



ENDURO SPRINT REGULATIONS 2018

of Baltic Cup and Baltic Club Team Cup and **Latvian Cup and Latvian Club Team Cup**

Enduro Sprint regulations (hereinafter referred to as Regulations) of Baltic Cup and Baltic Club Team Cup (hereinafter referred to as Baltic competitions) and **Latvian Cup and Latvian Club Team Cup** (hereinafter referred to as **Latvian competitions**) define the procedures and principles according to which enduro sprint 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 (lamsf.lv/par-mums/dokumenti) 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.

The individual and club team results of Latvian competitions in Enduro Sprint are taken into account in determining season classifications of Latvian Enduro Championship and Cup and Latvian Enduro Club Team Championship in accordance with **Enduro regulations** (document "ENDURO REGULATIONS 2018 of Baltic Open Individual Championship, Baltic Cup, Baltic Open Club Championship, Latvian Open Individual Championship, Latvian Cup and Latvian Open Club Championship").

1. GENERAL CONDITIONS

- 1.1. Enduro sprint is a discipline of enduro motorsports. Enduro sprint competitions take place in open air, by using natural terrain and artificially created obstacles. A competition round lasts for one day, and riders complete several laps off-road and compete for speed in closed special test tracks. **The track may cross public roads.**
- 1.2. Riders compete in enduro sprint competitions using motorcycles (hereinafter 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 **official web sites** (msport.ee, lamsf.lv, lmsf.lt).
- 1.5. Regulations of a particular Latvian Competition shall be approved by the LaMSF not later than 2 weeks prior to the competition and published on LaMSF **web site**.

2. MACHINE CLASSES AND PARTICIPANTS

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

Class	Machine	Rider
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 40+	Motorcycles with 125 cm ³ to 500 cm ³ 2-stroke, or 175 cm ³ to 650 cm ³ 4-stroke engines	From 40 years
Juniors 14+	Motorcycles with 100 cm ³ to 144 cm ³ 2-stroke or 175 cm ³ to 250 cm ³ 4-stroke engines	From 14 to 21 years
A 18+ (Amateurs)	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines	1) From 18 to 29 years; 3) Within the last 5 years, rider has not been a winner of 1 st to 6 th place in any class of National Championship or Baltic Championship classification in Enduro, Trials, Track, Supermoto, Speedway or Motocross disciplines; 4) Has not been a winner of 1 st to 3 rd place in season's classification in this class in the year before the previous year.
H 30+ (Hobby)	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines	1) From 30 years; 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 classification in Enduro, Trials, Track, Supermoto, Speedway or Motocross disciplines.
Beginners (C)	16-17 years: Motorcycles with 100 cm ³ to 144 cm ³ 2-stroke or 175 cm ³ to 250 cm ³ 4-stroke engines From 18 years: Motorcycles with up to 500 cm ³ 2- stroke or up to 650 cm ³ 4-stroke engines	1) From 16 years 2) Rider has not been a competition winner of 1 st to 3 rd place in any National or Baltic Championship or Cup class (except beginner or C classes) in Enduro, Trials, Track, Supermoto, Speedway or Motocross disciplines; 3) Rider has not been a winner of 1 st to 3 rd place in previous season's classification; 4) Rider has not been a winner of 1 st to 6 th place in the season's classification in the year before the previous year.
Veterans 50+	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines	From 50 years
60+	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines	From 60 years
Open LV (in Latvian competitions only)	16-17 years: Motorcycles with 100 cm ³ to 144 cm ³ 2-stroke or 175 cm ³ to 250 cm ³ 4-stroke engines From 18 years: Motorcycles with up to 500 cm ³ 2- stroke or up to 650 cm ³ 4-stroke engines	From 16 years

3. NUMBER PLATES

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

Class	Background	Numbers
E1, E2, E3	Red	White

Class	Background	Numbers
Seniors 40+	Blue	White
Juniors 14+	White	Black
A 18+ (Amateurs)	Orange	Black
H 30+ (Hobby)	Yellow	Black
Beginners (C)	Green	White
Veterāns 50+	Black	White
60+	Black	White
Open LV	Purple (violet)	White

3.2. Starting numbers must have a minimum height of 12 cm.

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 representative from each EE BMA country (Estonia, Latvia, Lithuania, Belarus, Russia), 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) and
- 4.5.2. At the end of competition day (before the announcement of 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 rider's 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 adequate accident insurance policy and presenting an identification document.

5.5. Rider with his signature on the application form acknowledges his familiarity with the present Regulations and the respective competition regulations, his commitment to comply with the 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 the rider or his machine does not correspond to the class defined by the present Regulations, the rider's result can be cancelled without warning during the competition or at any time prior to approval of the season's classifications.

- 5.7. If the application for participation is submitted in advance, riders pay FMNR participation fee 35 euro, but on the competition day – 45 euro.
- 5.8. Enduro Sprint Latvian Club Team Cup (LCTC) and Enduro Latvian Club Team Championship club team joint participation fee, payable by 2018.03.01 based on a LaMSF invoice, or by cash at competition secretariat (BCTC participation is free of charge):
- 5.8.1. For the season is 60 EUR, for a single round only - 15 EUR if all team members are with annual Enduro licences of the specific club. It is allowed to change members of such team during the season.
- 5.8.2. For the season is 90 EUR, for a single round only - 20 EUR; at least two members of such team must be with annual Enduro licences of the specific club, but the others can be with one-time or individual annual licences (members with annual Enduro licences of another club are not allowed). It is not allowed to change members of such team during the season.
- 5.9. After registration and technical inspection, riders or mechanics put their machines into parc ferme (PF).
- 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.
- 5.14. In Latvian competitions, the documents of a rider who has not reached 18 years of age (counting from the date of birth) are signed by one of his parents, a guardian or their notary-authorized representative. In case of purchasing a one-time licence, a document must be presented confirming the consent of parents or the guardian.

6. TECHNICAL REQUIREMENTS AND INSPECTIONS

- 6.1. Rider or mechanic must deliver the machine and helmet to the technical inspection that is located next to the paddock by the time stated in the competition regulations. In Latvian competitions, the secretariat marks on the competition application form the time by which the technical inspection must be completed and the machine must be placed in parc ferme.
- 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. Mandatory technical requirements for E1, E2, E3, Seniors 40+ and Juniors 14+ classes that must be met in order for a rider to be allowed to start:
- FIM tires.
- 6.4. During the whole competition, the Chief Technical Steward and Chief Marshal can check any machine.
- 6.5. Used parts may be left in the area where the repairs were made.
- 6.6. The rider is forbidden to provide his machine to another rider for participation in the competition and to change a machine during the competition.
- 6.7. 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 1 day.
- 7.2. Starting order and the number of laps are determined by Head Marshal, and are approved by jury.
- 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 40+ and Juniors 14+ 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 for 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. In Latvian competitions, a representative nominated by LaMSF Enduro Commission performs the inspection no later than 36 hours prior to the start of the competition and subsequently signs the certificate of track and competition acceptance which, as necessary, lists deficiencies that must be eliminated by the organiser before the start of the competition.
- 8.4. In Latvian competitions, the certificate of track and competition acceptance is signed by the jury members on the race day before the participants' meeting, confirming that the competitions can begin.
- 8.5. The length of one lap of the course, without special tests, must be no less than 10 km.
- 8.6. The total riding time of one lap, excluding special tests, must be not less than 45 minutes. Organiser of Latvian competitions will be penalised with 100 euro for each 10% (i.e. 270 seconds) under these 45 minutes. The total riding time of one lap is determined by the representative nominated by LaMSF Enduro Commission and is marked in the certificate of track and competition acceptance.
- 8.7. The total time for a day of competition cannot exceed 6 hours.
- 8.8. The plan of the course must be available on competition site, on the bulletin board. In Latvian competitions - also copies of this document and the certificate of track and competition acceptance.
- 8.9. The organiser may create a figure of 8 shaped course if they wish.
- 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 control and special tests 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 and time checks.
 - 8.10.5. Spectators and competition participants are personally liable for observing the safety rules.
- 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 competition, the organiser must call a participants' meeting and inform the riders about the length of the course, special tests, security requirements, dangerous sections of the course, the availability of first aid and fire extinguishing equipment.
- 8.16. Parts of the course on common roads, must be closed to general traffic, except short, unobstructed sections without intersections, both ends of which are overseen by officials or police.

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 of appropriate size and quality 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.
- 9.2. During the competition, riders and spectators are not allowed to access areas restricted by organiser.

10. SCORING

10.1. A rider may obtain season's individual classification (place) in one class only – in the one in which he has received the highest individual classification. If the places are the same in several classes, the class where the rider has scored the most points, is used. If the points are also equal, then the class where the rider participated in the first competition, will be used for establishing the classification.

10.2. Individual **and overall** results of each competition are determined 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 **time** results (a tie), they receive equal points, but the next rider will receive points according to his place:

Example:

Rider A 28'20'' 1st place 20 points

Rider B 28'20'' 1st place 20 points

Rider C 30'00'' 3rd place 15 points

10.4. In Latvian competitions, the overall (absolute) results are calculated, using the smallest time penalty and special test time sums of E1, E2, E3, Seniors 40+ and Juniors 14+ classes (i.e. of the united "overall class") riders. The overall results are calculated according to clauses ef466717337 \n \h * MERGEFORMAT 10.2 and

_Re
f466
7173
48 \
n \h
*
MERG
EFOR
MAT
10.3
.

10.5. **Individual classification** of Baltic Cup is established by the sum of points of all Baltic competitions that have taken place.

10.6. **Classification (individual and overall)** of Latvian Cup is established, **using the points scored in all Latvian competitions that have taken place, by adding up:**

10.6.1. Points scored in Latvian Cup competitions;

10.6.2. Additional points scored in the season's last competition, as follows:

Place	1.	2.	3.	4.	5.	6.
Additional points scored	8	6	4	3	2	1

- 10.7. In case of equal classifications (individual and overall) the winner shall be considered a rider with highest places, the next – the result of the last round.
- 10.8. A rider may participate in any number of rounds.
- 10.9. Classification of Baltic Cup 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 have 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. CLUB TEAM CUP

- 12.1. Riders of the following classes participate in Baltic Club Team Cup (BCTC) and Latvian Club Team Cup (LCTC) (Open LV does not participate):

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 40+	not more than 2 riders	1
Juniors 14+	not more than 2 riders	1
A 18+ (Amateurs)	not more than 1 rider	0.5
H 30+ (Hobby)	not more than 1 rider	0.5
Beginners (C)	not more than 1 rider	0.35
Veterans 50+	not more than 1 rider	0.5
60+	not more than 1 rider	0.5

- 12.2. Rider's club membership is defined by the annual FMN Enduro license. Participation in BCTC is only with annual FMN Enduro licences. Participation in LCTC – according to requirements of clause 5.8.

F _
Ref
503
172
061
\\r
\\h

12.3. A club team consists of 3 to 4 riders from classes mentioned in clause

F_
 Ref
 464
 503
 121
 \r
 \h
 *
 ME
 RGE
 FOR
 MAT
 12.
 1.

12.4. Competition scores of riders in each class, calculated according to clauses 6717337 \r \h * MERGEFORMAT 10.2 and ef466717348 \r \h * MERGEFORMAT 10.3, are applied with a coefficient as stated in clause

_Re
 f464
 5031

21 \
r \h
 *
MERG
EFOR
MAT
12.1
.

- 12.5. Three best out of four 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. A rider can contribute to team points only in the class in which he started in his first Enduro Sprint competition of the season, respectively in BCTC or LCTC.
- 12.6. In case two teams in a competition round score equal points, the winner is determined by higher individual places of team members. If these are also equal, then – with the best individual time result.
- 12.7. BCTC classification is established by sum of scores of all Baltic rounds that have taken place.
- 12.8. LCTC classification is established, using the points scored in all Latvian competitions that have taken place, by adding up:
- 12.8.1. Points scored by the team in Enduro Sprint Latvian Cup;
- 12.8.2. Additional points scored by the team in the season's last competition according to paragraph 10.6.2, with coefficients applied according to paragraph
- F_
Ref
464
503
121
 \n
 \h
 *
ME
RGE
FOR
MAT
12.
1.

12.9. In case of equal scores in BCTC and LCTC, the winner shall be determined by highest positions in all rounds, then by the results in the last round.

- 12.10. BCTC **classification** is prepared by LaMSF Secretariat and is approved by the responsible commission of each country's FMN.
- 12.11. LCTC **classification** is prepared by LaMSF secretariat and is approved by LaMSF Enduro Commission.

13. AWARDING

- 13.1. Riders winning the 1st place of Baltic Individual and Club Team Cup win the title of Baltic Enduro Sprint Cup winner of the current year.
- 13.2. Riders winning the 1st place of Latvian Individual and Club Team Cup win the title of Latvian Enduro Sprint Cup winner of the current year.
- 13.3. Rider winning the 1st place of Latvian Cup overall season classification wins the title of Latvian Enduro Sprint Cup overall winner of the current year.
- 13.4. Winners of the 1st-3rd places of Baltic and Latvian Enduro Sprint Individual (by class) and Club Team Cup at the end of the season are awarded with cups and diplomas.
- 13.5. Teams winning 1st, 2nd and 3rd places in LCTC will be awarded at the end of the season with monetary prizes as follows: from 40% of the money received from LCTC club team participation fees, the 1st place is awarded with 50%, 2nd place – 30%, and 3rd place – 20%.
- 13.6. Winner of 1st place of Latvian Cup overall classification (E1, E2, E3, Seniors 40+ and Juniors 14+ riders) will be awarded.
- 13.7. Winners of at least 1st, 2nd and 3rd places in individual (in each class) and club team **competition (separately BCTC and LCTC)** in each round are awarded with cups, medals or other prizes according to competition regulations, which must specify the number of places to be awarded.
- 13.8. In Latvian Cup, winners of 1st place of the overall competition in each round (E1, E2, E3, Seniors 40+ and Juniors 14+ riders) will be awarded.
- 13.9. 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**. 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. PARC FERME

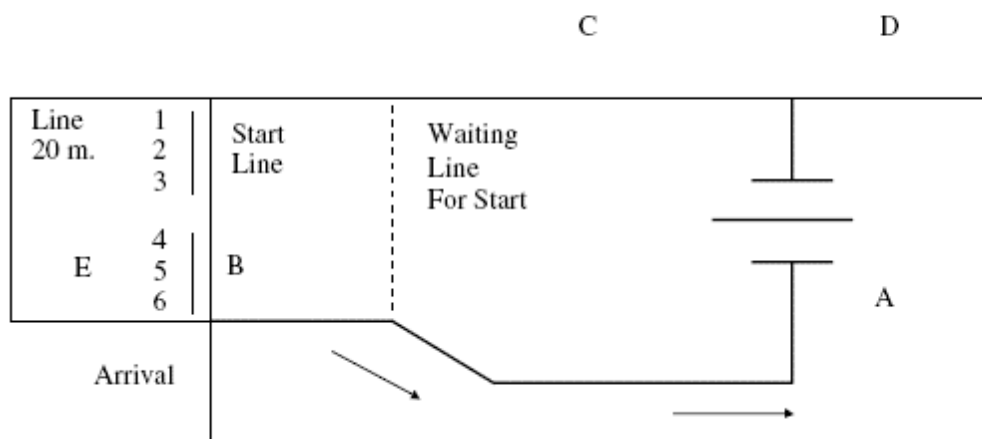
- 14.1. Parc ferme (hereinafter referred to as PF) must be enclosed and fenced in. Its limits must be clearly marked out and supervised by a sufficient number of officials to ensure that only authorised persons may enter and have access to the machines. It must have one clearly marked entrance and one 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.
- 14.2. Machines of competition participants are **in PF, under organised supervision**, from the time specified in the Regulations until the start, and from the end of the race to the time the **Head Marshal** decides to permit taking the machines.
- 14.3. Access to PF is forbidden to everyone except the team of officials, certain officials designated for duty, and riders who wish to park or take out their machines **with permission of a PF official**. After checking in at the time check just before the PF, the rider must stop the engine and push the motorcycle into PF without delay.
- 14.4. While proceeding from the time check to the PF, it is forbidden to refuel or make any repairs to the machine.
- 14.5. In the PF it is forbidden for a rider **without a permission of a PF official**, 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.
- 14.6. Any rider caught smoking in PF will be excluded.

14.7. The machines in PF must not be covered in any manner.

15. STARTING AREA

- 15.1. 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 SP and starting area).
- 15.2. Access to starting area is strictly forbidden to anybody, except the team of officials and riders.
- 15.3. Any activity with the machine in the starting area before the start signal is strictly forbidden. Penalty for failure to comply is exclusion.
- 15.4. Machines are pushed out of PF to the start line by riders, with engines switched off.
- 15.5. Starting the engine in starting area before the start signal is forbidden. 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.

16. PREPARATION FOR START

- 16.1. Before the start, riders will be allowed to enter the PF 5 minutes before their starting times for the sole purpose of moving their motorcycles 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.

17. STARTING

- 17.1. 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.
- 17.2. 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 starting

procedure under paragraph
17.1. Riders being late more than 15 minutes late will be classified as retired and will not be allowed to start.

- 17.3. The kick-start or other starting devices must start all machines, mechanical or electrical. It is not allowed to rotate any driving road-wheel.
- 17.4. 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, **using the power of the engine,** within one minute after his starting signal has been given will be penalised by 10 seconds.
- 17.5. 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. **He** has to push his motorcycle in the driving direction and cross the 20-metre line in order not to hinder other participants.
- 17.6. 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.

18. REFUELLING

- 18.1. No additional time is given for refuelling that must be performed during the race.
- 18.2. The use of an environment mat is obligatory to be used where servicing of machines is permitted by the organiser.
- 18.3. 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.
- 18.4. 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.
- 18.5. The refuelling station before the final time check must be situated in the paddock.
- 18.6. Refuelling **on the course** is only allowed in the official refuelling places marked by the organiser at time checks between the white and yellow flags.
- 18.7. Refuelling is forbidden between the yellow flag and the time check control table.
- 18.8. The penalty for replenishment outside the designated areas is exclusion.
- 18.9. 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.
- 18.10. 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.
- 18.11. The engine must be stopped during refuelling. The penalty for not stopping the engine is exclusion.
- 18.12. Any welding work in refuelling area is forbidden under penalty of exclusion.

19. FORBIDDEN ACTION FROM OUTSIDE

- 19.1. 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

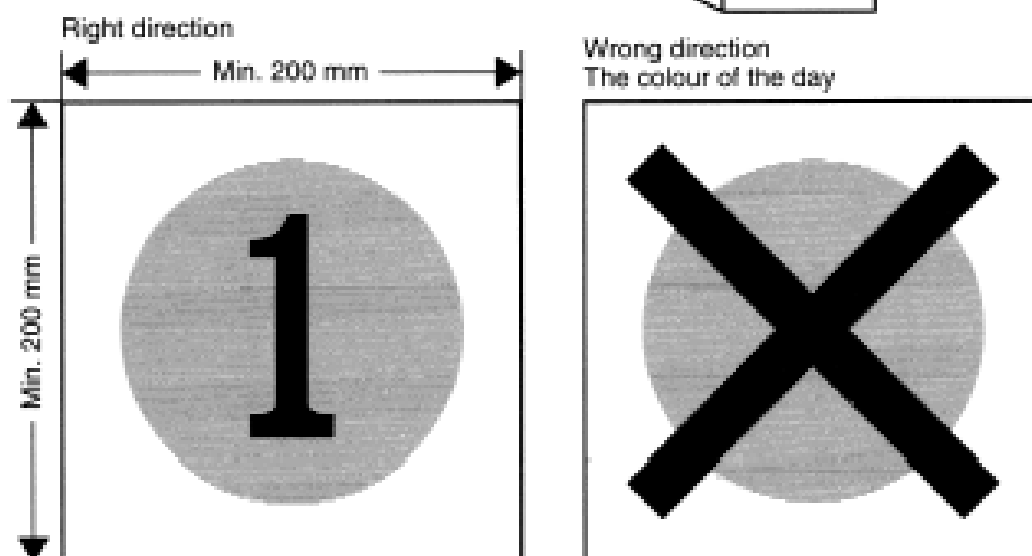
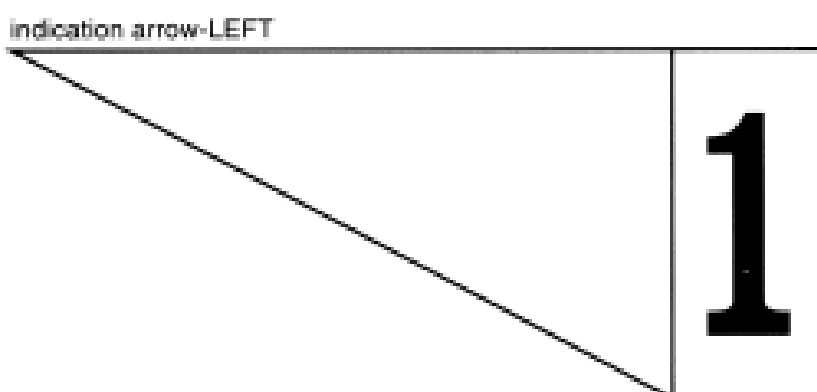
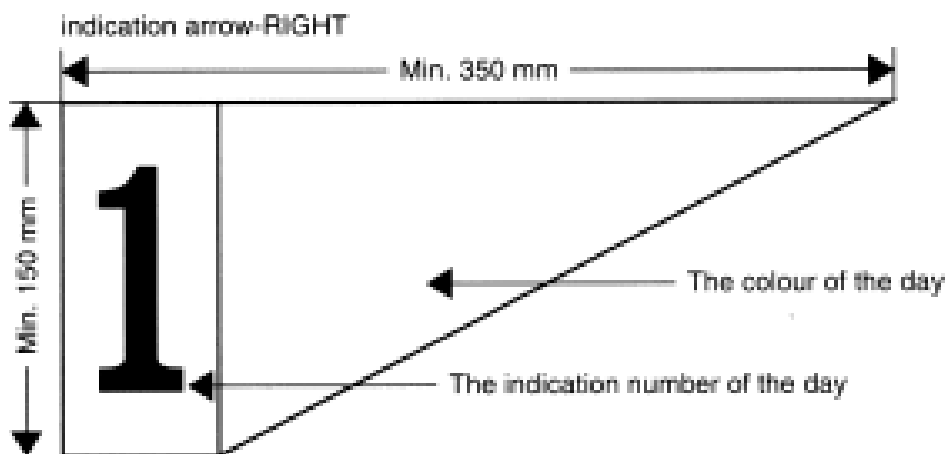
r \h * MERGEFORMAT 20). The penalty for breaking this rule is exclusion.

20. OUTSIDE ASSISTANCE

- 20.1. 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.
- 20.2. The penalty for receiving prohibited outside assistance is exclusion.
- 20.3. 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 **before** the final time check (**in the paddock**), and between PF and the starting area.
- 20.4. 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).
- 20.5. 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.
- 20.6. 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.
- 20.7. It is forbidden to use electrically powered (except battery-powered) tools and air-powered tools (compressors). The penalty for any use of such tool is exclusion.
- 20.8. It is forbidden for riders, under penalty of exclusion, to be accompanied anywhere on the course or to receive or transmit communications by radio.
- 20.9. 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.

21. ROUTE MARKING

- 21.1. 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.
- 21.2. 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.
- 21.3. 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.



22. LOCAL TRAFFIC REGULATIONS

- 22.1. 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.

23. IMPASSABLE SECTIONS

- 23.1. If, in the course of the competition, the Clerk of the Course or Head Marshal 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.

24. TIME CHECKS

- 24.1. 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.
- 24.2. 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 PF at the end of a day race.
- 24.3. 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.
- 24.4. The average speed to be maintained between one time check and the next must not exceed 50 km/h.
- 24.5. 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.

25. TIME CARDS

- 25.1. The starting times of riders must be published on the bulletin board no later than 30 minutes before the first start. Time cards are issued before the start. 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 day or if the rider retires. Intentional violation of this regulation may lead to exclusion.
- 25.2. Any rider who fails to get his time card marked at a time check, or intends to deceive the officials by altering or obliterating any entry on his time card, or using another rider's card will be excluded.
- 25.3. 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.
- 25.4. A rider who misses a time check will be excluded.

26. INDICATION OF TIME CHECKS

- 26.1. 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.

27. PROCEDURE AT TIME CHECKS

- 27.1. 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 time check 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.
- 27.2. 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.
- 27.3. A rider may pass the final time check at the entrance to the PF before the scheduled time without penalty.
- 27.4. At each time check, the marshals must keep a check list on which are inscribed, in chronological order, the numbers of the riders who pass as well as their times in hours and minutes. Pre-printed passage control lists, are not authorised. In case of dispute, the check list will be considered official.

28. CALCULATION OF TIME CHECK PENALTIES

- 28.1. 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.

29. TIME LIMIT

- 29.1. 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.

30. CLAIMS TO SPECIAL TIME ALLOWANCE

- 30.1. 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.

31. ROUTE CHECKS

- 31.1. 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.
- 31.2. A rider without a time card must obtain one from the official in charge at the passage control.
- 31.3. At each route check, the marshals must keep a check list indicating the passage of each rider by number and in order of arrival.
- 31.4. Any rider who does not hand in a completed time card or whose passage is not recorded on each check list will be excluded.

32. SPECIAL TESTS

- 32.1. Special test types – cross, enduro and extreme tests.
- 32.2. 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.
- 32.3. The jury must approve all special tests before the participants' meeting.
- 32.4. It is recommended to have three special tests in each lap, but not less than two.
- 32.5. The riding time of special tests of each lap for E1, E2, E3, Seniors 40+ and Juniors 14+ classes must be at least 10 minutes. Organisers of Latvian competitions will be penalised with 100 euro for each 10% (i.e. 60 seconds) below these 10 minutes. The actual time is determined by the best results of competition participants.
- 32.6. All special tests are with time control. Before the participants' meeting 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.
- 32.7. 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.
- 32.8. In special tests, outside assistance is not allowed, except from officials wearing special signs and in cases described in clause 20.6. Penalty for violation of this rule is equal to the worst race time in the special test plus 5 minutes.
- 32.9. All the special test stages without a natural border will be marked with tape. In clearly visible, straight sections the marking can be done with enduro competition signs, forming gates, where the distance between pairs of signs is not larger than 25m. In those sections, for spectator safety, it may be necessary to mark the perimeter of the track or its section with a tape.
- 32.10. The start and finish area of special tests must be accessible to all vehicles.

- 32.11. 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.
- 32.12. 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.

33. CROSS TESTS

- 33.1. 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. 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.
- 33.2. The Cross test course must be selected so that the average speed does not exceed 50 km/h.

34. ENDURO TESTS AND EXTREME TESTS

- 34.1. At least two Enduro tests must take place. 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. The Enduro test course must be selected in such a way that the average speed does not exceed 50 km/h.
- 34.2. One Extreme test is recommended to be included on each lap.
- 34.3. 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 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. TIME CONTROL AT SPECIAL TESTS

- 35.1. 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 start and finish lines.
- 35.2. The start will be from a line with the machine stationary and engine running.
- 35.3. 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.
- 35.4. Rider is not allowed to stop at the exit of a special test.

36. FINAL EXAMINATION

- 36.1. At the final examination, or within 30 minutes later, one or more engines of the machines having finished the competition may be examined.
- 36.2. 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.
- 36.3. If any engine is found to be in incorrect capacity of the class in which it was entered, the rider concerned will be excluded.

37. PENALTIES

- 37.1. Time:
- 37.1.1. Starting the engine in the starting area before the starting signal is given: 1 minute;

- 37.1.2. For every minute late in arrival at start line: 1 minute (up to 15 minutes);
- 37.1.3. Not crossing the 20 m line on a running machine within 1 minute after the starting signal is given: 10 seconds;
- 37.1.4. Stopping between the yellow flag and control table at a time check: 1 minute;
- 37.1.5. Late or early arrival at a time check: 1 minute for each minute;
- 37.1.6. Involuntary exit from the route of the test and not returning to the place from where the exit was made: 3 minutes;
- 37.1.7. Driving outside marked route; driving in the wrong direction, not observing the marked route: **1-10 minutes;**
- 37.2. Exclusion:
 - 37.2.1. Working on the machine in the starting area before the starting signal is given;
 - 37.2.2. Being more than 15 minutes late at the start;
 - 37.2.3. Behaving contrary to the Sporting Code or Ethics Code in the PF;
 - 37.2.4. Entry into PF with a running engine or starting the engine in PF;
 - 37.2.5. Refuelling or carrying out repairs while proceeding from time check to PF;
 - 37.2.6. Refuelling outside areas provided for this purpose by the organiser, or carrying fuel outside the fuel tank;
 - 37.2.7. Not stopping the engine during refuelling;
 - 37.2.8. Smoking in PF or **in the paddock;**
 - 37.2.9. Carrying out any kind of welding work in the refuelling areas;
 - 37.2.10. Use of an electrically powered (except battery-powered) tool or an air-powered tool (compressor);
 - 37.2.11. Using extraneous motive power;
 - 37.2.12. Accepting unauthorised outside assistance;
 - 37.2.13. Unauthorised contacts with accompanying persons;
 - 37.2.14. Being accompanied by another rider who is not a competition participant;
 - 37.2.15. Driving outside the marked route; driving in the wrong direction, not observing the marked route;
 - 37.2.16. Heavy breach of traffic regulations (possible to prove);
 - 37.2.17. Altering a time card or using another rider's card;
 - 37.2.18. Missing a time check or missing or not stopping at a route check;
 - 37.2.19. Delayed arrival at time check exceeding 30 minutes (counting from the rider's starting time);
 - 37.2.20. Practicing on the course of special tests **starting from 36h before the competition start until the competition finish;**
 - 37.2.21. Voluntary leave the test course or short-cuts the track;
 - 37.2.22. Engine capacity exceeding that stated on the entry form;
 - 37.2.23. Rider is prohibited from handing his machine over to another rider for participation in the competition and from changing the machine during the competition.
- 37.3. **In Latvian Competitions, other penalties from LaMSF Sporting Code (lamsf.lv/par-mums/dokumenti) may be applied.**

38. PROTESTS

- 38.1. All protests, addressed to jury, are submitted to the secretariat in written form with a security deposit of 70 euro.
- 38.2. Protests on results must be submitted within 30 minutes after the official announcement of results.
- 38.3. Protests on breach of the competition regulations or the Regulation must be submitted within 30 minutes after the finish of respective class, by indicating the violated clause of competition regulations or Regulation.
- 38.4. 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.
- 38.5. 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.

- 38.6. 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.

39. FIRST AID

- 39.1. Latvian Competitions must be provided with emergency medical vehicles as follows:
- 39.1.1. if the total expected number of riders does not exceed 100 – at least one emergency medical vehicle and a doctor or medical assistant;
 - 39.1.2. 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.
- 39.2. Competition director and senior doctor must approve the emergency exit road before the competition.
- 39.3. The nearest hospital must be informed about the competition.
- 39.4. 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.

40. PADDOCK AND UTILITIES

- 40.1. Paddock must be located with direct exit to start and finish zone and PF.
- 40.2. Organiser must provide at least one toilet in the paddock and (if possible) several toilets in the spectator zone. Organiser must provide trash containers or bags in the paddock and in spectator zone in sufficient amounts.
- 40.3. Information board must be easily accessible to riders and spectators, its area must be at least 3m², and it must be securely fastened.
- 40.4. For the convenience of spectators, they must be provided with:
- 40.4.1. first aid;
 - 40.4.2. parking;
 - 40.4.3. food vendors.
- 40.5. Maximum allowed machine speed in the paddock is 10 km/h.
- 40.6. Helmet must be worn when riding a machine on the competition site.
- 40.7. Each rider in the paddock must be equipped with a fire extinguisher. Competition organiser must equip the time check, start and finish zones and PF with fire extinguishers.

41. ADDITIONAL REQUIREMENTS TOWARDS LATVIAN COMPETITION ORGANISERS

- 41.1. Registration fee of Latvian competitions is 150 euro, payable by the organiser by competition start.
- 41.2. LaMSF may require the organisers of Latvian competitions to display LaMSF advertisements in the competitions. Organisers will be penalised with 300 euro for not displaying these advertisements.
- 41.3. Organisers of Latvian competitions will be penalised with 100 euro for a breach of requirement.
- 41.4. Organiser of Latvian competition must cover the track inspection costs of the person accepting the track in the amount of 50 euro plus petrol costs.
- 41.5. Organiser of Latvian competition must cover the costs of jury president in the amount of 35 euro plus petrol costs.

Approved by LaMSF Enduro Commission on _____ 2017:

Head of Latvian Enduro Commission _____ Kaspars Ērkulis

Approved on Baltic Enduro Commission meeting on 9th December 2017