



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

**FIM HARD ENDURO  
WORLD CHAMPIONSHIP REGULATIONS**

**2021**



**HARD ENDURO  
WORLD CHAMPIONSHIP**

# **FIM Hard Enduro World Championship Regulations**



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## **DEFINITION OF A HARD ENDURO**

Hard Enduro is an event taking place outside using Enduro motorcycles on a track made with natural or artificial elements (earth, sand, etc.), on which are found various, mainly natural, “obstacles” (hillclimbs, stones, tree trunks, stretches of water, etc.), to test the rider’s technical ability to ride and the motorcycle’s ability to withstand toughest terrain.

The competition is to clear the entire course / the number of laps requested as fast as possible. One of the defining characteristics is the combined starting field of amateur and pro riders.

## REGULATION 060

### FIM HARD ENDURO WORLD CHAMPIONSHIP

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## GENERAL UNDERTAKINGS AND CONDITIONS

The FIM Hard Enduro World Championship is held in the course of races which have large starting fields and in which mostly amateurs participate. There will be no separate class in which the participants of the FIM Hard Enduro World Championship will compete. Hard Enduro is especially characterized by the fact that professionals and amateurs have to master the same difficulties in the same race.

The following rules are therefore only valid for those participants of the races that take part in the FIM Hard Enduro World Championship. All other riders are bound by the regulations issued by the organizer / the promoter for the amateur series. The fact, that amateurs and professional riders are participating in the same race does not imply nor include any FIM involvement in and/or liability for these participants/activities which are not run under the aegis and the responsibility of the FIM.

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

1. FIM Sporting Code
2. FIM Hard Enduro Appendices
3. FIM Hard Enduro Technical Regulations
4. FIM Disciplinary and Arbitration Code
5. FIM Environmental Code
6. FIM Medical Code
7. FIM Anti-Doping Code
8. FIM Directory
9. FIM Organiser's Work Book (if available)

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

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

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





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

## **060.1 GENERAL**

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

### **060.1.1 Calendar**

The FIM Hard Enduro World Championship will start in March, preferably after the end of the FIM SuperEnduro World Championship and finish in October, preferably before the beginning of the next FIM SuperEnduro World Championship.

A minimum of five days will be respected between two consecutive events.

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

### **060.1.2 Classes and specifications of the motorcycle**

There are no classes of motorcycles. Participants may compete on any bike that complies with the FIM Hard Enduro Technical Regulations.

Motocross tyres (Art. 01.47 of Technical rules for Motocross) are allowed as long as public road is not used as a part of Hard Enduro track. Trial tyres are forbidden.

### **060.1.3 Supplementary Regulations**

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

The name of the sponsor(s) of the event must be mentioned in the SR. The name of the title sponsor of the Championship, previously approved by the FIM, will be mentioned in the SR.



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

## **060.2           FORMAT & DURATION OF EVENT**

Hard Enduro events by their very nature and definition will be unique events with variation in format and courses.

The approved Supplementary Regulations will state the format and duration of each event.

## **060.3           JURISDICTION**

With the exception of the FIM International Jury and the FIM Delegates, all FIM licence holders, holders of a FIM laissez-passer, officials, their assistants as well as all other persons involved in the meeting are subject to the authority of the Clerk of the Course appointed by the organizer.

## **060.4           OFFICIALS AND PROCEDURES**

### **060.4.1        General**

The event will be supervised by an FIM International Jury composed in conformity with the provisions of Art. 50.1 of the FIM Sporting Code. The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a valid FIM licence for the appropriate discipline and function. An official shall not be a rider, mechanic, sponsor, assistant or promoter participating in the event. All officials must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.

## **060.4.2 Officials who hold a FIM licence**

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

- FIM Jury President, FIM Jury Member(s)
- FMNR Jury Member
- FIM Chief Technical Steward
- FIM Chief Medical Officer and
- FIM Environmental Steward
- Clerk of Course (who attended a Super Licence seminar)
- Chief Technical Steward

## **060.4.3 Schedules for officials**

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

- FIM International Jury: the day before the beginning of the practice.
- Technical Steward, Administrative staff and Environmental Steward and Medical Officer: at least before 18:00 the day prior to practice.

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

## **060.4.4 FIM International Jury**

The FIM International jury will consist of:

President of the Jury appointed by FIM

2<sup>nd</sup> Jury member appointed by FMNR

3<sup>rd</sup> Jury member will be the Clerk of Course

If the FMNR is unable to appoint a Jury member the FIM will appoint a replacement member.

If Jury Members appointed are prevented from arriving at the event in time, the FIM will decide about their replacement.

In the case that a Jury Member is prevented to arrive, the Jury President will have the casting vote. In the case where the FIM international Jury is composed of two members only; the FIM Jury President will have the casting vote.



The FIM International Jury exercises control of the event as far the FIM Hard Enduro World Championship is concerned in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify.

Consequently, the Members of the Jury are responsible only towards the FMNR and/or the FIM. They are responsible for the proper application of the sporting rules during the event where they have a supervising and disciplinary function.

The FIM International Jury has no responsibility for the organisation of the event. The FIM International Jury is the only disciplinary body of the event competent to adjudicate upon any protest that may arise during the event.

In case of the specific situation where an incident involves a FIM rider and a non-Championship rider a joint jury composed of the members of the FIM International Jury and the members of the disciplinary body of the organiser will be established.

A common hearing shall be held to establish the facts and responsibilities of the respective riders. However and for avoidance of doubt a FIM rider may be sanctioned only by the FIM International Jury in accordance with the FIM Hard Enduro World Championship Regulations and a non-Championship rider may be sanctioned only by the disciplinary body of the organiser in accordance with its Regulations.

The FIM International Jury pronounces sanctions according to the provisions laid down in the FIM Disciplinary and Arbitration Code. Decisions of the FIM International Jury are based on a simple majority. In the case of a tie, the President will exercise a casting vote. All decisions of the FIM International Jury necessary for the running of the event as well as the results must be published as soon as possible and in the official languages of the FIM.

The official minutes must be written in both official FIM languages, unless the Jury agrees to accept them in one official language. They must be signed by the FIM Jury President.



A copy of these minutes must be sent to the FIM Administration within 72 hours of the end of the event. The minutes must state in detail any penalties imposed; the decisions taken upon any protests lodged (copies of which must be attached); the details of any accidents which may have occurred; any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

A Member of the FIM International Jury must inspect the circuit and safety installations before practice begins (= circuit control). He may also make recommendations regarding some track modifications to the Clerk of Course / International Jury.

The International Jury may make recommendations to the event management which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.

As far as the FIM Hard Enduro World Championship is concerned, the FIM International Jury may authorise an alteration to the SR provided the regulations, as set out in the Sporting Code, are observed. The FIM International Jury is not authorised to make alterations or additions to the FIM rules.

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

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

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

As far as the FIM Hard Enduro World Championship is concerned, the authority and duties of the FIM International Jury are:

- a) To approve all the official results of the event.
- b) To impose penalties for any infringements of the Regulations.
- c) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current Regulations or instructions given by an official of the event.
- d) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.
- e) To adjudicate on any protest relating to infringements of the Regulations.

#### PROTESTS AND APPEALS

1. Any person or group of persons (rider, team, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
2. All protests must be lodged to the FIM International Jury.
3. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the first start of the event.
4. Any other protests must be lodged immediately after the reason for the protest is known.
5. Protests against results must be presented within 30 minutes following the announcement of the results.
6. Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.

7. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional fee of € 150.-. This fee will be given to the mechanic of the rider who had opened the engine if the engine is judged not in conformity with the rules. If the engine is judged not in conformity with the rules the additional fee will be returned to the person lodging the protest.
8. Protests entailing a fuel control must be accompanied by an additional fee of € 750.-.
9. An appeal against the decision of the FIM International Jury may be lodged to the CDI. This appeal must be presented 5 days at the latest after the notification of the FIM International Jury's decision (Security deposit for appeal: € 1'320.-).
10. After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

#### **060.4.5 Technical Stewards**

##### The Technical Steward:

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

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

##### Timekeepers:

Appointed timekeepers must be qualified to use the timekeeping system of the event.

They must produce the official results and provide copies to the FIM International Jury.



## **060.4.6 Track Marshals**

The minimum age for Track Marshals is 18 years or more according to local law.

The marshals must be identified by uniform shirts or bibs.

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

## **060.5 RIDERS AND CATEGORIES**

### **060.5.1 Age of riders**

For the FIM Hard Enduro World Championship the minimum age is 16.

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

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

### **060.5.2 Riders' licences**

All Riders must be holders of a valid FIM Hard Enduro World Championship, Annual or One Event Licence.

### **060.5.3 Entries**

Riders who want to participate in the FIM Hard Enduro World Championship have to pay an amount of EUR 500,00 until 28.2.2021 at the latest to the promoter (Late entries for an event will incur a charge of EUR 150.-) who in return takes care that these riders get a corresponding starting place at the individual races. Riders who want to participate on a one event basis must pay EUR 100.- per event to the promoter until 1 week prior to official registration (late entries EUR 150.-). The aforementioned amount does not include any entry fees to be paid to the organizer of the individual race.

All entries must be made in writing by an "electronic" entry form available in the site [www.iridehardenduro.com](http://www.iridehardenduro.com). All other information relation to the riders, team, sponsor and the brand of the machine shall be completed.

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

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

- a) A manufacturer can withdraw a rider from an event which has already started following an injury to the rider, irreparable damage to the motorcycle or for a “force majeure”. A withdrawal for medical reasons must be in written from the Chief Medical Officer of the event.
- b) A manufacturer can withdraw a rider from the next events of the Championship only for medical reasons or for a “force majeure”. Withdrawal for medical reasons must be provided by a letter from a qualified doctor and is subject to a counter expertise by a doctor designated by the FIM.

Riders willing to participate in the FIM Hard Enduro World Championship must send their entry forms and entry fee until 31.01.2021. These entry forms must be sent to the FIM and to the Promoter.

All other riders must send their “one event” entries in writing by an “electronic” entry form available in the website [www.iridehardenduro.com](http://www.iridehardenduro.com).

The FIM will publish the official entry list of the event 5 days before the event.

#### **060.5.4 Leaving the event**

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

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

- First offence: fine of EUR 100.-
- Second offence: fine of EUR 200.-
- Third offence: fine of EUR 300.-
- From the fourth offence: fine of EUR 400.-

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

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

#### **060.5.5 Starting Numbers**

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

#### **060.5.6 Start Procedure**

Start procedure may vary between different events and may also vary between days of a particular event. Details will be given in Supplementary Regulations and riders' briefing.

#### **060.5.7 Rider Behaviour and Assistance**

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

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

Riders must report any underlying medical disorder or injury they may have to the FIM International Jury.

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

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

Riders and team members are forbidden to ride any motorised vehicle (except bicycles) on the track outside the official practice/qualifying sessions and races.

Riders must obey the official flag signals and the boards which convey instructions mentioned in the supplementary rules.

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

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

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

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

Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety or to prevent blockages. The rider will be disqualified from the race for any infringement of this rule. Assistance in a designated pit area are not considered as outside assistance.

Marshals may assist riders by lifting motorcycles, moving them to a safe place or up a hill. Any repairs or adjustments must be made by the rider, working alone with no outside assistance. Assistance from another rider participating in the event is allowed.

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

Track cutting is forbidden. The penalty for attempting to gain an advantage by track cutting will be from 30 seconds time penalty to disqualification, at the FIM International Jury's discretion. Further penalties may be imposed.

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

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

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

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

## **060.6            MOTORCYCLES**

If Public roads are used in an event every motorcycle and its equipment must, comply with the International Vienna Convention of 1968, the National Legal requirements for road traffic of the country in which the vehicle is registered, the road legislation of the country where the event is held and with other rules specified in the Supplementary Regulations.

Where the event is held only on private land or using officially closed roads the motorcycle requirements will be stipulated in the |Supplementary Regulations and the Hard Enduro Technical Regulation

One machine is authorised per rider.

Motorcycles must comply with the specific requirements of the FIM Hard Enduro Technical Regulations.

### Sound Control

The criteria for Sound testing will be shown in the Hard Enduro Technical Regulations.

Penalty for exceeding the maximum permitted sound level is shown under Penalties 66.13 and is differentiated between events where the principle is Enduro / Time based to obtain results and Race type events where classification is based on finish position.

In a Hard Enduro event where the International Jury can establish that the machine silencer was damaged on an extreme course terrain situation between the last control point and the Finish the penalty for exceeding the maximum sound level at any test after the finish may be omitted.

## **060.7 INTRINSIC PARTS OF THE MOTORCYCLE**

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

The substitution of the original components or disregard of these regulations is strictly forbidden. The penalty for breach of this regulation is disqualification.

Any offence to the provision of the marking of parts is considered as a statement of fact.

Parts	Marking	Number	How or where marked
Frame (main section)	paint + *	1	Right hand steering head
Crankcase	paint*	1	Right or left side
Silencer	paint*	1	On the top

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

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

Each rider or his mechanic can present a maximum of one (1) motorcycle and one (1) spare silencer. Should damage or deterioration occur to the original silencer it may be changed for the marked silencer without penalty.

#### **060.7.1 Cleaning of motorcycles**

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

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

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

#### **060.7.2 Transponder**

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

The transponder must be fixed to the motorcycle in the position and orientation as shown in the timekeeping information given to riders. The rider is the sole person responsible for the transponder.

### **060.7.3 Environmental Mat**

When bikes are placed in designated pits and the paddock, the use of an Environmental Mat is compulsory.

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

## **060.8 RUNNING OF THE MEETING**

### **060.8.1 Administrative Control**

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

### **060.8.2 Preliminary Technical Verifications**

Please refer to the FIM Hard Enduro Technical Regulations.

### **060.8.3 Meeting with the Officials and the Organisers**

Two meetings with the officials, the promoter and the organisers will be held: after the technical and administrative controls and at the end of the event (debriefing).

The FIM International Jury, the promotor, the local organiser, the Timekeeper and the Clerk of the Course/Race Director, must be present at the meetings.

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

The organiser must be prepared to discuss the medical installations and evacuation plan for the meeting.

The FIM International Jury President is the chairman of this meeting.

The FIM International Jury may require extra Event Management meetings for urgent matters and for the well conduct of the FIM Hard Enduro World Championship meeting.



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

#### **060.8.4 Riders' briefing**

A riders' briefing should take place within a reasonable time before the first training/start of the race. The rider's briefing should be done by an electronic briefing.

#### **060.8.5 Timing**

Timing is recorded on the finish line/checkpoints by the means of a transponder/GPS. If the race comprises several laps, timing must also be done manually.

#### **060.8.6 Starting procedure / Starting order**

The SRs have to define exactly how the starting order and the starting procedure are determined.

#### **060.7.6.1 False start**

The SRs have to define exactly what happens in the case of a false start.

#### **060.7.6.2 Stopping of the Race**

The SRs will define exactly what happens in the case of a race being stopped for reason of Safety or Force Majeure.

#### **060.8.7 Results / Procedure**

The winner of a race is the rider who crosses the finish line first / can cover the distance fastest. The SRs have to define exactly how the winner of the race is determined.

Races are officially ended when the chequered flag is displayed to the winner.

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

The riders finishing time counts when the transponder is registered by the timing system. In case of a technical timing problem the time will be recorded as when the front spindle/axle of the machine crosses the finish line.

In principle when crossing the Finish or any Control lines the rider should always be in contact with the machine.

In exceptional circumstance where rider and machine do not cross the Finish line together and no other rider has passed before the rider has regained the machine, the International Jury may decide that the rider can maintain original place. If another rider has passed that rider then takes the advantaged place.

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

All results must be homologated.

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

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

## **060.9 SCORING**

The scoring will be in one category based on the final score of the respective event. First place is assigned to the fastest competitor on the most demanding track or category. After the participants of the most demanding track or category, the next lower category or less demanding track is scored. If the organizer of an event does not publish a final score due to whatever reason, no points are awarded.

DNF will not score points except the event publish a final score based on reached checkpoints.

All events are scored (no void results).

There is only one Class and riders eligible for FIM World Championship points will receive the points allocated to them in respect their position in the overall event.

The 15 best riders who are in possession of FIM licence and eligible for World Championship points will receive the following points allocated in respect of their finishing position within those eligible riders.

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

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

The results for each event of the FIM Hard Enduro World Championship will count towards the final rider's classification.

The final classification of the FIM Hard Enduro World Championship will be made by adding each point achieved by each rider.

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

The results must contain at least the following information:

- FIM, Organiser/Moto Club, World Championship Logos,
- Title, venue, date,
- Position, number, surname, first name, nationality, motorcycle manufacturer of the rider as well as the name of the team when applicable,
- Performance realised (race time, points obtained etc.),
- Name and signature of the FIM Jury President and Clerk of the Course, publication time of the results.

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

It is compulsory for the FIM International Jury of the event to send a list of fines and results by e-mail immediately after the end of the events to the FIM Administration and to the next organiser.

## **060.10 PRIZE-GIVING CEREMONY AND PRESS CONFERENCE**

A Prize-Giving Ceremony must be held at each meeting, within 10 minutes after the determination of the first three places. This will be regarded as a Provisional Ceremony and the results will not be confirmed until the Protest period has elapsed.

For the ceremony, it is recommended to have an attractively decorated podium in clear view of the public. The first three placed riders should receive a trophy and any other appropriate gift.

The riders with the top three positions in the overall standings of the meeting as well as the Team Manager of the winning rider must take part in the Prize-Giving Ceremony.

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

The organisers of the final round of the FIM Hard Enduro World Championship shall arrange, in cooperation with the Promoter, a ceremony to reward the first three placed riders in the overall Championship.

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

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

If a rider is absent from the Prize-Giving Ceremony or Press Conference, without the prior approval of the Promoter, he will be fined € 200-. The fine will be paid to the FIM International Jury.

## **060.11 FIM ANNUAL PRIZE-GIVING CEREMONY**

The rider having won a FIM World Championship title must be present at the FIM Prize-Giving Ceremony organised each year. A rider who does not attend the Ceremony will be subject to a fine of CHF 1'000.- minimum and CHF 5'000.- maximum.

## **060.12 PREMATURE STOPPAGE OF THE EVENT**

If any event is stopped prematurely it cannot be re-run.

If any event is stopped before the majority of riders (over 50% of the riders participating in the FIM Hard Enduro World Championship) have completed at least one third of the total distance or the total time given, the event will be declared null and void.

## **060.13 AWARDS AND FINANCIAL CONDITIONS**

### **060.13.1 Overall FIM Hard Enduro World Championship awards**

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

## **060.14 PENALTIES**

The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

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

	Maximum amount:
- Ungentlemanly conduct towards a person	
(1) with words or signs	(1) EUR 300.-
(2) with violence	(2) disqualification

- |   |  |
|---|--|
| - Receiving outside assistance, except, where authorised:                   | Disqualification   |
| - Cutting the course  | From 30 seconds time penalty to disqualification, at the FIM International Jury's discretion |
| - Absence or arriving late at the Prize-Giving Ceremony                     | EUR 200.-  |
| - Absence or arriving late at the press conference                          | EUR 200.-  |
| - Absence of motorcycles or late arrival at preliminary machine examination | EUR 200.-  |
| - Exceeding noise level during the event                                    |  |
| Enduro timed events<br>(results based on time)                              | 1 <sup>st</sup> offence: 20 seconds<br>2 <sup>nd</sup> Offence: Disqualification             |
| Race events<br>(results based on position)                                  | 1 <sup>st</sup> Offence: 3 positions<br>2 <sup>nd</sup> Offence: Disqualification            |

The fines shall be applied by the FIM International Jury, and must be paid directly to the FIM International Jury. They will be donated by the FIM to a charitable cause.

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

## FIM STANDARDS FOR HARD ENDURO COURSES

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## **1.1 FIM PROCEDURES**

### **1.1.1 Inspection**

As the courses of Hard Enduro stretch far distances, the inspection will be limited to a visit carried out by the FIM International Jury of the event in company of the Race Director / Clerk of the Course.

### **1.1.2 Approval of the circuit**

For the same reasons as above, there will not be a permanent homologation for a Hard Enduro course.

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

## **1.2 TRACK**

### **1.2.1 Public safety**

The public must be protected within the vicinity of the track.

Where public/spectators are specifically expected especially where the organiser has designated “viewing points” appropriate corridors should be installed.

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

### **1.2.2 Riders’ safety**

The layout of the track will be conceived and realised with the safety of the riders in mind in the first instance. Particular attention must be given to the setting up and/or choosing the obstacles. “Finishing touches” to the track may be made with the help of a well- experienced rider.

To the extent possible obstacles close to the course that could represent a danger for the riders must be protected with straw bales or other shock absorbent material.



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

The track can be demarcated along its length by flags, banners or tapes. When markers are used, they must be of a flexible material and must not exceed more than 1 m of the surface of the track.

### **1.2.3 Lap scoring zone**

The finish line must be perfectly visible.

The finish line will be marked out by a banner or a pole.

Timing by transponder must also be done manually if the race format has multiple laps.

## **1.3 INSTALLATIONS**

### **1.3.1 Riders' paddock - Parking**

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

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

The riders' paddock must:

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

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

### **1.3.1.1 Installations for the riders**

Sanitary installations should be reserved for the riders and accompanying persons with men's and women's toilets as well as taps with drinking water. No charge must be imposed on the teams, riders and their families for the use of these facilities. These installations must be maintained during the whole event.

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

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

### **1.3.2 Press installations**

The following minimum installations must be provided for the Press:

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

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

### **1.3.3 Public Address System**

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

### **1.3.4 Installations for the public**

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

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

### **1.3.5 FIM International Jury room / Promoter's Room / TV Room**

Rooms must be provided for the FIM Officials and TV Staff, with the following equipment:

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

## **1.4 EMERGENCY AND COMMUNICATION SERVICES**

### **1.4.1 Medical Service**

The composition of the medical team and the first aid and emergency post must be in conformity with the local laws and the FIM Medical Code.

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

An independent medical service must be assigned to the spectators.

### **1.4.2 First-aid room / Medical Center**

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

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### **1.4.3 Fire-fighting service**

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

### **1.4.4 Event communication and sports management system**

The local event Organiser must provide a radio communication system (headphones and ear piece) for at least 6 persons: the Clerk of the Course/ Race Director, the FIM International Jury President, the Promoter and the Organiser.



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