



CROSS COUNTRY REGULATIONS 2016

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

Cross Country regulations (hereinafter referred to as Regulations) of Baltic Open Individual Championship, Baltic Cup and Baltic Open Club Championship (hereinafter referred to as Baltic Competitions), and 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 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 Regulations, LaMSF Sporting Code and LaMSF Ethics Code are binding upon all the participants of Latvian Competitions.

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

1. GENERAL CONDITIONS

- 1.1. Cross Country is a discipline of motorsports. Cross Country competitions take place in open air by using natural terrain and artificially created obstacles. Competition races are up to 2 hours in duration 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 responsible commission websites.
- 1.5. Regulations of a particular Latvian Competition shall be approved by LaMSF secretariat no later than 2 weeks prior to the competition and published on LaMSF Enduro Commission website.

2. CLASSES, MACHINES AND PARTICIPANTS

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

Class	Machine	Participants
85 cm ³	Motorcycles with up to 85 cm ³ 2-stroke or up to 150 cm ³ 4-stroke engines	From 9 to 15 years

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 14 years
E2	Motorcycles with 175 cm ³ to 250 cm ³ 2-stroke or 290 cm ³ to 450 cm ³ 4-stroke engines	From 15 years
E3	Motorcycles with 290 cm ³ to 500 cm ³ 2-stroke or 475 cm ³ to 650 cm ³ 4-stroke engines	From 16 years
Seniors	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines	From 40 years
Enduro	Motorcycles corresponding to FIM Enduro Technical Rules (www.fim-live.com/en/fim/fim-official-documents/), including registration for driving on common roads, FIM tires, lights, side or central stand	From 16 years
Quads Open	Quads with 250 cm ³ to 750 cm ³ 2-stroke or 4-stroke engines with 1 or 2 cylinders and rear-wheel drive. Kill switch must be fastened to the rider's right hand. Quad must be equipped with special leg protectors.	From 15 years

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

Class	Machine	Participants
Hobby	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines	1) From 30 years 2) Rider has not had a FIM or FIM Europe license issued; 3) Within the last 5 years, the rider has not been a winner of 1 st to 3 rd place in any class of National Championship or Baltic Championship total rating in Enduro or motocross.
C	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines	1) From 14 years 2) Beginners to motor sport, i.e. the rider has not had any FMN annual license (excluding beginners' C class license or Adventure Enduro license) issued; 3) The rider is allowed to participate in C class not longer than 2 years, if during any year the rider has been the winner of a 1 st to 3 rd place in C class in a National Cup or Baltic Cup total rating.
Veterans	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines	From 50 years
Quads ATV up to 750 cm³	Standard quads with 100 cm ³ to 750 cm ³ 2-stroke or 4-stroke engines, having 1 or 2 cylinders and front and rear wheel drive. Kill switch must be fastened to the rider's right hand. Quads must be equipped with special leg protectors.	From 18 years
Quads ATV over 750 cm³	Standard quads with 751 cm ³ to 1000 cm ³ 2-stroke and 4-stroke engines, having 1 or 2 cylinders and front and rear wheel drive. Kill switch must be fastened to the rider's right hand.	From 18 years

Class	Machine	Participants
	Quads must be equipped with special leg protectors.	

- 2.3. Rider's age is calculated according to the year of birth.
- 2.4. Riders must be licensed and insured according to FMNR rules.
- 2.5. Registration of riders can be performed by a representative of the riders' club upon presenting the riders' licenses and other required documents.
- 2.6. Riders may purchase a one-event FMNR license on competition site, according to FMNR regulations. In Latvia – by presenting or purchasing an appropriate accident insurance policy and presenting an identification document.
- 2.7. 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.
- 2.8. In case the secretariat of a competition or FMNR responsible commission discovers that information provided by a rider is incorrect and does not comply with the class defined by the Regulations, the rider's result will be cancelled without prior warning.
- 2.9. During registration, riders pay FMNR participation fee 30 euro. The cost of using transponders is included in the participation fee.
- 2.10. The responsibility of each rider is to ensure that his body is free from prohibited substances (doping).
- 2.11. In the competitions taking place in Latvia, Anti-Doping Department of State Sports Medicine Centre may undertake doping control. The list of prohibited substances and the doping control procedure are defined according to FIM and World Anti-Doping Code.
- 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 Latvian competitions, the documents of a rider who has not reached 16 years of age (counting from the date of birth) are signed by his adult representative. In case of purchasing a one-time licence, a document must be presented confirming the consent of parents.

3. NUMBER PLATES

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

Class	Number plate	Numbers
85 cm³	White	Black numbers
E classes	Red	White numbers
Seniors	Blue	White numbers
Hobby	Yellow	Black numbers
C	Green	White numbers
Veterans	Black	White numbers
Enduro	White	Black numbers

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

Class	Number plate	Numbers
Quads Open	Yellow	Black numbers
Quads ATV under 750 cm³	Black	White numbers
Quads ATV from 750 cm³	Green	White numbers

- 3.3. Starting numbers must be with a minimal height of 12cm.

- 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 or mechanic must deliver the machine 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 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 has 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) to become acquainted with the course.
- 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, the machines must be placed in assembly zone.
- 5.4. Start positions are taken as per consecutive order after placing machines in the assembly 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 and Hobby | 90 minutes |
| – C, Veterans and 85 cm ³ | 60 minutes |
| – Quads Open, Quads ATV under 750 cm ³ and Quads ATV from 750 cm ³ | 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 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. Course must be checked and accepted by a certificate.
- 6.15. Inspection and acceptance of the course is performed by the jury, who after the inspection sign the certificate of acceptance of the course.
- 6.16. Jury accepts the course and signs the certificate of acceptance prior to the start of the competition.
- 6.17. Plan of the course must be available on competition site.
- 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. Technical inspection and start/finish zones, and pit stop must be equipped with fire extinguishers.
- 6.24. Spectators and participants of the competition are personally responsible for their safety.
- 6.25. 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.
- 6.26. A rider is responsible for his own actions and the actions of persons serving and accompanying him.
- 6.27. Riders and spectators are responsible for complying with environmental protection requirements: only the specified route must be used, an absorbing mat must be used in paddock for refuelling and repairs, the land cover in forests and agricultural territories must be protected etc.
- 6.28. 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/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.
- 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. During a year, a rider may score total points in one class only.
- 12.2. Race results are based upon the order of crossing the finish line, if a rider has finished within the control time. The finish flag is shown after the time mentioned in clause 5.6.
- 12.3. Crossing the finish line after showing the finish flag shall be considered as the finish time of a particular rider.
- 12.4. 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. Points score riders who have completed more than 30% of the class leader laps. Points score riders who have finished the race. Riders who have not finished, take places and score points in accordance to the number of completed laps after the riders who have finished the race.
- 12.6. The riders (both finished and not finishing), who have not completed more than 30% of the laps of the leading rider in a class do not score points.
- 12.7. Individual 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. The total individual rating of Baltic Championship and Baltic Cup is determined by the sum of points of all competition rounds that have taken place.
- 12.9. The total individual rating of Latvian Championship and Latvian Cup is determined by the sum of points of all competition rounds that have taken place.
- 12.10. In case of equal total ratings the winner shall be considered a rider with highest places, the next – the result of the last round.
- 12.11. The total rating of Baltic Championship and Baltic Cup is determined by the secretariat of LaMSF and approved by each FMN responsible commission.
- 12.12. The total rating of Latvian Championship and Latvian Cup is determined by the secretariat of LaMSF and approved by LaMSF Enduro Commission.

13. CHAMPIONSHIP OF CLUB TEAMS

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

Class	Number of riders	Coefficient
85 cm ³	not more than 1 rider	1
E1	not more than 1 rider	1
E2	not more than 1 rider	1
E3	not more than 1 rider	1

Seniors	not more than 1 rider	1
Enduro	not more than 1 rider	1
Quads Open	not more than 1 rider	1
Hobby	not more than 1 rider	0.5
C	not more than 1 rider	0.25
Veterans	not more than 1 rider	0.5
Quads ATV under 750	not more than 1 rider	0.5
Quads ATV over 750	not more than 1 rider	0.5

- 13.2. A club team consists of 3 to 5 riders from classes mentioned in clause 13.1.
- 13.3. Rider's club membership is defined by the annual FMN Enduro license.
- 13.4. BCTC and LCTC scores of a competition round are established according to clause 12.7 of the Regulations.
- 13.5. The team's riders' best four results out of five possible are used for calculating the team's results.
- 13.6. Scores of riders in each class are applied with a coefficient as stated in clause 13.1.
- 13.7. In case two teams in a competition round score equal points the winner shall be the team with the highest places.
- 13.8. BCTC and LCTC total rating of a season is established by adding up the competition scores of all competition rounds.
- 13.9. In case of equal total rating the winner shall be the team with better scores in the last round.
- 13.10. The total rating of BCTC is prepared by the secretariat of LaMSF and approved by each FMN responsible commission.
- 13.11. The total rating of LCTC is prepared by the secretariat of LaMSF and approved by LaMSF Enduro Commission.

14. AWARDING

- 14.1. Riders winning the 1st place of Baltic Individual Championship or BCTC win the title of Baltic Cross Country champion of the current year, and riders winning the Baltic Cup win the title of Baltic Cup winner.
- 14.2. Riders winning the 1st place of Latvian Individual Championship or LCTC win the title of Latvian Cross Country champion of the current year, and riders winning the Latvian Cup win the title of Latvian Cup winner.
- 14.3. Riders winning 1st – 3rd places in Baltic Individual Championship or BCTC, Latvian Individual Championship or LCTC are awarded with “gold”, “silver” and “bronze” medals, cups and diplomas. Winners of Baltic Cup or Latvian Cup are awarded with cups and diplomas.
- 14.4. Winners of each round (by class) are awarded according to competition regulations.
- 14.5. In each round, the winner of the 1st place (2 hour race – E1, E2, E3 and Enduro classes) will be awarded according to the absolute score.
- 14.6. Winner of the 1st place (2 hour race – E1, E2, E3 and Enduro classes) of Latvian Championship and Latvian Cup will be awarded.
- 14.7. Riders to be awarded must participate in the awarding ceremony that takes place not later than two hours after the finish of the last rider. Penalty for not participating in the awarding ceremony is 50 EUR that is to be paid by the rider's club. Penalty is not applied in case the rider has agreed his absence with competition organiser or Chief Marshal and the awarding ceremony is attended by the rider's club representative.

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), 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.

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 20 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. Latvian Competitions 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/finish zone and pit stop.
- 18.2. Paddock must be provided with toilets and waste bins.
- 18.3. Information board must be easily accessible to riders and spectators.
- 18.4. For the convenience of spectators, they must be provided with:
 - first aid;
 - parking;
 - shopping and food vendors;
 - toilets.
- 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 time check, start/finish 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 Latvian Competitions, 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 licensed (Enduro A Category or FIM, or FIM Europe official license) representative from each EE BMA country, the riders of which participate in the competition, and who is delegated by the head or member of FMN 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 Latvian competitions, 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).

Approved by LaMSF Enduro Commission on 8 December 2015

Head of LaMSF Enduro Commission _____ Jurgis Bergs

Approved by EMF Motocross Commission _____

Head of EMF Motocross Commission _____

Approved by LMSF Enduro Commission _____

Chairman of LMSF Enduro Commission _____