



CROSS COUNTRY REGULATIONS 2020

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

Cross Country 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 Cross Country competitions shall be organised in Estonia, Latvia and Lithuania.

In case of ambiguities due to wording of the Regulations or any errors are discovered, explanations shall be provided and deficiencies shall be eliminated by commissions of National motorsports federations (hereinafter referred to as FMN) of the Baltic countries (Estonia, Latvia and Lithuania) – Enduro Commissions in Latvia and Lithuania and Motocross Commission in Estonia (hereinafter – responsible commissions). **The term “National” refers to the countries of 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 competitions in Latvia.

All disputes related to the execution of the Regulations regarding competitions in Latvia are reviewed by and settled by LaMSF Disciplinary and Arbitration Commission.

1. GENERAL CONDITIONS

- 1.1. Cross Country is a discipline of motorsports. Cross Country competitions take place in open air, enclosed course, by using natural terrain and artificially created obstacles. Competition races are 1, 1.5 or 2 hours in duration (finish flag) according to rider’s class.
- 1.2. Riders compete in Cross Country 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) responsible commission or, on the competition day, by competition jury.
- 1.4. Regulations of a particular Baltic Competition shall be approved by the FMNR no 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 competition in Latvia shall be approved by LaMSF secretariat no later than 2 weeks prior to the competition and published on LaMSF web site.

2. CLASSES, MACHINES AND PARTICIPANTS

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

Class	Machine	Participants
E1	Motorcycles with 100 cm ³ to 125 cm ³ and 144 cm ³ 2-stroke, or 175 cm ³ to 250 cm ³ 4-stroke engines	From 16 years
E2/E3	Motorcycles with 175 cm ³ to 500 cm ³ 2-stroke or 290 cm ³ to 650 cm ³ 4-stroke engines	From 18 years

Class	Machine	Participants
Enduro	Motorcycles corresponding to Technical Rules of International Motorcycling Federation (FIM Enduro Technical Rules) (www.fim-live.com/en/library/), ..., FIM tires, lights, side or central stand	From 18 years
85 cm³	Motorcycles with up to 85 cm ³ 2-stroke or up to 150 cm ³ 4-stroke engines	From 9 to 15 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 17 years
Seniors 40+	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines	From 40 years

Hobby	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines.	<ol style="list-style-type: none"> 1) From 18 years; 2) Within the previous 3 seasons, rider has not been a winner of 1st to 3rd place in any class of National Championship or Baltic Championship classification in Enduro or Motocross (except Quads classes); 3) Rider has not been a winner of 1st place in previous season's classification in H 30+ (Hobby) or A 18+ (Amateur) classes in Enduro, Enduro Sprint or Cross Country Baltic Cup.
Beginners (C) 2T	<p>From full 16 years: motorcycles corresponding to A1 category with up to 125 cm³ engines and up to 11 kW power;</p> <p>From 18 years: Motorcycles with up to 500 cm³ 2- stroke engines.</p>	<ol style="list-style-type: none"> 1) From full 16 years; 2) Within the previous 3 seasons, rider has not been a competition winner of 1st to 3rd place in any National or Baltic Championship or Cup class (except beginner or C classes) in Enduro or Motocross (except Quads classes); 3) Within the previous 3 seasons, rider has not been a winner of 1st to 3rd place in season's classification in Beginners (C) class in Enduro, Enduro Sprint or Cross Country Baltic Cup.
Beginners (C) 4T	<p>From full 16 years: motorcycles corresponding to A1 category with up to 125 cm³ engines and up to 11 kW power;</p> <p>From 18 years: Motorcycles with up to 650 cm³ 4-stroke engines.</p>	<ol style="list-style-type: none"> 1) From full 16 years; 2) Within the previous 3 seasons, rider has not been a competition winner of 1st to 3rd place in any National or Baltic Championship or Cup class (except beginner or C classes) in Enduro or Motocross (except Quads classes); 3) Within the previous 3 seasons, rider has not been a winner of 1st to 3rd place in season's classification in Beginners (C) class in Enduro, Enduro Sprint or Cross Country Baltic Cup.
Veterans 50+	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines.	From 50 years
Quads Open	<p>Quads with 250 cm³ to 750 cm³ (15-17 year-old riders – to 450 cm³) 2-stroke or 4-stroke engines with 1 or 2 cylinders and rear-wheel drive.</p> <p>Kill switch must be fastened to the rider's right hand.</p> <p>Quad must be equipped with special leg protectors.</p>	From 15 years
Quads ATV	Standard quads with 100 cm ³ to 1000 cm ³ 2-stroke or 4-stroke engines, having 1 or 2 cylinders and front and rear wheel drive.	From 18 years

	Kill switch must be fastened to the rider's right hand. Quads must be equipped with special leg protectors.	
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- 2.2. Rider's age is calculated according to the year of birth.
- 2.3. Riders must be licensed and insured according to FMNR rules.
- 2.4. Registration of riders can be performed by a representative of the riders' club or team upon presenting the riders' licenses and other required documents.
- 2.5. Riders may purchase a one-event FMNR license on competition site, according to FMNR regulations. In competitions in Latvia – by presenting or purchasing an appropriate accident insurance policy and presenting an identification document.
- 2.6. 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.
- 2.7. In case the secretariat of a competition or FMNR responsible 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 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.
- 2.8. If the application for participation is submitted in advance, riders pay FMNR participation fee 40 euro, but on the competition day – 50 euro. If a rider participates both in motorcycle and quads classes, participation fee must be paid for each class. The cost of using transponders is included in the participation fee.
- 2.9. ...
- 2.10. The responsibility of each rider is to ensure that his body is free from prohibited substances (doping).
- 2.11. In competitions 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.
- 2.12. Competition jury in cooperation with medical staff have rights to undertake alcohol control of riders (applying a sampling method), using an alcometer.
- 2.13. In competitions in Latvia, 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.

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
Enduro	Red	White
85 cm³	White	Black
Juniors 14+	White	Black
Seniors 40+	Blue	White
Hobby	Yellow	Black
Beginners (C) 2T	Green	White
Beginners (C) 4T	Green	White
Veterans 50+	Black	White

- 3.2. Starting numbers must be with a minimal height of 10 cm.

- 3.3. Quads must be equipped with front and rear number plates, fastened to the front and rear of the frame.
- 3.4. Numbers on riders' back must be clearly legible, displayed with a light colour on a dark background, or a dark colour on a light background. Riders with inappropriate numbers on riders' back (e.g. insulating tape) may not be allowed to race.

4. TECHNICAL INSPECTION

- 4.1. Rider must deliver the machine, helmet and shirt with the starting number to the technical inspection that is located next to the paddock by the time defined by the competition regulations.
- 4.2. Rider or mechanic must present the machine in technical order. Rider is responsible for the technical condition of his machine during the entire competition.
- 4.3. In case during practice or competition a marshal discovers that a machine is damaged and may cause threat to other riders, he immediately communicates to the Head of Technical Commission, who in turn reports to Chief Marshal. The obligation of Chief Marshal is to exclude such machine from further participation in the competition.
- 4.4. In case some part of a machine is broken off and threatens other riders, this failure must be corrected immediately. The warning is given by start/finish marshal or Chief Marshal in start/finish zone (the black flag and a plate with the rider's number).
- 4.5. During the entire competition, Head of Technical Commission and Chief Marshal have rights to check any machine.

5. COMPETITION

- 5.1. After registration and technical inspection of the machine the rider will be allowed to ride 1 (one) lap (introductory lap) during the time period specified in the competition regulations. After the introductory lap, the rider can refuel and repair the machine in the pit stop zone.
- 5.2. Riders are not allowed to ride the introductory lap without prior registration and technical inspection.
- 5.3. After passing the technical inspection or after the introductory lap (and refuelling the machine in the pit stop zone), the machines must be placed in prestart zone.
- 5.4. Start positions are taken as per consecutive order after placing machines in the prestart zone.
- 5.5. For competition time keeping, a computer program must be used as a minimum for counting laps. Competition organisers may opt to use transponders for time control.
- 5.6. Each machine class participates in one race:

– E1, E2/E3, Enduro	120 minutes
– Seniors 40+, Hobby	90 minutes
– 85 cm ³ , Juniors 14+, Beginners (C) 2T, Beginners (C) 4T, Veterans 50+	60 minutes
– Quads Open, Quads ATV	90 minutes

6. COMPETITION COURSE AND SAFETY

- 6.1. The course must be shaped in such a way that all places where spectators are permitted to stay along the course, are marked and restricted.
- 6.2. Course mandatory standards:
 - minimum length of the course (one lap) is 6 km, the maximum is 12 km;
 - minimum width of start site is 40 meters;
 - minimum length of start site is 60 meters, maximum - 125 meters;
 - minimum width of the course is 3 meters, recommended - 8 meters.
- 6.3. Start lines must be marked, and the distance between lines is 15 meters.
- 6.4. Up to 10% of the course distance may contain artificial enduro elements.
- 6.5. The course must be prepared such that the average speed during the entire race does not exceed 50 km/h. There must be no sections in the course where it is possible to achieve a very high speed.
- 6.6. The cross part of the course must be marked with easily torn tape. The enduro part of the course must be marked with enduro signs and, where necessary, with tape.

- 6.7. In case the cross part of the course is equipped with artificial obstacles, particular attention must be paid to surface angles of jumps and distances between jumps. The minimum distance between jumps must be 30 meters. Double and triple jumps are forbidden.
- 6.8. Sufficient number of course marshals must be positioned over the entire course in order to inform riders on course conditions and to help solve problem situations, especially, accidents.
- 6.9. Course marshals must be located in such a way that they have a good visibility of the course, the signals given to riders are clearly visible, and safety of course marshals is ensured.
- 6.10. Course marshals are not allowed to wear red or yellow vests.
- 6.11. Timekeeping and counting of laps (further in the text – timekeeping) must be positioned on the same line as the finish line, which must be vertically and clearly marked.
- 6.12. Timekeeping must be located in such a way that start/finish zone of the course is clearly visible.
- 6.13. Timekeeping must be provided with uninterrupted electric power supply and an adequate (closed type) workplace for any weather condition.
- 6.14. [In competitions in Latvia, the course must be checked and accepted by a certificate.](#)
- 6.15. [In competitions in Latvia, 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 track and competition acceptance which, as necessary, lists deficiencies that must be eliminated by the organiser before the start of the competition.](#)
- 6.16. [In competitions in Latvia, 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.](#)
- 6.17. Plan of the course must be available on competition site, on the bulletin board. In competitions in Latvia - also copies of this document and the certificate of track and competition acceptance.
- 6.18. Competition organiser is responsible for implementing safety measures and ensuring public order according to the Regulations.
- 6.19. Competition organiser must inform the local municipality and police about the competition.
- 6.20. The organiser must have a general liability insurance policy issued for each competition.
- 6.21. During a competition, safety of riders and spectators shall comply with the Regulations.
- 6.22. Riders are advised to use neck protector during competitions.
- 6.23. Spectators and participants of the competition are personally responsible for their safety.
- 6.24. During the competition, spectators must be warned about safety measures – during the race, the spectators must not be on the course and within course safety areas, and within start/finish zone.
- 6.25. A rider is responsible for his own actions and the actions of persons serving and accompanying him.
- 6.26. Riders and spectators are responsible for complying with environmental protection requirements: only the specified route must be used, an absorbing mat of appropriate size and quality must be used in paddock for refuelling and repairs, the land cover in forests and agricultural territories must be protected etc.
- 6.27. Due to safety reasons, in case of unforeseen (force majeure) circumstances the course may be shortened or changed, riding times may be shortened, and the sequence of starts may be changed.

7. PRESTART ZONE

- 7.1. Prestart zone is a restricted area with an exit to the start zone, where all machines are placed before the start.
- 7.2. A marshal and a clock displaying the official competition time must be positioned before the entrance to the prestart zone.
- 7.3. Machines must be placed in prestart zone with engines stopped not later than 10 minutes before the first start.
- 7.4. Competition organiser must equip the prestart zone with fire extinguishers.
- 7.5. Only riders and marshals are permitted in the prestart zone.

8. START ZONE AND START PROCEDURE

- 8.1. It is permitted to leave prestart zone and enter the start/finish zone only upon start/finish marshal's permission. Riders one by one take their start line positions, which cannot be changed.

- 8.2. In case a rider has not placed his machine in prestart zone in time, the rider is allowed to compete only upon Chief Marshals' permission and takes the last position at the start line.
- 8.3. Riders are allowed to prepare their start site before the start line. No additional devices may be used for this purpose.
- 8.4. Start signal is given with engines switched off and with at least 20 seconds interval between start lines:
- Ready 15 seconds – start shot;
 - in case of a false start (a rider moves from the start line before the start signal), the rider is stopped by a black flag and the riders' number on a plate for 3 minutes during the first 3 laps.
- 8.5. In case a rider has missed the start he is allowed to compete only upon Chief Marshal's permission within 5 minutes after start signal, stopping at the start line before proceeding to the course.
- 8.6. Marshals' flag identification:

Signal	Meaning
Sign "15"	15 seconds till start. Start shot will be given in 5 to 10 seconds.
Green flag	Used in start procedure only.
Red flag (waving)	All riders must stop immediately. In start procedure – stop the engines.
Black flag + rider's number on a plate	The rider must stop.
Yellow flag (waving)	Danger! No jumping or overtaking.
Blue flag (waving)	Warning! You are being overtaken by another rider who is a lap ahead.
Warning sign + rider's number on a plate	Warning! You are causing dangerous conditions to others (technical problems).
Black and white checker flag	Finish of race.

- 8.7. Competition organiser must equip start and finish zone with fire extinguishers.
- 8.8. During the competition in start/finish zone, positioned to ensure good visibility by riders, a time measuring device must be placed, counting time forwards.

9. PIT STOP

- 9.1. A specially marked pit stop shall be located before the finish, at the side of the course.
- 9.2. Pit stop must be clearly visible by riders on the course. It must not be located in a course turn or in a place difficult to spot, which may be dangerous to riders' safety.
- 9.3. Pit stop must have one entrance for riders' entry, and one exit for leaving pit stop.
- 9.4. Pit stop and its exit are controlled by marshals during the entire competition.
- 9.5. Refuelling is to be performed only in pit stop after the introductory lap or during the race, and only with the engine stopped.
- 9.6. Passing through the pit stop without stopping and without switching off the engine is forbidden.
- 9.7. During refuelling, oil change, machine repairs or cleaning, a repair mat of an appropriate size and quality must be used. The minimum dimensions of the mat will be at least equal to the wheelbase of the machine and of the width of the handlebars.
- 9.8. During the competition, one mechanic or team representative (easily recognisable) is allowed in the pit stop, in order to provide the necessary technical assistance to riders.
- 9.9. Organiser must equip the pit stop with fire extinguishers.

10. OUTSIDE ASSISTANCE AND RACE CUT

- 10.1. Any outside assistance is prohibited, except in pit stops, except due to safety reasons or 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.
- 10.2. Machine tuning and repair during the race are allowed in the pit stop only.

- 10.3. If a rider needs to repair his machine during the race, he may receive tools and spare parts from mechanics only in pit stop.
- 10.4. No riding on the course in reverse direction is allowed.
- 10.5. No course cuts are allowed. In case a rider happens to leave the course he must return to the course as close as possible to the place he left the course.
- 10.6. A rider who during a race has returned to the paddock is not allowed to return to the course and continue the race.

11. STOPPING THE RACE

- 11.1. Chief Marshal is entitled to stop a race prematurely or completely, or cancel all or part of a competition due to safety or unforeseen (force majeure) circumstances.
- 11.2. If a race is stopped before half of race time, the start will be repeated. Only one repeated start can be given.
- 11.3. If a race is stopped after half of race time, the race shall be deemed to have been completed. The order of finish shall be based upon the riders' race positions in the lap prior to the showing of the red flag. Riders who are responsible for stopping the race may be punished.

12. SCORING

- 12.1. 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. This clause relates separately to motorcycle and quads classes.
- 12.2. The result of a rider is determined by the finish time and the number of laps he has completed.
- 12.3. The finish time is the time when a rider has crossed the finish line after the finish flag is raised for a particular class, if the rider has finished within the control time. The finish flag is shown after the time mentioned in clause 5.6.
- 12.4. The control time depends on the specifics of the course and is equal to the doubled best lap time of the leading rider in a class.
- 12.5. Race results for the finished riders (i.e. those riders who have a finish time according to 12.3) are based upon the order of crossing the finish line.
- 12.6. Places obtain and points score only the riders who have completed at least 50% (in Baltic Competitions) or 30% (in Latvian Competitions) of the laps by the leading rider in the class. If any of those riders does not finish the race, he takes place and scores points after the riders who have finished, according to the number of completed laps. If two riders have not finished and have equal number of completed laps, the total time of completing those laps is taken into account in determining the result.
- 12.7. Individual and overall results of each competition are determined according to the table below:

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

- 12.8. In Latvian Competitions, the overall (absolute) results are calculated, using the time of E1, E2/E3 and Enduro classes (i.e. of the united "overall class") riders according to clause 12.7.
- 12.9. Individual classification of Baltic Cup is determined by the sum of points of all Baltic Cup competition rounds that have taken place.
- 12.10. Classification (individual and overall) of Latvian Cup is determined by the points from all Latvian Competition rounds that have taken place, by adding up:
 - 12.10.1. Points scored in Latvian Cup competitions;
 - 12.10.2. 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

- 12.11. 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.

12.12. Baltic Cup classification is prepared by LaMSF, subject to an agreement with EMF and LMSF, and is approved by the responsible commission of each country's FMN.

12.13. Latvian Cup classification is prepared by LaMSF Enduro Commission.

13. CLUB TEAM CUP

13.1. Riders of the following classes participate in Baltic Club Team Cup (BCTC) and Latvian Club Team Cup (LCTC):

Class	Number of riders	Coefficient
E1	not more than 1 rider	1
E2/E3	not more than 1 rider	1
Enduro	not more than 1 rider	1
85 cm ³	not more than 1 rider	1
Juniors 14+	not more than 1 rider	1
Seniors 40+	not more than 1 rider	1
Hobby	not more than 1 rider	0.75
Beginners (C) 2T	not more than 1 rider	0.75
Beginners (C) 4T	not more than 1 rider	0.75
Veterans 50+	not more than 1 rider	0.75
Quads Open	not more than 1 rider	1
Quads ATV	not more than 1 rider	0.75

13.2. In the Regulations, the term "club" means a legal person – FMN member. In BCTC and LCTC, rider's club membership is defined by the annual FMN Enduro license. Participation in BCTC and LCTC is only with annual FMN Enduro licences. ...

13.3. In BCTC, a club team consists of 3 to 5 riders from classes mentioned in clause 13.1. In LCTC - consists of 3 to 4 riders.

13.4. Scores of riders in each class, calculated according to clause 12.7, are applied with a coefficient as stated in clause 13.1.

13.5. The team's riders' best 4 individual results out of 5 possible are used for calculating the team's results in a BCTC competition round but in LCTC - 3 best out of 4 possible team rider individual results. 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 Cross Country competition of the season, respectively in BCTC or LCTC.

13.6. In case two teams in a competition round score equal points, the winner shall be the team with the highest places. If these are also equal, then – with the best individual lap time result. In establishing the winning team, the individual results of the 3 riders mentioned in paragraph 13.5, are to be used.

13.7. BCTC classification of a season is established by adding up the competition scores of all Baltic Competition rounds that have taken place.

13.8. LCTC classification of a season is obtained from the points from all competition rounds that have taken place, by adding up:

13.8.1. Points scored by the team in Cross Country Latvian Cup;

13.8.2. Additional points scored by the team in the season's last competition according to paragraph 12.10.2, with coefficients applied according to paragraph 13.1.

13.9. In case of equal season's classifications in BCTC or LCTC, the winner shall be the team with higher places in all rounds, then the scores in the last round.

13.10. BCTC classification is prepared by LaMSF, subject to an agreement with EMF and LMSF, and is approved by the responsible commission of each country's FMN.

13.11. LCTC classification is prepared by LaMSF Enduro Commission.

14. AWARDING

- 14.1. Riders winning the 1st place of Baltic Individual Cup or BCTC win the title of Baltic Cross Country Cup winner of the current year.
- 14.2. Riders winning the 1st place of Latvian Individual Cup or LCTC win the title of Latvian Cross Country Cup winner of the current year.
- 14.3. Rider winning the 1st place of Latvian Cup overall season classification wins the title of Latvian Cross Country Cup overall winner of the current year.
- 14.4. Winners of the 1st-3rd places of Baltic and Latvian Cross Country Individual (by class) and Club Team Cup (in LCTC – 1st–6th places) at the end of the season are awarded with cups.
- 14.5. Winner of the 1st place (2-hour race – E1, E2/E3 and Enduro classes) in season classification of Latvian Cup will be awarded.
- 14.6. Winners of at least 1st, 2nd and 3rd places in individual (in each class) and BCTC (LCTC are not awarded) competition 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.
- 14.7. In each round, the winner of the 1st place (2-hour race – E1, E2/E3 and Enduro classes) of Latvian Cup will be awarded according to the overall score.
- 14.8. 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 euro 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.

15. PENALTIES

- 15.1. Verbal warning in case of petty offences, the first offence during a competition and without significant consequences.
- 15.2. Additional time or stopping a rider (10–30 seconds), positional penalty (adding position), or exclusion. Applicable in cases the rider has gained advantages in relation to other riders.
- 15.3. Fine penalty (10 to 70 euro) applicable in cases of breached rules but no advantages in relation to other riders and if no time penalty or exclusion is applicable. Fine penalty is applicable also in cases when rules are violated by the persons accompanying the rider.
- 15.4. In case a rider refuses to execute the demands of Competition Director or Chief Marshal, the rider is excluded from the competition and his case is submitted to FMNR responsible commission.
- 15.5. In case of rude language, fine penalty up to 50 euro or exclusion from the competition is applied.
- 15.6. It is forbidden to smoke in the prestart zone, start/finish zone, pit stop and technical inspection zone.
- 15.7. In case of smoking in prohibited places a verbal warning is issued. A fine penalty of 20 euro may be applied for repeated smoking.
- 15.8. Fine penalty must be paid at competition secretariat. In case of avoidance the rider is not allowed to race in the next competitions.
- 15.9. In competitions in Latvia, other penalties from LaMSF Sporting Code (lamsf.lv/par-mums/dokumenti) may be applied.

16. PROTESTS

- 16.1. All protests, addressed to jury, are submitted to the secretariat in written form with a security deposit of 70 euro.
- 16.2. Protests on results must be submitted within 30 minutes after the official announcement of results.
- 16.3. Protests on breach of Regulations or competition regulations must be submitted within 10 minutes after the finish of respective class, by indicating the violated clause of Regulations or competition regulations.
- 16.4. 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 responsible commission.
- 16.5. In case the protest is related to dismantling of engine, additional 70 euro must be paid in deposit for a 2-stroke engine disassembly, and 215 euro - for 4-stroke.

16.6. In case of settlement of protest related to dismantling of engine, the safety deposit is returned to the person submitting the protest. In case of refusal the money receives the mechanic dismantling the engine.

17. FIRST AID

17.1. Competitions in Latvia must be provided with emergency medical vehicles as follows:

- if the total expected number of riders does not exceed 100 – at least one emergency medical vehicle and a doctor or medical assistant;
- 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.

17.2. Competition Director and Senior Doctor must approve the emergency exit road before the competition.

17.3. The nearest hospital must be informed about the competition.

17.4. In case of injury, permission for a rider to further participate in the competition is given by Senior Doctor by reporting to the competition secretariat.

18. PADDOCK AND UTILITIES

18.1. Paddock must be located with direct exit to start and finish zone and pit stop.

18.2. 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.

18.3. Information board must be easily accessible to riders and spectators, its area must be at least 3m², and it must be securely fastened.

18.4. For the convenience of spectators, they must be provided with:

- first aid;
- parking;
- food vendors.

18.5. Maximum allowed machine speed in the paddock is 10 km/h.

18.6. Helmet must be worn when riding a machine on the competition site.

18.7. Each rider in the paddock must be equipped with a fire extinguisher. Competition organiser must equip the technical control, start and finish, prestart zones and pit stop with fire extinguishers.

19. OFFICIALS AND JURY

19.1. All marshals must be licensed by FMN, FIM or FIM Europe.

19.2. In competitions in Latvia, jury is formed consisting of:

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

19.3. 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 responsible commission;
- Chief Marshal;
- Organiser's representative.

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

19.5. In competitions in Latvia, jury meetings must be held:

19.5.1. Before competition start (before participants' meeting) and

19.5.2. Before the end of competition day (before the announcement of competition results).

20. ADDITIONAL REQUIREMENTS TOWARDS ORGANISERS OF COMPETITIONS IN LATVIA

- 20.1. Registration fee of competitions in Latvia is 150 euro, payable by the organiser no later than two weeks before competition start, according to a LaMSF invoice.
- 20.2. LaMSF may require the organisers of competitions in Latvia to display LaMSF advertisements in the competitions. Organisers will be penalised with 300 euro for not displaying these advertisements.
- 20.3. Organisers of competitions in Latvia will be penalised with 100 euro for a breach of paragraph 18.2.
- 20.4. Organiser of competitions in Latvia must cover the track inspection costs of the person accepting the track in the amount of 35 euro plus petrol costs.
- 20.5. Organiser of competitions in Latvia must cover the costs of jury president in the amount of 35 euro plus petrol costs.

Approved by LaMSF Enduro Commission on 15th December 2019:

Head of LaMSF Enduro Commission Kaspars Ērkulis

Approved on Baltic Enduro Commission meeting on 7th December 2019