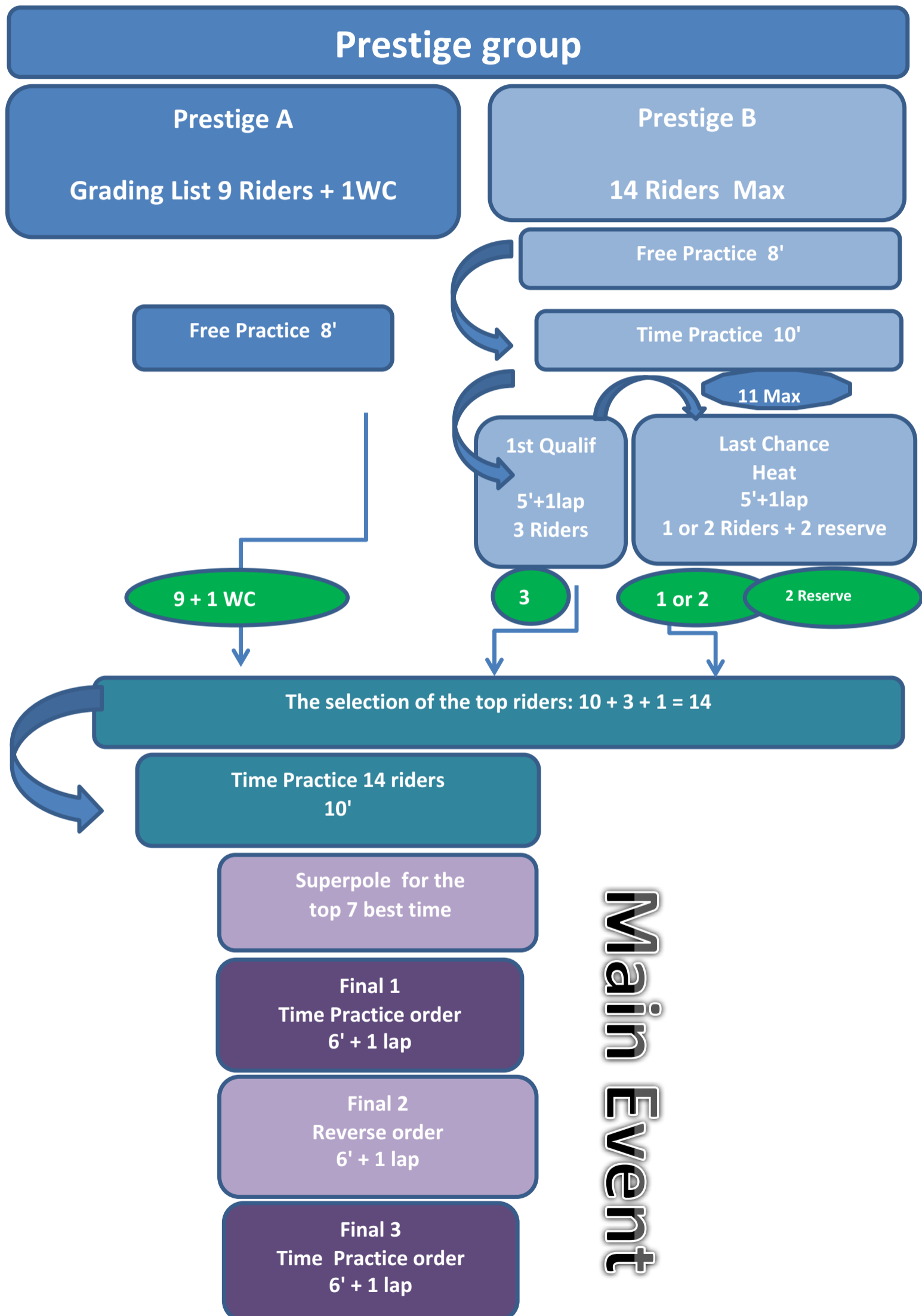
- 0.00: PRESTIGE B timed practice, 8'
- 0.12: JUNIORS timed practice, 8'
- 0.24: WOMEN or national race timed practice, 8' or break
- 0.36: PRESTIGE B qualifiers (14 riders + qualifiers), 5' + 1 lap
- 0.45 : PRESTIGE A Grading List free practice session, 8' + start practice
- 1.00: 15' break (resurfacing of the track)
- 1.15: National race (optional), 5' + 1 lap
- 1.24: PRESTIGE B last-chance heat (12 riders - 1 or 2 qualifiers), 5' + 1 lap
- 1.36: national race qualifiers, 5' + 1 lap
- 1.48: PRESTIGE timed practice (14 riders), 10'
- 2.00: National race, 5' + 1 lap
- 2.08: END PRACTICE AND QUALIFIERS

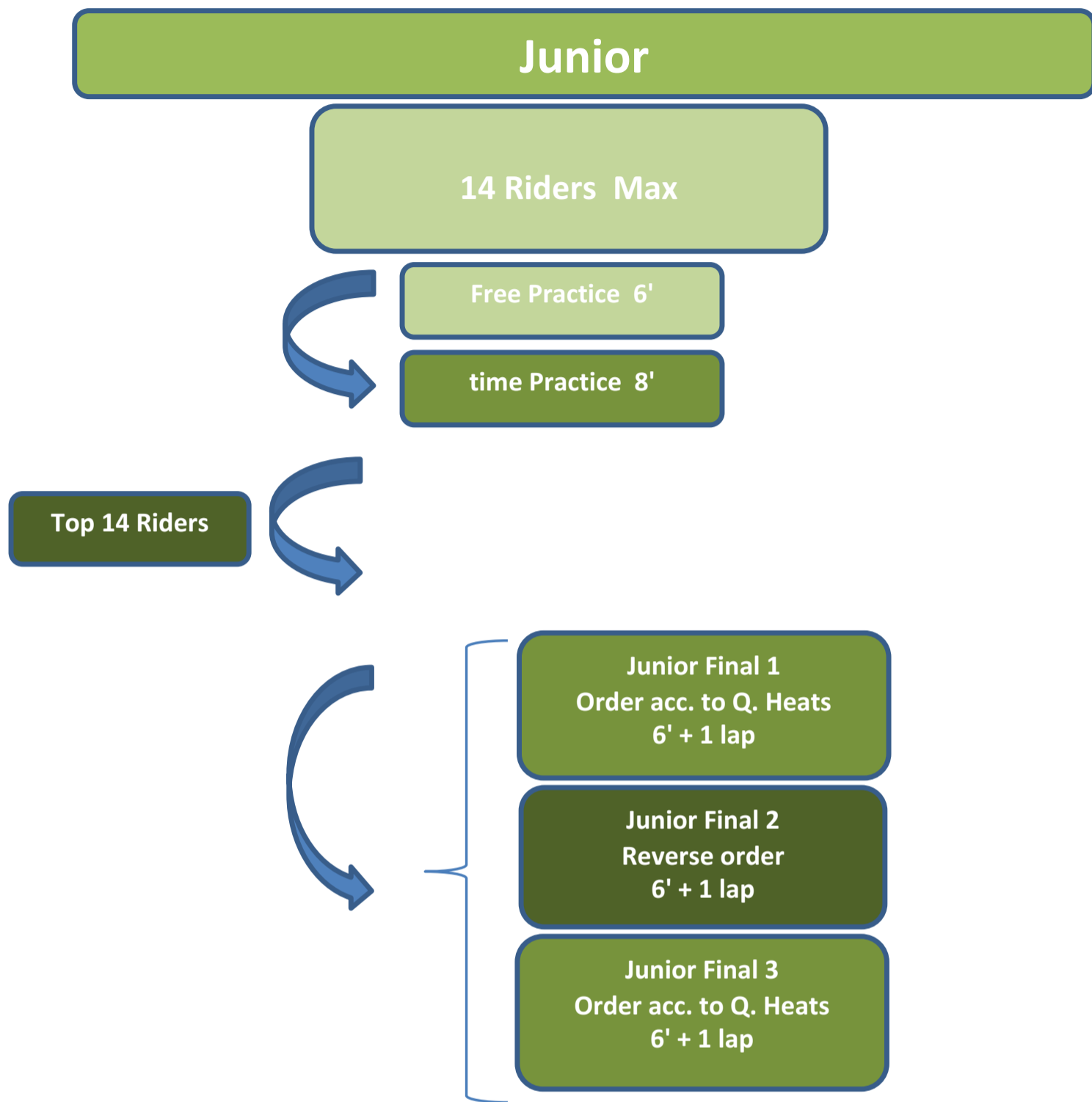
MAIN EVENT - FINALS (3.30 module with 3 entertainment breaks)

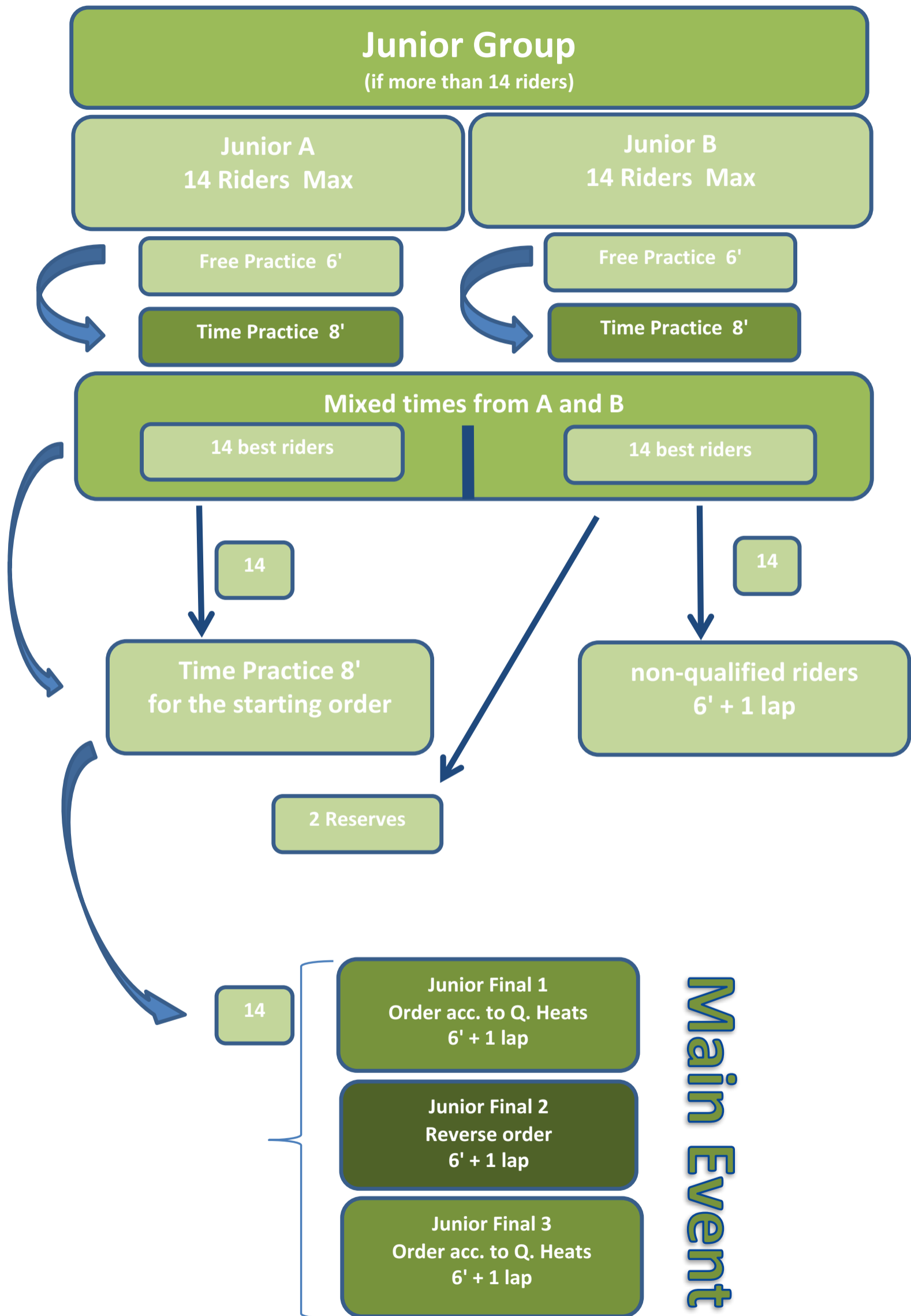
- 0.00: Presentation Grading List Riders + 2 “stars” (15’)
- 0.15: Local entertainment (dancing, show...) or national race (5’ + 1 lap)
- 0.25: PRESTIGE Super Pole (7 riders)
- 0.45: WOMEN’s 1st Final - 6’ + 1 lap or national race
- 1.00: JUNIOR 1st Final - 6’ + 1 lap
- 1.20: PRESTIGE 1st Final - 6’ + 1 lap
- 1.40: SUPPORT RACE FINAL (non-qualifiers) or national race 5’ + 1 lap
- 1.50 : Entertainment / Break (Track Maintenance) - 15’
- 2.05 : JUNIOR 2nd Final - 6’ + 1 lap (Reverse order)
- 2.15: PRESTIGE 2nd Final - 6’ + 1 lap (Reverse order)
- 2.25: Entertainment / Break (Track Maintenance) - 15’
- 2.40: WOMEN 2nd Final - 6’ + 1 lap
- 2.50: Podium WOMEN
- 3.00: JUNIOR 3rd Final - 6’ + 1 lap
- 3.10: Podium JUNIOR
- 3.20: PRESTIGE 3rd Final - 6’ + 1 lap
- 3.30: Podium PRESTIGE
- Press Conference for Prestige

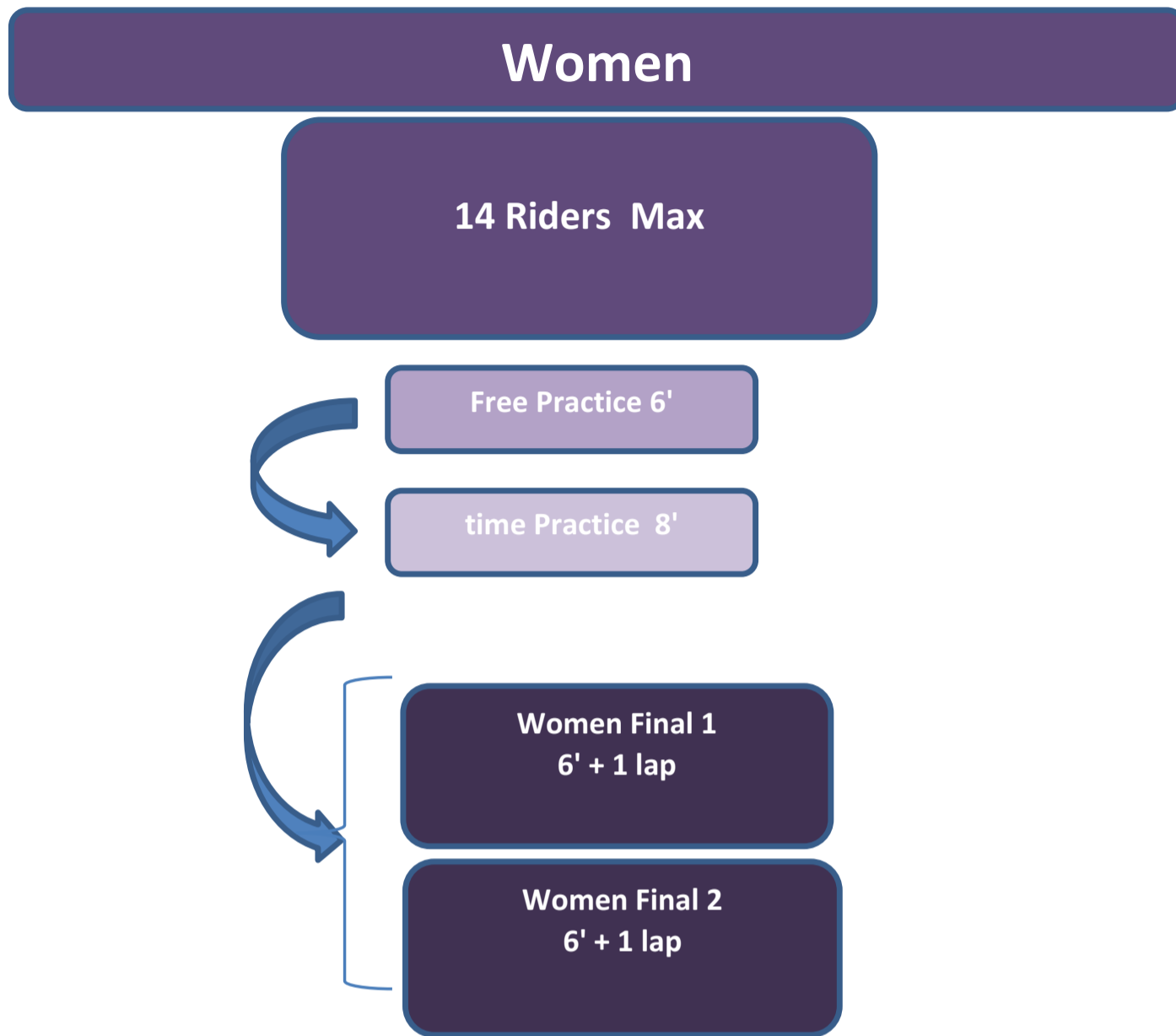
Meeting with the officials and the organizer

New Formats:











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

ANNOUNCEMENT

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

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

IMN N°: _____

ACCESS

Nearest airport: _____

Motorway: _____ Exit: _____

National road: _____

Public transport: _____

Nearest town: _____ at km: _____

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

Name: _____

Address: _____

Tel N°: _____

Fax N°: _____

E-mail: _____

Organiser:

Name (Club): _____

Address: _____

Tel N°: _____

Fax N°: _____

E-mail: _____

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

1. TECHNICAL CONTROL AND REGISTRATION

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

2. MEETING WITH THE ORGANISERS AND RIDERS' BRIEFING

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

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

3. SCHEDULE AND FORMAT OF THE EVENT

The schedule of the event is the following:

(schedule table)

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

4. RIDERS ADMITTED

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

5. STARTING ORDER

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

6. THIRD PARTY LIABILITY INSURANCE

The amount of the coverage for the Third Party Liability insurance must
be of CHF 2'500'000 minimum. A copy of the policy must be sent to the
FIM Administration no later than 20 days prior to the event.

7. RESULTS

The classification will be established according to Art. 066.9.

8. PRIZES AND PARTICIPATION ALLOWANCES

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

Time _____ and place _____ for the payment
of the prize money.



9. ACCOMMODATION

Name of hotel (1st choice): _____

Address/contact person: _____

Phone N°: _____ Fax N°: _____

E-mail: _____

Prices of the rooms: Single _____ Double _____ 3 Beds _____

* * * * *

Name of hotel (2nd choice): _____

Address/contact person: _____

Phone N°: _____ Fax N°: _____

E-mail: _____

Prices of the rooms: Single _____ Double _____ 3 Beds _____

10. OFFICIALS

FIM Referee : _____ Licence FIM No: _____

Clerk of the Course: _____ Licence FIM No: _____

SuperLicence FIM No : _____

Race Director FIM: _____ Licence FIM No: _____

FIM Technical Delegate: _____ Licence FIM No: _____

FIM Course Inspector: _____

Chief Medical Officer: _____

FMNR Environmental Steward: _____ Licence FIM No: _____

FMNR Technical Steward: _____ Licence FIM No: _____

Timekeeper: _____ Licence FIM No: _____

Press Officer: _____

Secretary of the event: _____

Promoter: _____



REMINDER

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

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

Enclosed: Race format

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1.1 FIM PROCEDURES

1.1.1 Inspection

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

1.1.2 Approval of the circuit

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

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

1.2 TRACK

1.2.1 General

The track must be constructed inside an enclosed area.

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

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

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

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

1.2.2 Length

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

1.2.3 Width

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

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

The track must not have any sudden narrowing.

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

1.2.4 Vertical space

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

1.2.5 Obstacles

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

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

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

1.2.6 Public safety

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

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

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

1.2.7 Riders' safety

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

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

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

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

1.2.8 Starting gate

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

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

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

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

1.2.9 Starting line

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

Each machine will be given at least 1 meter.

A start in two lines is authorised.

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

1.2.10 Starting straight

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

1.2.11 Signalling zones

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

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

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

1.2.12 Lap scoring zone

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

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

Timing by transponder must also be done manually.

1.3 STADIUM INSTALLATIONS

1.3.1 Riders' paddock - Parking

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

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

The riders' paddock must:

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

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

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

1.3.1.1 Installations for the riders

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

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

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

1.3.2 Paddock

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

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

The assistance zone must have:

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

1.3.3 Press installations

The following minimum installations must be provided for the Press:

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

Telephones must not only function with coins or telephone cards.

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

1.3.4 Timekeeping and Lap Scoring office

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

1.3.5 Public Address System

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

1.3.6 Installations for the public

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

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

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

1.3.7.1 Track illumination

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

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

1.3.7.2 Illumination of other areas

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

1.3.8 Installation for extracting fumes

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

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

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

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

1.4 EMERGENCY AND COMMUNICATION SERVICES

1.4.1 Medical Service

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

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

The minimum medical conditions required are as follows:

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

An independent medical service must be assigned to the spectators.

1.4.2 First-aid room

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

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

1.4.3 Fire-fighting service

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

1.4.4 Event communication and sports management system

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

FIM SUPERENDURO TECHNICAL RULES

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01.01 INTRODUCTION

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

01.03 FREEDOM OF CONSTRUCTION

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

All solo motorcycles (Group A) must be constructed in such a way that they are entirely controlled by a rider.

01.05 CATEGORIES AND GROUPS OF MOTORCYCLES

Motorcycles are divided into categories and groups which must be observed for all meetings.

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

Category I

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

Category II

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

Category I

Group A1 - Solo Motorcycles

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

Group B1

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

Group B2 - Motorcycles with permanent Sidecar

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

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

01.07 CLASSES

Groups are again separated into classes according to cylinder capacities as detailed below. Generally, these classes must be observed for all meetings. (However, see Art. 066.5.1 of the FIM SuperEnduro World Championship).

The allowed capacities of all Enduro Events for solo motorcycles are:

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

Category I

Group A1 Motorcycles

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

Groups B1, B2 Sidecars

Same as groups A1 and A2 over 175 cc.

Category II

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

Category III

- Group J - Electric Vehicles (see Art. 01.50)

01.11 MEASUREMENT OF CAPACITY

11.11 Reciprocating movement engine, “Otto” Cycle

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

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

where D = bore

and C = stroke

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

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

11.13 Rotary engines

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

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

where V = total capacity of all the chambers comprising the engine

and N = Number of turns of the motor necessary to complete one cycle in a chamber

This engine is classified as a 4-stroke.

11.15 Wankel system

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

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

where V = capacity of a single chamber

and D = number of rotors

This engine is classified as a 4-stroke.

01.17 SUPERCHARGING

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

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

01.18 TELEMETRY

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

An official signaling device may be required on the machine.

Automatic lap timing devices are not considered as “telemetry”.

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

01.21 DESIGNATION OF MAKE

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

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

This applies where no commercial interests are involved.

01.23 DEFINITION OF A PROTOTYPE

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

01.25 GENERAL SPECIFICATIONS

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

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

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

25.01

The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed.

Titanium test to be performed at trackside:

- 25.01.1** Magnetic test (titanium is not magnetic).
- 25.01.2** 3 % nitric acid test (titanium does not react. If metal is steel, the drop will leave a black spot).
- 25.01.3** The specific mass of titanium alloys (4.5-5), of steel (7.5-8.7) can be ascertained by weighing the part and measuring its volume in a calibrated glass vessel filled with water (intake valve, rocker, connecting rod, etc.).
- 25.01.4** In case of doubt, the test shall take place at a Materials Testing Laboratory.

25.02

Aluminium alloys can be ascertained visually.

25.06

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

25.07

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

01.26 DEFINITION OF A FRAME OF A SOLO MOTORCYCLE

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

01.27 STARTING DEVICES

Starting devices are compulsory.

01.29 OPEN TRANSMISSION GUARDS**29.01**

A guard must be fitted to the countershaft sprocket.

29.02

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

01.31 EXHAUST PIPES

Exhaust pipes and silencers must fulfill all the requirements concerning sound control.

31.01

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

31.02

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

31.03

The extremities of the exhaust pipes for solo motorcycles must not extend beyond the vertical tangent of the rear tyre (see diagram S).

01.33 HANDLEBARS

33.01

The width of handlebars must not be less than 600 mm and not more than 850 mm.

33.02

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

33.05

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

33.08

Solid stops, (other than steering dampers) must be fitted to assure a minimum space of 30 mm between the handlebar with levers and the fuel tank when on full lock to prevent trapping the rider's fingers.

33.09

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

33.10

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

33.11

The repair by welding of light alloy handlebars is prohibited.

33.12

Handlebars made from carbon-carbon, carbon-kevlar and/or other composite materials are not authorised.

01.35 CONTROL LEVERS**35.01**

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

35.03

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

35.04

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

01.37 THROTTLE CONTROLS**37.01**

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

37.03

Motorcycles must be equipped with a functioning ignition cut out switch or button mounted on either left or right side of the handlebar (within reach of the hand while holding the hand grips), which can stop a running engine.

01.39 FOOTRESTS

39.01

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

39.02

If the footrests are not of the folding type or rubber covered they must be rounded with a spherical radius of not less than 8 mm.

01.41 BRAKES

41.01

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

01.43 MUDGUARDS AND WHEEL PROTECTION

Motorcycles must be fitted with mudguards.

43.01

Mudguards must project laterally beyond the tyre on each side.

43.02

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

43.03

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

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

01.45 STREAMLINING

A “full” fairing or “complete” bodywork is not allowed.

01.47 WHEELS, RIMS, AND TYRES

47.01

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

47.02

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

01.51 TYRES FOR SUPERENDURO MOTORCYCLES

51.01

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

51.03

Tyres with metal studs, spikes, chains or any other anti-skid devices are not permitted. Scoop or paddle tyres (continuous radial rib) are forbidden.

51.04 General

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

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

They shall appear on the tyre manufacturers range catalogue or tyre specification lists available to the general public. They must be manufactured to comply with the European Tyre and Rim Technical Organisation (ETRTO) requirements in respect of load and speed codes and have a minimum service description of 45 M. The tyres must have an “E” mark and/or DOT (American Department of Transportation) approval and the DOT number must be molded on the tyre wall.

51.05 Tread pattern

The tread pattern specification of the rear tyre is as follows: the depth of tread, measured at right angles to the tyre surface (to which all tread blocks must extend): must be maximum 13 mm (See diagram S).

01.55 NUMBER PLATES

Number plates are required for SuperEnduro. They must be fitted as follows:

55.03

Number plates must be made of flexible materials only (i.e. plastic). The shape of the front number plate is free and may be part of the general design of the motorcycle.

55.04

The plates curved not more than 50 mm out of a true plane must not be covered or bent.

55.05 Front number plates

One plate must be fixed to the front inclined not more than 30° rearwards from the vertical. Holes can be perforated between the numbers on the number plate. However, under no circumstances must the actual numbers be perforated.

Minimum measurements 190 mm x 130 mm. (See diagram O).

55.06 Side number plates

The side number plates must be positioned above a horizontal line drawn through the rear wheel spindle and the front edge of the plate must be behind a vertical line drawn at 200 mm to the rear of the rider's footrest.

They must be fixed in such a manner as to be clearly visible and they must not be marked by any part of the motorcycle or by the rider when seated in the driving position.

55.07 Figures

The figures must be clearly legible and like the background must be painted in matt colours to avoid reflection from sunlight.

The following minimum dimensions must be respected on the front and the side number plates:

Height of figure:	100 mm
Width of figure:	70 mm
Width of stroke:	25 mm
Space between 2 figures:	15 mm

The English form for numbers must be used. That is single vertical line for the "one" and a simple sloping line without a horizontal line for the "seven" (see diagram O).

55.09

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

55.12 Number plate colours

Prestige category: The background of the number plate must be white, with black numbers.

Women's category: The background of the number plate must be purple, with white numbers.

Junior category: The background of the number plate must be green, with white numbers.

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

BLACK	9005	PURPLE	4006
WHITE	9010	GREEN	6002

The background of the number plate and the colour of the numbers for N°1 could be different upon the proposal of the promoter/FIM.

55.13

The figures must be applied to each machine during the whole event.

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

55.14 Compulsory advertising

A space of 40 x 150 mm, in the upper part of the number plate will be dedicated to the Promoter/FIM, to be used for the logo of an official partner of the FIM SuperEnduro World Championship.

01.56 LIGHTING, WARNING EQUIPMENT AND SPEEDOMETERS

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

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

01.63 FUEL, OIL AND COOLANTS

All motorcycles must be fuelled with unleaded petrol, as this term is generally understood.

63.01 Physical properties for unleaded fuel

63.01.1 Unleaded petrol must comply with the FIM specification.

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

(a) It has the following characteristics:

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

(*) Shall conform to EN 15376

- (b) The total of individual hydrocarbon components present at concentrations of less than 5% m/m must constitute at least 30% m/m of the fuel. The test method will be gas chromatography and/or GC/MS.
- (c) The total concentration of naphthenes, olefins and aromatics classified by carbon number must not exceed the values given in the following table:

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

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

- (d) Only the following oxygenates are permitted:

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

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

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

63.01.3 When Ethanol E85 is used, it will comply with the FIM specification and will have the following characteristics:

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

63.02 Oil

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

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

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

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

63.03 Air

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

63.04 Primary Tests

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

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

63.05 Fuel Sampling and Testing

- 1) The FIM-appointed Official has the sole responsibility for the management and supervision during the taking of fuel samples.
- 2) The preferred fuel test method is the Gas chromatography or GC Fingerprint method.

Gas chromatography (GC) is an analytical technique for separating compounds based primarily on their volatility and polarity. Gas chromatography provides both qualitative and quantitative information for individual compounds present in a sample. The Gas chromatography is widely used for the analysis of fuels.

The GC Fingerprint is a comparison between the given reference and the fuel drawn from the competitor's motorcycle. With the fingerprint method any changes in the composition and concentration of the fuel against the reference is detected. The separation is done with a non polar column suitable for fuel analysis. The detection of the components is done with a flame ionisation detector.

- 3) If other test methods are required, fuel samples are transported to the appointed laboratory by an official courier, using the appropriate containers.
- 4) Riders selected for fuel controls are directed with their motorcycles to the inspection area.
- 5) Only new sample bottles are used to transfer the fuel samples.
- 6) The fuel to be tested is transferred directly from the selected fuel tank into three vials (3 small sample containers), marked A, B and C and identified by reference to the motorcycle from which the sample was taken. The bottles are closed, sealed and labeled by the FIM appointed Official.
- 7) The Fuel Sample Declaration form is filled out immediately. It must contain all information as shown on the sample sheet, including the rider's name and race number, date and place of fuel sampling. A responsible team member signs this declaration, after verifying that all the information is correct.

- 8) Samples A and B are given to the appointed laboratory staff, present at the event for analysis (or transported to the appointed laboratory by an official courier). Sample B will be kept by the laboratory staff as a reserve sample, to be used for a second analysis if required. All samples are accompanied by a copy of the Fuel Sample Declaration form. Costs for the analyses of sample A and B are paid by the FIM.
- 9) Sample C is handed over to the FIM, accompanied by a copy of the Fuel Sample Declaration form, for safeguarding in case of protests and/or a request for a counter-expertise by the FIM appointed laboratory. Costs for the analyses of sample C are paid by the team concerned.
- 10) As soon as possible after completing the testing, the laboratory technician supplies the results of the fuel sample analyses directly to the FIM-appointed Official, with a copy to the rider, the relevant Commission Director and CTI Secretariat (via cen@fim.ch and cti@fim.ch).
- 11) In the case of non-conformity of the fuel, the FIM-appointed Official must notify the results to, the FIM Referee and the rider / team representative concerned.

Failure of the sample to conform to the FIM fuel specifications results in the disqualification of the competitor. The result of the competitor's fuel sample analysis ("A" or "B" sample) more favourable to the competitor is taken into account.

- 12) Within 48 hours of the receipt of the notification of the results from the analysis of sample A and/or B, the team must notify the FIM and the FIM-appointed Official if a counter-expertise of sample C is requested.
- 13) The FIM Referee takes a decision at the event, immediately following the notification of the results of the final expertise. Any appeal against the decision of the FIM Referee is lodged before the CID. This takes place after the C sample has been analysed.



**FIM WORLD CHAMPIONSHIPS AND PRIZE EVENTS
Fuel Sample Declaration Form**

FUEL SAMPLES TAKEN ON / / FOR LABORATORY ANALYSIS

Tech inspection, practice or RACE N°:	Sample "A"	
	Can Label N°	Can Seal N°
RIDER:	Sample "B"	
	Can Label N°	Can Seal N°
	Sample "C"	
	Can Label N°	Can Seal N°

MOTORCYCLE MAKE: _____

TEAM: _____

The above listed details refer to fuel samples taken from the fuel tank of the motorcycle specified after the race whilst in the Check Area for a period of 30 minutes.

Sample "A" and "B" will go to the laboratory appointed by the FIM for analysis. Sample "C" will be safeguarded by the FIM in case a counter-expertise is required.

As a responsible member of the team named on this sheet,

(print name): _____

I have controlled the serial numbers of can seals and serial numbers of can labels and hereby certify the accuracy of the listed information.

Time: _____
(Signature)

Position in team: _____
(OWNER/MANAGER/MECHANIC)

01.65 EQUIPMENT AND PROTECTIVE CLOTHING

Clothing and footwear

During practising and competition, the riders and passengers must wear the following clothing and footwear:

65.01

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

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

65.05

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

65.07 Material equivalent to leather

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

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

65.08 Approval

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

01.67 WEARING OF HELMETS

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

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

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

The cameras or any additional devices even the holders are forbidden on the helmets.

Failure to observe the above rules will entail disqualification.

01.69 HELMET OPERATIVE INSTRUCTIONS

69.01

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

69.02

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

69.03

All helmets must be intact and no alteration must have been made to their construction.

69.04

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

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

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

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

01.70 RECOGNISED INTERNATIONAL HELMET APPROVAL MARKS

- Europe 22-05, "P", "NP" or "J"
- Japan JIS T8133:2007
- USA SNELL M2010, SNELL M2015

(see International Helmet Standards in diagram section)

01.71 EYE PROTECTION

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

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

01.75 BADGE OF THE FIM

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

01.76 NUMBERS ON SASHES (BIBS) OR PRINTED ON THE JERSEY

Starting numbers must conform to the following:

76.01

Black numbers on a white background must be used.

76.02

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

76.03

Height of number: 15 cm

76.04

Width of number: 6 cm

76.05

Width of stroke: 2 cm

76.06

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

76.07

Bibs manufactured from PLASTIC material are not allowed.

01.77 CONTROL

77.01 Verification

General

A rider is at all times responsible for his machine.

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

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

- 77.01.3** He shall appoint the technical stewards to individual posts for the competition, practices and final control.
- 77.01.4** Technical inspections will only be carried out when the technical specification form of the motorcycle has been presented by the Organiser.
- 77.01.5** The rider must be present with the machine for technical control within the time limits stated in the Supplementary Regulations.
- 77.01.6** The Chief Technical Steward must inform the Clerk of the Course/FIM Referee of the results of the technical control. The Chief Technical Steward will then draw up a list of accepted machines and submit this list to the Clerk of the Course.
- 77.01.7** The Chief Technical Steward has the right to look/inspect any part of the motorcycle at any time of the event.
- 77.02** Any rider failing to report as required by the provisions below may be excluded from the meeting. The Clerk of the Course may prohibit any person who does not comply with the rules mentioned below, or any rider who could be a danger to other participants or to spectators, from taking part in the practicing or in the competitions:
- 77.02.1** The technical control must be carried out as follows:
According to the Supplementary Regulations
- 77.02.2** The technical control must be carried out in conformity with the times fixed in the Supplementary Regulations of the event.
- 77.02.3** The rider must personally present a clean motorcycle, without old verification marks from previous events, the prescribed helmet and the technical card duly filled in and confirmed.
- 77.02.4** The rider may present one motorcycle.
- 77.02.5** The sound control must be carried out first. The exhaust silencer must be marked with paint. The sound level must be recorded in the technical card.

- 77.02.7** An overall inspection of the motorcycle must be carried out in conformity with the FIM rules. Accepted motorcycles will be marked in conformity with Arts. 066.6.2 of the SuperEnduro Sporting Rules.
- 77.02.8** Riders must confirm their agreement by signing the register. This declaration must indicate the frame number.
- 77.02.9** Immediately after technical control the Chief Technical Steward must submit to the Clerk of the Course the list of accepted riders, accepted machines, and sound figures.
- 77.02.10** During the event, in the arrival and departure areas, the technical steward must control the repairs and changes made to the machines. He must control that no outside assistance is made. He must also control the condition of the machines.
- 77.02.11** At the arrival, the technical steward must check all parts and the condition of the machine.
- 77.02.12** At the arrival, at the end of the competition, all the marked parts on the motorcycles must be controlled.
- 77.02.13** If a motorcycle or a part of a motorcycle must be verified and completely dismantled, the motorcycle, the part or the group of parts must be sealed and shipped to a place where the required tools are present for a disassembly. The FIM Referee must take the decision for this operation.
- 77.02.14** The disassembly and the verification of the motorcycle or the parts in question must take place in the presence of the Technical Steward, appointed to the event.
- 77.02.15** The Organiser will pay the costs for the transportation and for the verification according to Articles 77.02.14 and 77.02.15.
- 77.02.16** If a disassembly is required and ordered by the Jury, following a protest, according to Art. 77.02.14 and 77.02.15, the losing party will incur all the transportation and verification costs, or a part of these costs fixed by the Jury.

77.05 Dangerous machines

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

01.79 SOUND CONTROL

79.01 The “2 metre max” method - The new test method to verify the sound levels

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

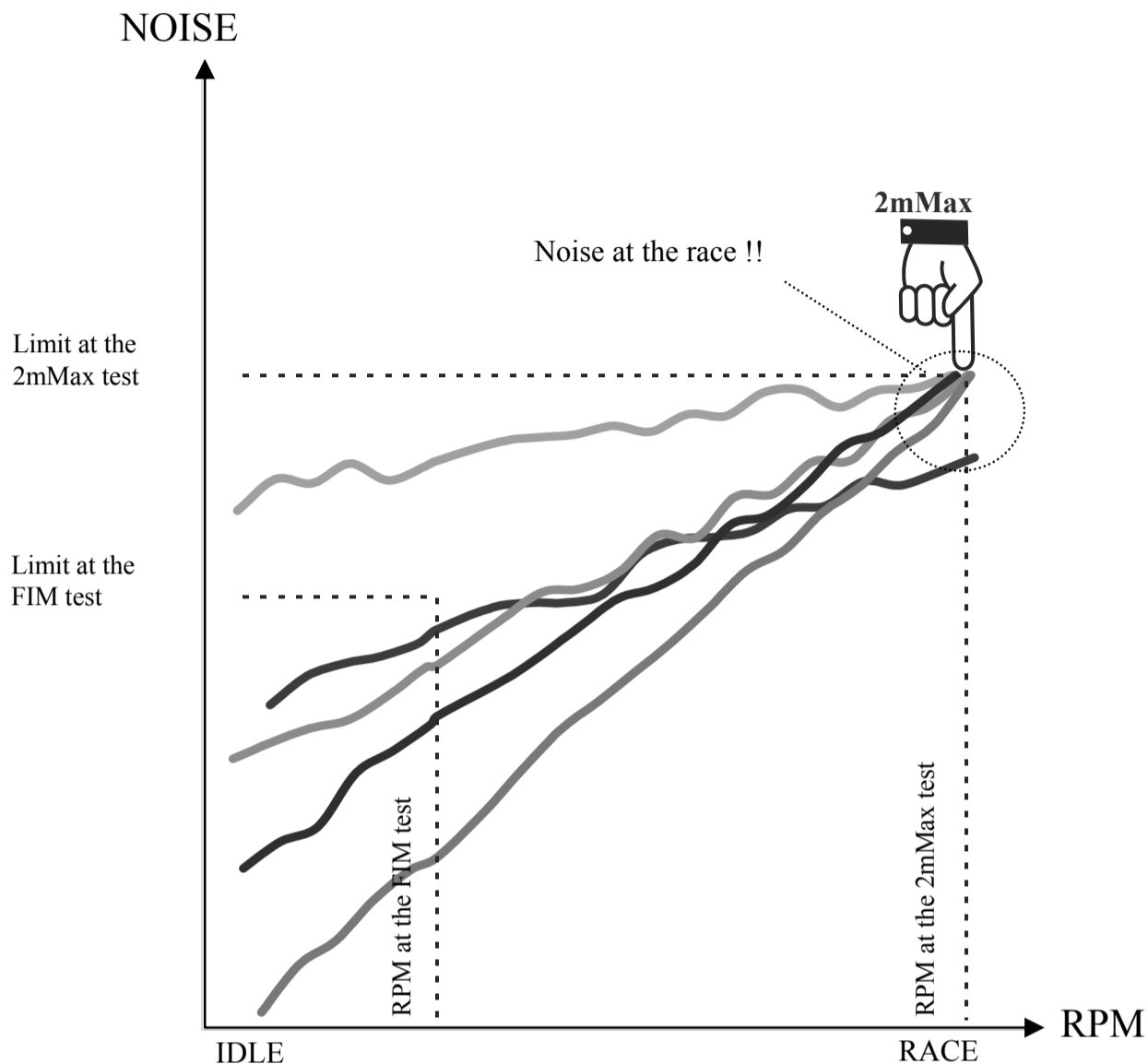
WHAT DOES IT CONSIST OF?

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

The technical specifications and the resources to initiate the application of this new method, for the use of the technical stewards and officials are mentioned in Art. 79.01 of these Technical Regulations. This article will detail the “2metre max” method, the sound levels, the indispensable tools, but also the tolerances applied in 2010 - use of the old method as default, etc.).

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

THE 2 METER MAX METHOD - IN FOCUS



THE OPERATING PROCEDURE

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

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

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

THE PREPARATION OF THE SOUND METER

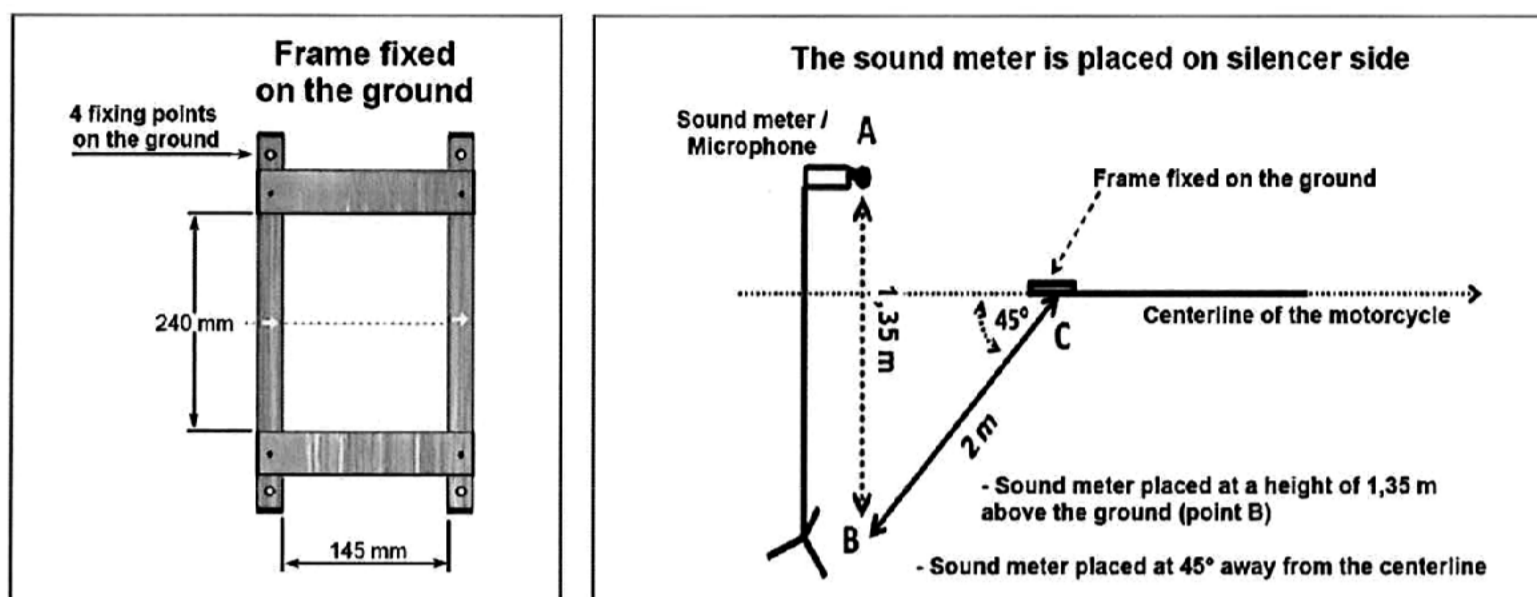
For all FIM Championship-and Prize events, a sound meter Class 1 (type 1) is required to measure the sound levels. For all other Championships, a sound meter of Class 1 or 2 (type 1 or 2) is required

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

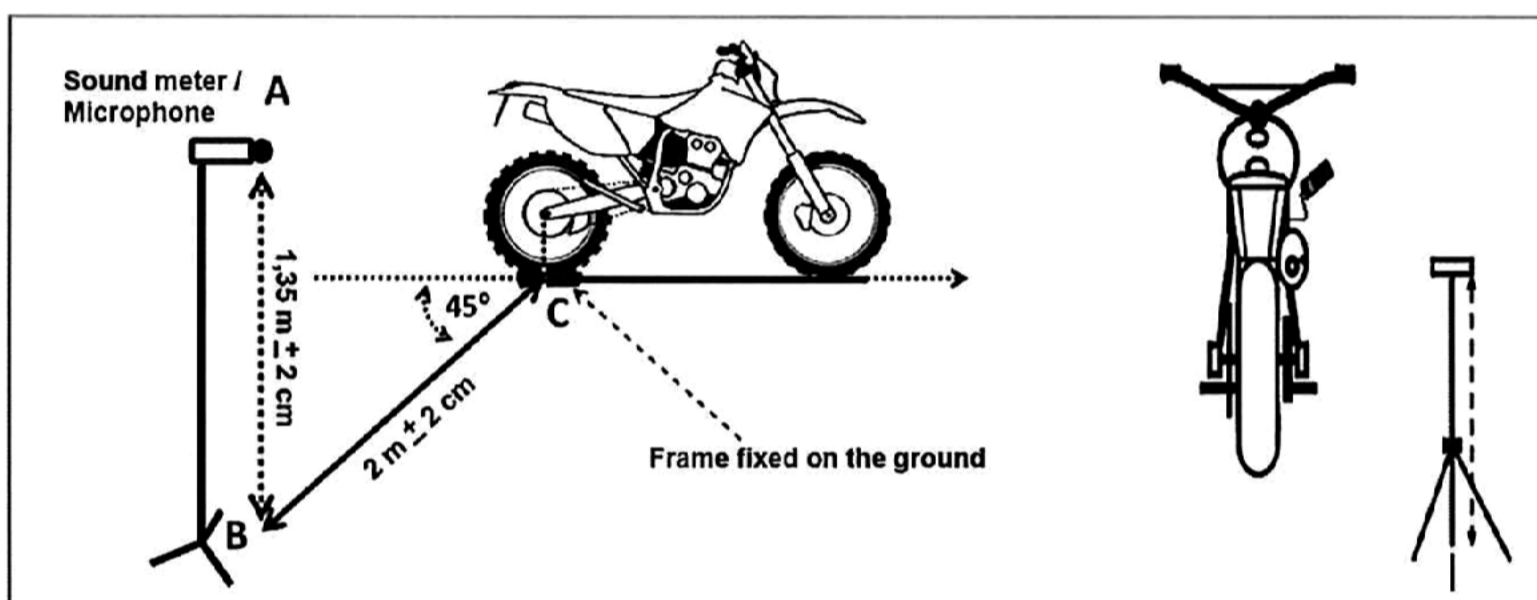
THE SET UP OF THE SOUND METER AND THE MOTORCYCLE

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

THE POSITIONING OF THE MOTORCYCLE (see illustrations following)



POSITION OF THE SOUND METER IN RELATION TO THE MOTORCYCLE



The reference points:

- For a motorcycle: the contact point of the rear wheel on the ground.
- For motorcycles fitted with 2 exhaust outputs, the measurement will be made on the side of the air intake. If a central positioned air intake is used, both sides will be tested.
- For Side-cars: the contact point of the side wheel on the ground.
- For Quad vehicles: the vertical line to the ground from the centre point of the rear axle.
- For Quad vehicles with exhaust outlet moved from the median axis, the measurement will be made on the offset side.

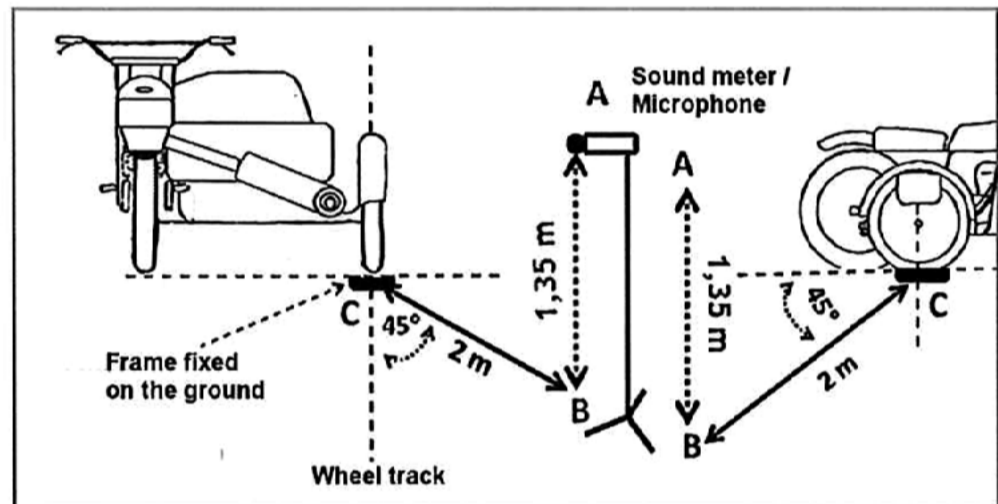
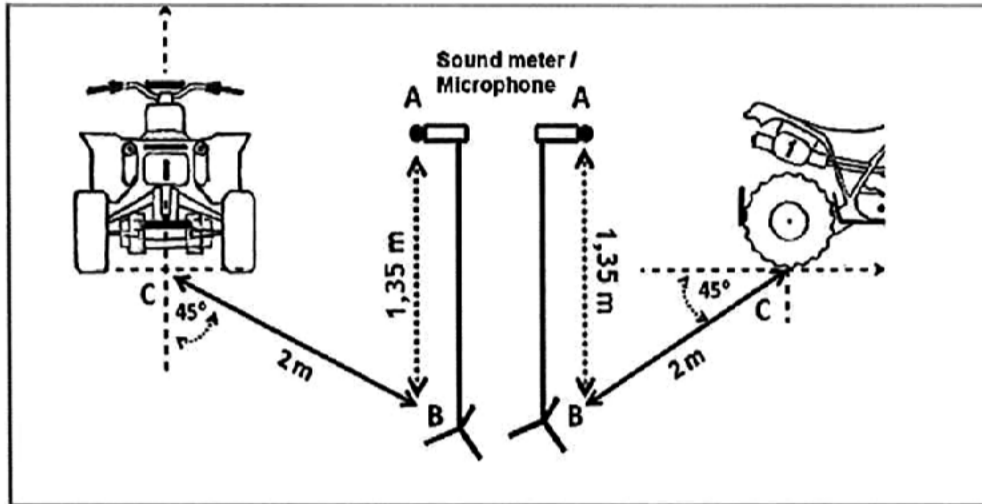
To make repetitive measurements, all motorcycles can be positioned into a small frame fixed on the ground.

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

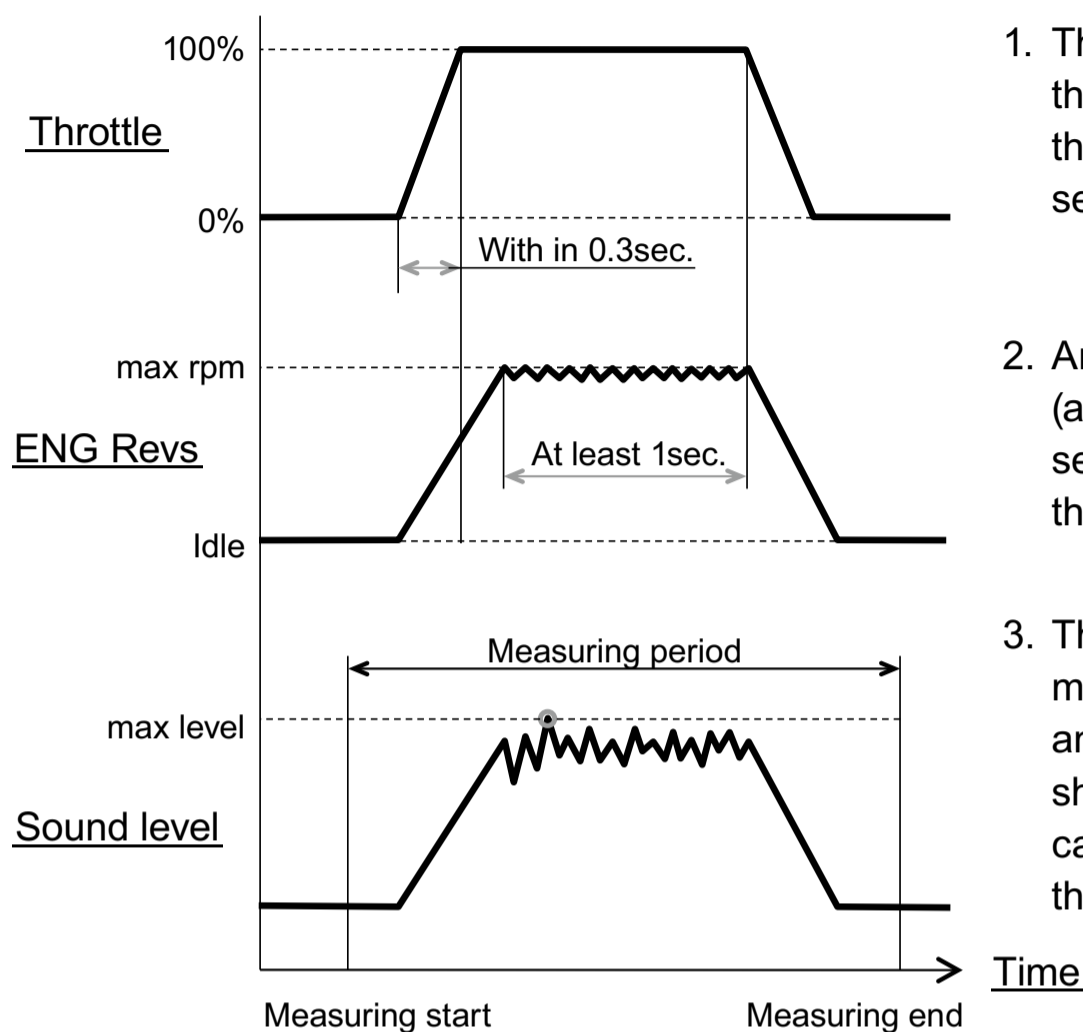
- The measurement is made with motorcycle on its wheels, with a hot engine.
- The technical steward takes place besides the motorcycles, opposite to the microphone, not to screen or stand between the bike and the microphone. A mechanic, placed on the left side of the motorcycle, shall disengage the clutch.
- The mechanic/rider presenting the motorcycle for testing will be positioned on the left side of the motorcycle during the test and is required to engage the clutch during the full throttle portion of the test.
- If a second steward is permanently attending the sound level checks, it is strongly advised for him to use earplugs, a headset or ear protectors.
- The Inspector shall open the throttle as fast as possible until full open throttle (instantly, within 0.3 seconds). He will keep the engine at max engine “rpm” for at least 1 second. To conclude, the inspector will release the throttle quickly.
- If the result exceeds the limit, including “after fire”, the Inspector shall test the motorcycle, a maximum of two more times.
- For motorcycles equipped with an engine rpm limiter, the throttle will be opened - instantly, within 0.3 seconds - and kept open until at least 1 second has passed and/or until there is an audible sign that the engine is over-revving.
- For motorcycles without an engine “rpm” limiter, the throttle will have to be opened for less than 2 seconds and/or until there is an audible sign of over-revving the engine.
- If the engine starts to misfire close the throttle slightly and re-open the throttle.
- If detonations appear, the measurement must be started again.

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

For the sound level measurement, only the Inspector shall handle the throttle. He shall open the throttle himself in order to minimize any influence by another operator (it is helpful to have the microphone equipped with an extension cable to the sound meter).



THE IMAGE OF THE SOUND MEASUREMENT PROCEDURE



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

THE MEASUREMENT - RECORDING OF THE SOUND LEVEL

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

Any attempt by a participant to prevent their engine from reaching the maximum published rpm figure will be considered a breach of the rules.

Even after a motorcycle has passed the sound control, if there is any doubt, it may be checked again.

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

The maximum sound levels for SuperEnduro is 114dB/A (112 dB/A + 2 dB/A for the precision of the method) before the race and 115 dB/A (114 dB/A + 1 dB/A for degradation of the silencer) during and after the race.

For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per machine.

Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

79.03 Sound control during and after the competition

In a competition which requires a final examination of machines before the results are announced, this examination must include a sound control measurement of at least three machines chosen at the discretion of the Clerk of the Course in co-operation with the Chief Technical Steward. Refer to each discipline for more info.

01.80 GUIDELINES FOR THE USE OF SOUND LEVEL METERS

80.01

The Sound Control Officer (NCO) must arrive in sufficient time for discussions with the Clerk of the Course and other Technical Officials in order that a suitable test site and testing policy can be agreed.

80.02

Sound level measuring equipment must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

Two sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during technical control.

80.03

Before testing, the NCO should if possible liaise with a maximum of two holders of FIM Entrant's or Manufacturer's licences, or team managers, who have sound test equipment including calibrators, in order to agree to the accuracy of the official sound level meter.

80.09 Corrections

Corrections are presented as the “precision of the method” (see listing at the end of the General Section). All corrections are cumulative.

80.11 Ambient temperature

No deductions.

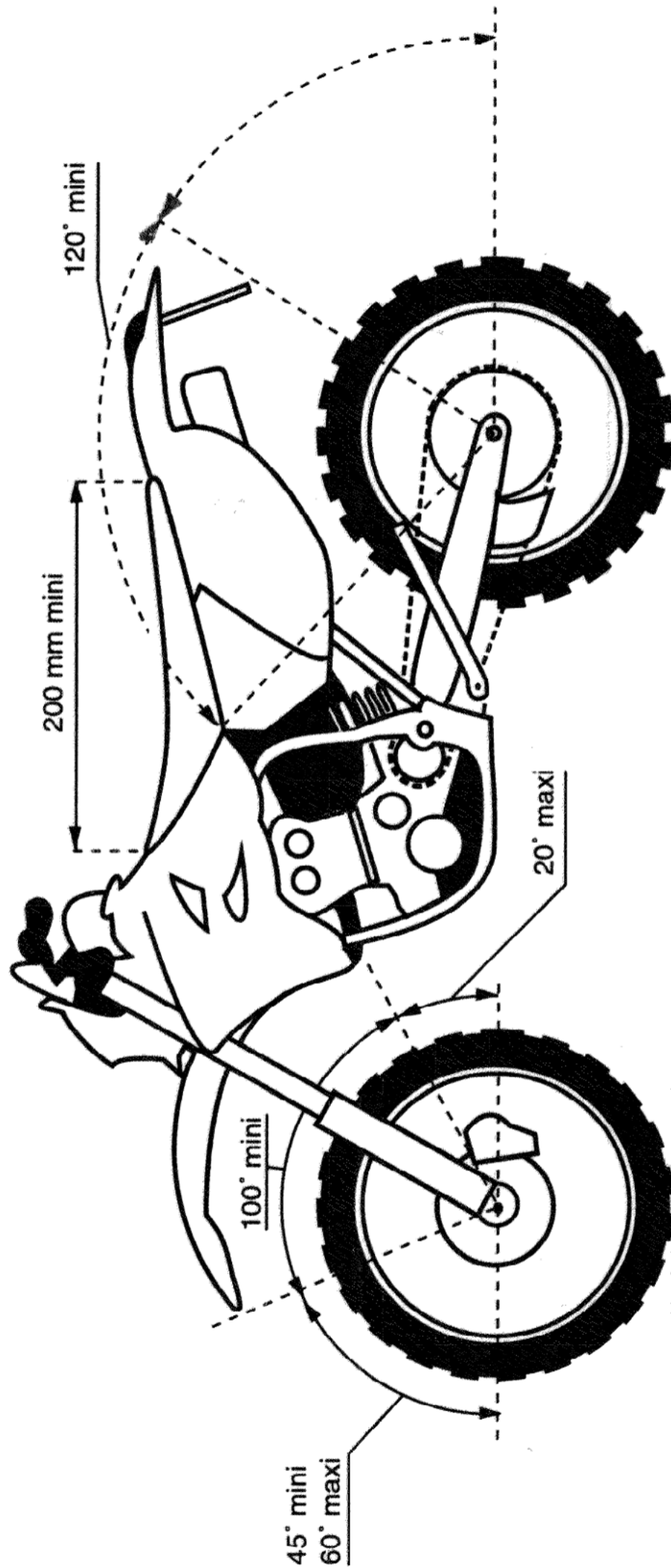
80.12 Precision of the method (tolerances)

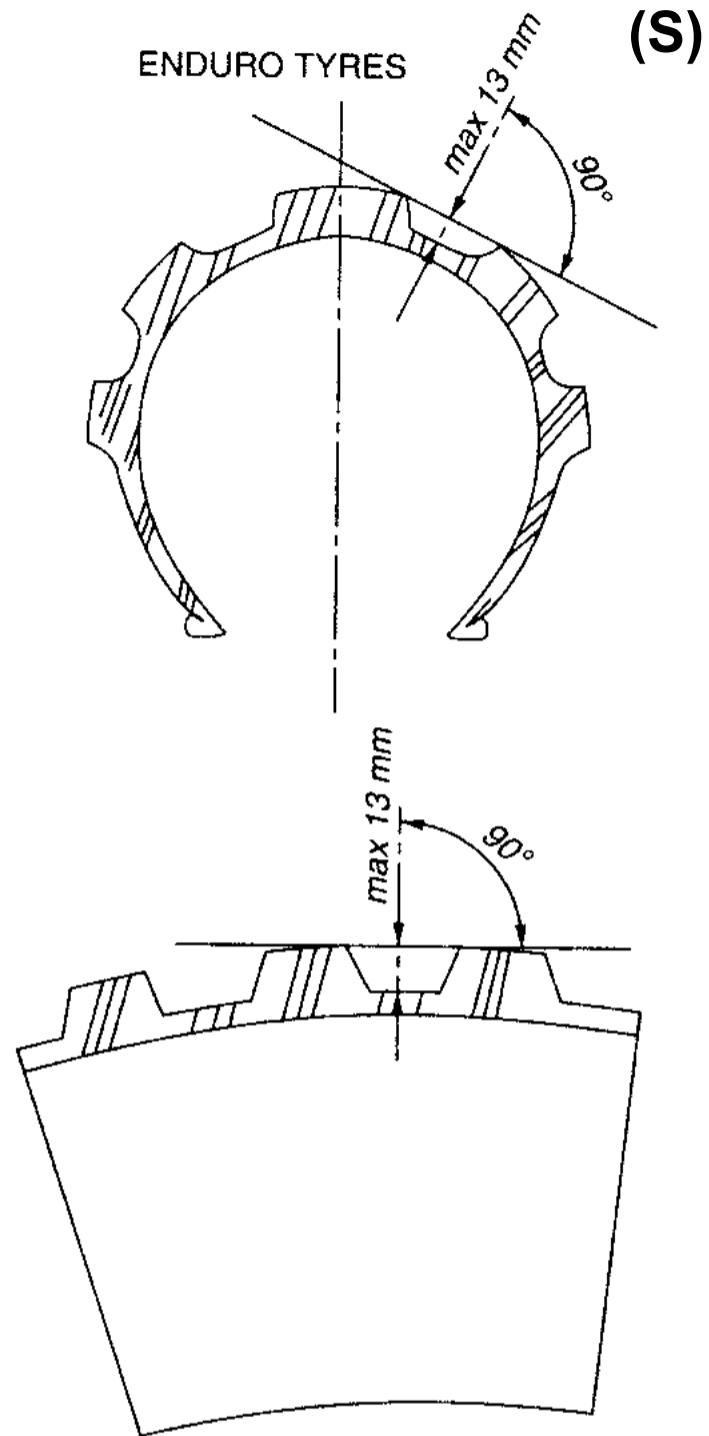
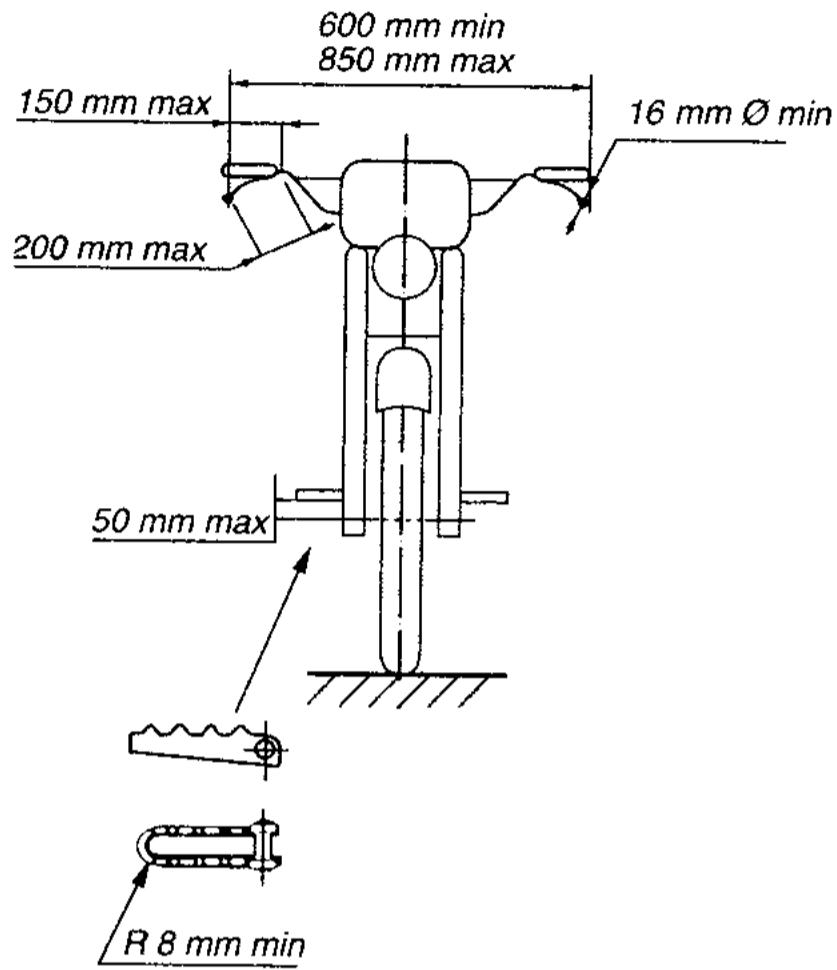
All corrections are cumulative.

Decisions will be taken during prior discussions with the FIM Technical Director and/or the Chief Technical Steward.

ENDURO

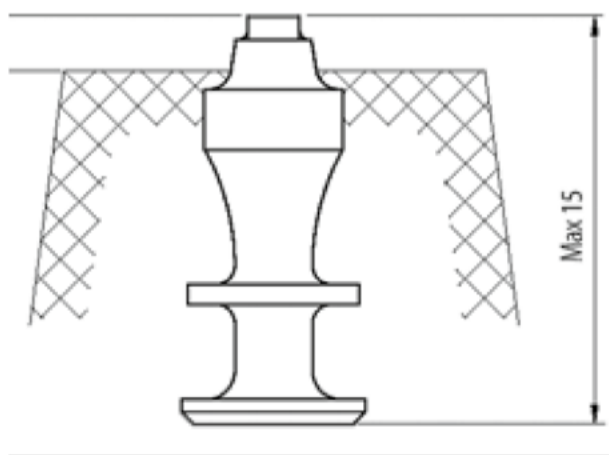
S





Art. 51.06
Example:
Studs/Clous

MIN Ø 2.5 mm



MAX
25.0 mm

MAX Ø 9.0 mm

ENDURO / SIDECAR

N

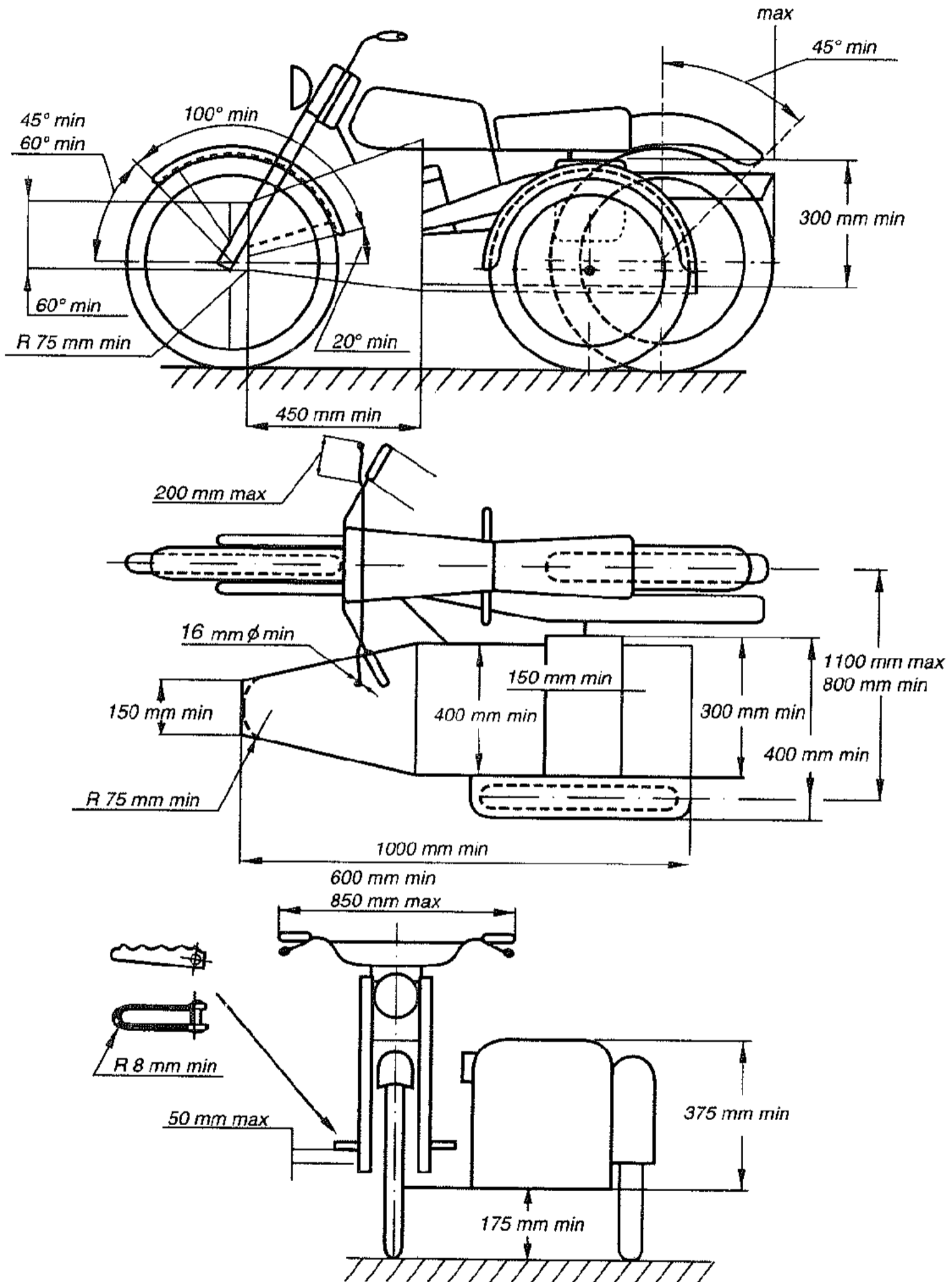
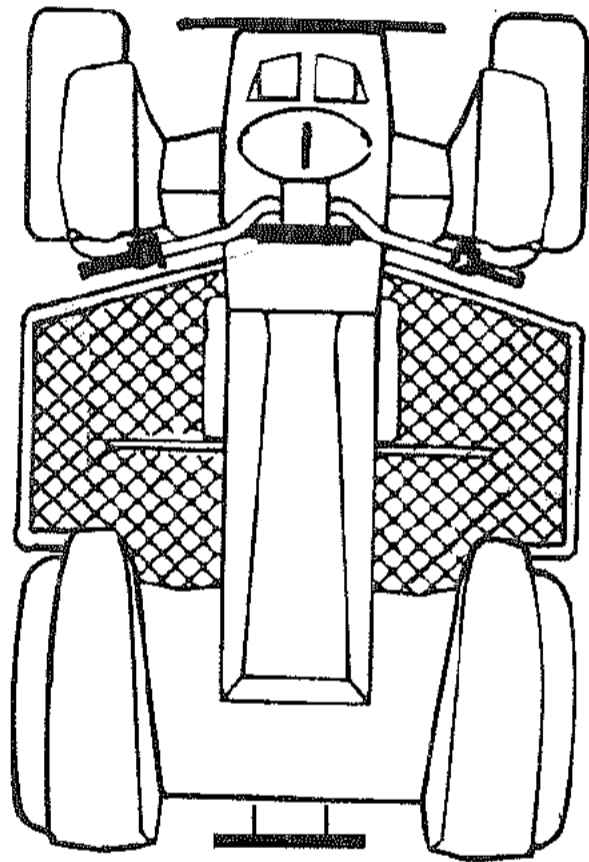


DIAGRAMME Q QUAD RACER



Max. 1300 mm. Group G
1400 mm. Group H

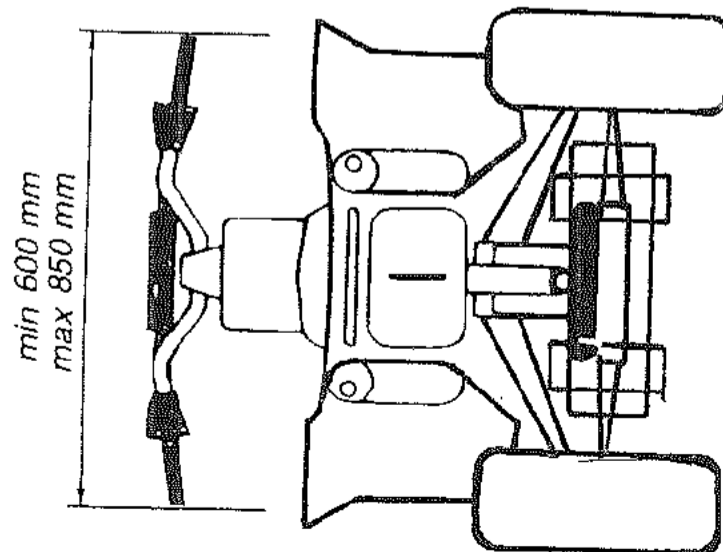
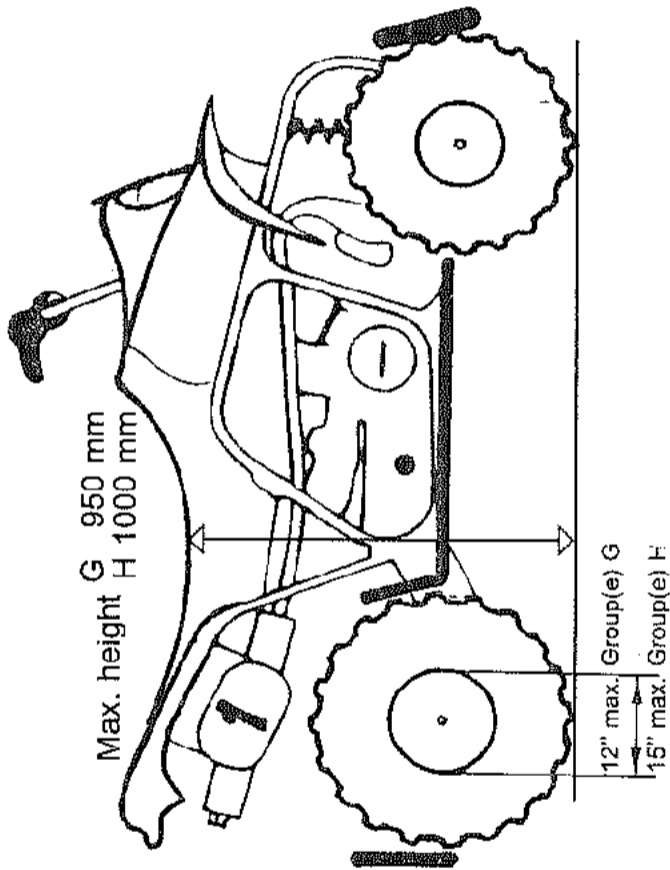
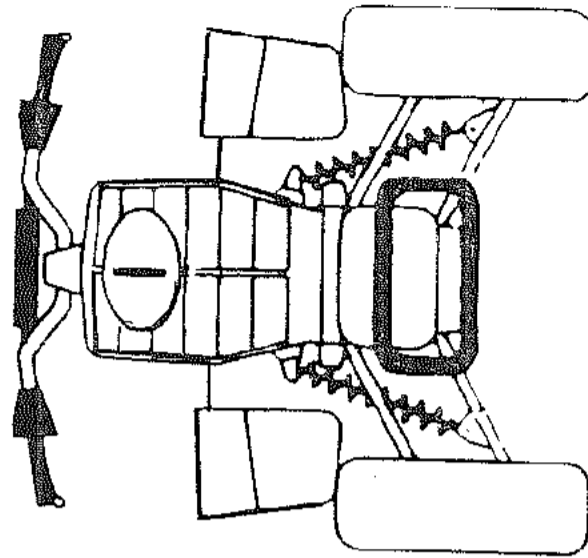
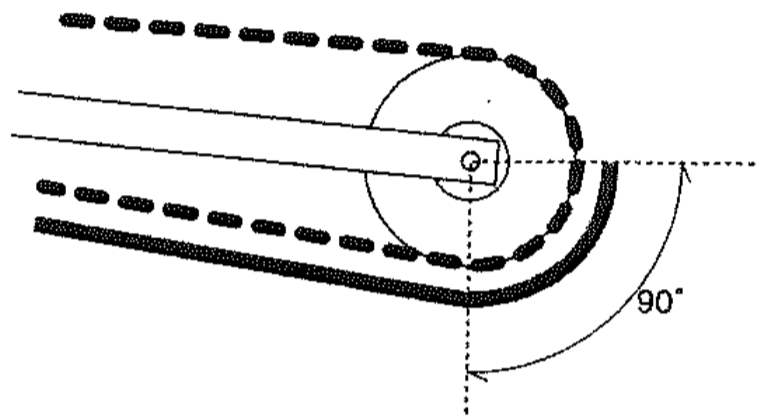


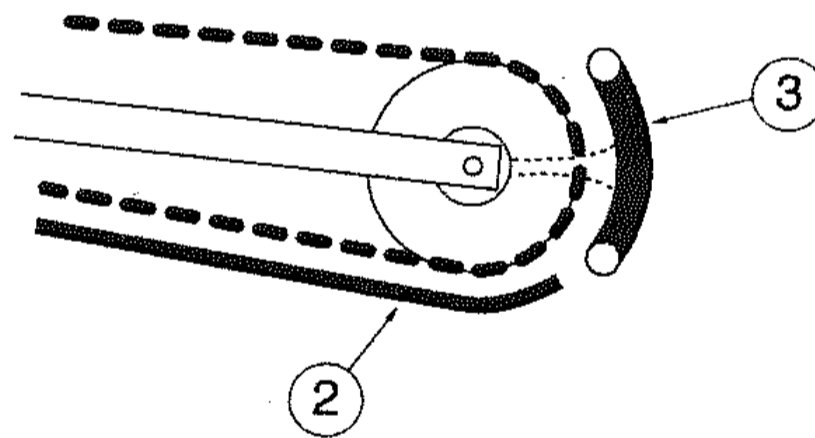
DIAGRAMME Q (suite)

PROTECTIVE DEVICES (REAR) : sprocket and disc SYSTEMES DE PROTECTION (AR): couronne et disque

- (1) Chain guard, mounting to a height corresponding to minimum 90°
Sabot inférieur remontant à la hauteur correspondant à 90° minimum

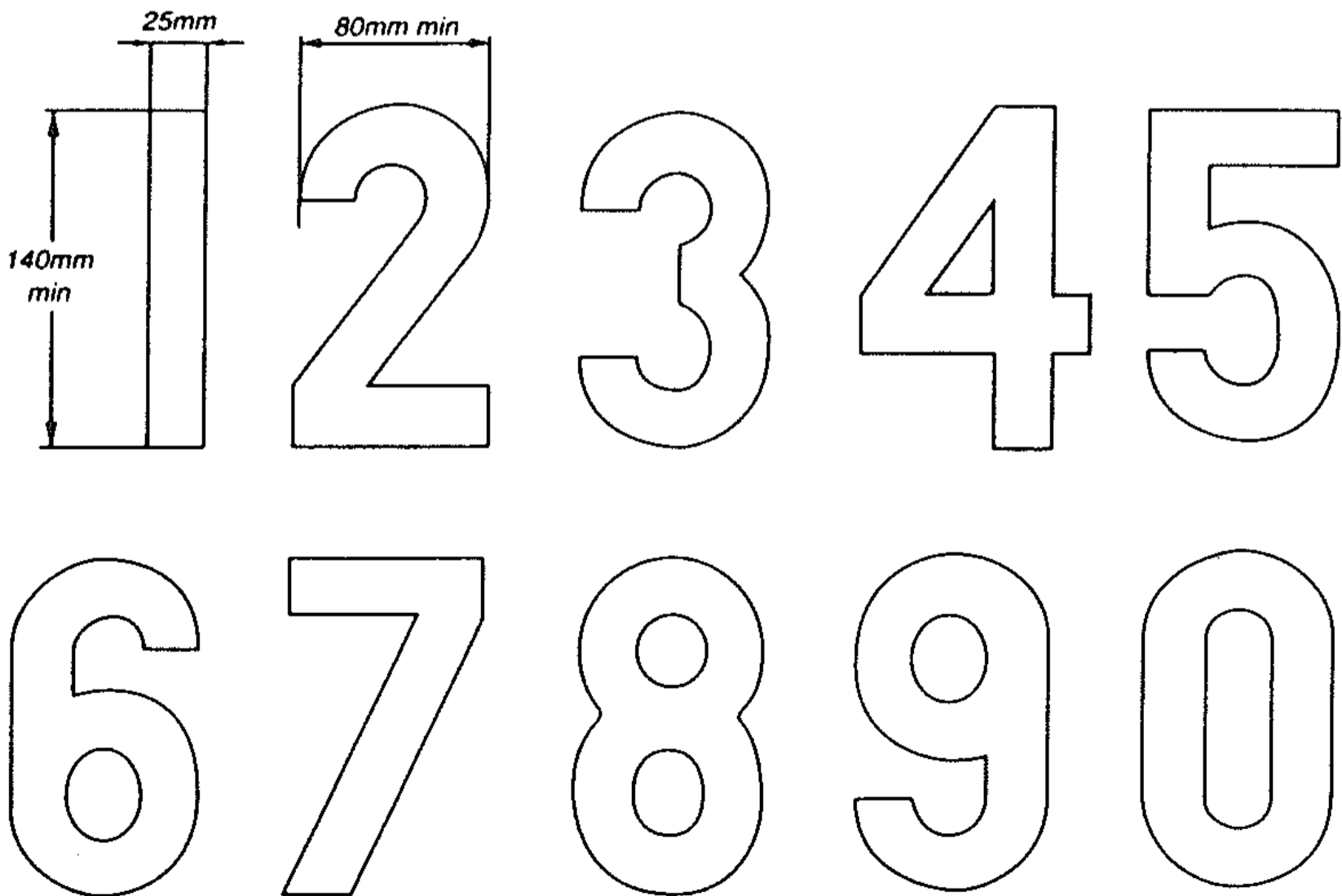
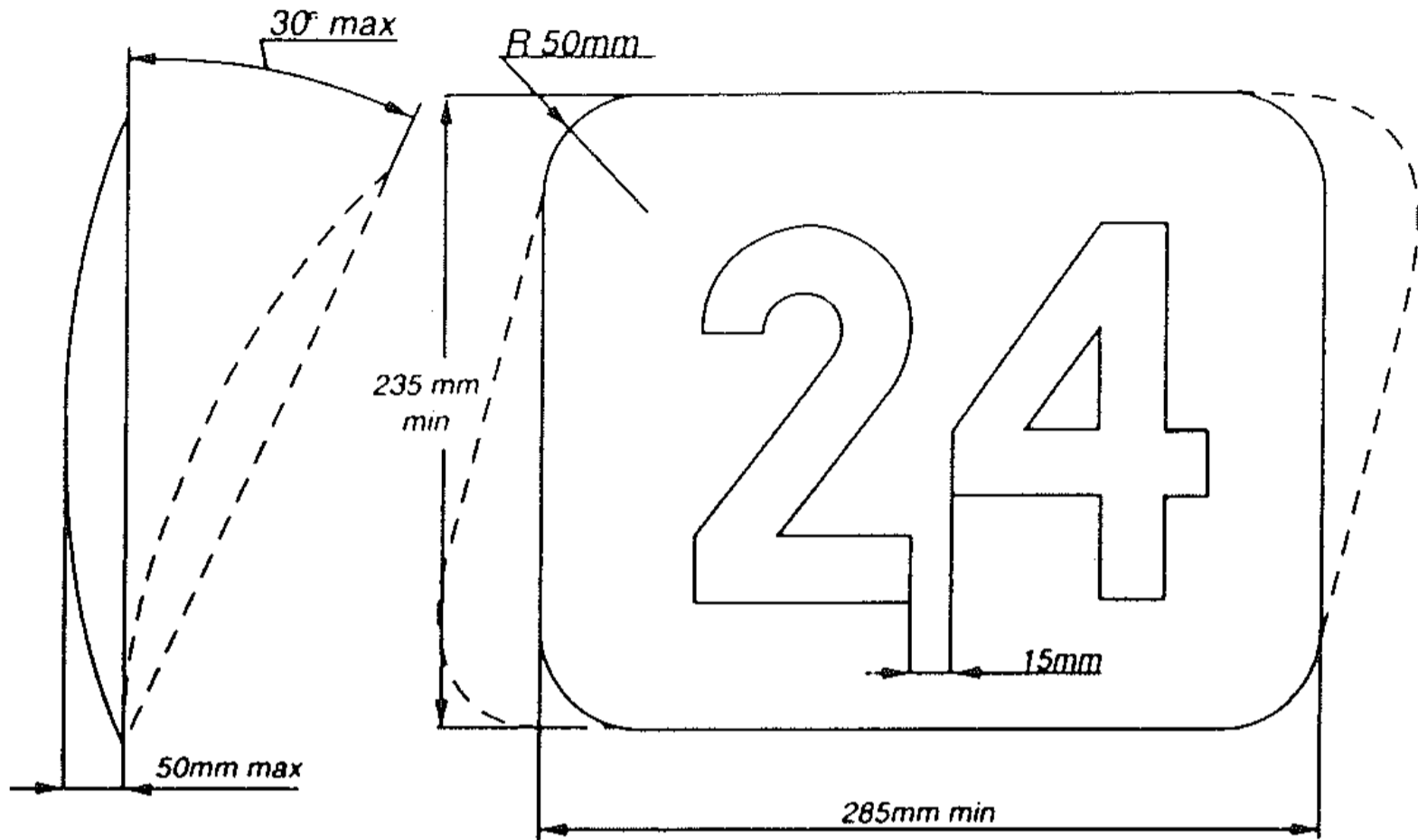


- (2) Chain guard + (3) protective guard
Sabot inférieur + (3) barre de protection



NUMBERS / NUMEROS

0



Futura Heavy

0 1 2 3 4 5 6 7 8 9

Futura Heavy Italic

0 1 2 3 4 5 6 7 8 9

Univers Bold

0 1 2 3 4 5 6 7 8 9

Univers Bold Italic

0 1 2 3 4 5 6 7 8 9

Oliver Med.

0 1 2 3 4 5 6 7 8 9

Oliver Med. Italic

0 1 2 3 4 5 6 7 8 9

Franklin Gothic

0 1 2 3 4 5 6 7 8 9

Franklin Gothic Italic

0 1 2 3 4 5 6 7 8 9

INTERNATIONAL HELMET STANDARDS

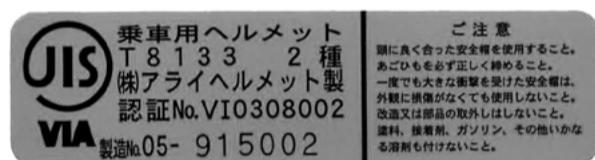
ECE 22 - 05 (P, NP or J)

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.

E1 for Germany, E2 for France, E3 for Italy, E4, for Netherlands, E5 for Sweden, E6 for Belgium, E7 for Hungary, E8 for Czeck Republic, E9 for Spain, E10 (- vacant), E11 for UK, E12 for Austria, E13 for Luxembourg, E14 for Switzerland, E15 (- vacant), E16 for Norway, E17 for Finland, E18 for Denmark, E19 for Romania, E20 for Poland, E21 for Portugal, E22 for the Russian Federation, E23 for Greece, E24 for Ireland, E25 for Croatia, E26 for Slovenia, E27 for Slovakia, E28 for Belarus, E29 for Estonia, E30 (-vacant), E31 for Bosnia and Herzegovina, E32 for Latvia, E34 for Bulgaria, E37 for Turkey, E40 for Macedonia, E43 for Japan, E44 (-vacant), E45 for Australia, E46 for Ukraine, E47 for South Africa, E48 for New Zealand.



Below the letter E, the approval number should always begin with 05. Below the approval number is the serial production number. (Label on retention system or comfort interior).



JIS T 8133:2007 (valid until 31.12.2019)

JIS T 8133:2015



SNELL M2010 (valid until 31.12.2019)



SNELL M2015

For more details consult the FIM Technical Rulebook



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

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