



ENDURO REGULATIONS 2017

of Baltic Open Individual Championship, Baltic Cup, Baltic Open Club Championship, Latvian Open Individual Championship, Latvian Cup and Latvian Open Club Championship

Enduro regulations (hereinafter referred to as Regulations) of Baltic Open Individual Championship, Baltic Cup, Baltic Open Club Championship (hereinafter referred to as Baltic Competitions), Latvian Open Individual Championship, Latvian Cup and Latvian Open Club Championship (hereinafter referred to as Latvian Competitions) define the procedures and principles according to which Enduro competitions shall be organised in Estonia, Latvia and Lithuania.

In case of ambiguities due to wording of Regulations or any errors are discovered, explanations shall be provided and deficiencies shall be eliminated by national motorsports federation (hereinafter referred to as FMN) Enduro Commissions of the Baltic Countries (Estonia, Latvia and Lithuania).

The Regulations, LaMSF Sporting Code and LaMSF Ethics Code are binding upon all the participants of Latvian Competitions.

All disputes related to the execution of the Regulations regarding Latvian Competitions are reviewed by and settled by LaMSF Disciplinary and Arbitration Commission.

1. GENERAL CONDITIONS

- 1.1. Enduro is a discipline of enduro motorsports. Enduro competitions take place in open air, by using natural terrain and artificially created obstacles. A competition round lasts for two days, and riders complete several laps on common roads and off-road and compete for speed in closed special test tracks.
- 1.2. Riders compete in Enduro competitions using motorcycles and quads (hereinafter together called machines).
- 1.3. Each competition shall have separate regulations that are in compliance with the present Regulations and supplement them with specific information about the competitions (supplementary regulations). The regulations of a particular competition shall contain specific local information (location, distance, application rules, etc.). Changes to the competition regulations can be accepted by FMN Organiser (FMNR) Enduro Commission or, on the competition day, by competition jury.
- 1.4. Regulations of a particular Baltic Competition shall be approved by the FMNR not later than 2 weeks prior to the competition and published on Estonian, Latvian and Lithuanian FMN Enduro Commission websites.
- 1.5. Regulations of a particular Latvian Competition shall be approved by the LaMSF secretariat not later than 2 weeks prior to the competition and published on LaMSF Enduro Commission website.

2. MACHINE CLASSES AND PARTICIPANTS

2.1. Classes, machines and participants of Baltic Championship and Latvian Championship:

Class	Machine	Riders
E1	Motorcycles with 100 cm ³ to 144 cm ³ 2-stroke or 175 cm ³ to 250 cm ³ 4-stroke engines	From 16 years
E2	Motorcycles with 175 cm ³ to 250 cm ³ 2-stroke or 290 cm ³ to 450 cm ³ 4-stroke engines	From 18 years

E3	Motorcycles with 290 cm ³ to 500 cm ³ 2-stroke or 475 cm ³ to 650 cm ³ 4-stroke engines	From 18 years
Seniors	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines	From 40 years
Juniors	Motorcycles with up to 300 cm ³ 2-stroke or up to 450 cm ³ 4-stroke engines	From 16 to 23 years

2.2. Classes, machines and participants of Baltic Cup and Latvian Cup:

Class	Machine	Riders
Hobby	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines	1) From 30 years 2) Rider has not had a FIM or FIM Europe license issued; 3) Within the last 5 years, rider has not been a winner of 1 st to 3 rd place in any class of National Championship or Baltic Championship total rating in Enduro or Motocross.
C	Motorcycles with up to 500 cm ³ 2- stroke or up to 650 cm ³ 4-stroke engines	1) From 16 years 2) Beginners to motor sport, i.e. rider has not had any FMN annual license (excluding beginners' © class license or Adventure Enduro license) issued; 3) Rider is allowed to participate in C class not longer than 2 years, if during any year the rider has been the winner of a 1 st to 3 rd place in C class in a National Cup or Baltic Cup total rating.
Veterans	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines	From 50 years
Women	Motorcycles with up to 300 cm ³ 2-stroke or up to 450 cm ³ 4-stroke engines	Women from 16 years
Quads	Quads with 250 cm ³ to 750 cm ³ 2-stroke or 4-stroke engines with 1 or 2 cylinders and rear wheel drive; Standard quads with 100 cm ³ to 1000 cm ³ 2-stroke and 4-stroke engines with 1 or 2 cylinders and front and rear wheel drive. Kill switch must be fastened to the rider's right hand. Quads must be equipped with special leg protectors.	From 18 years

3. NUMBER PLATES

3.1. Starting numbers must be displayed clearly on both sides and front of a motorcycle:

Class	Number plate	Numbers
E1, E2, E3	Red	White numbers
Seniors	Blue	White numbers
Hobby	Yellow	Black numbers
C	Green	White numbers
Veterans	Black	White numbers
Juniors	White	Black numbers
Women	Purple (violet)	Black numbers

3.2. Quads must be equipped with front and rear number plates, fastened to the front and rear of the frame:

Class	Number plate	Numbers
Quads	Black	White numbers

3.3. Starting numbers must conform to FMNR requirements..

4. OFFICIALS AND JURY

4.1. All officials must be licensed FMN, FIM or FIM Europe.

4.2. In Latvian Competitions, jury is formed consisting of:

- A representative delegated by LaMSF Enduro Commission (Jury President);
- Chief Marshal;
- Organiser's representative (Competition Director).

4.3. In Baltic Competitions, upon request of at least one representative of Baltic country FMN, a jury may be formed consisting of:

- One licensed (Enduro A Category or FIM, or FIM Europe official license) representative from each EE BMA country, the riders of which participate in the competition, and who is delegated by the head or member of FMN Enduro Commission;
- Chief Marshal;
- Organiser's representative.

4.4. Jury has rights to decide on competition results and other topics related to the competition.

4.5. In Latvian competitions, jury meetings must be held:

- 4.5.1. Before competition start (before participants' meeting and the announcement of start times)
- 4.5.2. At the end of the first competition day (before the announcement of first day results) and
- 4.5.3. At the end of the second competition day (before the announcement of total competition results).

5. ADMINISTRATIVE CONTROL

5.1. Rider's age is calculated according to the year of birth.

5.2. Riders must be licensed and insured according to FMNR rules.

5.3. Registration of riders can be performed by a representative of the riders' club upon presenting the riders' licenses and other required documents.

5.4. Riders may purchase a one-event FMNR license on competition site, according to FMNR regulations. In Latvia – by presenting or purchasing an appropriate accident insurance policy and presenting an identification document.

5.5. Rider with his signature on the application form acknowledges his familiarity with the Regulations and the respective competition regulations, his commitment to comply with these regulations, and certifies that he will not hold the competition organiser liable for the accidents caused, among others, by his state of health.

5.6. In case the secretariat of a competition or FMNR Enduro Commission discovers that information provided by a rider is incorrect and does not comply with the class defined by the Regulations, the rider's result will be cancelled without prior warning.

5.7. In Baltic Championship competitions, if the application for participation is submitted in advance, riders pay FMNR participation fee 60 euro, but on the competition day – 70 euro. In national championship competitions, participation fee is decided by FMNR.

5.8. After registration and technical inspection, riders or mechanics put their machines into parc ferme (PF).

5.9. In case a rider due to objective reasons participates only on the second day of the competition, he must submit an application and pay the full FMNR participation fee before the registration is closed on the first competition day. In the morning of the second day, the rider must sign the application form and pass the technical inspection. Machines must be positioned in the PF not later than 1 hour prior to the first start of the second day.

5.10. Riders are advised to use neck protector during competition.

5.11. The responsibility of each rider is to ensure that his body is free from prohibited substances (doping).

- 5.12. In the competitions taking place in Latvia, Anti-Doping Department of State Sports Medicine Centre may undertake doping control. The list of prohibited substances and the doping control procedure are defined according to FIM and World Anti-Doping Code.
- 5.13. Competition jury in cooperation with medical staff have rights to undertake alcohol control of riders (applying a sampling method), using an alcometer.

6. TECHNICAL REQUIREMENTS AND INSPECTIONS

- 6.1. Rider or mechanic must deliver the machine to the technical inspection that is located next to the paddock by the time stated in the competition regulations.
- 6.2. Rider or mechanic must present the machine in technical order. Rider is responsible for the technical condition of his machine during the entire competition.
- 6.3. Each rider and machine registered for a Baltic Championship competition must fully conform to FIM Enduro Technical Rules 2017 (www.fim-live.com/en/library/).
- 6.4. Mandatory technical requirements that must be met in order for a rider to be allowed to start:
- Headlights;
 - Registration number plate (typographically printed, clearly legible, laminated, can be of reduced size but visually similar to the official registration plate, and to be attached on a special place under machine rear mud guard);
 - FIM tires.
- 6.5. Technical requirements for the breach of which a penalty of 1 minute or 30 seconds is applied (individual penalties are added up but they can be applied for each specific breach only once during a competition day):
- Brake lights (30 s);
 - Central stand (30 s);
 - Sound level (dB) (1 min).
- 6.6. Diameter of headlight glass or its equivalent in case the headlight is not round must be at least 100 mm.
- 6.7. When engine is running, all electrical equipment must operate from generator or battery.
- 6.8. During the entire competition, the Chief Technical Steward can check any machine.
- 6.9. In order to ensure identification, the following parts will be marked during technical inspection as follows:

Part	Marking	Number	Marking place
Frame (the main part)	Color*	1	On the right side of head tube
Wheel hubs	Color*	2	On each hub
Engine casing	Color*	1	On the right side
Silencer	Color*	1	On the tip of silencer

*or label

- 6.10. The marked parts shall be used during both days throughout the competition and shall stay in place during the final inspection, regardless of their importance for the operation of the machine. Marking on wheel hubs, engine casing and silencer must be heatproof.
- 6.11. Replacement of originally marked parts is strictly forbidden. Penalty – exclusion.
- 6.12. The rider is allowed to change any unmarked part anywhere on the course with the exception of Parc Fermé and between yellow flag and a line 2 m after the end of the control table on time check.
- 6.13. Other than in time checks with assistance, at the final assistance area of the day, or between Parc Ferme and the starting area, the rider may only use tools and parts carried with him. Replaced parts may be left at the place of repair.
- 6.14. Rider may not hand his machine over to another rider for participation in the competition or to change the machine during the competition.
- 6.15. Other than in time checks with assistance, at the final assistance area of the day, or between Parc Ferme and the starting area, only the rider is allowed to work on the machine.

- 6.16. Electrical and air powered tools operated by remote connections are not allowed. However, tools powered by an internal self-contained power supply are permitted.

7. COMPETITION

- 7.1. Competitions for each machine class take place 2 days.
7.2. Starting order and the number of laps are determined by the organiser. Riders of Hobby class cover the same distance and the same number of laps as E classes.
7.3. Agenda and start times may be changed due to force majeure circumstances or taking into account the specific features of competition location (city, populated area, etc.).
7.4. The numbers of riders starting at the same time can be between 2 and 4 depending on the numbers of participants and the conditions of the course.
7.5. E1, E2, E3, Seniors and Juniors classes should have shorter lap times, unless prevented by the situation on the course or in the competition.

8. COMPETITION COURSE AND SAFETY

- 8.1. The course must be practicable in all kinds of weather by any machine of any class for an unlimited number of times.
8.2. The course must be inspected and accepted by a certificate of acceptance.
8.3. A representative nominated by FMNR Enduro Commission performs the inspection no later than 36 hours prior to the start of the competition and subsequently signs the certificate of acceptance which, as necessary, lists deficiencies that must be eliminated before the start of the competition.
8.4. The certificate of acceptance of the course is approved by the jury on the race day before the first start.
8.5. The length of one lap of the course can be up to 80 km, but no less than 50 km.
8.6. The total competition time of one day cannot exceed 7 hours and 30 minutes, including the final 15 minutes from the last time control.
8.7. Plan of the course must be available on competition site.
8.8. The organiser may create a figure of 8 shaped course if they wish.
8.9. Course direction during both days may be the same, or opposite on the second day. Direction of special tests is recommended to be the same on both days.
8.10. During competition, participants' safety shall conform to the requirements of these Regulations:
8.10.1. No spectators are allowed on course during the competition;
8.10.2. Minimum safety distance in start-finish, time check and special test areas is 1 m;
8.10.3. Spectators must be aware that motorsport is a technical type of sports and a machine may become uncontrollable due to technical problems;
8.10.4. It is forbidden to smoke on the course, technical inspection area, PF, start – finish zone and time checks.
8.10.5. Spectators and competition participants are personally responsible for their safety.
8.11. Due to safety reasons, in case of force majeure circumstances the course may be shortened or changed, or riding times extended.
8.12. The organiser must ensure order during the competition and inform about the event the local municipality and police.
8.13. The organiser must have a general liability insurance policy for each competition.
8.14. The average competition speed must not exceed 50 km/h.
8.15. Before the start of the first day competition, the organiser must call a riders' meeting and inform the riders about security requirements, dangerous sections of the course, the availability of first aid and fire extinguishing equipment.

9. ENVIRONMENTAL PROTECTION

- 9.1. Competition participants are responsible for observing the environmental protection requirements:
9.1.1. No other routes as stated may be used; land cover in woods and agricultural territories shall be protected to the utmost;

- 9.1.2. No waste can be left on the course;
 - 9.1.3. During refuelling, oil change, machine repairs or cleaning, a mat must be used;
 - 9.1.4. It is permitted to clean the machines only at time controls and in the paddock;
 - 9.1.5. Washing of machines is forbidden, except in a special area equipped with water purification;
 - 9.1.6. Oiling of chain is permitted only in refuelling zones;
 - 9.1.7. Organiser must provide trash containers or bags in the paddock and in spectator zone;
 - 9.1.8. Organiser must provide at least one toilet in the paddock and (if possible) several toilets in the spectator zone.
- 9.2. During the competition, riders and spectators are not allowed to access areas restricted by the organiser.

10. SCORING

- 10.1. During a year, a rider may score total points in one class only.
- 10.2. At the end of the race day, fifteen leading riders of each class receive points according to the table below (places are determined according to the smallest sum of time penalties and special test times):

Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	20	17	15	13	11	10	9	8	7	6	5	4	3	2	1

- 10.3. In case at the end of a day riders have equal results (a tie), they receive equal points, but the next rider will receive points according to his place:
 Example:
 Rider A 28'20'' I place 20 points
 Rider B 28'20'' I place 20 points
 Rider C 30'00'' II place 17 points
- 10.4. The winner of a round is determined by the sum of points for both days. In case of equal points the winner is determined by results of the second race day.
- 10.5. In Latvian competitions, the absolute total result is calculated, using the smallest time penalty and special test time sums of E1, E2, E3, Seniors and Juniors classes (i.e. of the united "absolute total class") riders. The absolute total result of each day is calculated according to clauses 10.2 and 10.3. The absolute total result of a round is calculated according to clause 10.4. The absolute total result of Latvian Championship for the season is calculated according to clauses 10.6 and 10.8.
- 10.6. Total individual rating of Baltic Championship and Baltic Cup is established by the sum of points of all competition rounds that have taken place.
- 10.7. Total individual rating of Latvian Championship and Latvian Cup is established by the sum of points of all Latvian competition rounds that have taken place.
- 10.8. Only the riders with licences (one-time and annual) issued by LaMSF, can participate in the individual competition and total seasonal rating of Latvian Cup.
- 10.9. In case of equal competition results the winner shall be a rider with the highest points on the last day.
- 10.10. A rider may participate in any number of rounds.
- 10.11. Total rating of Baltic Championship, Baltic Cup, Latvian Championship and Latvian Cup is prepared by the secretariat of LaMSF and approved by each FMN Enduro Commission.

11. PLACES AND RESULTS IN CASE OF PREMATURE INTERRUPTION OF COMPETITION

- 11.1. In case the jury interrupts a competition prematurely, it cannot be re-run.
- 11.2. If a competition is stopped before the majority of riders has completed at least 50% of competition distance, the competition shall be considered as not having taken place (null and void).

- 11.3. If a competition is stopped after the majority of riders has completed at least 50% of competition distance, the jury decides whether the competition shall be deemed as having taken place and whether to announce results as they are in the current circumstances.

12. CHAMPIONSHIP OF CLUB TEAMS

- 12.1. Riders of the following classes participate in Baltic Club Team Championship (BCTC) and Latvian Club Team Championship (LCTC):

Class	Number of riders	Coefficient
E1	not more than 2 riders	1
E2	not more than 2 riders	1
E3	not more than 2 riders	1
Seniors	not more than 2 riders	1
Juniors	not more than 2 riders	1
Hobby	not more than 1 rider	0.5
C	not more than 1 rider	0.25
Veterans	not more than 1 rider	0.5
Women	not more than 1 rider	0.5
Quads	not more than 1 rider	0.5

- 12.2. Rider's club membership is defined by the annual FMN Enduro license.
 12.3. A club team consists of 3 to 5 riders from classes mentioned in clause 12.1.
 12.4. Competition scores of riders in each class, **calculated according to clauses 10.2 and 10.3**, are applied with a coefficient as stated in clause 12.1.
 12.5. Four best out of five possible team rider **individual** results count towards results of a BCTC and LCTC competition round. **Result of a club team is the sum of individual scores of these riders.**
 12.6. In case two teams in a competition round score equal points the winner is determined by results of the second race day.
 12.7. BCTC total is determined by sum of scores of all Baltic stages.
 12.8. LCTC total is determined by sum of scores of all Latvian stages.
 12.9. In case of equal scores in BCTC and LCTC the winner shall be determined by highest positions in all stages then by the results of the second day of the last round.

13. AWARDING

- 13.1. Riders winning the 1st place of Baltic individual Championship or BCTC win the title of Baltic Enduro champion of the current year, and riders winning Baltic Cup win the title of Baltic Cup winner.
 13.2. Riders winning the 1st place of Latvian individual Championship or LCTC win the title of Latvian Enduro champion of the current year, and riders winning Latvian Cup win the title of Latvian Cup winner.
 13.3. Riders winning 1st, 2nd or 3rd places of Baltic Championship, BCTC, Latvian Championship, or LCTC are awarded with gold, silver and bronze medals, respectively, cups and diplomas. Winners of Baltic Cup or Latvian Cup are awarded with cups and diplomas.
 13.4. Winners of each stage (by class) are awarded according to competition regulations. Awards are presented at least to the first three places in each class (with cups, medals or other awards).
 13.5. **In Latvian Championship**, winners of 1st place of the absolute total rating in each round (E1, E2, E3, Seniors and Juniors riders) will be awarded.
 13.6. Winner of 1st place of Latvian Championship total score (E1, E2, E3, Seniors and Juniors riders) will be awarded.
 13.7. Riders to be awarded must participate in the awarding ceremony that takes place not later than two hours after the finish of the last rider. Penalty for not participating in the awarding ceremony is 50 EUR that is to be paid by the rider's club. Penalty is not applied in case the rider has agreed his absence with competition organiser or Chief Marshal and the awarding ceremony is attended by the rider's club representative.

14. RESUMING PARTICIPATION

- 14.1. Rider who has not finished on the first day may resume participation in the competition on the second day by complying to the following requirements:
 - 14.1.1. Rider must present the machine at the last time check of the first day within the time limit not earlier than stated in the rider's time card and not later than 60 minutes after the given time;
 - 14.1.2. Original marking on frame, as registered before the competition, is required;
 - 14.1.3. Machine must be delivered to full technical inspection.
- 14.2. Any replaced marked parts must be remarked in the technical inspection.
- 14.3. Riders disqualified by marshal may resume participation in the competition according to clause 14.1 and wait for approval of the jury.

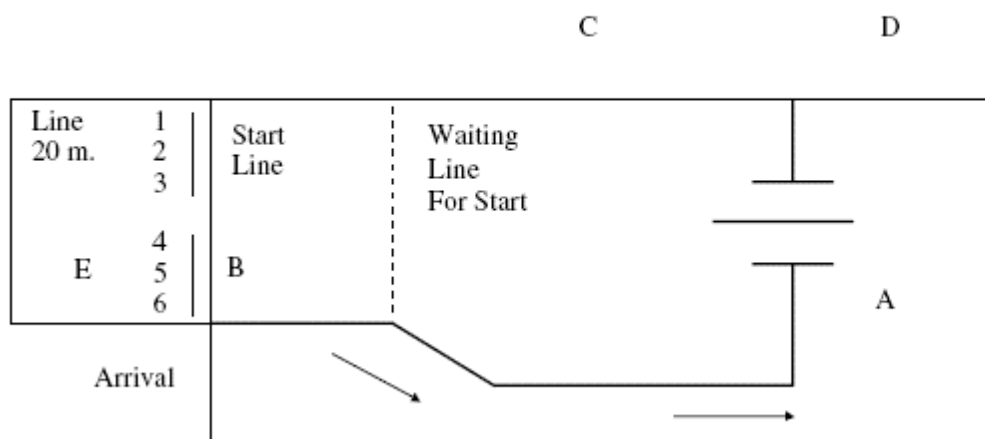
15. PARC FERME

- 15.1. Parc ferme (hereinafter referred to as PF) must be enclosed and fenced in. Its limits must be clearly marked out and supervised by a sufficient number of officials to ensure that only authorised persons may enter and have access to the machines. It must have one clearly marked entrance and one exit which leads to the starting area, but no other entrances and exits. Entrance and exit may be joined. Officials in charge at PF control points must wear a distinctive emblem recognized by all persons concerned and the riders in particular.
- 15.2. Machines of competition participants are under the organised supervision of PF from the time specified in the Regulations before the start of the first day, and starting from the end of the first day race to the beginning of second day race.
- 15.3. Access to PF is forbidden to everyone except officials and riders who wish to park or take out their machines. After checking in at the time check just before the PF, the rider must stop the engine and push the machine into PF without delay (Quads ATV 4*4 may use the engine to move the machine in PF).
- 15.4. While proceeding from the time check before PF to the PF, it is forbidden to refuel or make any repairs to the machine.
- 15.5. In the PF it is forbidden for a rider, under penalty of exclusion from the meeting:
 - to touch the machine of any other rider;
 - to touch his own machine except to push it in or out of the PF;
 - to start the engine (except Quads ATV 4*4).
- 15.6. Any rider caught smoking in PF will be excluded.
- 15.7. The machines in PF must not be covered in any manner.

16. STARTING AREA

- 16.1. Starting area is an area where riders wait for the start signal (clock, lights, manual or other signal), and at one end of which is the starting line and the other – the territory that is adjacent to the exit from PF (the territory between the PF and starting area).
- 16.2. Access to starting area is strictly forbidden to anybody, except officials and riders.
- 16.3. Any activity with the machine in the starting area before the start signal is strictly forbidden. Penalty for failure to comply is exclusion.
- 16.4. Machines (except Quads) are pushed out of PF to the start line by riders, with engines switched off.
- 16.5. Starting the engine in starting area before the start signal is forbidden (except Quads). Penalty for failure to comply is one minute.

PLAN OF THE ORGANISATION OF THE PARC FERME AND STARTING AREA



A = Parc Ferme

B = Starting Area

C = Trade area

D = Entrance for officials

E = a line must be provided with room for up to 4 riders

The distance between A and B must not be longer than 20 metres and must be in a closed area.

17. PREPARATION FOR START

- 17.1. Before the start, riders will be allowed to enter the PF 5 minutes before their starting times for the sole purpose of moving their machines to the exit of the PF and to enter into the starting area. No work of any kind can be carried out on the machine in the PF or in the starting area, under penalty of exclusions.

18. START

- 18.1. At the beginning of the competition, the starting signal will be given at the exact time a rider is due to start. Within one minute after the starting signal has been given, the rider must have started his engine at the starting line and crossed another line 20 metre from the starting line using the power of the engine.
- 18.2. If a rider is not on the starting line when the signal to start is given, he will not be penalised as long as he brings his machine to the starting line, starts the engine, and crosses the second line within one minute after the signal for his start was given. Riders arriving more than one minute late at the starting line will be penalised 1 minute per minute late. The minute in which the riders arrive at the start line will be considered as the new start time and before the minute expires, they must observe the start procedure under clause 18.1. Riders being late more than 15 minutes late will be classified as retired and will not be allowed to start.
- 18.3. The kick-start or other starting devices must start all machines, mechanical or electrical. It is not allowed to rotate any driving road-wheel.
- 18.4. Should the engine stop before the machine has crossed the second line, the rider has to restart it and cross the second line within one minute after the signal to start was given, in order not to be penalised. A rider not crossing the 20 metre line within one minute after his starting signal has been given will be penalised by 10 seconds.
- 18.5. A rider who has been penalised for not starting his engine and crossing the 20 metre line within one minute may then start his machine any way he desires, but must cross the starting line before proceeding on the route.
- 18.6. The rider who does not succeed in starting his machine or whose machine stops in the area between the starting line and the 20 metre line must not return to the starting area but has to push his machine in the driving direction and cross the 20 metre line in order not to hinder other participants.

- 18.7. When the case of a rider is under discussion and he wishes to start, he will not be prevented from doing so providing his machine has been held in the PF as per the Regulations, except for reasons of safety. Once the Chief Marshal confirms that the rider is excluded, he will not be allowed to start.

19. REFUELLING

- 19.1. No additional time is given for refuelling that must be performed during the race.
- 19.2. The use of an environment mat, or other effective device, is obligatory to be used where servicing of machines is permitted by the organiser.
- 19.3. The minimum dimensions of the mat will be at least equal to the wheelbase of the machine and of the width of the handlebars. This mat will be composed of a waterproof sole and of an absorbent textile.
- 19.4. In addition to the refuelling stations located at the start and finish, others will be situated along the course. There will be a maximum of three refuelling stations per lap, including those in the finish areas.
- 19.5. The refuelling station before the final time check must be situated in the paddock area or in a final working area.
- 19.6. Refuelling is only allowed in the area of the official refuelling depots as marked by the organisers at each time check between the white and yellow flags unless prohibited by the organiser.
- 19.7. Refuelling is forbidden between the yellow flag and the time check control table.
- 19.8. The penalty for refuelling outside the designated areas is exclusion.
- 19.9. It is forbidden under penalty of exclusion for a rider to place his machine or any marked parts, inside any enclosure inaccessible to the officials any time during the competition for the purpose of refuelling or any other reason, except if authorised to by the organiser.
- 19.10. No fuel may be carried other than in a tank or container permanently attached to the machine. The penalty for breaking this rule is exclusion.
- 19.11. The engine must be stopped during refuelling. The penalty for not stopping the engine is exclusion.
- 19.12. Any welding work in refuelling area is forbidden under penalty of exclusion.

20. FORBIDDEN ACTION FROM OUTSIDE

- 20.1. Throughout the competition a machine must only be moved by its proper engine power, the physical efforts of its rider, or some natural cause (except as stated in clause 21). The penalty for breaking this rule is exclusion.

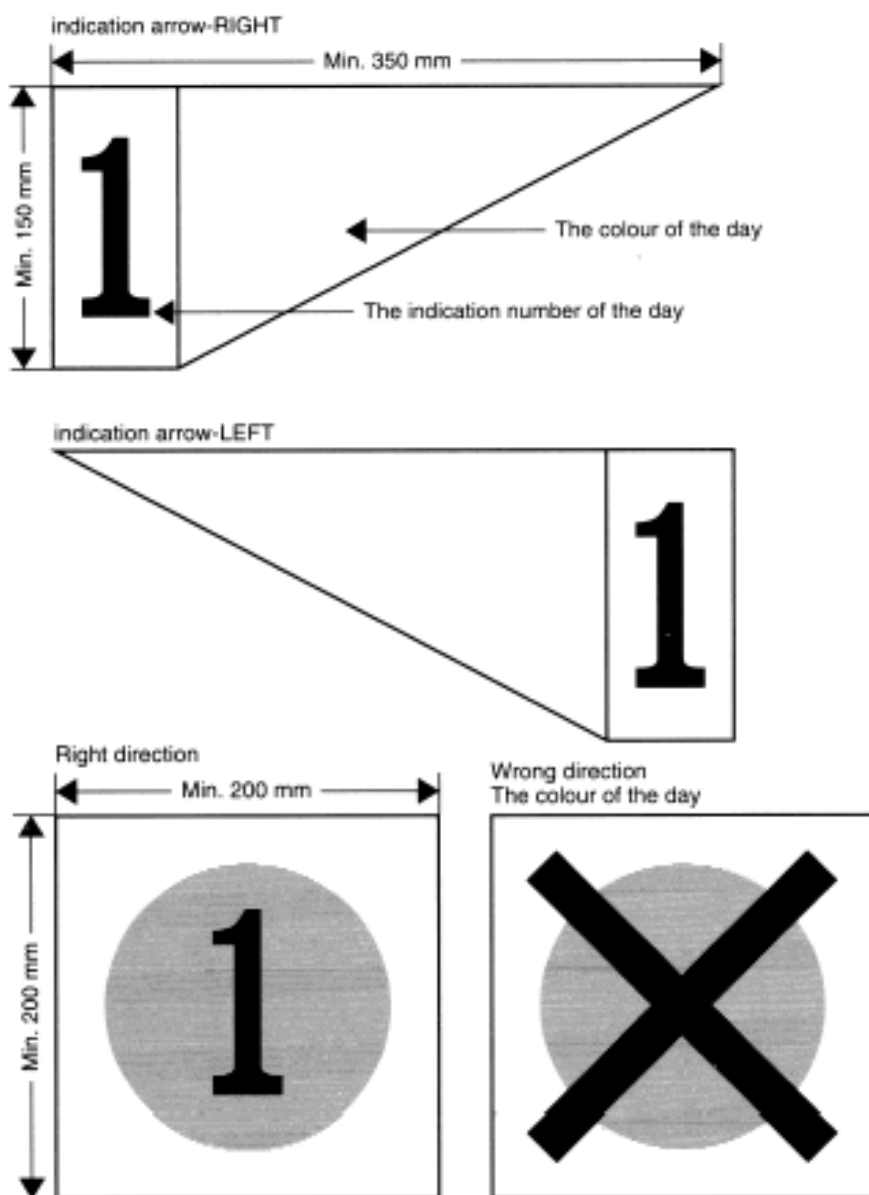
21. OUTSIDE ASSISTANCE

- 21.1. The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the machine.
- 21.2. The penalty for receiving prohibited outside assistance is exclusion.
- 21.3. Outside assistance, receipt of spare parts or tools is allowed at time checks only, where it is permitted to provide assistance, in the final help assistance area at the final time check, and between PF and the starting area.
- 21.4. Tire change is permitted by the rider only and at the final time check in the final help assistance area of the first race day and on the second day between PF and starting area (help assistance is permitted to take off and put back a machine wheel).
- 21.5. Outside assistance is permitted in order to help a rider to pull the machine out of mud, ditch, marsh or another obstacle on the course, and the rider is not able to do it by himself. Marshals are allowed to provide assistance to riders in tests if the rider is not able to overcome an obstacle or to free the track for other riders.
- 21.6. Outside assistance is authorised for cleaning the number plates and the sponsors' stickers placed on the plastic parts of the machine at all the time checks and on the course.
- 21.7. It is forbidden to use electrically or air-powered tools (except battery-powered tools). The penalty for any use of electric or pneumatic tool is exclusion.
- 21.8. It is forbidden for riders, under penalty of exclusion, to be accompanied anywhere on the course or to receive or transmit communications by radio.

- 21.9. Any rider who has retired from the competition must obliterate the number plates or remove them and must not continue the route in the company of, or in proximity to any other rider. If this rule is broken, the rider may be suspended and any rider(s) he accompanied may be excluded.

22. ROUTE MARKING

- 22.1. The official route, which must not be left for any reason whatsoever, will be depicted on a map and marked. The official distances must be considered to be correct. If a rider fails to follow the official route or if he drives against it, he may be excluded or penalized by time.
- 22.2. In those cases where the riders must follow a very definite route (i.e. on grassland, rough terrain, footpaths, etc), the organiser must indicate the route precisely and very clearly. Where such areas are specifically marked, the riders must pass through the tapes or arrows. Any deviation to gain advantage renders the riders liable to penalty.
- 22.3. Samples of the signs or indications used for the route marking must be displayed in the starting area. The signs or indications used for the route marking must be made of waterproof material.



23. LOCAL TRAFFIC REGULATIONS

- 23.1. Riders must conform to the traffic regulations in force in each locality crossed during the competition. Any rider convicted of an offence against such regulations may, after enquiry, be excluded.

24. IMPASSABLE SECTIONS

- 24.1. If, in the course of the competition, the Clerk of the Course decides that a section of the course has become impassable or that its condition is such that it cannot be negotiated without outside assistance, he may take the entire section which is impassable, before reaching the following time check, out of the competition and adjust the points accordingly. The jury will ratify this decision.

25. TIME CHECKS

- 25.1. The control of the competition is done at the time checks, which are defined between the yellow flags and a line 2m after the end of the control table.
- 25.2. Time checks are located at the exit of starting area at the beginning of a competition, on the course, in finish zone, and at the entrance to and exit from PF.
- 25.3. The time period between time checks is provided by organiser. The distance between time checks should not exceed 35 km and be less than 5 km.
- 25.4. The average speed to be maintained between one time check and the next must not exceed 50 km/h.
- 25.5. In case of force majeure (e.g. worsening weather conditions) the Clerk of the Course may change the time schedule to one of the slower schedules immediately before the start or before each lap.

26. TIME CARDS

- 26.1. Time cards for the first race day are issued no later than 30 minutes before the first start. Card for the second race day is issued either in the previous evening or not later than 30 minutes prior to the first start of the second race day. Riders are responsible for receiving marks on the time cards at all time checks and all route checks. Time cards must be submitted at the end of each day. Intentional violation of this regulation may lead to exclusion.
- 26.2. Any rider who fails to get his time card marked at a time check, or intends to deceive the organisers by altering or obliterating any entry on his time card, or using another rider's card will be excluded.
- 26.3. Any rider who accidentally loses his time card must obtain another from the official in charge of the next time check. This new card must be used at that check point and at all the following checks.
- 26.4. A rider who misses a time check will be excluded.

27. TIME CHECK IDENTIFICATIONS

- 27.1. The time checks will be indicated by white flags placed on both sides of the track 200m before the control table and yellow flags placed just before the control table. These flags will be placed so that they are at all times clearly visible to the riders.

28. PROCEDURE AT TIME CHECKS

- 28.1. A time clock synchronised with the time check clock will be positioned at the yellow flag located before the control table, on the control table or next to it. After the rider has passed the yellow flag with his machine he must immediately present his time card to the control table or on demand to an official. The arrival time at the time check is the time the rider or the front wheel of his machine has crossed the line marked by the 2 yellow flags.
- 28.2. Riders are forbidden to stop between the yellow flag and the control table and will be penalised for so doing, 1 minute in addition to any other time penalties.
- 28.3. A rider may pass the final time check at the entrance to the PF before the scheduled time without penalty, i.e. PF can be entered before the scheduled time on both days.
- 28.4. At each time check, the marshals must keep a check list indicating the passage of each rider by number and in the order of arrival, and note the time in hours and minutes the rider passes through. Pre-printed lists are not valid. In case of dispute, the checklist is an official document.

- 28.5. Before the last service area or help assistance zone in the paddock, there will be a pre-finish time check, which will be signalled in the same way as the time checks without service, where assistance is not be allowed. The riders will have 15 minutes to go from this time check to the final time check before PF.

29. CALCULATION OF TIME CHECK PENALTIES

- 29.1. Each section between time checks constitutes a test in itself. Riders who do not respect the time permitted between one time check and the next (i.e. the difference between the time marks does not equal the specified time), will be penalised 1 minute per minute early or late arrival according to the time check clock. REGISTERED TIME = STARTING TIME FOR NEXT SECTION.

30. TIME LIMIT

- 30.1. A rider who arrives at a time check more than 30 minutes after his required time is automatically excluded. However, the rider may, under his own responsibility, continue in the event until the jury takes the final decision.

31. CLAIMS TO SPECIAL TIME ALLOWANCE

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

32. ROUTE CHECKS

- 32.1. In addition to having his time card marked at all time checks, the rider must present his card for marking at any official route check. Such route checks, which may or may not be marked on the course map, will be indicated by blue flags placed on either side of the road 200 metres before the route check. If the rider does not stop, he will be excluded.
- 32.2. A rider without a time card must obtain one from the official in charge at the route check.
- 32.3. At each route check, officials must maintain a check list that contains the starting numbers of passing riders, in chronological order. If possible, the time when a rider passes by the route check, should be recorded.
- 32.4. Any rider who does not hand in a completed time card or whose passage is not recorded on each check list will be excluded.

33. SPECIAL TESTS

- 33.1. The total time for special tests in a two-day competition shall be 60 minutes minimum.
- 33.2. The location and the length of the special tests must be published at least 48 hours before they take place and must be marked not later than 24 hours before they will be needed.
- 33.3. The jury must approve all special tests.
- 33.4. Special test types – cross, enduro and extreme tests.
- 33.5. On each competition day at least 4 tests must be completed (except in force majeure circumstances on the race day).
- 33.6. All special tests are with time control. Before the competition start on the first day, competition jury must decide which of the special tests on the first lap should be introductory only and may not be timed.

34. CROSS TESTS

- 34.1. At least two closed course special tests, designated as cross tests (which can be the same for each lap) must be specially prepared for the purpose, not too difficult and not dangerous. The recommended distance for these cross tests should be minimum 3 km provided that the safety measures described in the Regulations are strictly observed. A safety zone, minimum width one metre, access to which shall be forbidden for all spectators, shall be established on all bends and at any other hazardous points of Cross test.
- 34.2. Riders may inspect the special tests on foot but not by wheeled vehicle, including bicycle. The penalty for traversing the special test by wheeled vehicle, in advance of the timed test, will be exclusion.
- 34.3. The cross test course must be selected so that the average speed does not exceed 50 km/h.

35. ENDURO TESTS AND EXTREME TESTS

- 35.1. At least two timed Enduro tests must take place each day. Enduro tests shall be in a form of a Cross Country test. The recommended distance for these tests should be minimum 3 km provided that the safety measures described in the Regulations are strictly observed. Under no circumstances will the location of the Enduro tests be secret. The Enduro test course must be selected in such a way that the average speed does not exceed 50 km/h.
- 35.2. The riders will have the possibility to get to know the Enduro test in advance by walking around it and on the first lap. No practising will be allowed and the penalty for practising is exclusion.
- 35.3. One Extreme test is recommended to be included on each lap.
- 35.4. The distance of the Extreme test is approximately 1 km or a maximum of approximately 3 min. The Extreme test will be carried out in areas with sufficiently wide technical obstacles in order not to create a traffic jam. The Extreme test should allow the technical and physical dexterity of the riders to be judged. The Extreme test course must be selected in such a way that the recommended average speed does not exceed 25 km/h. If any rider exceeds this average speed, the Extreme test will be cancelled for the following laps. A detour must be provided for obstacles that are dangerous or difficult to pass.
- 35.5. In special tests, outside assistance is not allowed, except from officials wearing special signs and in cases described in clause 21.5. Penalty for violation of this rule is equal to the worst race time in the special test plus 5 minutes.
- 35.6. All the special test stages without a natural border will be marked with tape.
- 35.7. The start and finish area of special tests must be accessible to all vehicles.
- 35.8. The special tests must be easily accessible for emergency assistance. If the special test is not within sight, (in the forest for example) it must be marked in sections with consecutive numbers. The access roads to the special test area should be signposted and described on a map.
- 35.9. Start and finish of a special test should be at the same place, if this is not possible, there must be a radio or mobile connection between them.
- 35.10. The start will be from a line with the machine stationary and engine running.
- 35.11. After the flying finish of the test, the rider having crossed the finish line will continue on the marked route to the next time check.

36. TIME CONTROL AT SPECIAL TESTS

- 36.1. Start of special tests must be displayed as STARTS (START) and finish as FINIŠS (FINISH). The route must be marked. Start line must be marked with flags. Start signal must be provided by a timekeeper or official on duty or by using a special signalling tool (e.g., semaphore). The time of the special test is registered when the rider crosses the finish.
- 36.2. Rider is not allowed to stop at the exit of a special test. The riders may only stop after having crossed a line posed 30 meters after the test's finish. The 30 metres' line must be clearly marked.

37. FINAL EXAMINATION

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

- 37.2. For all classes and categories of machines, only the rider must appoint the person who will dismantle his machine at the end of the race. The dismantling must start within 30 minutes following the notification; if this fails to happen, the rider will be excluded.
- 37.3. If any engine is found to be in incorrect capacity of the class in which it was entered, the rider concerned will be excluded.

38. PENALTIES

- 38.1. Time:
- 38.1.1. Starting the engine in the starting area before the starting signal is given: 1 minute;
 - 38.1.2. For every minute late in arrival at start line: 1 minute (up to 15 minutes);
 - 38.1.3. Not crossing the 20 m line on a running machine within 1 minute after the starting signal is given: 10 seconds;
 - 38.1.4. Stopping between the yellow flag and control table at a time check: 1 minute;
 - 38.1.5. Late or early arrival at a time check: 1 minute for each minute;
 - 38.1.6. Involuntary exit from the route of the test and not returning to the place from where the exit was made: 3 minutes;
 - 38.1.7. Non-compliance with the technical requirements of machines – from 10 seconds to 1 minute for each particular non-compliance.
- 38.2. Exclusion:
- 38.2.1. Working on the machine in the starting area before the starting signal is given;
 - 38.2.2. Being more than 15 minutes late at the start;
 - 38.2.3. Machine part does not have the marking or its official substitute;
 - 38.2.4. Behaving contrary to the Sporting Code or Ethics Code in the PF;
 - 38.2.5. Entry into PF with a running engine or starting the engine in PF (with an exception of Quads);
 - 38.2.6. Refuelling or carrying out repairs while proceeding from time check to PF;
 - 38.2.7. Refuelling outside areas provided for this purpose by the organisers, or carrying fuel outside the fuel tank;
 - 38.2.8. Not stopping the engine during refuelling;
 - 38.2.9. Smoking in PF or in a working area;
 - 38.2.10. Carrying out any kind of welding work in the refuelling areas;
 - 38.2.11. Use of electrically powered (except battery-powered) tool or an air-powered tool (compressor);
 - 38.2.12. Using extraneous motive power;
 - 38.2.13. Accepting unauthorised outside assistance;
 - 38.2.14. Unauthorised contacts with accompanying persons;
 - 38.2.15. Being accompanied by another rider who is not a competition participant;
 - 38.2.16. Driving outside the marked route; driving in the wrong direction, not observing the marked route;
 - 38.2.17. Heavy breach of traffic regulations (possible to prove);
 - 38.2.18. Altering a time card or using another rider's card;
 - 38.2.19. Missing a time check or missing or not stopping at a route check;
 - 38.2.20. Delayed arrival at time check exceeding 30 minutes (counting from the rider's starting time, see FIM Europe Enduro Rules);
 - 38.2.21. Practicing on the course of special tests during the competition;
 - 38.2.22. Voluntary leaving the test course or short-cutting the track;
 - 38.2.23. Engine capacity exceeding that stated on the entry form;
 - 38.2.24. Handing over the rider's machine to another rider or changing a machine during the competition.

39. PROTESTS

- 39.1. All protests, addressed to jury, are submitted to the secretariat in written form with a security deposit of 70 euro.

- 39.2. Protests on results must be submitted within 30 minutes after the official announcement of results.
- 39.3. Protests on breach of the Regulations or competition regulations or must be submitted within 30 minutes after the finish of respective class, by indicating the violated clause of Regulation or competition regulations.
- 39.4. In case of settlement of protest the safety deposit is returned to the person submitting the protest. In case of refusal the money is kept by FMNR Enduro Commission.
- 39.5. In case the protest is related to dismantling of engine, additional 70 euro (for 2 stroke) and 215 euro (for 4 stroke) must be paid in deposit.
- 39.6. In case of settlement of protest the safety deposit is returned to the person submitting the protest. In case of refusal the money receives mechanic dismantling the engine.

40. FIRST AID

- 40.1. Latvian Competitions must be provided with emergency medical vehicles as follows:
 - 40.1.1. if the total expected number of riders does not exceed 100 – at least one emergency medical vehicle and a doctor or medical assistant;
 - 40.1.2. if the total expected number of riders exceeds 100 – at least two emergency medical vehicles and doctors or medical assistants, or at least one emergency medical vehicle and a doctor or medical assistant and one tent equipped for providing emergency medical assistance with one doctor or medical assistant.
- 40.2. Competition director and senior doctor must approve the emergency exit road before the competition.
- 40.3. The nearest hospital must be informed about the competition.
- 40.4. In case of injury, permission for a rider to further participate in the competition is given by the senior doctor upon reporting to the competition secretariat.

Approved by LaMSF Enduro Commission on 20 September 2016.

Head of Latvian Enduro Commission _____ Jurgis Bergs

Approved on Baltic Enduro Commission meeting on 12 November 2016