



## ENDURO REGULATIONS

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

Enduro regulations (hereinafter referred to as Regulations) of Baltic Open Individual Championship, Baltic Cup, Baltic Open Club Championship (hereinafter referred to as Baltic Competitions), Latvian Open Individual Championship, **Latvian** Cup and Latvian Open Club Championship (hereinafter referred to as Latvian Competitions) define the procedures and principles according to which enduro competitions (including commercial cups) shall be organized 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 members of Baltic national (Estonian, Latvian or Lithuanian) Enduro Commissions.

## 1. GENERAL CONDITIONS

- 1.1. Enduro competitions take place in several two-day stages. The number of stages can be different every year but not to exceed a maximum number of 6 stages. **In 2013, there will be 5 Baltic competitions - 1 in Lithuania, 2 in Estonia, 2 in Latvia.** The purpose of these competitions is to test the preparedness of motorcycles quads (jointly called Vehicles) and the proficiency of riders according to Regulations.
- 1.2. Each competition shall have separate regulations that are in compliance with the present Regulations and supplement them. The regulations of a particular competition shall contain specific local information (location, distance, application rules, etc.).
- 1.3. Regulations of a particular Baltic Competition shall be approved by a National Motorcycle Federation (hereinafter referred to as NMF) not later than 2 weeks prior to the competition and published on Estonian, Latvian and Lithuanian Enduro Commission websites.
- 1.4. Regulations of a particular Latvian Competition shall be approved by Latvian Motorcyclists Federation (LaMSF) no later than 2 weeks prior to the competition and published on Latvian Enduro Commission website.

## 2. VEHICLE CLASSES AND PARTICIPANTS

- 2.1. Classes, vehicles and participants of Baltic Championship (hereinafter referred to as BC) and Latvian Championship (hereinafter referred to as LC):

| <b>Class</b>   | <b>Vehicle</b>   | <b>Age range</b>     |
|----------------|--|----------------------|
| <b>E1</b>      | Motorcycles with 100 cm <sup>3</sup> to 125 cm <sup>3</sup> and 144 cm <sup>3</sup> 2-stroke, or 175 cm <sup>3</sup> to 250 cm <sup>3</sup> 4-stroke engines | <b>from 16 years</b> |
| <b>E2</b>      | Motorcycles with 175 cm <sup>3</sup> to 250 cm <sup>3</sup> 2-stroke or 290 cm <sup>3</sup> to 450 cm <sup>3</sup> 4-stroke engines                          | <b>from 18 years</b> |
| <b>E3</b>      | Motorcycles with 290 cm <sup>3</sup> to 500 cm <sup>3</sup> 2-stroke or 475 cm <sup>3</sup> to 650 cm <sup>3</sup> 4-stroke engines                          | <b>from 18 years</b> |
| <b>Seniors</b> | Motorcycles with 125 cm <sup>3</sup> to 500 cm <sup>3</sup> 2-stroke or 175 cm <sup>3</sup> to 650 cm <sup>3</sup> 4-stroke engines                          | <b>from 40 years</b> |

## 2.2. Classes, vehicles and participants of Baltic Cup and **Latvian** Cup:

| <b>Class</b>    | <b>Vehicle</b>  | <b>Age range</b>  |
|-----------------|---|---|
| <b>Hobby</b>    | Motorcycles with up to 500 cm <sup>3</sup> 2-stroke or up to 650 cm <sup>3</sup> 4-stroke engines   | 1) <b>from 30 years</b><br>2) rider has not had a UEM or FIM license issued;<br>3) within the last 5 years, rider has not been a winner of 1 <sup>st</sup> to 3 <sup>rd</sup> place in any class of National Championship or BC total rating.   |
| <b>C</b>        | Motorcycles with 125 cm <sup>3</sup> to 500 cm <sup>3</sup> 2-stroke or 175 cm <sup>3</sup> to 650 cm <sup>3</sup> 4-stroke engines   | 1) <b>from 14 years</b><br>2) beginners to motor sport, i.e. rider has not had any NMF license (excluding beginners' C class license) issued;<br>3) rider is allowed to participate in C class not longer than 2 years/seasons, if during any year the rider has been the winner of a 1 <sup>st</sup> to 3 <sup>rd</sup> place in C class in a National Cup or Baltic Cup total rating. |
| <b>Veterans</b> | Motorcycles with 125 cm <sup>3</sup> to 500 cm <sup>3</sup> 2-stroke or 175 cm <sup>3</sup> to 650 cm <sup>3</sup> 4-stroke engines   | <b>from 50 years</b>  |
| <b>Juniors</b>  | Motorcycles with up to 150 cm <sup>3</sup> 2-stroke or up to 250 cm <sup>3</sup> 4-stroke engines   | <b>from 16 to 21 years</b>  |
| <b>Quads</b>    | Quads with 250 cm <sup>3</sup> to 750 cm <sup>3</sup> 2-stroke or 4-stroke engines with 1 or 2 cylinders and rear wheel drive;<br>Standard quads with 100 cm <sup>3</sup> to 1000 cm <sup>3</sup> 2-stroke and 4-stroke engines with 1 or 2 cylinders and front and rear wheel drive.<br>Kill switch must be fastened to the rider's right hand.<br>Quads must be equipped with special leg protectors. | <b>from 18 years</b>  |

## 3. START NUMBERS

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

| <b>Class</b>      | <b>Number plate</b> | <b>Numbers</b> |
|-------------------|---------------------|----------------|
| <b>E1, E2, E3</b> | Red                 | White numbers  |

| <b>Class</b>    | <b>Number plate</b> | <b>Numbers</b> |
|-----------------|---------------------|----------------|
| <b>Seniors</b>  | Blue                | White numbers  |
| <b>Hobby</b>    | Yellow              | Black numbers  |
| <b>C</b>        | Green               | White numbers  |
| <b>Veterans</b> | Black               | White numbers  |
| <b>Juniors</b>  | White               | Black numbers  |

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

| <b>Class</b> | <b>Number plate</b> | <b>Numbers</b> |
|--------------|---------------------|----------------|
| <b>Quads</b> | Black               | White numbers  |

- 3.3. Start numbers must conform to NMF requirements.  
 3.4. Numbers on rider' s back must be clearly seen, displayed with a light colour on a dark background or a dark colour on a light background.

#### **4. COMPETITION JURY**

- 4.1. A competition is supervised and controlled by chief jury :
- Competition Director (Head of Track);
  - Chief Marshal;
  - Head of Technical Inspection;
  - Chief Secretary.
- 4.2. All marshals must be licensed NMF, FIM or **UEM/FIM Europe**.

#### **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 NMF rules. **Riders of other countries may present UEM/FIM Europe license.**  
 5.3. Riders present their **license at registration**. Registration of riders can be performed by a representative of the rider' club upon by presenting the riders' licenses.  
 5.4. Riders may purchase a single NMF license on competition site, according to **NMF regulations**. In Latvia – by presenting or purchasing an adequate accident insurance policy, presenting a permit issued by a family doctor allowing participation in motorsports competitions, and a driver's license.  
 5.5. Participation class must be clearly indicated on the application form.  
 5.6. Rider with his signature on the application form acknowledges his familiarity with the present Regulations and the respective competition regulations.  
 5.7. In case the secretariat of a competition or NMF Enduro Commission discovers that information provided by a rider is incorrect and does not comply with the class defined by the present Regulations, the rider's result will be cancelled without prior warning.  
 5.8. After registration and technical inspection, riders put their vehicles into the paddock area.  
 5.9. During registration, riders pay NMF participation fee 25 lats or 35 euro, or 125 lits.  
 5.10. In case a rider due to objective reasons participates only on the second day of the competition, an electronic application must be submitted. In the morning of the second day, upon paying a full participation fee and upon receipt of the registered application, the rider must pass the technical inspection. Vehicles must be positioned in the paddock area not later than 1 hour prior to the first start of the second day.  
 5.11. Riders are advised to use neck protector during competition.

## 6. TECHNICAL REQUIREMENTS AND INSPECTIONS

- 6.1. Technical inspection area is located next to participants' camp.
- 6.2. Rider or mechanic must deliver the vehicle to the technical inspection by the time stated in the competition regulations.
- 6.3. Each vehicle registered for a BC competition must fully conform to **UEM/FIM Europe Enduro Technical Rules** and must be equipped with low beam or daytime running lights.
- 6.4. Diameter of headlight glass or its equivalent in case the headlight is not round must be at least 100 mm.
- 6.5. When engine is running, all electrical equipment must operate from generator or battery.
- 6.6. Chief of Technical Commission has rights to check any vehicle or its part during a competition.
- 6.7. Rider is responsible for the technical condition of his vehicle during the whole competition.
- 6.8. In order to ensure identification, the following parts will be marked during technical inspection as follows:

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

\*or label

- 6.9. The marked parts shall be used during all competition day and shall stay in place during the inspection after finish, regardless of their importance for the operation of the vehicle. Marking on wheel hubs, engine casing and silencer must be heatproof.
- 6.10. Replacement of originally marked parts is strictly forbidden. Penalty – exclusion.**
- 6.11. Rider has rights to replace non-marked parts anywhere of the track, paddock area and between the yellow flag and the line 2 meters behind the control table at the time control point.
- 6.12. Rider may only use the tools and parts taken with him, except at time control points with possibility technical assistance or the day's final assistance zone. Replaced parts may be left at the place of repair.
- 6.13. Only the rider may perform repairs on the vehicle, except in time control points with technical assistance or final assistance zone.
- 6.14. Tools powered remotely by electricity or air are forbidden. Tools powered internally or autonomously are allowed.

## 7. COMPETITION

- 7.1. Competitions for each vehicle class take place 2 days.
- 7.2. Starting order and the number of laps are determined by the organizer.
- 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. Number of simultaneously starting riders may vary from 2 to 4, depending on total number of participants and condition of the track.

## **8. COMPETITION TRACK AND SAFETY**

- 8.1. Track must be usable by enduro motorcycles during all weather conditions for an unlimited number of times.
- 8.2. The track must be checked and accepted by a certificate of acceptance.
- 8.3. Inspection is performed by a commission, consisting of a representative nominated by Enduro Commission of the corresponding country, director of the competition (Head of Track) and the Head Marshal that signs the certificate of acceptance 72 hours prior to the start of the competition.
- 8.4. Upon repeated checking of the track, the commission mentioned in clause 8.3 approves the certificate of acceptance on race day before the first start.
- 8.5. The minimum length of one lap of the track is 50 km.
- 8.6. The total competition time of one day cannot exceed 7 hours and 30 minutes, including the final 15 minutes from the last time control.
- 8.7. Plan of the track must be available on the track and in the secretariat of the corresponding NMF.
- 8.8. Organizer may build the track in the shape of figure 8.
- 8.9. Track direction during both days may be the same or opposite on the second day. Direction of trials is recommended to be the same on both days. In that case special tests on the second day are allowed already in the first lap.
- 8.10. During competition, participants' safety shall conform to the requirements of this Regulation:
  - 8.10.1. No spectators are allowed on track during the competition;
  - 8.10.2. Minimum safety distance in start-finish, time control and trials areas is 2 m;
  - 8.10.3. Spectators must be aware that motorsport is a technical type of sports and a vehicle may become uncontrollable due to technical problems;
  - 8.10.4. It is forbidden to smoke on track, technical inspection area, paddock area, start – finish and time control points.
- 8.11. Spectators and competition participants are personally liable for observing the safety rules.
- 8.12. Due to safety reasons, in case of force majeure circumstances the track may be shortened or changed, or riding times extended.
- 8.13. Organizer must ensure order during the competition and inform about the event the local municipality and police.
- 8.14. The organizer must have a general liability insurance policy for each competition.
- 8.15. The average competition speed must not exceed 50 km/h.

## **9. NATURE PROTECTION**

- 9.1. Riders and spectators are responsible for observing the following nature 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 track;
  - 9.1.3. During refuelling, oil change, vehicle repairs or cleaning, a mat must be used.
- 9.2. During the competition, riders and spectators are not allowed to access areas restricted by organizers.

## 10. VALUATION

10.1. **During a year, a rider may gain total points in one class only.**

10.2. At the end of the race day, **fifteen** leading riders of each class receive points as per **UEM/FIM Europe Enduro Rules** scoring below (places are determined according to the smallest sum of time penalties and trial times):

|               |           |           |           |           |           |           |          |          |          |           |           |           |           |           |           |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>Place</b>  | <b>1</b>  | <b>2</b>  | <b>3</b>  | <b>4</b>  | <b>5</b>  | <b>6</b>  | <b>7</b> | <b>8</b> | <b>9</b> | <b>10</b> | <b>11</b> | <b>12</b> | <b>13</b> | <b>14</b> | <b>15</b> |
| <b>Points</b> | <b>20</b> | <b>17</b> | <b>15</b> | <b>13</b> | <b>11</b> | <b>10</b> | <b>9</b> | <b>8</b> | <b>7</b> | <b>6</b>  | <b>5</b>  | <b>4</b>  | <b>3</b>  | <b>2</b>  | <b>1</b>  |

10.3. In case at the end of a day riders have equal results, they receive points according to race time, but the next qualified rider will receive points according to his place:

Example:

Rider A 28'20''                      I place      25 points

Rider B 28'20''                      I place      25 points

Rider C 30'00''                      II place     20 points

10.4. The winner of a stage is determined by the sum of points for both days. In case of equal points the winner is determined by results of the second race day.

10.5. Total rating of BC and Baltic Cup is established by the sum of points of all competitions. **If a rider has obtained points in all 10 competition days, the best results of 9 days count towards the total rating.**

10.6. Total rating of LC and **Latvian** Cup is established by the sum of points in the following competitions:

- Latvian stages – the sum of points of all race days;
- Estonian and Lithuanian stages – the sum of points of two best race days.

10.7. **In case of equal results the winner shall be a rider with the highest points on the last day.**

10.8. A rider may participate in any number of stages.

10.9. Total rating of BC, Baltic Cup, LC and **Latvian** Cup is prepared by the secretariat of LaMSF and approved by each NMF Enduro Commission.

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

11.1. In case jury interrupts a competition prematurely, it cannot be restarted.

11.2. If a competition is interrupted before the majority of riders have completed at least 50% of competition distance, the competition shall be considered as not having taken place.

11.3. If a competition is interrupted after the majority of riders has completed at least 50% of competition distance, the jury and NMF Enduro Commission (or its representative) of the respective country jointly decide whether the competition shall be deemed as having taken place and whether to announce results as they are in the current circumstances.

## 12. CHAMPIONSHIP OF CLUB TEAMS

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

- E1                      not more than 2 riders

- E2 not more than 2 riders
  - E3 not more than 2 riders
  - Seniors not more than 1 rider
  - Hobby not more than 1 rider
- 12.2. A club team consists of 3 to 5 riders from classes mentioned in clause 12.1.
  - 12.3. Rider's club membership is established by the annual NMF license.
  - 12.4. 4 best results out of 5 possible score for BCTC and LCTC. Hobby class riders points are applied with a coefficient 0.5.
  - 12.5. BCTC and LCTC scoring is performed according to clause 10.2 of the present Regulations. In case of equal points the winner is determined by results of the second race day.
  - 12.6. BCTC total is determined by sum of points of all stages.
  - 12.7. LCTC total is determined by sum of points of all Latvian stages.
  - 12.8. In case of equal points in BCTC and LCTC the winner shall be determined by highest positions in all stages then by the results of the second day of the last stage.

### **13. AWARDING**

- 13.1. Riders winning the 1<sup>st</sup> place of BC or BCTC win the title of Baltic Enduro champion of the current year, and riders winning Baltic Cup win the title of Baltic Cup winner.
- 13.2. Riders winning the 1<sup>st</sup> place of LC or LCTC win the title of Latvian Enduro champion of the current year, and riders winning **Latvian** Cup win the title of **Latvian** Cup winner.
- 13.3. Riders winning 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> places of BC, BCTC, LC or LCTC are awarded with gold, silver and bronze medals, respectively, cups and diplomas. Winners of Baltic Cup or **Latvian** Cup are awarded with cups and diplomas.
- 13.4. Winners of each stage (by class) are awarded according to competition regulations. Awards are presented at least to the first three places in each class (with cups, medals or other awards).
- 13.5. **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.**
- 13.6. Winners of 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> places of the absolute total score in each stage (E1, E2, E3, Seniors riders) will be awarded. The score is established by adding up the time of both days.

### **14. RESUMING PARTICIPATION**

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

### **15. PARC FERME**

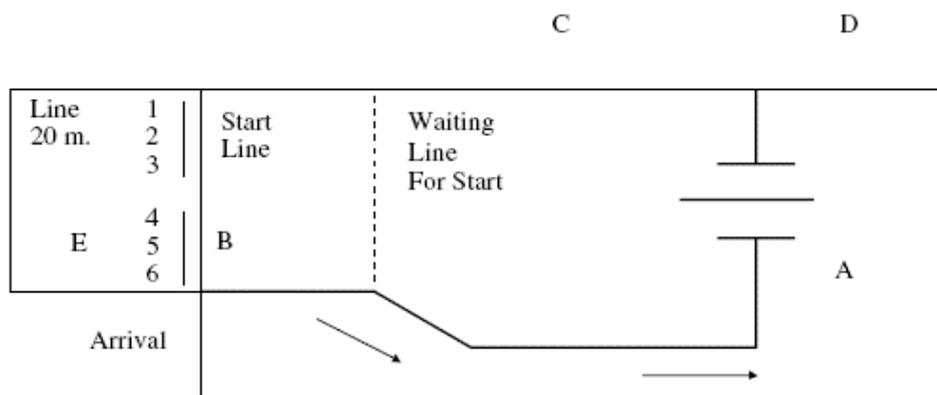
- 15.1. Access to **parc ferme** (hereinafter referred to as **PF**) must be limited and the territory must be **fenced off**. Area borders must be clearly marked out, and the area must be supervised by a sufficient number of officials to ensure entry and access to vehicles only to

- authorised persons. Area must have one clearly marked entrance and one exit leading to **starting area**. Additional entrances and exits are strictly forbidden. Officials at **PF** control points must wear signs, recognizable by all involved parties, especially riders.
- 15.2. Vehicles of competition participants are under the organized supervision of **PF** starting from the time specified in the Regulations before the start of the first day, and starting from the end of the first day race to the beginning of second day race.
  - 15.3. Access to **PF** is forbidden to any person, except jury members, officials fulfilling their duties and riders willing to place or remove their vehicles from **PF**. After registration at time control point before the entrance to **PF** the rider must stop the engine and without hesitation move the motorcycle into **PF**.
  - 15.4. On the way from the time control point to **PF** it is strictly forbidden to refuel or undertake any repair.
  - 15.5. **Within the **PF** the rider is forbidden to perform the following activities, which may exclude the rider from the competition:**
    - touching vehicles of other riders;
    - touching own vehicle, except moving it in or out from **PF**;
    - starting the vehicle engine.
  - 15.6. **Any rider smoking in **PF** will be excluded.**
  - 15.7. Vehicles located in **PF** must not be covered.

## **16. STARTING AREA**

- 16.1. **Starting area** is a small confined 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 – exit from **PF**.
- 16.2. Access to **starting area** is strictly forbidden to anybody, except jury members and riders.
- 16.3. **Any activity with the vehicle in the **starting area** before the start signal is strictly forbidden. Penalty for failure to comply is exclusion.**
- 16.4. **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 Fermé
- B = Starting area
- C = Trade area
- D = Entrance for officials
- E = 2 lines must be provided with room for 3 riders on each line

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

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### 17. PREPARATION TO START

- 17.1. Each day before the start of competition riders are allowed to entry the **PF** 5 minutes before their starting times.

### 18. START

- 18.1. At the beginning of race on each day of a competition each rider receives start signal exactly on his specific time. Within one minute after the start signal, the rider on start line must start the engine and on his vehicle cross another line located 20 meters from the start line.
- 18.2. In case during the start signal the rider does not stand on start line, a penalty will not be applied if the rider pushes the motorcycle to the start line, starts the engine and crosses the second line within one minute after the start signal. **Riders arriving at the start line with one minute delay are punished by "one minute" for each delayed minute.** The minute the riders arrive at the start line shall be considered as a new start time, and during this minute the riders must fulfil the start procedure. **Riders arriving at the start line with more than 15 minute delay shall be considered as withdrawn and are not allowed to start.**
- 18.3. All vehicles must be started by kickstarter or by other mechanic or electric means, which must not cause wheel rotation of the vehicle.
- 18.4. In case the engine stops before crossing the second line, in order to avoid the penalty the rider must restart it and cross the second line within one minute after the start. **The rider who failed to cross 20 m line within one minute after the start signal will be punished with 10 seconds.**

- 18.5. Rider who received penalty due to failed starting of engine and delayed crossing of the 20m line within one minute may start the engine by any method, but the rider must cross the start line before continuing the race.
- 18.6. Rider who failed to start the engine or whose vehicle stopped between the start line and 20m line is not allowed to return to the start line. The rider must push the vehicle in the race direction and cross the 20m line in order to avoid disturbance to other riders.
- 18.7. In case a rider wants to start the race but a decision on him is not yet taken, permission will be given if the vehicle was held in **PF** according to requirements, except for safety reasons. As soon as the jury confirms that the rider is disqualified from the competition, he is not allowed to start.

## **19. REFUELLING**

- 19.1. No additional time is given for refuelling during the race.
- 19.2. **It is mandatory to use an environmentally protective rug or other protective device on sites where the organizer has allowed undertaking vehicle repairs.**
- 19.3. **Rug size must be no less than the distance between vehicle wheel axles and the width of vehicle handlebars. The rug must be made from a waterproof lower layer and an absorbent top layer.**
- 19.4. In addition to refuelling points located at start and finish, others will be located also on the track, and locations of which will be marked on the race map. Maximum three refuelling points shall be in one lap, including the finish zone.
- 19.5. Refuelling point before the final time control point must be located in **paddock area** or in the final work area.
- 19.6. Refuelling must be done only in abovementioned places provided by organizers, and at all time control points between the white and yellow flags, unless the organizers have prohibited this.
- 19.7. Refuelling is forbidden between the yellow flag and time control table.
- 19.8. **Penalty for refuelling outside of the stated refuelling points is exclusion.**
- 19.9. **During all competition, the rider takes a risk of being excluded in case the rider places the vehicle or its marked parts under a cover thereby preventing officials controlling them, or for refuelling purposes or other reasons, except in cases the organizer has permitted this.**
- 19.10. **Fuel must not be transported other than in a tank or container permanently fixed to the vehicle. Penalty for violation is exclusion.**
- 19.11. Chain may be greased at any refuelling location.
- 19.12. **While refuelling the engine must be stopped. Penalty for not stopping the engine is exclusion.**
- 19.13. **Any welding works at refuelling points are prohibited. Penalty for violation is exclusion.**

## **20. FORBIDDEN ACTION FROM OUTSIDE**

- 20.1. **During competition the vehicle must not be moved in any way other than using the engine power or pushed by rider. Penalty for violation is exclusion.**

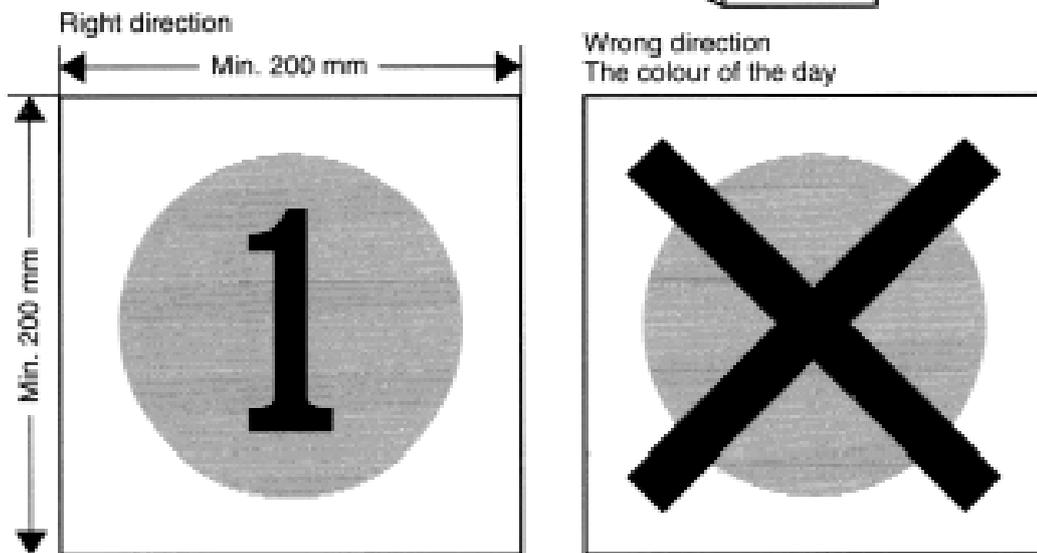
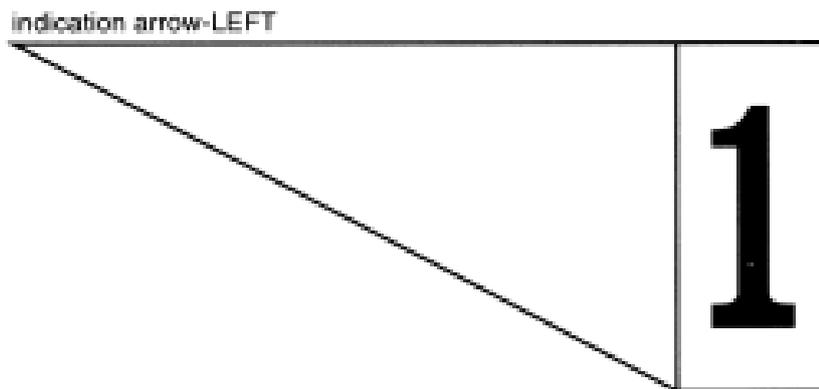
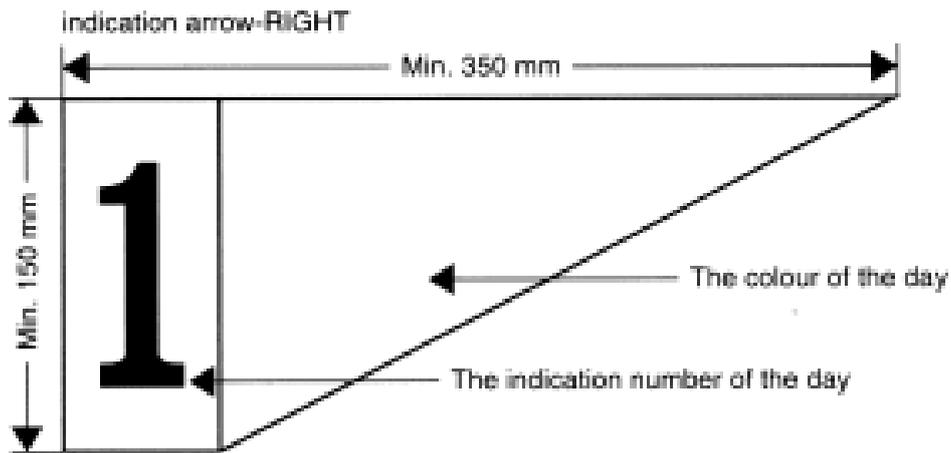
## **21. OUTSIDE HELP ASSISTANCE**

- 21.1. Outside help assistance, receipt of spare parts or tools is allowed at time control points only, where it is permitted to provide assistance, and in the final help assistance area at the final time control point.

- 21.2. Tire change is permitted by the rider only and at the final time control point and final help assistance area of the first race day.
- 21.3. **No outside help assistance is allowed beside the abovementioned areas. Penalty for violation is exclusion (or other penalties prescribed by UEM/FIM Europe and NMF Disciplinary and Arbitrage Codes).**
- 21.4. **During all competition, the rider takes a risk of being excluded (or other penalties prescribed by UEM/FIM Europe and NMF Disciplinary and Arbitrage Codes), in case the rider places the vehicle or its marked parts under a cover thereby preventing officials controlling them, or for refuelling purposes or other reasons, except in cases the organizer has permitted this.**
- 21.5. Chain may be greased at refuelling points only.
- 21.6. No outside help assistance is allowed beside time control points, where outside help assistance is permitted, except cleaning of number plates and sponsor logos displayed on vehicle plastic parts by using a rag or sponge.
- 21.7. The term “outside help assistance” means an action of any other person except the rider or an official on duty, if the mentioned person comes into contact with the vehicle.
- 21.8. **Penalty for outside help assistance is exclusion.**
- 21.9. Assistance is allowed for cleaning the number plates and sponsor logos displayed on vehicle plastic parts at all time control points, except at time control point before finish.
- 21.10. Vehicle cleaning is allowed at time control points where help assistance is allowed. Cleaning tools under pressure are strictly forbidden.
- 21.11. Tools operated by electricity or compressed air are forbidden (except tools operated on battery power). Penalty for using tools operated by electricity or compressed air is exclusion.
- 21.12. **A rider risks being excluded for being escorted at any place on the track.**
- 21.13. All riders having withdrawn from the competition must cross out or remove their competition number plates and they are not allowed to continue the route independently or together with or near another rider. Any violation of this clause may cause disqualification of the rider or riders being escorted.

## 22. TRACK MARKS

- 22.1. The official competition route, from which no deviation is allowed for any reasons, is displayed on track map and marked. This official track is considered as precise. Each day the track may be marked with different colour. **In case a rider deviates from the official route displayed on the map or rides in an opposite direction, the rider may be excluded or punished by additional time.**
- 22.2. In cases it is mandatory to ride a precisely defined route (for example, sowings, rough territory, path, etc.) the organizer must clearly indicate the route. **Riders must follow the indicated route and any digress of the route for obtaining an advantage may be punished by additional time.**
- 22.3. All competition signs marking the route must be displayed at **starting** zone. All signs and marks must be made from waterproof materials.



## 23. TRAFFIC RULES

- 23.1. On public roads riders must follow the traffic rules. **Any rider to be considered guilty in breach of traffic rules may be excluded according to circumstances.**

## 24. DIFFICULT STAGES

- 24.1. In case during the competition a marshal decides that a stage has become impossible to complete or riders cannot complete it without assistance, the marshal can close the

respective stage up to the next time control point and move the next points accordingly. This decision must be approved by the jury.

## 25. TIME CONTROL POINTS

- 25.1. Control of the competition is performed at time control points, which are between yellow flags and a line placed 2 meters behind the control table.
- 25.2. Time control points are located at the exit from **starting** zone at the beginning of a day race, on the track, and at the entrance to **PF** at the end of a day race.
- 25.3. The time period between control points is provided by organizer. The distance between time control points should not exceed 35 km and be less than 5 km.
- 25.4. The average speed between time control points should not exceed 50 km/h.
- 25.5. In case of force majeure circumstances (e.g., worsening weather conditions), the marshal may change the planned time distribution to slower either just before the start or before each lap.

## 26. TIME CARDS

- 26.1. Time cards for the first race day are issued no later than 30 minutes before the first start. Card for the second race day is issued either in the previous evening or not later than 30 minutes prior to the first start of the second race day. Riders are responsible for receiving marks on the time cards at all time control points and all route control points. **Time cards must be submitted at the end of each day. Intentional violation of this regulation may lead to exclusion.**
- 26.2. **All riders missing a mark at any of time control points or in order to cheat, altering or crossing a time control mark on a card or using other rider's card will be excluded.**
- 26.3. Any rider who unintentionally has lost a time control card must receive a new card from an official at the next time control point. The new card must be used at the current control point and all subsequent ones.
- 26.4. **A rider missing registration at any time control point will be excluded.**

## 27. TIME CONTROL POINT IDENTIFICATIONS

- 27.1. Time control points are marked by white flags located on both sides of the track 200 meters before the control table. Flags are located to ensure the best visibility for riders.

## 28. PROCEDURE AT TIME CONTROL POINTS

- 28.1. A clock, synchronized with the main time control clock, is located next to the yellow flag 20 meters before the control table. A rider riding past the yellow flag must immediately submit the time card at the control table or official upon request. **Arrival to time control point shall be considered at the moment the vehicle front wheel crosses the line with 2 yellow flags.**
- 28.2. Riders are not allowed to stop in the area between yellow flags and the control table. One minute time penalty is applied in addition to any other penalties in case of such stop.
- 28.3. **A rider is entitled to pass the last time control point at the entrance to **PF** without any penalties, i.e., **PF** may on both days be entered before the stated time.**
- 28.4. Organizers at each time control point must chronologically register all passing riders and their time in hours and minutes. Previously printed lists are not valid. **In case of dispute the list shall be considered as on official document.**

## 29. TIME PENALTIES

- 29.1. **Each stage between two time control points is a separate test. Riders disregarding the scheduled time between two time control points (i.e. the difference between time marks differs from the scheduled time) receive 1 minute penalty for 1 minute earlier or later deviation from the scheduled time.**  
REMARK IS START TIME OF THE NEXT STAGE.

## 30. TIME RESTRICTIONS

- 30.1. **Rider arriving to time control point with more than 30 minutes delay, compared to the scheduled time, is automatically excluded.** Rider may take his own responsibility to continue the race till final decision of the jury.

## 31. REQUEST OF ADDITIONAL TIME

- 31.1. If a rider proves to the jury that delay occurred due to force majeure circumstances such as delay due to first aid assistance to a person suffering in an accident, he may be provided with additional time. Disturbance by other rider will not be considered as force majeure circumstance.

## 32. ROUTE INSPECTIONS

- 32.1. In addition to mandatory time card registration at all time control points, the rider must submit and register the card at all official route control points during the competition. These route control points may be marked or not marked on the route map and will be marked by blue flags located on both sides of track 200 meters before the route control point. **Penalty for failing to stop at a route control point is exclusion.**
- 32.2. A rider missing the time card must receive it from an official at a route control point. Organizers at each route control point must chronologically register all passing riders and, if possible, their passing time in hours and minutes.
- 32.3. **All riders who fail to submit a filled-in time card or are not registered in all registration sheets will be excluded.**

## 33. SPECIAL TESTS

- 33.1. Special tests must be organized outside of competition track, i.e. in a special, enclosed territory. In case it is not possible, the jury may request the organizer to change the track.
- 33.2. The total time for special tests in two day competition shall be 60 minutes minimum.
- 33.3. Test site and length must be communicated at least 48 hours before the race. Test track must be marked not later than 24 hours before the race.
- 33.4. Jury must approve all tests.
- 33.5. **On each competition day at least 2 tests must be completed** (except in force majeure circumstances on the race day).
- 33.6. **Tests must not be previously used.**

## 34. RACE TESTS

- 34.1. Within the competition at least two tests should be organized in a closed track, so called race tests (that may be equal both times), which must be specially built for this purpose - not too difficult or too dangerous. The minimum distance for these tests is 3 km, providing strict adherence to safety measures stated in the regulations. A safety zone with

a width of at least 1 meter must be free from spectators and must be located in all turns and other dangerous race test places.

- 34.2. Riders may check the race test track by walking, but never by motorcycle or any other vehicle. Penalty for riding on race test track on a vehicle is exclusion.**
- 34.3. The track must be selected such that the average speed does not exceed 50 km/h.

### **35. ENDURO TESTS AND SPECIAL TESTS**

- 35.1. Within the competition at least two enduro tests are required. These tests must be in race test style. The minimum distance of these tests is 3 km, ensuring strict adherence to safety measures stated in the regulations. Place and location of such race tests must be made public.
- 35.2. Riders may check the test track by walking or riding during the first lap. Time registration is allowed during first and subsequent laps. **Practicing on the track is not allowed, penalty is exclusion.** Time registration for enduro tests is allowed in the first lap, unless jury decides this to be too dangerous and time registration is allowed in second lap.
- 35.3. Each lap may include one extreme test. During the extreme test time registration will not be in the first lap, but subsequent laps.
- 35.4. Distance of an extreme test is approximately 1 km, or the ride does not exceed 3 minutes. Extreme tests are organized in areas with sufficient distance between obstacles, in order to avoid traffic jams. The purpose of the test is to evaluate the technical and physical capacity of riders. The track of an extreme test must be with an average speed not exceeding 25 km/h. If any of riders exceeds this stated average speed, further riding is not permitted.
- 35.5. Outside help assistance is not allowed, except from officials wearing special signs. Penalty for violation of this rule is equal to the worst race time in the special test plus 5 minutes.**
- 35.6. All stages of test track not bounded by natural obstacles must be bounded by a tape.
- 35.7. Start and finish zone must be available for access to all transport vehicles.
- 35.8. Extreme tests must be easily available for providing emergency aid. In case of poor visibility of track (i.e. in a forest) each stage must be marked and numbered in a consecutive order. Access roads to the test area must be marked on site and displayed on a map.
- 35.9. Start and finish must be located in the same place. In case it is not possible both points must be connected by radio or mobile means.
- 35.10. Start begins at start line with a vehicle placed at it and engine running. Finish must be crossed without stopping and rider continues the marked route to the next time control point.

### **36. TIME CONTROL AT SPECIAL TESTS**

- 36.1. Start of special tests must be displayed as STARTS (START) and finish as FINIŠS (FINISH). The route must be marked. Start line must be marked with flags. Start signal must be provided by a timekeeper or official on duty or by using a special signalling tool (e.g., semaphore). Time of special test is registered after crossing the finish line.
- 36.2. Rider is not allowed to stop at the exit of a speed test. Riders may stop after crossing the line located 30 m after the finish line, which must be clearly marked.

### 37. CONTROL AFTER FINISH

- 37.1. After the finish control or during 30 minutes after the race, engines of one or more vehicles may be checked.
- 37.2. In all classes and categories only the rider is entitled to indicate person performing dismantling of engine at the end of competition. **Dismantling should be carried out within 30 minutes after appointing the person. In case of time violation the penalty is exclusion.**
- 37.3. **In case the engine capacity exceeds the maximum allowed in the respective class, the rider will be excluded.**

### 38. PENALTIES

- 38.1. Time:
  - 38.1.1. starting the engine in the **starting area** before the start signal: **1 minute**;
  - 38.1.2. each delayed minute of arrival to the start line: **1 minute** (up to 15 minutes);
  - 38.1.3. failed crossing of the 20 m line within 1 minute after the start signal: **10 seconds**;
  - 38.1.4. stoppage between the yellow flag and control table at a time control point: **1 minute**;
  - 38.1.5. delayed or prior arrival at a time control point: **1 minute for each minute**;
  - 38.1.6. accidental ride out of a test track and failed return to the track in the same place: **3 minutes**.
- 38.2. Exclusion:
  - 38.2.1. repair of vehicle in the **starting area** before the start signal;
  - 38.2.2. arrival at the start line with 15 minutes delay;
  - 38.2.3. vehicle parts lack marking or its official substitute;
  - 38.2.4. behaviour in **PF** not according to Sports Code;
  - 38.2.5. entry into **PF** with a running engine or starting the engine in **PF** (with an exception of quads);
  - 38.2.6. refuelling or repair works on route between a time control point and **PF**;
  - 38.2.7. refuelling outside of fuelling points or carrying fuel by means other than in the fuel tank or a permanently fixed container;
  - 38.2.8. running engine during refuelling;
  - 38.2.9. smoking in **PF** or in a working area;
  - 38.2.10. any welding works at refuelling points;
  - 38.2.11. use of forbidden external forces;
  - 38.2.12. outside help assistance;
  - 38.2.13. forbidden contacts with escorting persons;
  - 38.2.14. escort ride;
  - 38.2.15. riding outside the marked route; riding in an opposite direction, ignorance of the marked route;
  - 38.2.16. heavy breach of traffic rules (possible to prove);
  - 38.2.17. alteration of a time card or use of other rider's card;
  - 38.2.18. missing a time control point or missing a track control point;
  - 38.2.19. delayed arrival at time control point exceeding 30 minutes (counting from the initial start, see **UEM/FIM Europe Enduro Rules**);
  - 38.2.20. practicing on the special test track;
  - 38.2.21. intentional ride out of test route or shortening of route;
  - 38.2.22. vehicle engine capacity exceeds the one marked in the application.

### 39. PROTESTS

- 39.1. All protests are submitted to secretariat of the competition in written form with a security deposit of 70 euro, 50 lats or 250 lits.
- 39.2. Protests on results must be submitted within 30 minutes after the official announcement of results.
- 39.3. Protests on breach of any rules of competition or the Regulation must be submitted within 30 minutes after the finish of respective class, by indicating the violated clause of Regulation or rules.
- 39.4. In case of settlement of protest the safety deposit is returned to the person submitting the protest. In case of refusal the money is kept by enduro commission of the respective country.
- 39.5. In case the protest is related to dismantling of engine, additional 70 euro, 50 lats or 250 lits (for 2 stroke) and 215 euro, 150 lats or 750 lits (for 4 stroke) must be paid in deposit.
- 39.6. In case of settlement of protest the safety deposit is returned to the person submitting the protest. In case of refusal the money receives mechanic dismantling the engine.

### 40. FIRST AID

- 40.1. Competition must be attended by at least two first aid vehicles with qualified personnel, operating under the management of the senior doctor of competition.
- 40.2. Competition is allowed only if at least one first aid vehicle is present.
- 40.3. Competition director and senior doctor must approve the emergency exit road before the competition.
- 40.4. The nearest hospital must be informed about the competition.
- 40.5. In case of injury, permission for a rider to further participate in the competition is given by the senior doctor upon reporting to the competition secretariat.

Approved by LaMSF Enduro Commission on 5 February, 2013.

Head of Latvian Enduro Commission \_\_\_\_\_ Arturs Robežnieks

President of LaMSF \_\_\_\_\_ Egils Agarskis

Approved by Estonian Enduro Commission on \_\_\_\_\_

Head of Estonian Enduro Commission \_\_\_\_\_

President of EMF \_\_\_\_\_

Approved by Lithuanian Enduro Commission on \_\_\_\_\_

Chairman of Lithuanian Enduro Commission \_\_\_\_\_

President of LMSF \_\_\_\_\_

BMA president Nina Birjukova \_\_\_\_\_