



ENDURO SPRINT REGULATIONS of Baltic Cup and Latvian Cup 2015

Enduro Sprint regulations (hereinafter referred to as Regulations) of Baltic Cup (hereinafter referred to as Baltic competitions) and Latvian Cup (hereinafter referred to as Latvian competitions) define the procedures and principles according to which enduro sprint competitions shall be organised in Estonia, Latvia and Lithuania. In case of ambiguities due to wording of Regulations or any errors are discovered, explanations shall be provided and deficiencies shall be eliminated by national motorsports federation (hereinafter referred to as FMN) Enduro Commissions of the Baltic Countries (Estonia, Latvia and Lithuania).

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. Enduro sprint is a discipline of enduro motorsports. Enduro sprint competitions take place in open air, by using natural terrain and artificially created obstacles. A competition round lasts for one day, and riders complete several laps off-road and compete for speed in closed special test tracks.
- 1.2. Riders compete in enduro sprint 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) Enduro Commission or, on the competition day, by competition chief team of officials.
- 1.4. Regulations of a particular Baltic Competition shall be approved by the FMNR not later than 2 weeks prior to the competition and published on Estonian, Latvian and Lithuanian FMN Enduro Commission websites.
- 1.5. Regulations of a particular Latvian Competition shall be approved by the LaMSF not later than 2 weeks prior to the competition and published on LaMSF Enduro Commission website.

2. MACHINE CLASSES AND PARTICIPANTS

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

Class	Machine	Rider
E1	Motorcycles with 100 cm ³ to 144 cm ³ 2-stroke, or 175 cm ³ to 250 cm ³ 4-stroke engines	From 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 18 years
E3	Motorcycles with 290 cm ³ to 500 cm ³ 2-stroke, or 475 cm ³ to 650 cm ³ 4-stroke engines	From 18 years
Seniors	Motorcycles with 125 cm ³ to 500 cm ³ 2-stroke, or 175 cm ³ to 650 cm ³ 4-stroke engines	From 40 years
Veterans	Motorcycles with up to 500 cm ³ 2-stroke or up to 650 cm ³ 4-stroke engines	From 50 years

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, 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 16 years 2) Beginners to motor sport, i.e. rider has not had any FMN annual license (excluding beginners' C class licence or Adventure Enduro licence) issued; 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 st to 3 rd place in C class in a National Cup or Baltic Cup total rating.
Juniors	Motorcycles with up to 85 cm ³ 2-stroke or up to 150 cm ³ 4-stroke engines	From 10 to 15 years
Enduro Street Rally	Street motorcycles not tuned for sports. Motocross or Enduro Sports motorcycles forbidden. Motorcycle weight >130kg	From 16 years
Quads	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; Quads ATV: standard quads with 100 cm ³ to 1000 cm ³ 2-stroke and 4-stroke engines with 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. When applying for a competition, the particular class - Quads Open or Quads ATV - must be stated.	From 16 years

3. NUMBER PLATES

- 3.1. Starting numbers must be displayed clearly on both sides and front of a motorcycle.
- 3.2. Quads must be equipped with front and rear number plates, fastened to the front and rear of the frame.
- 3.3. Starting numbers must have a minimum height of 12 cm.

4. CHIEF TEAM OF OFFICIALS

- 4.1. The chief team of competition officials:
 - Competition Director;
 - Chief Marshal;
 - Clerk of the Course;
 - Chief Secretary;
 - Chief Timekeeper;
 - Chief Technical Steward;

- Chief Start-Finish Marshal.
- 4.2. Depending on competition category, one official can take several positions, e.g. Competition Director, Chief Marshal and Clerk of the Course, or Chief Secretary and Chief Timekeeper. All officials must be licensed FMN, FIM or 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 FMNR rules.
- 5.3. Registration of riders can be performed by a representative of the rider' club upon presenting the riders' licenses and other required documents.
- 5.4. Riders may purchase a one-event FMNR license on competition site, according to FMNR regulations. In Latvia – by presenting or purchasing an adequate accident insurance policy and presenting an identification document.
- 5.5. Rider with his signature on the application form acknowledges his familiarity with the present Regulations and the respective competition regulations, his commitment to comply with the regulations, and certifies that he will not hold the competition organiser liable for the accidents caused, among others, by his state of health.
- 5.6. In case the secretariat of a competition or FMNR Enduro Commission discovers that information provided by a rider is incorrect and does not comply with the class defined by the present Regulations, the rider's result will be cancelled without prior warning.
- 5.7. During registration, riders pay FMNR participation fee 30 euro.
- 5.8. After registration and technical inspection, riders or mechanics put their machines into parc ferme (PF).
- 5.9. Riders are advised to use neck protector during competition.
- 5.10. The responsibility of each rider is to ensure that his body is free from prohibited substances (doping).
- 5.11. 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.
- 5.12. Competition Chief Team of Officials in cooperation with medical staff have rights to undertake alcohol control of riders (applying a sampling method), using an alcometer.

6. TECHNICAL REQUIREMENTS AND INSPECTIONS

- 6.1. Rider or mechanic must deliver the machine to the technical inspection that is located next to the paddock by the time stated in the competition regulations.
- 6.2. Rider or mechanic must present the machine in technical order. Rider is responsible for the technical condition of his machine during the entire competition.
- 6.3. During the whole competition, the Chief Technical Steward can check any machine.
- 6.4. Used parts may be left in the area where the repairs were made.
- 6.5. The rider is forbidden to provide his machine to another rider for participation in the competition and to change a motorcycle during the competition.
- 6.6. Electrical and air powered tools operated by remote connections are not allowed. However, tools powered by an internal self-contained power supply are permitted.

7. COMPETITION

- 7.1. Competitions for each machine class take place 1 day.
- 7.2. Starting order and the number of laps are determined by the organiser.
- 7.3. Agenda and start times may be changed due to force majeure circumstances or taking into account the specific features of competition location (city, populated area, etc.).
- 7.4. The numbers of riders starting at the same time can be between 2 and 4 depending on the numbers of participants and the conditions of the course.

8. COMPETITION COURSE AND SAFETY

- 8.1. The course must be practicable in all kinds of weather for any machine of any class for an unlimited number of times.
- 8.2. The course must be inspected and accepted by a certificate of acceptance.
- 8.3. Inspection is performed by a commission, consisting of a representative nominated by Enduro Commission of the FMNR, Competition Director or Clerk of the Course and the Chief Marshal that signs the certificate of acceptance prior to the start of the competition.
- 8.4. The length of one lap of the course is 20 to 50 km.
- 8.5. The total time for a day of competition cannot exceed 5 hours.
- 8.6. Plan of the course must be available on the competition site.
- 8.7. The organiser may create a figure of 8 shaped course if they wish.
- 8.8. During competition, participants' safety shall conform to the requirements of these Regulations:
 - 8.8.1. No spectators are allowed on course during the competition;
 - 8.8.2. Minimum safety distance in start-finish, time control and special tests areas is 2 m;
 - 8.8.3. Spectators must be aware that motorsport is a technical type of sports and a machine may become uncontrollable due to technical problems;
 - 8.8.4. It is forbidden to smoke on the course, technical inspection area, PF, start – finish and time checks.
- 8.9. Spectators and competition participants are personally liable for observing the safety rules.
- 8.10. Due to safety reasons, in case of force majeure circumstances the course may be shortened or changed, or riding times extended.
- 8.11. The organiser must ensure order during the competition and inform about the event the local municipality and police.
- 8.12. The organiser must have a general liability insurance policy for each competition.
- 8.13. The average competition speed must not exceed 50 km/h.
- 8.14. Before the start of the competition, the organiser must call a riders' meeting and inform the riders about security requirements, dangerous sections of the course, the availability of first aid and fire extinguishing equipment.

9. ENVIRONMENTAL PROTECTION

- 9.1. Riders and spectators are responsible for observing the following environmental protection requirements:
 - 9.1.1. No other routes as stated may be used; land cover in woods and agricultural territories shall be protected to the utmost;
 - 9.1.2. No waste can be left on the course;
 - 9.1.3. During refuelling, oil change, machine repairs or cleaning, a mat must be used.
- 9.2. During the competition, riders and spectators are not allowed to access areas restricted by organiser.

10. SCORING

- 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 the table below (places are determined according to the smallest sum of time penalties and special test times):

Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	20	17	15	13	11	10	9	8	7	6	5	4	3	2	1

- 10.3. In case at the end of a day riders have equal results (a tie), they receive equal points, but the next rider will receive points according to his place:

Example:		
Rider A 28'20''	I place	20 points
Rider B 28'20''	I place	20 points
Rider C 30'00''	II place	17 points

- 10.4. The winner of a round is determined by the number of points received.
- 10.5. If in every competition round, Quads Open and Quads ATV classes have at least 5 riders in each class, at the end of the season the riders in these classes are awarded separately, but during the season there is one class – Quads.
- 10.6. In case of equal competition results the winner shall be a rider with the best time in the last special test.
- 10.7. Total rating (final classification) of Baltic Cup is established by the sum of points of all Baltic competitions that have taken place.
- 10.8. Total rating (final classification) of Latvian Cup is established by the sum of points of all Latvian competitions that have taken place.
- 10.9. In case of equal total points the winner is the rider with the most points on the last competition day.
- 10.10. A rider may participate in any number of rounds.
- 10.11. Total rating of Baltic Cup and Latvian Cup is prepared by the secretariat of LaMSF and approved by each FMN Enduro Commission.

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

- 11.1. In case the chief team of officials stops a competition prematurely, it cannot be re-run.
- 11.2. If a competition is stopped before the majority of riders have completed at least 50% of competition distance, the competition shall be considered as not having taken place (null and void).
- 11.3. If a competition is stopped after the majority of riders has completed at least 50% of competition distance, the chief team of officials and FMNR Enduro Commission (or its representative) 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. AWARDING

- 12.1. Riders winning the 1st place of Baltic Cup win the title of Baltic Cup winner.
- 12.2. Riders winning the 1st place of Latvian Cup win the title of Latvian Cup winner.
- 12.3. Winners of each round (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).
- 12.4. 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.
- 12.5. Winners of 1st, 2nd and 3rd places of the Baltic Cup total score in each class at the end of the season will be awarded with medals.
- 12.6. Winners of 1st, 2nd and 3rd places of the Latvian Cup total score in each class at the end of the season will be awarded with medals.

13. PARC FERME

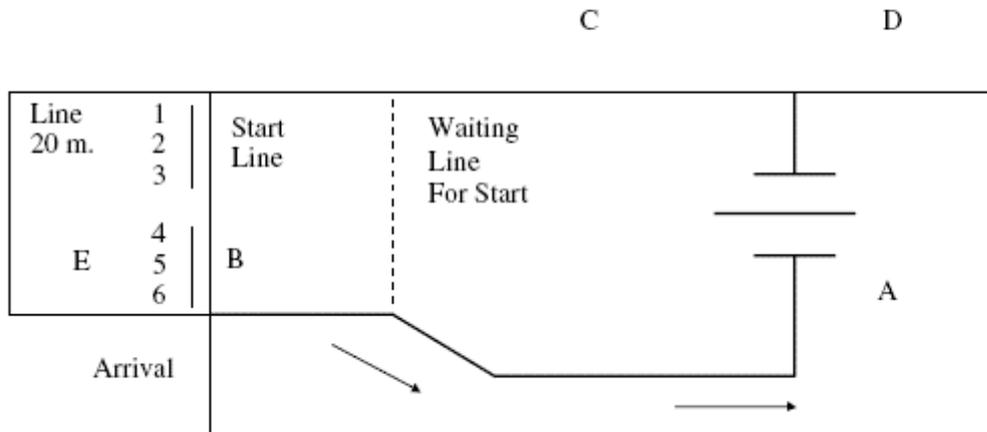
- 13.1. Parc ferme (hereinafter referred to as PF) must be enclosed and fenced in. Its limits must be clearly marked out and supervised by a sufficient number of officials to ensure that only authorised persons may enter and have access to the machines. It must have one clearly marked entrance and one exit which leads to the starting area, but no other entrances and exits. Entrance and exit may be joined. Officials in charge at PF control points must wear a distinctive emblem recognized by all persons concerned and the riders in particular.
- 13.2. Machines of competition participants are under the organised supervision of PF from the time specified in the Regulations until the start, and from the end of the race to the time the organisers decide to permit taking the machines.

- 13.3. Access to PF is forbidden to everyone except the team of officials, certain officials designated for duty, and riders who wish to park or take out their machines. After checking in at the time check just before the PF, the rider must stop the engine and push the motorcycle into PF without delay.
- 13.4. While proceeding from the time check to the PF, it is forbidden to refuel or make any repairs to the machine.
- 13.5. In the PF it is forbidden for a rider, under penalty of exclusion from the meeting:
 - to touch the machine of any other rider;
 - to touch his own machine except to push it in or out of the PF;
 - to start the engine.
- 13.6. Any rider caught smoking in PF will be excluded.
- 13.7. The machines in PF must not be covered in any manner.

14. STARTING AREA

- 14.1. Starting area is an area where riders wait for the start signal (clock, lights, manual or other signal), and at one end of which is the starting line and the other – the territory that is adjacent to the exit from PF (the territory between the SP and starting area).
- 14.2. Access to starting area is strictly forbidden to anybody, except the team of officials and riders.
- 14.3. Any activity with the machine in the starting area before the start signal is strictly forbidden. Penalty for failure to comply is exclusion.
- 14.4. **Machines (except Quads) are pushed out of PF to the start line by riders, with engines switched off.**
- 14.5. Starting the engine in starting area before the start signal is forbidden **(except Quads)**. Penalty for failure to comply is one minute.

PLAN OF THE ORGANISATION OF THE PARC FERME AND STARTING AREA



- A = Parc Ferme
- B = Starting Area
- C = Trade area
- D = Entrance for officials
- E = starting line for up to 4 riders

15. PREPARATION FOR START

- 15.1. Before the start, riders will be allowed to enter the PF 5 minutes before their starting times for the sole purpose of moving their motorcycles to the exit of the PF and to enter into the starting area. No work of any kind can be carried out on the machine in the PF or in the starting area, under penalty of exclusions.

16. STARTING

- 16.1. At the beginning of the competition, the starting signal will be given at the exact time a rider is due to start. Within one minute after the starting signal has been given, the rider must have started his engine at the starting line and crossed another line 20 metre from the starting line using the power of the engine.
- 16.2. If a rider is not on the starting line when the signal to start is given, he will not be penalised as long as he brings his machine to the starting line, starts the engine, and crosses the second line within one minute after the signal for his start was given. Riders arriving more than one minute late at the starting line will be penalised 1 minute per minute late. The minute in which the riders arrive at the start line will be considered as the new start time and before the minute expires, they must observe the starting procedure under paragraph 16.1. Riders being late more than 15 minutes late will be classified as retired and will not be allowed to start.
- 16.3. The kick-start or other starting devices must start all machines, mechanical or electrical. It is not allowed to rotate any driving road-wheel.
- 16.4. Should the engine stop before the machine has crossed the second line, the rider has to restart it and cross the second line within one minute after the signal to start was given, in order not to be penalised. A rider not crossing the 20 metre line within one minute after his starting signal has been given will be penalised by 10 seconds.
- 16.5. A rider who has been penalised for not starting his engine and crossing the 20 metre line within one minute may then start his machine any way he desires, but must cross the starting line before proceeding on the route.
- 16.6. The rider who does not succeed in starting his machine or whose machine stops in the area between the starting line and the 20 metre line must not return to the starting area but has to push his motorcycle in the driving direction and cross the 20 metre line in order not to hinder other participants.
- 16.7. When the case of a rider is under discussion and he wishes to start, he will not be prevented from doing so providing his machine has been held in the PF as per the Regulations, except for reasons of safety. Once the chief team of officials confirms that the rider is excluded, he will not be allowed to start.

17. REFUELLING

- 17.1. No additional time is given for refuelling that must be performed during the race.
- 17.2. The use of an environment mat, or other effective device, is obligatory to be used where servicing of machines is permitted by the organiser.
- 17.3. The minimum dimensions of the mat will be at least equal to the wheelbase of the machine and of the width of the handlebars. This mat will be composed of a waterproof sole and of an absorbent textile.
- 17.4. In addition to the refuelling stations located at the start and finish, others will be situated along the course. There will be a maximum of three refuelling stations per lap, including those in the finish areas.
- 17.5. The refuelling station before the final time check must be situated in the paddock area or in a final working area.
- 17.6. Refuelling is only allowed in the area of the official refuelling depots as marked by the organisers at each time check between the white and yellow flags unless prohibited by the Organiser.
- 17.7. Refuelling is forbidden between the yellow flag and the time check control table. The penalty for replenishment outside the designated areas is exclusion.
- 17.8. It is forbidden under penalty of exclusion for a rider to place his machine or any marked parts, inside any enclosure inaccessible to the officials any time during the competition for the purpose of refuelling or any other reason, except if authorised to by the organiser.
- 17.9. No fuel may be carried other than in a tank or container permanently attached to the machine. The penalty for breaking this rule is exclusion.
- 17.10. The engine must be stopped during refuelling. The penalty for not stopping the engine is exclusion.

17.11. Any welding work in refuelling area is forbidden under penalty of exclusion.

18. FORBIDDEN ACTION FROM OUTSIDE

18.1. Throughout the competition a machine must only be moved by its proper engine power, the physical efforts of its rider, or some natural cause. The penalty for breaking this rule is exclusion.

19. OUTSIDE ASSISTANCE

19.1. The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the machine.

19.2. The penalty for receiving prohibited outside assistance is exclusion.

19.3. Outside help assistance is allowed at time **checks**:

19.3.1. Tire change is permitted by the rider only at the time control points (help assistance is permitted to take off and put back a machine wheel);

19.3.2. Motorcycles can be cleaned at the time checks only. The use of pressure cleaning devices is forbidden;

19.3.3. The lubrication of the chain is authorised in the refuelling areas only.

19.4. Outside assistance is permitted in order to help a rider to pull the machine out of mud, ditch, marsh or another obstacle on the course, and the rider is not able to do it by himself. **Marshals are allowed to provide assistance to riders in tests if the rider is not able to overcome an obstacle or to free the track for other riders.**

19.5. Outside assistance is authorised for cleaning the number plates and the sponsors' stickers placed on the plastic parts of the machine at all the time checks and on the course.

19.6. It is forbidden to use electrically powered (except battery-powered) tools and air-powered tools (compressors). The penalty for any use of such tool is exclusion.

19.7. It is forbidden for riders, under penalty of exclusion, to be accompanied anywhere on the course or to receive or transmit communications by radio.

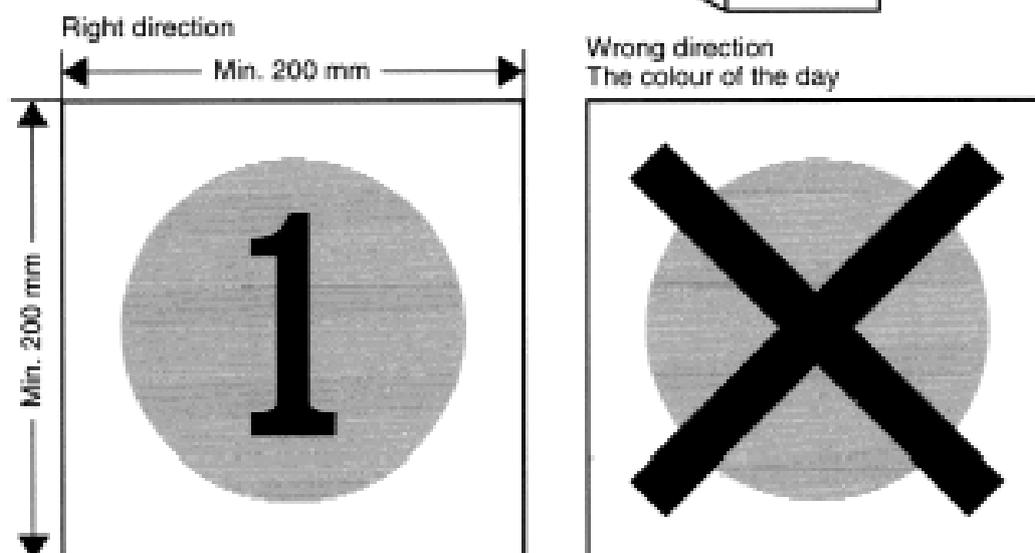
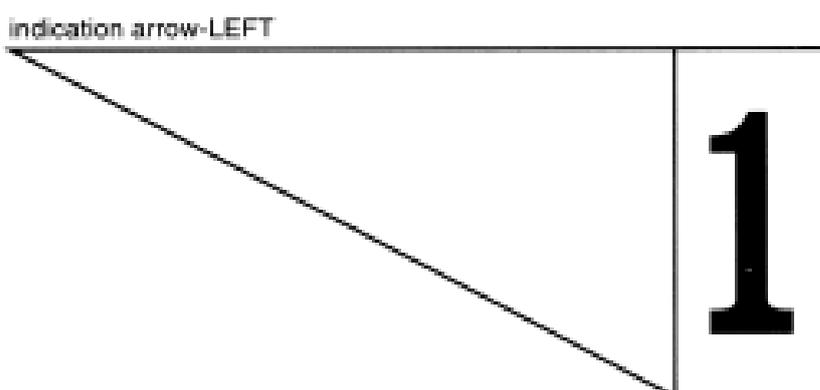
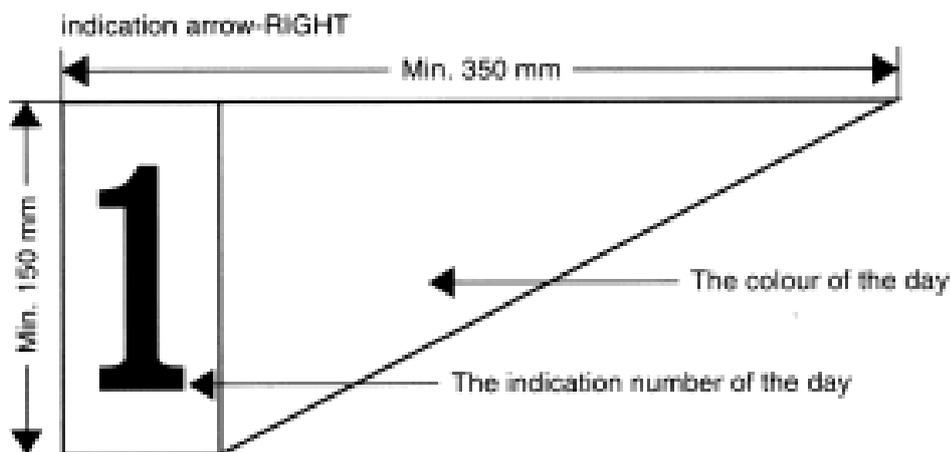
19.8. Any rider who has retired from the competition must obliterate the number plates or remove them and must not continue the route in the company of, or in proximity to any other rider. If this rule is broken, the rider may be suspended and any rider(s) he accompanied may be excluded.

20. ROUTE MARKING

20.1. The official route, which must not be left for any reason whatsoever, will be depicted on a map and marked. The official distances must be considered to be correct. If a rider fails to follow the official route or if he drives against it, he may be excluded or penalized by time.

20.2. In those cases where the riders must follow a very definite route (i.e. on grassland, rough terrain, footpaths, etc), the organisers must indicate the route precisely and very clearly. Where such areas are specifically marked, the riders must pass through the tapes or arrows. Any deviation to gain advantage renders the riders liable to penalty.

20.3. Samples of the signs or indications used for the route marking must be displayed in the starting area. The signs or indications used for the route marking must be made of waterproof material.



21. LOCAL TRAFFIC REGULATIONS

- 21.1. Riders must conform to the traffic regulations in force in each locality crossed during the competition. Any rider convicted of an offence against such regulations may, after enquiry, be excluded.

22. IMPASSABLE SECTIONS

- 22.1. If, in the course of the competition, the Clerk of the Course decides that a section of the course has become impassable or that its condition is such that it cannot be negotiated without outside assistance, he may take the entire section which is impassable, before reaching the following time

check, out of the competition and adjust the points accordingly. The chief team of officials will ratify this decision.

23. TIME CHECKS

- 23.1. The control of the competition is done at the time checks, which are defined between the yellow flags and a line 2m after the end of the control table.
- 23.2. Time checks are located at the exit of starting area at the beginning of a competition, on the course, in finish zone, and at the entrance to PF at the end of a day race.
- 23.3. The time period between time checks is provided by organiser. The distance between time checks should not exceed 35 km and be less than 5 km.
- 23.4. The average speed to be maintained between one time check and the next must not exceed 50 km/h.
- 23.5. In case of force majeure (e.g. worsening weather conditions) the Clerk of the Course may change the time schedule to one of the slower schedules immediately before the start or before each lap.

24. TIME CARDS

- 24.1. Time cards are issued no later than 30 minutes before the first start. Riders are responsible for receiving marks on the time cards at all time checks and all route checks. Time cards must be submitted at the end of day. Intentional violation of this regulation may lead to exclusion.
- 24.2. Any rider who fails to get his time card marked at a time check, or intends to deceive the organisers by altering or obliterating any entry on his time card, or using another rider's card will be excluded.
- 24.3. Any rider who accidentally loses his time card must obtain another from the official in charge of the next time check. This new card must be used at that check point and at all the following checks.
- 24.4. A rider who misses a time check will be excluded.

25. INDICATION OF TIME CHECKS

- 25.1. The time checks will be indicated by white flags placed on both sides of the track 200m before the control table and yellow flags placed just before the control table. These flags will be placed so that they are at all times clearly visible to the riders.

26. PROCEDURE AT TIME CHECKS

- 26.1. A time clock synchronised with the time check clock will be positioned at the yellow flag located before the control table, on the control table or next to it. After the rider has passed the yellow flag with his machine he must immediately present his time card to the control table or on demand to an official. The arrival time at the time check is the time the rider or the front wheel of his machine has crossed the line marked by the 2 yellow flags.
- 26.2. Riders are forbidden to stop between the yellow flag and the control table and will be penalised for so doing, 1 minute in addition to any other time penalties.
- 26.3. A rider may pass the final time check at the entrance to the PF before the scheduled time without penalty.
- 26.4. At each time check, the marshals must keep a check list on which are inscribed, in chronological order, the numbers of the riders who pass as well as their times in hours and minutes. Pre-printed passage control lists, are not authorised. In case of dispute, the check list will be considered official.

27. CALCULATION OF TIME CHECK PENALTIES

- 27.1. Each section between time checks constitutes a test in itself. Riders who do not respect the time permitted between one time check and the next, will be penalised 1 minute per minute early or late arrival according to the time check clock. REGISTERED TIME = STARTING TIME FOR NEXT SECTION.

28. TIME LIMIT

- 28.1. A rider who arrives at a time check more than 30 minutes after his required time is automatically excluded. However, the rider may, under his own responsibility, continue in the event until the chief team of officials takes the final decision.

29. CLAIMS TO SPECIAL TIME ALLOWANCE

- 29.1. If a rider can prove the chief team of officials that he was delayed by abnormal circumstances outside his control, such as a delay occasioned because he had to stop to render first aid in the case of a serious accident, an allowance may be granted. Alleged balking caused by another rider cannot be accepted as an abnormal circumstance.

30. ROUTE CHECKS

- 30.1. In addition to having his time card marked at all time checks, the rider must present his card for marking at any official route check. Such route checks will be indicated by blue flags placed on either side of the road 200 metres before the route check. If the rider does not stop, he will be excluded.
- 30.2. A rider without a time card must obtain one from the official in charge at the passage control.
- 30.3. At each route check, the organiser must keep a check list indicating the passage of each rider by number and in order of arrival and note if possible the time the rider passes through.
- 30.4. Any rider who does not hand in a completed time card or whose passage is not recorded on each check list will be excluded.

31. SPECIAL TESTS

- 31.1. The total time for special tests shall be 20 minutes minimum.
- 31.2. The location and the length of the tests must be published 48 hours before they take place and must be marked not later than 24 hours before they will be needed.
- 31.3. The chief team of officials must approve all tests.
- 31.4. Test types – cross, enduro and extreme tests.
- 31.5. All special tests during the first lap are without time control.

32. CROSS TESTS

- 32.1. At least two closed course tests, designated as cross tests (which can be the same for each lap) must be specially prepared for the purpose, not too difficult and not dangerous. The distance for these tests should be minimum 3 km provided that the safety measures described in the Regulations are strictly observed. A safety zone, minimum width one metre, access to which shall be forbidden for all spectators, shall be established on all bends and at any other hazardous points.
- 32.2. Riders may inspect these tests on foot but not by wheeled vehicle, including bicycle. The penalty for traversing the test by wheeled vehicle, in advance of the timed test, will be exclusion.
- 32.3. The cross test course must be selected so that the average speed does not exceed 50 km/h.

33. ENDURO TESTS AND EXTREME TESTS

- 33.1. At least two timed Enduro tests must take place each day. These tests shall be in a form of a Cross Country test. The distance for these tests should be minimum 3 km provided that the safety measures described in the Regulations are strictly observed. Under no circumstances will the location of these tests be secret. The enduro test course must be selected in such a way that the average speed does not exceed 50 km/h.
- 33.2. The riders will have the possibility to get to know the test in advance by walking around it and at the first lap... No practising will be allowed and the penalty for practising is exclusion..

- 33.3. One Extreme test is recommended to be included on each lap...
- 33.4. The maximum distance of the Extreme test is approximately 1 km or a maximum of approximately 3 min. The Extreme test will be carried out in areas with sufficiently wide technical obstacles in order not to create a traffic jam. It should allow the technical and physical dexterity of the riders to be judged. The Extreme test course must be selected in such a way that the average speed does not exceed 25 km/h. If any rider exceeds this average speed, the test will be cancelled for the following laps. A detour must be provided for obstacles that are dangerous or difficult to pass.
- 33.5. In special tests, outside assistance is not allowed, except from officials wearing special signs and in cases described in clause 19.4. Penalty for violation of this rule is equal to the rider's worst race time in the special test plus 5 minutes.
- 33.6. All the stages without a natural border will be marked with tape.
- 33.7. The start and finish area must be accessible to all vehicles.
- 33.8. The Extreme tests must be easily accessible for emergency assistance. If the test is not within sight, (in the forest for example) it must be marked in sections with consecutive numbers. The access roads to the test area should be signposted and described on a map.
- 33.9. Start and finish should be at the same place, if this is not possible, there must be a radio connection between them.
- 33.10. The start will be from a line with the machine stationary and engine running.
- 33.11. After the flying finish of the test, the rider having crossed the finish line will continue on the marked route to the next time check.

34. TIME CONTROL AT SPECIAL TESTS

- 34.1. Start of special tests must be displayed as STARTS (START) and finish as FINIŠS (FINISH). The route must be marked. Start line must be marked with flags. Start signal must be provided by a timekeeper or official on duty or by using a special signalling tool (e.g., semaphore). The time of the special test is registered when the rider crosses the finish.
- 34.2. Rider is not allowed to stop at the exit of a special test. The riders may only stop after having crossed a line posed 30 meters after the test's finish. The 30 metres' line must be clearly marked.

35. FINAL EXAMINATION

- 35.1. At the final examination, or within 30 minutes later, one or more engines of the machines having finished the competition may be examined.
- 35.2. For all classes and categories of machines, only the rider must appoint the person who will dismantle his machine at the end of the race. The dismantling must start within 30 minutes following the notification; if this fails to happen, the rider will be excluded.
- 35.3. If any engine is found to be in incorrect capacity of the class in which it was entered, the rider concerned will be excluded.

36. PENALTIES

- 36.1. Time:
 - 36.1.1. Starting the engine in the starting area before the starting signal is given: 1 minute;
 - 36.1.2. For every minute late in arrival at start line: 1 minute (up to 15 minutes);
 - 36.1.3. Not crossing the 20 m line on a running machine within 1 minute after the starting signal is given: 10 seconds;
 - 36.1.4. Stopping between the yellow flag and control table at a time check: 1 minute;
 - 36.1.5. Late or early arrival at a time check: 1 minute for each minute;
 - 36.1.6. Involuntary exit from the route of the test and not returning to the place from where the exit was made: 3 minutes;
 - 36.1.7. Driving outside marked route; driving in the wrong direction, not observing the marked route;
- 36.2. Exclusion:

- 36.2.1. Working on the machine in the starting area before the starting signal is given;
- 36.2.2. Being more than 15 minutes late at the start;
- 36.2.3. Behaving contrary to the Sporting Code in the PF;
- 36.2.4. Entry into PF with a running engine or starting the engine in PF (with an exception of Quads);
- 36.2.5. Refuelling or carrying out repairs while proceeding from time check to PF;
- 36.2.6. Refuelling outside areas provided for this purpose by the organisers, or carrying fuel outside the fuel tank;
- 36.2.7. Not stopping the engine during refuelling;
- 36.2.8. Smoking in PF or in a working area;
- 36.2.9. Carrying out any kind of welding work in the refuelling areas;
- 36.2.10. Use of an electrically powered (except battery-powered) tool or an air-powered tool (compressor);
- 36.2.11. Using extraneous motive power;
- 36.2.12. Accepting unauthorised outside assistance;
- 36.2.13. Unauthorised contacts with accompanying persons;
- 36.2.14. Being accompanied by another rider who is not a competition participant;
- 36.2.15. Driving outside the marked route; driving in the wrong direction, not observing the marked route;
- 36.2.16. Heavy breach of traffic regulations (possible to prove);
- 36.2.17. Altering a time card or using another rider's card;
- 36.2.18. Missing a time check;
- 36.2.19. Missing or not stopping at a route check;
- 36.2.20. Delayed arrival at time check exceeding 30 minutes;
- 36.2.21. Practicing on the course of special tests during the competition;
- 36.2.22. Voluntary leave the test course or short-cuts the track;
- 36.2.23. Engine capacity exceeding that stated on the entry form;
- 36.2.24. Rider is prohibited from handing his machine over to another rider for participation in the competition and from changing the machine during the competition.

37. PROTESTS

- 37.1. All protests are submitted to secretariat of the competition in written form with a security deposit of 70 euro.
- 37.2. Protests on results must be submitted within 30 minutes after the official announcement of results.
- 37.3. Protests on breach of the competition regulations or the Regulation must be submitted within 30 minutes after the finish of respective class, by indicating the violated clause of competition regulations or Regulation.
- 37.4. In case of settlement of protest the safety deposit is returned to the person submitting the protest. In case of refusal the money is kept by FMNR Enduro Commission.
- 37.5. In case the protest is related to dismantling of engine, additional 70 euro (for 2 stroke) and 215 euro (for 4 stroke) must be paid in deposit.
- 37.6. 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.

38. FIRST AID

- 38.1. Competition must be attended by first aid machines with qualified personnel, operating under the management of the senior doctor of competition.
- 38.2. Competition is allowed only if at least one first aid machine is present.
- 38.3. Competition director and senior doctor must approve the emergency exit road before the competition.
- 38.4. The nearest hospital must be informed about the competition.

38.5. 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 _____2015

Head of Latvian Enduro Commission _____ Jurgis Bergs

Approved by EMF Enduro Commission on _____2015

Head of EMF Enduro Commission _____

Approved by LMSF Enduro Commission on _____2015

Head of LMSF Enduro Commission _____