

**FIM Cross-Country Rallies and Bajas  
International Meetings  
and  
FIM Cross-Country Rallies World  
Championship Appendices**

***Annexes des Manifestations  
Internationales FIM des Rallyes Tout  
Terrain et Bajas  
et du  
Championnat du Monde FIM des Rallyes  
Tout Terrain***

**2010**

## Contents / Sommaire

Appendix	081	FIM Cross-Country Rallies and Bajas International Meetings ...
<i>Annexe</i>	<i>081</i>	<i>Manifestations Internationales FIM des Rallyes Tout Terrain et Bajas.....</i>
Appendix	080	FIM Cross-Country Rallies World Championship .....
<i>Annexe</i>	<i>080</i>	<i>Championnat du Monde FIM des Rallyes Tout Terrain .....</i>
Terminology and definitions .....		
<i>Terminologie et définitions .....</i>		
Summary of the penalties.....		
<i>Récapitulatif des pénalités .....</i>		
Road Book page		
<i>Page Road Book</i>		
Road Book symbols .....		
<i>Symboles du Road Book .....</i>		

Articles amended as from 1.1.2010 are in bold type

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### APPENDIX 081 FIM CROSS-COUNTRY RALLIES AND BAJAS INTERNATIONAL MEETINGS

081.1	Definitions .....
081.1.1	Cross-Country Rally .....
081.1.1.1	Road Book and navigation .....
081.1.2	Baja.....
081.2	Rules .....
081.2.1	Officials .....
081.2.2	The Clerk of the Course .....
081.2.3	Environmental Steward .....
081.2.4	The International Jury .....
081.2.5	The Jury President .....
081.2.6	Officials dealing with riders .....
081.2.7	Minutes of the Jury Meetings .....
081.2.8	Supplementary Regulations .....
081.2.9	Journal .....
081.2.10	FMNR Authorisation .....
081.3	Insurance .....
081.4	Advertising .....
081.5	Motorcycles .....
081.5.1	Categories.....
081.5.2	Classes .....
081.5.3	Identification .....
081.6	Entries .....
081.7	Entered riders .....
081.8	Identification .....
081.9	Starting order .....
081.9.1	Cross-Country Rallies .....
081.9.2	Bajas .....
081.10	Itinerary .....
081.11	Assistance, <b>Transporting and Towing</b> .....
<b>081.11.1</b>	<b>General</b> .....

<b>081.11.2</b>	<b>Authorised Assistance</b> .....
<b>081.11.3</b>	<b>Forbidden Assistance</b>
081.12	Time card .....
081.13	Control zones .....
081.14	Time checks .....
081.15	Route checks .....
081.16	Specials .....
081.17	Regrouping .....
081.18	Signalling of controls .....
081.19	Fixed penalties (only for the Cross-Country Rallies) .....
081.20	Parc Fermé .....
<b>081.21</b>	<b>Bivouac</b> .....
<b>081.21.1</b>	<b>Bivouac without assistance</b>
<b>081.22</b>	<b>Controls</b> .....
<b>081.23</b>	<b>Medical equipment</b> .....
<b>081.24</b>	<b>Survival equipment (only for the Cross-Country Rallies)</b> .....
<b>081.25</b>	<b>Environment</b>
<b>081.26</b>	<b>Protests - appeals</b> .....
<b>081.27</b>	<b>Classification</b> .....
<b>081.28</b>	<b>Timekeeping</b> .....
<b>081.29</b>	<b>Fuel</b> .....
<b>081.30</b>	<b>Abandonment - disqualification</b> .....
<b>081.31</b>	<b>Closure of track</b> .....
<b>081.1</b>	<b>DEFINITIONS</b>
<b>081.1.1</b>	<b>Cross-Country Rally</b>

A Cross-Country Rally is a sporting event staged over varied terrain and is intended to prove the skill and endurance of riders, and the reliability of their machines. The minimum duration is four days. The total duration of a Cross-Country Rally may not exceed 20 days (controls, Super Special and Prize-Giving Ceremony included), unless a special authorisation has been obtained from the FIM.

The itinerary may pass over the territory of one or several countries. The organiser must obtain the approval of the FMN of the countries through which the Rally passes.

To register a Cross-Country Rally in the FIM Calendar, the FMNR will submit its candidature according to Article 20 of the FIM Sporting Code.

The route is divided into stages that comprise one or several Specials connected by linking sectors.

The Specials must be such that all the riders can complete them entirely during the day in normal racing conditions.

During the stage, the cumulative length of the Specials must not exceed 600 kilometres.

It is forbidden to give the start to a Special at night.

The distance in km of the daily stages must be adapted to the difficulties of the route, in such a way that the riders may arrive by daylight in normal racing conditions. Stages of more than 700 kilometres, including liaison and Specials, can be authorised if the organiser's request is justified, and with the appropriate measures of security. This request for derogation must be sent to the FIM or the FMNR as soon as the draft of the itinerary is complete.

If there is a speed limit, it cannot exceed 60 km/h.

Refuelling will be provided for after a maximum of 250 kilometres. The clock must be stopped for at least 15 minutes during the refuelling.

The maximum time granted for each day must be indicated in the Supplementary Regulations (SR) which must be accompanied by detailed itineraries (except for the Specials), complete time schedules and details with the number of kilometres and sent to the FMNR and the FIM (for the events crossing several countries) 30 days before the start of the event.

After each stage, a minimum rest period of six hours is compulsory. A minimum rest period of 18 hours is compulsory after ten stages or after 6000 kilometres have been completed. The Clerk of the Course may allow a rider to start a new stage without proof of the six hours rest, once only in a ten-day period, according to the advice of the event doctor. In this case, the rider must turn up one hour before his theoretical start.

The organiser of a Cross-Country Rally authorised by the FIM must specify in the Supplementary Regulations that the event will be conducted in conformity with the current Appendix.

For events other than the FIM World Championship (in which the refusal of entries is regulated), the organisers are free to deal with the riders of their choice by mutual agreement.

The official time is the GPS time of the Rally.

On the rallies with long stages, in a desert environment, with the risk of slow riding, a satellite system will be required for each rider, in addition to the compulsory security system.

At sunset, if riders are still riding on the Special, a permanent watch must be organised at the check-point.

The medical cars equipped to carry an injured person will be placed every 100 km.

The official course of the event is that of the road book given to the riders including modifications made by the opening team and published according to Art. 081.1.1.1.

#### **081.1.1.1 Road Book and navigation**

For each stage, all the riders will receive a road book and/or maps that indicate the itinerary and/or check points, which must be followed. The penalty can go up to disqualification.

In the first road book the complete list of symbols (according to the model at the end of the Appendices) must appear. The road book of each stage will have in its first pages the description of the stage. For the FIM World Championship events, the list of symbols and the descriptions must be in two languages minimum, including English.

It is forbidden to go 0,2 km away from the GPS points given by the organiser. These points will be considered as the only compulsory check points.

The penalties for exceeding this distance will be itemised in the Supplementary Regulations according to the summary of penalties.

For events using GPS with partial access to the data, the organiser must communicate the releasing code permitting the normal use of the apparatus.

Using this releasing code without authorisation will result in the application of a penalty of five hours.

An opening team must validate the official course described in the road book in the ten days preceding the race.

The Clerk of the Course must be in possession of this itinerary including all the GPS points.

The modification notes in the road book must be signed by the Clerk of the Course and posted on the official board at the latest at the opening of the briefing the day before the stage concerned.

These notes complete the road book by the addition of some information about directions and danger.

Taking into account the tolerance granted for the ideal itinerary, these notes are not designed to give details of every corner or hazard.

### **081.1.2 Baja**

A Cross-Country Baja, from now on referred to as Baja, is a sporting event staged over a varied terrain and is intended to test the skill and endurance of riders and the reliability of their machines. The maximum duration of the event is three days racing, and the maximum distance to be covered during the event is 1500 km. During this period the administrative and technical controls, the Super Special (if existing), the event itself and Prize-Giving Ceremony are included.

The course can be divided into stages and the stages into one or more Specials. The number and length of the stages and Specials should be adapted to the difficulties of the route and be such that the event takes place during the daylight for all riders. The maximum length recommended is 800 km for each day of the event.

The speed limit cannot be over 60 km/h in the dangerous areas indicated in the Road Book.

It is possible, if allowed in the Supplementary Regulations, to admit two riders for the same motorcycle if the Specials are more than 500 km per day.

Refuelling places must be provided at least every 125 km.

To register a Baja in the FIM Calendar of Meetings, it is necessary that the organiser submit the application according to Art. 20 of the FIM Sporting Code.

The organiser of a Baja authorised by the FIM must specify in the Supplementary Regulations that the event will be conducted in conformity with the current Appendices.

For events other than the FIM World Championship (in which the refusal of entries is regulated), the organisers are free to refuse the entry of a rider.

## **081.2 RULES**

Any Cross-Country Rally or Baja **entered** in the FIM calendar is ruled by the current FIM Appendices for the Cross-Country Rallies and Bajas.

No provision can be contrary to the following FIM Codes:

- the Sporting Code
- the Disciplinary and Arbitration Code
- the Environmental, Medical and Anti-Doping Codes.

The interpretation of this current Appendix and the Supplementary Regulations is the responsibility of the CER (see Art. 4 of the Sporting Code). Any matter not provided for therein will be subject to interpretation by the International Jury.

For the provisions relative only to the FIM Cross-Country Rallies World Championship, refer to Appendix 080.

### **081.2.1 Officials**

The event must be directed by officials, holders of a valid FMNR licence for the appropriate discipline and post.

The following officials must be in possession of an FMNR licence valid during the event:

- The International Jury President
- The International Jury Members
- The Clerk of the Course and the Assistant
- The Technical Steward and the Assistant
- The Environmental Steward
- The Chief timekeeper

Except for the International Jury (President and voting members), all officials and their assistants are subject to the authority of the Clerk of the Course.

The officials are designated by the organiser or the FMNR.

### **081.2.2 The Clerk of the Course**

The Clerk of the Course shall be responsible for the application of the Rules during the running of the event which shall be under the control of an International Jury composed in conformity with the FIM Sporting Code.

The Clerk of the Course is responsible for the conduct and efficient running of the **event**. He cannot be a voting member of the International Jury. His essential duties are:

- To ensure that the course is in good condition; that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty;
- To verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the **event** due to a disciplinary sanction or for any other administrative or technical reason;

- To postpone the start of a **event** for an urgent case of safety or for any other case of *force majeure* or to proceed with the improvement of the conditions of the course; to stop **an event** prematurely or to cancel part of the course or the entire **event**;
- To prevent a rider or a motorcycle from starting, or to order his withdrawal from the **event** if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected, he may indicate infractions and propose penalties to the International Jury;
- To order the removal from the course, stages and vicinity any person refusing to obey the orders of an official;
- To notify the International Jury of all decisions taken or to be taken and of any protest addressed to him;
- To collate the reports of the timekeepers and other executive officials and all other information necessary in order to present his report to the International Jury and to have the provisional results of the **event** approved.

For events with more than 100 riders, an Assistant Clerk of the Course and an Assistant Technical Steward, holders of FMNR licences, are compulsory.

### **081.2.3 Environmental Steward**

The Environmental Steward, appointed by the organiser or the FMNR, shall be responsible for all environmental aspects and shall in particular:

- Ensure that the FIM Environmental Code is respected;
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the Jury President or Chief Steward on all aspects of the event which may have harmful environmental consequences;
- Be entitled to attend all open meetings of the Jury, without voting rights;
- For the FIM World Championship and Prizes events, draw up a report on the basis of a check-list prepared by the CIE and send it to the FIM Executive Secretariat and hand a copy to the Jury President.

### **081.2.4 The International Jury**

The President and voting Members of the International Jury are nominated according to Art. 50.1.2 of the FIM Sporting Code.

The International Jury exercises supreme control of the **event** in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify. Consequently, the Members of the Jury are responsible only towards the FMNR

and/or the FIM. They are responsible for the proper application of the sporting rules during the **event** where they have a supervising and disciplinary function.

The International Jury is the only disciplinary body of the **event** competent to adjudicate upon any protest that may arise during the **event**.

The International Jury pronounces sanctions according to the provisions laid down in the Disciplinary and Arbitration Code.

Decisions of the International Jury are based on a simple majority. In the case of a tie, the President will exercise a casting vote.

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

### **081.2.5 The Jury President**

The Jury President is appointed by the FMNR. He must ensure that the decisions of the International Jury conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the **event**.

He shall call a meeting of the International Jury at the start of the event and during this meeting the International Jury shall approve and control the following matters:

- Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged are informed thereof;
- Report of the Secretary to the Jury stating that all riders and participants are holders of their respective licences as well as all officials with any responsibility for the running of the **event**;
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the **event**;
- The safety standards of the event;
- Any amendments to safety measures proposed by the riders;
- The official permission from the local authorities to run the **event** and whether the third party insurance policy of the organiser satisfies the requirements of Art. 110.1.1 of the Sporting Code.

The Jury President has the right to invite any guests to the Jury meetings, when appropriate for the event.

At the end of each day of the **event**, the President will call a meeting of the International Jury to hear the report of the Clerk of the Course, the Secretary to the Jury and any other appropriate officials. The President, together with the Clerk of the Course, must sign the official classification of the **event**. He must also sign, with the Secretary to the Jury, all minutes of the meetings.

### **081.2.6 Officials dealing with riders**

The officials responsible for relations with the riders must be readily identifiable and be present at:

- the administrative and technical controls;
- the start and finish of stages;
- regroupings.

The task of the officials dealing with riders consists of:

- informing the riders and constantly acting in collaboration with them;
- providing precise answers to all persons raising questions;
- giving all information and additional details concerning the Rules and the running of the Cross-Country Rally;
- avoiding transmission to the International Jury of any questions that can be satisfactorily resolved by providing precise explanations, unless the question concerns a protest, e.g. supplying details of times contested.

This task can be entrusted to an Assistant Clerk of the Course.

### **081.2.7 Minutes of the International Jury Meetings**

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

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

The FIM Executive Secretariat reserves the right to request, if so required, a copy of all the minutes.

### **081.2.8 Supplementary Regulations**

The Supplementary Regulations for the event shall be drawn up by the FMNR/Organiser according to Art. 100.3 of the Sporting Code.

It must be published in two languages, including English, and must be first approved by the FMNR before publication, and then ratified by the International Jury.

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

International Jury and subsequently brought to the attention of all persons concerned.

Any modifications or additional provisions shall be announced by additives, which will be dated, numbered and signed. These additives will form an integral part of the Supplementary Regulations and shall be posted on the official notice board for the Rally. They shall also be communicated directly to the riders in the shortest possible time.

The interpretation of the Supplementary Regulations is the responsibility of the CER for the events crossing several countries.

### **081.2.9 Journal**

The organiser will keep an information book with irremovable numbered pages. This journal will be hand written with the precise time and date of the annotations. It will be composed of all messages sent or received at the Check Point (PC) in chronological order as well as all the information regarding the advancement of the event. It will remain at the disposal of the Clerk of the Course and the President of the Jury.

### **081.2.10 FMNR Authorisation**

FMNR authorisation may only be given to the organiser if the following conditions are met:

- the event must be **registered** in the calendar of the FIM according to Art. 20.1 of the Sporting Code, and the following documents shall be sent to the FMNR (and to the FIM if the event crosses several countries):
  - a) two copies of the Supplementary Regulations (at least 2 months before the event);
  - b) confirmation of the third-party liability insurance for the organiser in accordance with local laws and respecting the provisions laid down in Art. 110.1.1 of the Sporting Code (20 days before the event);
  - c) detailed description of the medical support available by air and road during the event;
  - d) detailed itinerary of the event (30 days before the start).

Rallies crossing several countries require the relevant authorisations of the FMNs that must first reach the FIM Executive Secretariat according to Art. 10.9 of the Sporting Code.

The Supplementary Regulations of the events crossing several countries must be approved by the FIM.

Authorisation can be refused/withdrawn in case of the omission of these conditions.

For events crossing several countries, the Chief Medical Officer (CMO) must be nominated by the FMNR/organisers according to Art. 09.6.1 of the Medical Code.

### **081.3 INSURANCE**

- a) The entry fee includes the insurance premium giving the rider and the participants third-party civil liability cover in accordance with Art. 110.1.1 of the FIM Sporting Code. The insurance will take effect **two days before** the administrative and technical control and shall cease **two days** after the official end of the event or after abandonment or official disqualification.
- b) The terms of this cover must be specified in the Supplementary Regulations.

### **081.4 ADVERTISING**

1. Riders shall be free to affix any advertising on their motorcycles provided that it:
  - a) is authorised by the FIM Rules and the laws of the countries ridden through;
  - b) is not contrary to public decency and customs;
  - c) does not overlap on those areas which are reserved for the number plates.
2. The rules concerning the attachment of the required publicity by the organisers must conform to the laws of the countries ridden through as well as to the FIM Rules, in particular to Article 081.6 of the current Appendix.

### **081.5 MOTORCYCLES**

The events are open to motorcycles duly covered by a registration certificate. These motorcycles shall comply with the rules of safety laid down by the International Convention on Road Traffic, and with the safety requirements laid down in the Rules of the FIM and the countries where the event will take place.

#### **081.5.1 Categories**

Motorcycles shall be classified as follows:

- Category 1: Production (Art. 01.58 Enduro Technical Rules)
- Category 2: Superproduction (Art. 01.60 Enduro Technical Rules)
- Category 3: Quads (three-wheel vehicles are forbidden) (Art. 01.61 Enduro Technical Rules)
- Category 4: Sidecar (Art. 01.53 Enduro Technical Rules)

Changes of category during an event can only be made after authorisation of the International Jury and will be penalised with 15 minutes.

Up to the time of the controls, the rider shall be free to replace the motorcycle entered.

If the configuration of a motorcycle does not correspond to its entry category when presented for the technical controls for starting, the motorcycle concerned may, on a proposal from the Technical Stewards, be transferred by the International Jury to another category.

### **081.5.2 Classes**

The motorcycles of Categories one and two are classified as follows:

- 450cc Class           Up to 450cc single or twin cylinder
- Over 450cc Class   Over 450cc single or twin cylinder

### **081.5.3 Identification**

Over 450cc	Numbers from 1 to 99, Number plates: white background black numbers
450cc	Numbers from 100 to 199, Number plates: yellow background black numbers
Quads	Numbers from 200 to 299, Number plates: red background white numbers

### **081.6 ENTRIES**

1. All entries must be made in writing on an entry form and all information regarding the rider, team, sponsor and make of the machine must be indicated.

The entry forms must be printed in the official languages of the FIM and shall mention Art. 60.5 of the Sporting Code.

2. Any person wishing to take part in an event must send to the Secretariat of the organiser the entry application signed and accompanied by the amount of the entry fee which will be increased by 100 % for the riders refusing the advertising of the organisers. The amount of the entry fee must be specified in the SR.
3. The entry fee will be fully reimbursed:
  - a) to applicants whose entry has been refused;
  - b) in the event that the Rally is not held.

In order to cover a withdrawal at the last minute by any rider, the organisers must subscribe to or propose a cancellation insurance policy permitting the reimbursement of fees paid.

## **081.7 ENTERED RIDERS**

1. The riders must obligatorily be holders of a valid FIM licence in accordance with Art. 70.2.1 of the Sporting Code and Art. 09.1 of the Medical Code.
2. All participants undertake to indemnify and hold harmless the FIM, the FMNR, the CONUs, the FIM promoters, the organisers and officials, the employees, officers and agents, from and against any and all liability to third parties for any loss, damage or injury for which he is jointly and severally liable.
3. Any anti-sport, unfair, incorrect or fraudulent action effected by the rider shall be judged by the International Jury who shall decide on any sanction according to the FIM Disciplinary and Arbitration Code and regulations.
4. Riders who are holders of an International Licence issued by the FIM and a driving licence corresponding to the type and capacity of machine used are eligible to participate. They must also have the authorisation of their FMN to participate in the competition when they send the pre-entry form or entry form.

## **081.8 IDENTIFICATION**

1. The Organising Committee shall provide each rider with three number plates and two number patches measuring 25 cm x 25 cm, bearing the event numbers.
2. The number plates shall be affixed visibly at the front and on the rear sides throughout the duration of the Rally. They shall in no circumstances cover, even partly, the registration number of the motorcycle.
3. At any time during the Rally, the absence of or incorrect affixing of an event number panel or plate shall result, for each offence noted, in a time penalty, as provided for in the Supplementary Regulations. Before the start of each stage, the simultaneous absence or incorrect affixing of at least two event number plates or the bib shall result in disqualification from the event.
4. Motorcycles must pass the noise control test, carried out according to Art.01.79 of the Enduro Technical Rules, during the preliminary examination and marked by the organiser. For this test, the intakes of the air filter box of the machine must not be obstructed and material (sponges, cloths, foams, etc.) must not be placed inside the air filter box, except the air filter element. During the whole event the FMNR Technical Steward, under the supervision of a Jury Member or the CER Technical Member, can check any motorcycle. The time spent for this test will be granted to the rider.

If, during the test, the machine exceeds by 2 dB/A the maximum level allowed, the rider will be penalised with 15 minutes (1st offence), 60 minutes

(2nd offence), disqualification from the event (3rd offence) or other penalties given as provided for in the FIM Disciplinary and Arbitration Code.

If a motorcycle does not pass the noise control test, the rider must immediately solve the problem before the next noise control test.

For repairs, control, etc., the following applies:

a rider wishing to repair or replace the silencer of his machine can do so at the end of the day after the final time control, no later than 60 minutes after his time limit or no later than 60 minutes before his next scheduled starting time. The rider may request as many noise controls as he wishes during the 30 minutes allowance. After 30 minutes have elapsed, the rider will be required to present his machine for testing to the noise control test official.

After the 30 minutes, if the noise level is above the required standard, the rider will be penalised according to the above-mentioned rule. If the silencer is changed during the day, the rider must present it to be marked with a different paint or sticker at the next time check.

At the end of the day, a noise control test will be carried out during the 30 minutes allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider will be penalised according to the above-mentioned rule (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code)."

5. Identification marks will be fixed to the machines during the technical control, prior to the start. The Technical Stewards may check, at any time, the presence of these identification marks.

The following parts shall be marked:

- a) The lower engine (engine/gearbox casing);
- b) A separate gearbox connected to a spare engine;
- c) The frame. It must not be changed or replaced during the running of the event. However, the frame may be left for servicing and repairs;
- d) The items specified in the Production category Technical Rules, Appendix 01.
- e) The silencer.

Falsification of an identification mark shall result in disqualification of the rider from the event. **The International Jury could also bring disciplinary proceedings.**

6. An identification arm-strap will enable identification of the rider.
7. Each evening, the organiser must be able to supply riders with new number plates and bibs, by asking the official responsible for liaison with riders.

## 081.9            **STARTING ORDER**

### 081.9.1 Cross-Country Rallies

1. A Super Special may be organised in the form of a Special. The times of this Super Special will be taken into account for the classification of the Rally. The order and the starting procedures of this Super Special will be left to the initiative of the organisers. **It is not possible to leave the choice of starting order to the riders.**
2. The starting order of the first stage will be made in the order of the overall classification of the Super Special, if it takes place, otherwise **according to the FIM World Championship overall classification of the preceding year or the provisional classification of the current Championship.** The first ten riders will start one by one every two minutes, the others will start (one by one or two by two) minute by minute or 30 seconds by 30 seconds.
3. Unless it is a collective start and knowing that only one start of this type is authorised per event, the starting procedures for the other stages, until the next to last included, will be identical to what is written above. The starting order will be the order of the Special overall classification, or the accumulation of the Specials of the previous day.
4. The starting orders for the last stage will be at the discretion of the organisers. **It is not possible to leave the choice of starting order to the riders.**
5. The procedures chosen for the starting orders of the **Super Special** and last stages must be written in the Supplementary Regulations.
6. For the stages with several Specials or with regrouping, the starting order will be that of the arrival at the time check.  
  
The first ten riders will start with two minutes interval.
7. In case of security problems, the Clerk of the Course can modify the starting order.
8. In car/motorcycle Rallies, the minimum time between the ideal start time of the last motorcycle and the start of the first car must be 30 minutes.
9. Any lateness in arriving at the departure of the Super Special or of a stage will be penalised at the rate of one minute for each minute of lateness. Over 30 minutes' lateness, the start will be refused and the rider will be disqualified.
10. When the Technical Stewards for the event note that a motorcycle is manifestly in a condition which is incompatible with normal use, they must immediately inform the Clerk of the Course, who may call for its condition to be rectified.

In this case, the time taken, in minutes, to perform the work shall be considered as so many minutes of lateness recorded over a linking sector. In order to prevent the rider from trying to make up his lost time after the repair, the latter shall be given a new starting time, provided that his lateness is less than 30 minutes.

#### **081.9.2 Bajas**

1. A Super Special may be organised in the form of a Special, which may or may not, according to the Supplementary Regulations be taken into account for the classification of the Baja. The order and the starting procedures of this Super Special will be left to the initiative of the organisers but they must be specified in the SR. **It is not possible to leave the choice of starting order to the riders.**
2. The starts of the first stage will take place in the classification order of the Super Special, if there is one. If there is no Super Special, the order and the starting procedures of the first stage will be specified in the SR.
3. As from the second stage, and for any subsequent stage, the starts will take place in the arrival order of the last known Special.
4. At the start of each stage, the first 15 riders must obligatorily leave one by one and minute by minute.
5. Any lateness in arriving at the departure of the Super Special or of a stage will be penalised at the rate of one minute for each minute of lateness. Over 30 minutes lateness, compared with the ideal starting hour and the rider will incur a fixed penalty of one hour. Over one hour's lateness with respect to his ideal check-in time and the rider will be disqualified from the event.
6. In car/motorcycle Bajas, the minimum time between the start of the last motorcycle and the start of the first car must be 60 minutes.
7. When the Technical Stewards for the event note that a motorcycle appears to be in a condition which is incompatible with normal use, they must immediately inform the Clerk of the Course, who may call for its condition to be rectified.

In this case, the time taken, in minutes, to perform the work shall be considered as so many minutes of lateness recorded over a linking sector. In order to prevent the rider from trying to make up his lost time after the repair, the latter shall be given a new starting time, provided that his lateness is less than 30 minutes.

#### **081.10 ITINERARY**

1. In agricultural and forestry zones and areas sensitive to the environment and security, the itinerary and all the boxes in the road book must be strictly respected. It is notably forbidden to "cut" corners through fields, forests, orchards and swamps.

This strict respect of the itinerary will also be applied to the Special of a distance less than 20 km and, in this case, must be marked out if necessary.

- a) 1st infringement: a time penalty equal to 15';
- b) 2<sup>nd</sup> infringement: disqualification.

For non-respect of the itinerary on a Special over 20 km, a time penalty or disqualification may be applied to the rider.

- a) 1st infringement: a time penalty
- b) 2<sup>nd</sup> infringement: disqualification.

2. The following are forbidden under penalty of disqualification from the event:

- a) towing or transporting motorcycles over Specials;
- b) deliberately blocking the passage of motorcycles or preventing them from overtaking.

3. The transport or towing of motorcycles in a linking sector will result in a penalty of three hours unless exceptionally authorised by the Supplementary Regulations or the International Jury.

The transport of a rider in a helicopter or any other vehicle of the organisation during all or a part of a stage will be penalised by disqualification.

4. Throughout the duration of the event, the riders must strictly comply with the traffic regulations of the countries through which the event passes. Any rider who does not comply with these requirements will be penalised as follows:

- a) 1st infringement: a time penalty equal to 30';
- b) 2nd infringement: a time penalty of 1 hour;
- c) 3rd infringement: disqualification.

The police or officials who record any infringement of the traffic regulations by a rider must inform him of it in the same way as for other road users. Should they decide not to stop the rider at fault, they may ask the organisers to apply the penalties, provided that:

- a) notification of the offence reaches the organisers through the official channels and in a written note, before posting of the classification of the stage during which the offence was committed;
- b) the reports of the offence are sufficiently detailed to ensure that the

- identity of the rider at fault is established without any doubt and that the places and times of the offence are perfectly correct;
- c) the complaints are not susceptible to diverse interpretations.

By derogation to the preceding articles, the organiser can give riders who are victims of a mechanical breakdown the possibility to continue the race. The rules must be defined in the Supplementary Regulations.

In FIM World Championship events, these riders will be excluded from the FIM World Championship classification but can be classified in the event and must start the stages after the riders who are in the race.

5. The speed controls can be made by a speed measuring device or GPS. The maximum speed authorised, the point of the start area and the point of the finish area must appear in the road book. A deceleration area of 90 metres must be provided after the GPS point of the start of the area. The absence of indicating signs for speed cannot give cause for protest.

Each recording of an excess of speed will be penalised as follows:

- a) 1<sup>st</sup> infringement: 30 sec per km/h excess
- b) 2<sup>nd</sup> infringement: 2 min per km/h excess
- c) 3<sup>rd</sup> infringement: disqualification

The penalties will be cumulated:

- In the same area
- In the same stage
- During the whole rally

Controls and penalties:

The controls will be ordered by the Clerk of the Course or the International Jury and executed by a GPS technician in the presence of an official.

## **081.11 ASSISTANCE, TRANSPORTING AND TOWING**

### **081.11.1 General**

**Assistance, transport and towing of a rider still in the race can be done only by vehicles/persons officially entered in the race or in the Assistance category. All racing vehicles, once they have abandoned the race and therefore have crossed out in black the number plates and the number of the race can be considered as assistance vehicles, if authorised by the race direction. All infractions of the assistance regulations will incur penalties up to and including disqualification from the race.**

**A rider is responsible for his assistance.**

The use of radio sending-receiving equipment or HF, VHF, CB, radio and telephone receivers may be regulated. The banning or limits must be specified in the Supplementary Regulations.

#### **081.11.2 Authorised Assistance**

##### **1) In a Special:**

**Assistance, transport and towing is authorised, without any penalties, only by the crew of a car, bike or a truck officially entered in the race, and still racing.**

**The organiser can specify, in the Supplementary Regulations, specific assistance areas, marked on the Road Book. At these assistance points, the vehicles in the Assistance category and their crew can work on the motorbike.**

**A vehicle in the Assistance category can work on a Special only after approval of the race direction and after the closure of the control at the end of the Special. The rider who benefits from that will be penalised 3 hours for towing and/or assistance + FP + Maximum time of the Special + Allotted time of the liaison not done + the value of all waypoints not validated.**

##### **2) On the liaison:**

**The transport or towing of motorcycles in a linking sector will result in a penalty of three hours unless exceptionally authorised by the Supplementary Regulations or the International Jury.**

##### **3) At the bivouac:**

**By the crew of a car, a motorcycle or a truck officially entered in and still in the race, by the vehicles and their crew in the Assistance category, by the mechanics officially accredited to travel by plane, by the Team Manager.**

**After having checked in at the time control at the end of the stage, riders (or persons entered as assistance in the same team) may take their race machine out of the bivouac for refuelling, to go to a hotel or carry out technical tests, within a radius of 15 km from the bivouac. For these tests, the Satellite Tracking System must be switched on.**

#### **081.11.3 Forbidden Assistance**

**The following are forbidden, on pain of penalties up to and including disqualification:**

**1) The transport of parts and/or personal effects or assistance, transport or towing by a vehicle and/or a person other than a car, motorbike, truck officially entered in and still in the race or as vehicles in the Assistance category and their crew.**

**2) The stocking, dropping or parachuting of spare parts, tools, personal effects, fuel throughout all the countries crossed by the Rally.**

**3) All assistance in an enclosed place, closed or guarded, even if this place is situated within the area of the bivouac. A tent is not considered as an enclosed place.**

**4) The presence of a vehicle from the Assistance category on the route of a Special.**

**5) All airborne assistance not controlled by the organisers. Airborne assistance is considered as any presence on a Stage of an aircraft having aboard any person with any link whatsoever with a competitor.**

#### **081.12 TIME CARD**

1. At the start of each stage, the riders will receive a time card on which are indicated the times allotted for covering each linking sector and the maximum times authorised for each Special. Each time card will be returned to the timekeeper at the finish of each stage and replaced by a new time card at the start of the following stage. The rider alone shall be responsible for his time card.
2. Any correction or alteration to the card which has not been approved in writing by a controller shall result in disqualification from the event.
3. Presentation of the time card at the various checks and the exactness of the entries thereon shall be the entire responsibility of the rider. Only timekeepers shall be authorised to enter a time on the time card, either by hand or with a time-printer.
4. Riders are obligatorily required, under threat of penalty which may result in disqualification from the event, to be checked-in on passing all the points mentioned on the time card, and in the order in which they are listed.

The absence of the visa to any control whatsoever will result in a fixed penalty, possibly disqualification from the event as indicated in the Supplementary Regulations. These fixed penalties can vary from one stage to another.

The loss of a time card results in a penalty of five minutes.

5. Any rider who presents his time card at a control without having his motorcycle will be disqualified from the competition.

## 081.13 CONTROL ZONES

All controls, i.e. time checks, start and finish of Specials, checks on passing check-points, will be indicated by means of standardised panels (Article 20) as follows:

1. **Unless the Clerk of the Course decides otherwise, the check posts are operational one hour before the ideal hour of the passage of the first rider. They will cease to operate one hour after the ideal hour of the last rider, taking into account:**
  - his starting time
  - the allotted time
  - the delay from event disqualification
  - the maximum time authorised
  
2. The start of the control zone is indicated by a warning panel with a yellow background. At a distance of about 100 m, the position of the control point is indicated by a panel with a red background. The end of the control zone, approximately 100 metres further on, is indicated by a final panel with a beige background and three black cross-bars.

The panels must always be found on the right of the control zone. The width of this zone should not exceed 15 m. It is recommended to define this width by a double panel or by any other possible means.
  
3. Any control zone, i.e. any zone between the first yellow warning panel and the final beige panel is considered as a Parc Fermé. The duration of the stop must not exceed the time required for the control operations.
  
4. **It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Rally or to re-enter a control area once checking in has taken place at this control, on pain of:**
  - 1<sup>st</sup> infringement: penalty of 10 minutes
  - 1<sup>st</sup> repetition of the infringement: penalty of 1 hour
  - 2<sup>nd</sup> repetition of the infringement: disqualification or fixed penalty where this exists.
  
5. The ideal time for clocking-in is the sole responsibility of the riders. **The official time is the GPS time.**
  
6. The riders are required, under threat of penalty which may result in disqualification from the event, to follow the instructions of the chief of the control point.

## 081.14 TIME CHECKS

Unless the Clerk of the Course decides otherwise, the time check posts are operational one hour before the ideal hour of the passage of the first rider. They will cease to operate one hour after the ideal hour of the last rider, taking into account:

- his starting time,
- the allotted time,
- the delay from event disqualification,
- the maximum time authorised.

At the time checks, the control officials on duty will indicate on the time card the time of presentation which corresponds to the precise moment when the rider presents the time card to the controller. The card will be stamped only if the rider, together with his motorcycle, is in the immediate vicinity of the control table.

When a rider is unable to present his motorcycle with his engine running for a time check, he shall be penalised one min. for each minute of lateness.

The clocking-in procedure starts at the moment when the motorcycle passes the panel marking entry into the time check zone.

Between the panel marking the entry of the zone and the control point, the rider shall not be allowed to make any stop or adopt an abnormally slow speed.

The ideal clocking-in time is obtained by adding the time allotted to cover the linking sector to the time of starting this sector. These times are indicated in hours and minutes and are always expressed in the form: 00.01 to 24.00.

The rider will not incur any penalty for early arrival if the time of entry of the motorcycle into the control zone corresponds to the ideal minute for clocking-in.

Any difference between the true time and the ideal time of clocking-in will be penalised on the basis of one minute per minute or fraction of a minute.

At the time checks at the end of the stages, the riders are authorised to clock in early, without incurring any penalty.

Any non-observance of the above rules for the clocking-in procedure (in particular the entry into the control zone more than one minute before the effective clocking-in time), is subject to a written report to the Clerk of the Course by the Chief of the control point.

On a proposal from the Clerk of the Course, the International Jury of Sporting Stewards may decide to modify the application of the fixed penalty for exceeding the authorised time, defined in Art. 081.19. The riders will be informed as soon as possible. Disqualification from the event for exceeding the maximum authorised delay cannot be announced before the end of a stage.

1. If a timed Special is followed by a linking sector, the clocking-in time figuring on the time-card constitutes both the time of arrival at the end of the Special and the starting time of the new sector.
2. When a time check is followed by the start of a Special, the two points will be combined in a single control zone, for which the panels are arranged as follows:
  - a) yellow panel with chronometer (start of zone);
  - b) after approximately 100 m, red panel with chronometer (time check-point);
  - c) at a distance of 50 to 200 metres, red panel with flag (start of Special);
  - d) finally, 100 metres further on, final beige panel with three black cross-bars.

At the time check at the finish of the linking sector, the timekeeper will enter on the time card firstly the clocking-in time of the rider, and secondly the expected starting time for the Special.

He must observe an interval of five minutes between the clocking-in time and the expected starting time for the Special.

The timekeeper can modify the starting time. In this case, the starting time of the Special prevails.

At each time check, the organiser (timekeepers) must immediately notify the Clerk of the Course of any rider who overlaps the maximum time for late arrivals.

## **081.15 ROUTE CHECKS**

For each stage, significant compulsory passage points, materially located and identifiable on the maps provided by the organisation, will be mentioned in the road book and precise drawings will be represented by the PC sign.

See Art. 081.18 for the signalling of controls.

The closing time of passage controls will be decided taking into account:

- the distance run since the start of the sector concerned,
- the average time of the sector considered (selected or time) imposed by the maximum time allowed, the individual time of the last rider increased by 60 minutes.

This closing time shall be mentioned in the road book or additive.

## **081.16 SPECIALS**

1. It is forbidden for riders to ride in the opposite direction of the Specials, under threat of penalty which may result in disqualification from the event.
2. At the start of the Specials, when the motorcycle comes to a stop in front of the starting control, the timekeeper on duty will enter on the time card of the rider the true starting time of the motorcycle concerned (hour and minute), then will call out the last 30 seconds, 15 seconds and last five seconds one at a time. After the last five seconds, the starting signal will be given and this must be immediately followed by the starting of the motorcycle.

Remaining for more than 30 seconds on the start line, after the starting signal, will incur a penalty of two minutes.

3. The start of a Special at the time indicated on the time card can be delayed by the timekeeper.
4. A start made before the official has given the signal will be penalised by one minute. This penalisation does not rule out more serious sanctions that may be applied by the International Jury, particularly in the case of a repeated offence.
5. When a rider is unable to present his motorcycle with his engine running at the start of a Special, the penalty shall be one minute per minute of lateness.
6. The arrival at the Specials will be judged at speed, with the panels being arranged as follows:
  - a) yellow chequered panel (start of zone)
  - b) after about 100 metres, red chequered panels (arrival at speed)
  - c) at a distance of 150 to 300 metres, 2 red panels (timepiece and STOP)
  - d) finally, 100 metres further on, final beige panel with 3 cross-bars.

A voluntary stop between the yellow warning panel and the STOP panel is prohibited, under threat of penalty that may result in disqualification from the event. Timing is recorded on the finish line, with printer-type clocking-in equipment. The latter will be duplicated by hand-held stopwatches.

At a distance of 150 to 300 metres after the finish, the rider shall stop at a time check signalled by a red clock and a red STOP panel. The timekeeper on duty will enter on the time card the arrival time (hour, minute and second), which will also be the starting time for the following linking sector (hour and minute).

7. Unless otherwise specified in the Supplementary Regulations, assistance shall be prohibited during a Special by a means other than that of a rider in the event with parts carried by a rider in the event. Assistance zones may be provided by the organisation.

8. Any rider refusing to leave at the start of a Special at the time and in the position that have been allotted will be penalised, possibly by disqualification from the event.
9. Neutralisation for refuelling (petrol) in the Special must be applied. The refuelling park is not a Parc Fermé.

For the Specials, the arrival times are recorded on the basis of seconds.

**If a “ceremonial finish” is planned at a different location from the actual finish, the details of the procedure regarding Time Control etc, must be stated in the SR.**

#### **081.17      REGROUPING**

1. The purpose of regrouping is to reduce any rather large gaps between riders arising as a result of delays and/or abandonments.
2. On arrival at the regrouping, the riders will hand the timekeeper their time cards. They will receive instructions regarding their time of departure.

They must then immediately ride their motorcycle directly to the Parc Fermé.

3. For safety reasons (sand storms or other causes), regroupings with time checks will take place in order to effect the end of the course of the stage in convoy. During this convoy, all the riders must do the whole of the course or diversion.

#### **081.18      SIGNALLING OF CONTROLS**

See diagram below.

All the controls (time checks, start and finish of a Special, route checks) must be indicated with standardised signs.

The signs must be situated on the side of the traffic flow of the countries through which the event passes.

The maximum width of the zone cannot exceed 15 metres.

In the areas where different accesses are possible, it is compulsory to delimit this width by a double official sign.

The non-respect of the entry, the exit as well as the direction of the traffic in these zones will be penalised as follows:

- a) 1<sup>st</sup> infringement: 10 min
- b) 2<sup>nd</sup> infringement: 1 h
- c) 3<sup>rd</sup> infringement and following: 3h.

These penalties also apply to the rider who re-enters a control zone when his time card has already been stamped.

#### **081.19      FIXED PENALTIES (only for the Cross-Country Rallies)**

A fixed penalty is assigned for exceeding the maximum authorised time or for not having respected certain sporting rules.

The fixed penalties are the following:

- a) Passing of the allotted time on a linking sector
- b) Passing of the maximum authorised time in the Special

In these two cases, one fixed penalty only would be attributed by stage.

#### **081.20      PARC FERME**

1. The motorcycles will be under "Parc Fermé" orders (all repairs and refuelling are prohibited):

- a) as soon as they enter a starting, regrouping or end-of-stage park, and until their departure from these, if they are provided;
- b) as soon as they enter a control zone and up to their departure from it;
- c) as soon as they arrive at the end of the Rally and until expiry of the period for protest. In case of a protest, the Parc Fermé system stays

until the decision of the International Jury concerning the protest;  
d) during the transport, the Parc Fermé ruling shall apply.

2. Any failure to observe "Parc Fermé" orders will result in disqualification from the event.
3. As an exception to the Parc Fermé status, but subject to the responsibility of a timekeeper, a rider may, in the Parc Fermés for starting, regrouping and end of stage, change or overhaul, by his own means, a damaged headlight or rear lights.

These repairs must be fully completed before the starting time.

4. After parking his motorcycle in the Parc Fermé, the rider shall immediately leave the park, which from then on may not be entered.
5. In order to leave a Parc Fermé for starting, regrouping or end of a stage, the rider shall be authorised to enter the Parc ten minutes before his departure time.

## **081.21 BIVOUAC**

**The bivouac zone will be determined by a fictive zone, the centre of which will be the race control structure set up by the Organisers (or any truck indicated by the Organisers) and in which is installed an official notice board.**

**The race control will be operational after the closing of the Time Control for the finish of the stage.**

**Any team member (including riders) is allowed to drive the machine outside the bivouac for technical testing only and away from the route of any Specials. When doing so, the Satellite Tracking System must be connected and in "on" mode, on pain of penalties at the discretion of the International Jury.**

**It is forbidden to circulate at excessive speeds and/or to drive dangerously in the bivouac area, on pain of penalties up to and including disqualification from the race, to be decided upon by the Jury of Sporting Stewards. The presence of motorcycles/quads within the catering area is forbidden, and may lead to a financial penalty.**

### **081.21.1 Bivouac without assistance**

**In these bivouacs, assistance will be authorised only between competitors still in the race. No outside assistance is authorised (for example: by mechanics, team managers, any other person) on pain of disqualification of all machines assisted and / or entered by the same competitor.**

**The fuel suppliers will be allowed to transport mechanical pumps and the necessary material for the refuelling of race machines. The transport of any other parts or machines is strictly forbidden under pain of disqualification of all machines assisted and/or entered by the same competitor.**

## **081.22        CONTROLS**

For the Production category, the maintenance and repairs handbook for suppliers' use must be available for technical stewards at any time.

- 1) The control of machines must be held on the site of the **event**. The controls made before starting shall be of a general and administrative nature (checking of licences and driving licences, the make and model of the motorcycle, apparent compliance of the motorcycle with the series in which it has been entered, compliance of the safety equipment and compliance of the motorcycle with the Highway Code).
- 2) The competent bodies or officials can disqualify at any time during the event a motorcycle, the construction or condition of which is considered to be or may become a source of danger.

Any refusal to present the machine to a control requested by the Technical Steward will be sanctioned by disqualification.

- 3) At any moment during the Rally, supplementary controls may be performed either in respect of the rider or the motorcycle.  
The rider is responsible at any time of the Rally for the technical conformity of his motorcycle.
- 4) The rider alone shall be responsible for ensuring, at his own responsibility, that the identification marks attached are protected up to the end of the Rally. Their absence will result, upon the proposal of the Jury, in a change of category for Productions and disqualification for Superproductions.
- 5) Any fraudulent act that is recorded and, in particular the presentation of retouched identification marks as being intact, shall result in disqualification of the rider, as well as that of any rider who has aided or abetted the offence; this shall not prejudice any more severe sanctions that may be requested of the FMNR or the International Disciplinary Court, pursuant to Art. 3.1.3 of the Disciplinary and Arbitration Code.
- 6) Without it being an obligation, a complete and detailed control involving the dismantling of the motorcycle of riders ranking in the first places of the general classification and of each category, as well as of any other rider, may be carried out at the complete discretion of the International Jury, either acting on their own initiative or following a protest, or on the advice of the Clerk of the Course.

- 7) If an engine must be controlled and completely dismantled and if there are not the appropriate technical conditions at the end of the rally, the motorcycle must be sealed and shipped to the country of the organising FMNR.  
The disassembly and the control of the engine takes place with the representative of the manufacturer of the said motorcycle, in the presence of a Technical Steward appointed for the event. The transportation costs are at the charge of the organiser.
- 8.) The non-respect of the maximum sound limit (see Art. 79.11 of the Enduro Technical Rules) will be penalised as follows:
- a) 1<sup>st</sup> infringement 15 minutes
  - b) 2<sup>nd</sup> infringement 1 hour
  - c) 3<sup>rd</sup> infringement disqualification.

### **081.23 MEDICAL EQUIPMENT**

1. The presence of at least one helicopter equipped with a stretcher and resuscitation equipment for a Special of up to 350 kilometres, and two helicopters for two close Specials when they exceed 350 kilometres combined, equipped with evacuation equipment and used solely for medical assistance is compulsory. In this helicopter, the presence of the doctor for resuscitation is required. This helicopter will be in addition to ground equipment (medical car with doctors). It must be in permanent contact with the Clerk of the Course or a PC.
2. A medical car with one doctor and one paramedic experienced in driving an all-terrain vehicle and in permanent radio contact with the Clerk of the Course or with a PC must be provided for Specials at the following points:
  - start;
  - start of the Special;
  - every 100 kilometres;
  - finish of the Special, and at the camp site.

This medical equipment is intended only for the riders in the race and constitutes the minimum required.

### **081.24 SURVIVAL EQUIPMENT (only for the Cross-Country Rallies)**

1. The proper functioning of the survival equipment during the whole event is the sole responsibility of the rider.
2. The existence of this equipment shall be checked before the departure of each stage. Failure to possess a part or all of this equipment will result in a refusal to start. The rider will have 30 minutes to conform to the rules; beyond this delay disqualification will be pronounced.

3. All riders shall be equipped with survival equipment and, in particular, the compulsory distress beacon (coded and registered) transmitting on a rally frequency. It must be immediately accessible without any mechanical intervention or handling of the motorcycle: it must be visible. A sticker must indicate its whereabouts.

The beacon will be of a civil aviation homologated type.

4. Each motorcycle must be equipped with a reserve of drinking water of a capacity of three litres minimum. This water must be able to be reached without effort and without any tool, regardless of the position of the machine. **The rider must be in possession of a flexible plastic tube, to be used as a straw to access this reserve of drinking water.**
5. A sonic and luminous warning system informing of the proximity of another vehicle is compulsory, for mixed car-motorcycle rallies only.

#### **081.25 ENVIRONMENT**

**The organiser must distribute trash bags to each rider and provide a collection point for the waste at the bivouac, start, at the refuelling point at the assistance and at the finish. These points must be clearly signalled, for example with a specific flag. Oil collectors must also be provided at these points.**

**The organisers are responsible for cleaning these collection points once the bivouac is dismantled and for giving them back as clean as received.**

**The riders and their assistance are responsible for bringing their waste to the collection point. Any infraction to this rule will be punished by a fine of 200 EUR.**

**The organisers must protect the ground in the refuelling zone.**

#### **081.26 PROTESTS - APPEALS**

1. Any protest shall be lodged according to the procedure of the FIM Disciplinary and Arbitration Code. It shall be submitted in writing and handed to the Clerk of the Course accompanied by the security deposit currently applicable. This sum will not be returned if the complaint is rejected.

If the protest calls for the dismantling and refitting of various parts of a motorcycle, the complainant shall pay an additional security deposit.

2. Any cost for the work and for transporting the motorcycle shall be borne by the complainant, if the protest is not well founded. In the case of the contrary, it shall be borne by the rider concerned by the protest.

3. **The final deadline for protests for the classification of a stage is valid up to the start of the first rider in the stage two days later.**
4. **The final deadline for protest, at the end of the event, will be half an hour beginning from the time when the official general classification of the Cross-Country Rally is posted.**
5. **An appeal against decisions of the International Jury in an International Meeting may be lodged before the disciplinary authority of the FMNR within five days, pursuant to Art. 4.5 and 4.6 of the Disciplinary and Arbitration Code.**

## **081.27 CLASSIFICATION**

Only riders who finish the event and pass a minimum of 75% of the road checks may figure in the results. As from the second day of the event, riders not having completed the 75% of the road checks may be disqualified.

1. Penalties shall be expressed in hours, minutes and seconds. The final classification will be obtained by adding the times achieved in the Specials, liaison stages and all the penalties in time.  
The rider who obtains the lowest total will be proclaimed the winner of the general classification; the next will be second and so on. The other classifications will be established on the basis of the general classification.
2. In the event of a tie, the winner will be declared to be the rider who has achieved the best time during the first Special (not including the Super Special). If this is not sufficient to decide between the two, the times of the second, third Special, etc. will then be taken into account. This rule may be applied at any time during the Rally.
3. For each stage, the official classification of the general Overall (all categories and classes mixed) as well as the classes Over 450cc, 450cc, Women's and Quads, signed by the Clerk of the Course, will be posted at 19h the following day. It will become definitive at the end of the deadline for protest which will end when the first rider has started the stage that follows the posting of the results.

If, for a case of *force majeure*, the classification cannot be posted at 19h, the International Jury can postpone the limit of protest to two days later at the start of the first rider.

4. During a rest day, the classification of the previous day will be posted at 19h. It will become definitive 30 minutes later.
5. At the finish of the rally, the classification will be posted on the official board at the precise time specified in the Supplementary Regulations.

**At the end of every stage, the International Jury will draw up, verify and sign the provisional classifications as follows:**

- **Overall classification**
- **Production 450cc**
- **Production over 450cc**
- **Superproduction 450cc**
- **Superproduction over 450cc**
- **Women's**
- **Quads**

**At the end of the event, the International Jury will homologate the final classification by adding the times, which will then name the winner of the Rally.**

#### **081.28        TIMEKEEPING** **Timekeeping instruments**

Timekeeping shall be under the responsibility of the Clerk of the Course.

The persons responsible for the timekeeping must be holders of a timekeeper's licence.

In order to carry out his duties at International Meetings the timekeeper must use, according to the competition, the most appropriate timekeeping system.

A timekeeper officiating at an International Meeting must have at his disposal reserve timekeeping instruments to check the readings of instruments being used.

Riders must accept any type of timekeeping system.

#### **081.29        FUEL**

In Europe, the fuel used, i.e. normal roadside unleaded pump fuel, shall be in accordance with the Technical Rules, Enduro Appendix.

Outside Europe, if the fuel available for the riders in the country(ies) crossed does not answer the FIM specifications, the organiser will have to make the characteristics of this fuel appear in the Supplementary Regulations, in conformity with the last paragraph of Article 63.01.2 Enduro Technical Rules.

A fuel control may be carried out at any time during an event, according to Art. 63.05 of the Enduro Technical Rules. A rider whose fuel fails to meet the Enduro Technical Rules will be disqualified from the whole event.

The rider is liable for the reimbursement of the costs of the test and other penalties may be imposed.

All protests requesting a fuel control must be accompanied by a security deposit of **730 EUR** paid to the International Jury or the FIM (supplementary controls).

### **081.30 ABANDONMENT - DISQUALIFICATION**

In case of abandonment, in order to avoid useless search and a diversion of the means reserved for the race, it is compulsory that the rider gives information by every possible means and as quickly as possible to the PC indicating his identity, position and intentions.

The PC will ask for confirmation of the position when the rider is in an inhabited place.

The organiser must mention the number of the check-point on the identification bracelets or in each road book.

The rider is the only one responsible for communicating his position even if he charges a third party to do it.

The non-respect of this security provision will, on the decision of the International Jury, result in a fine of **500 EUR to 3000 EUR** deductible, if necessary, from the deposit when this is provided for in the Supplementary Regulations.

Moreover, the International Jury can give the case to the FMNR to inflict a higher sanction.

In case of abandonment or disqualification, the rider has to cross out in black the number plates and the number of the race under penalty of a fine of **500 EUR** and, if necessary, other sanctions pronounced by the FMNR.

### **081.31 CLOSURE OF TRACK**

A vehicle of the organisation (**sweeper**) will close the track. **As it is impossible to guarantee that the sweeper truck will pass by the exact spot where a machine has broken down, it is the rider's responsibility to indicate his position to the Rally HQ using the safety equipment aboard.**

**The sweeper trucks will pick up individuals and broken down machines.**

Any rider who refuses to get on board the vehicle does so under his own responsibility and must sign a discharge form that will be presented to him by the members of the organisation charged with the closing of the track.

**Riders who abandon their machine before the passage of the sweeper truck do so entirely at their own responsibility. The organiser can in no way be held responsible in case of damage or theft.**

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**APPENDIX 080**  
**FIM CROSS-COUNTRY RALLIES WORLD CHAMPIONSHIP**

080.1	General .....
080.2	Regulation.....
080.3	<b>TV rights and sponsoring</b> .....
080.4	Eligibility of events.....
080.5	Authorisation of the FIM .....
080.6	Entries and acceptances of riders and motorcycles .....
080.7	Classification .....
080.8	Abandonment - disqualification .....
080.9	Transport of the FIM officials .....

## **080.1 GENERAL**

The FIM Cross-Country Rallies World Championship comprises two World Championship titles:

- **FIM Cross-Country Rallies World Championship 450cc (riders and manufacturers)**
- **FIM Cross-Country Rallies World Championship over 450cc (riders and manufacturers)**

There also two World Cup titles:

- FIM Cross-Country Rallies World Cup – Womens (**riders**)
- FIM Cross-Country Rallies World Cup – Quads (**riders**)

The term “FIM Cross-Country Rallies World Championship” regroup the **two** titles of “FIM World Champion” and the **two** titles “FIM World Cup”.

A FIM Cross-Country Rallies World Championship event, **allowing for** exceptions duly approved by the CER, is always open to the **four** categories and classes mentioned here.

The total number of events **entered** in the FIM Cross-Country Rallies World Championship calendar is four minimum and eight maximum.

## **080.2 REGULATION**

The FIM Cross-Country Rallies World Championship is bound by the FIM Sporting Code, the FIM Cross-Country Rallies and Bajas Appendix (Appendix 081) and the FIM Enduro Technical Rules, unless the current FIM Cross-Country Rallies World Championship Appendix (080) expressly departs from Appendix 081.

## **080.3 TV RIGHTS AND SPONSORING**

The **marketing** of the TV rights **will be negotiated every year between the FIM Marketing & Communications Department and the Organiser. The Championship sponsor title belongs to the FIM.**

## **080.4 ELIGIBILITY OF EVENTS**

The deadline for **registrations** in the FIM Cross-Country World Championship calendar is 31 January of each year (for the next year's calendar) according to the FIM general standards.

Two years' experience in the organisation of an event will be required to submit a candidature to the FIM Cross-Country Rallies World Championship calendar.

Before being accepted, each new candidate event will be evaluated by the FIM, who will take into account the inspection report, the quality of the event and the existing events in the FIM Cross-Country Rallies World Championship.

Events shall have a minimum duration of four days (or five days with a Super Special). Between two events, a minimum period of 15 days must be observed, except in certain conditions, under dispensation of the FIM Management Council.

Before the start of the first round, the CER will organise a compulsory meeting for the organisers in order to explain the new rules and protocol. An FMNR who is not present at this meeting will receive a fine of **580 Euros** and its event will be excluded from the FIM Cross-Country Rallies World Championship calendar the following year.

Events counting towards the FIM Cross-Country Rallies World Championship shall show in all their publicity and on all documents relevant to the event, the title "FIM Cross-Country Rallies World Championship".

## **080.5 AUTHORISATION OF THE FIM**

FIM authorisation may only be given to the organiser if the following conditions are met:

- for the rallies crossing several countries, the relevant authorisations of the FMNs must reach the Executive Secretariat according to Art. 10.9 of the Sporting Code.
- the event must be **entered** in the calendar of the FIM according to Art. 20.1.1 of the Sporting Code, and the following documents shall be sent to the FIM Executive Secretariat:
  - a) two copies of the Supplementary Regulations (at least two months before the event);
  - b) confirmation of the third-party liability insurance for the organiser in accordance with local laws and respecting the provisions laid down in Art. 110.1.1 of the Sporting Code (20 days before the event);
  - c) detailed description of the medical support available by air and road during the event;
  - d) detailed itinerary of the event (30 days before the start).

Authorisation can be refused/withdrawn in case of the omission of these conditions.

The maximum time granted for each day must be indicated in the Supplementary Regulations which must be accompanied by detailed itineraries (except for the

Specials), complete time schedules and details with the mileage and sent to the FMNR and the FIM 30 days before the start of the event.

The interpretation of the Supplementary Regulations is the responsibility of the CER for the events counting towards a World Championship or FIM Prize.

The Chief Medical Officer (CMO) must be nominated by the FMNR/organisers according to Art. 09.6.1 of the Medical Code.

The Jury President and the Technical Member are nominated by the FIM.

The following officials must be in possession of an FIM licence valid during the event:

- The Jury President
- The Jury Members
- The Technical Member
- The Clerk of the Course and the Assistant
- The Technical Steward and the Assistant
- The Environmental Steward
- The Chief Medical Officer
- The Chief timekeeper

## **080.6 ENTRIES AND ACCEPTANCES OF RIDERS AND MOTORCYCLES**

In order to be entered, the riders must be in possession of the annual or one event FIM Cross-Country Rallies World Championship licence.

When the riders send the entry form or pre-entry form, they must also send the authorisation of their FMN to participate in the competition.

The FIM Cross-Country Rallies World Championship is open to all the motorcycles defined in Art. 081.5: Category 1, 2, 3 and **Women**.

Category Class	1 Production	2 Superproduction	3 Quads	<b>Women</b>
450cc	Up to 450cc single or twin cylinder	Up to 450cc single or twin cylinder	From 250cc to 900cc single or twin cylinder (according to Art. 61.01 of the Quads Technical Rules	<b>Women riding any of the Category 1, 2 or 3 vehicles</b>
Over 450cc	Over 450cc to 700cc single or twin cylinder	Over 450cc to 1300cc single or twin cylinder		

The FMN which issued the licence, the FMNR or the organiser may refuse an entry for justifiable reasons. The refusal and justified notification must be sent in writing to the applicant at the latest during the 72 hours following the closing of the **entries**. Also within this time limit, the notification must be sent to the FIM Executive Secretariat and to all the FMNs that have riders who sent an entry form.

The CER can revoke a refusal of entry coming from the FMNR or the organiser, if the refusal is considered not founded by the CER.

## **080.7 CLASSIFICATION**

### Event classification:

At each FIM Cross-Country Rallies World Championship event, points are awarded, according to the scale hereunder, to all riders **and manufacturers** classified (**Superproduction 450cc and over 450cc**) as well as to the riders of each of the **two** FIM Cross-Country Rallies World Cups:

- Superproduction 450cc
- Superproduction over 450cc
- Womens
- Quads

**There is no overall classification.**

25 points to the 1 <sup>st</sup>	10 points to the 11 <sup>th</sup>
22 points to the 2 <sup>nd</sup>	9 points to the 12 <sup>th</sup>
20 points to the 3 <sup>rd</sup>	8 points to the 13 <sup>th</sup>
18 points to the 4 <sup>th</sup>	7 points to the 14 <sup>th</sup>
16 points to the 5 <sup>th</sup>	6 points to the 15 <sup>th</sup>
15 points to the 6 <sup>th</sup>	5 points to the 16 <sup>th</sup>
14 points to the 7 <sup>th</sup>	4 points to the 17 <sup>th</sup>
13 points to the 8 <sup>th</sup>	3 points to the 18 <sup>th</sup>
12 points to the 9 <sup>th</sup>	2 points to the 19 <sup>th</sup>
11 points to the 10 <sup>th</sup>	1 point to the rest

In order that points are allocated to a category and class for an event, a minimum of three riders of each category and class must have passed through the Technical Inspection of the event.

The results, prepared by the organiser (in accordance with the official form), must contain the following information:

- Title, venue, date and IMN of the event
- Name and signature of the Jury President

- Position, number, surname, first name, nationality, FMN, motorcycle and licence N° of the rider
- Points obtained, total time realised and average gap
- Riders that have not finished the event

The Jury President must send the following documents to the Executive Secretariat within 72 hours of the finish of the event:

- his report (using the official form)
- the results (according to the preceding paragraph)
- his complete dossier with all the results, Environmental Check-list, minutes of the meetings, justified decisions relating to the appeal lodged and, if necessary, the security deposit retained, copy of the certificate for the third party liability insurance, etc.

Classification:

If the rider participates in five or less events of the FIM Cross-Country Rallies World Championship, all his results count for the general classification of the Championship.

If the rider participates in six events of the FIM Cross-Country Rallies World Championship, the total of his results minus the worst result counts for the general classification of the Championship.

If the rider participates in more than six events of the FIM Cross-Country Rallies World Championship, the total of his results minus the two worst results counts for the general classification of the Championship.

According to **the above**, at the end of the FIM Cross-Country Rallies World Championship, the rider who has obtained the most points **in Superproduction 450** will be awarded the title of FIM Cross-Country Rallies World Champion **450cc and the rider who has obtained the most points in Superproduction over 450cc will be awarded the title of FIM Cross-Country Rallies World Champion over 450cc.**

For the FIM Cross-Country Rallies Manufacturers World Championship, **in each event**, the points of the two best riders **in each class; Superproduction 450cc and Superproduction over 450cc** will be added together.

The rider who has obtained the most points in the classification of the Quads or Womens FIM Cross-Country Rallies World Cup will be awarded the title of winner of the corresponding FIM World Cup.

For the FIM Cross-Country World Cup – Womens, the classification will be composed of only one Women’s class, all categories and classes together.

For the FIM Cross-Country World Cup – Quads, the classification will be composed of only one Quads category, groups G & H together.

In the event of a rider being disqualified from the results of an event counting towards the FIM World Championship, the rider will be attributed 0 (zero) points in the event classification. The result will therefore be taken into consideration in

the final classification which is established over all the events minus one or two (depending on the number of participations).

In the event of a tie at the end of the FIM Cross-Country Rallies World Championship, the rider with the most victories will be placed first. If a tie remains, the rider with the most second places will be placed first and so on until the stalemate is broken. If a draw remains, the winner will be the rider who obtains the best place in the last event.

If the organiser gives the possibility for the riders who are victims of a mechanical breakdown to continue the race (according to Art. 081.10), these riders will be excluded from the FIM World Championship classification but can be classified in the event and must start the stages after the riders who are in the race.

The FIM may give coefficients to the FIM Cross-Country Rallies World Championship events.

#### **080.8 ABANDONMENT - DISQUALIFICATION**

In case of abandonment or disqualification, the procedure provided for in Article 081.28 of the Cross-Country Rallies and Bajas Appendix (081) will apply. Furthermore, the International Jury can refer the case to the International Disciplinary Court (CDI) of the FIM if they consider that the breaking of the provision merits a higher penalty than they are empowered to give.

#### **080.9 TRANSPORT OF THE FIM OFFICIALS**

The organisers must provide at their own expense a place for the FIM Jury President and the Technical Member in a vehicle **in order for them to be able to** check the running of the event.

## TERMINOLOGY AND DEFINITIONS

Additive	<p>Official bulletin forming an integral part of the Supplementary Regulations of the event and intended to modify them, give more details or supplement them. The additives are numbered, dated and signed:</p> <ul style="list-style-type: none"> <li>- by the organiser, up to the day of the controls and notified by the FMNR</li> <li>- by the International Jury throughout the running of the event</li> </ul> <p>Riders must acknowledge receipt by signing, except in case of a material impossibility during the running of the event.</p>
Allotted time	Each linking sector must be run in the allotted time which must be respected by all riders. Any passing of this allotted time will result in a penalty by the minute.
Bivouac	<b>Zone situated between the Time Controls at the finish of one Stage and the start of the next, where all riders regroup; this zone is located in the road book. In the bivouac, servicing is free between the riders still in the race and with machines and/or people registered in the Assistance category.</b>
Briefing	The briefing must be held jointly by the Clerk of the Course and the organiser or his delegate. The participation of the riders is compulsory. The text of the briefing concerning security must also be published on the official board.
CP (Passage Control)	<b>Check Point. A zone where the time card must be stamped by the marshals and which is a WPM or a WPE.</b>
COG (Cap Over Ground)	<b>Information given by the GPS, indicating the heading followed by a moving vehicle.</b>
CTW (Cap to Waypoint)	<b>Information given by the GPS, indicating the heading to follow up to the next Waypoint.</b>
Disqualification	Penalty decided by the International Jury following an important infringement to the FIM regulations.
DTW (Distance to Waypoint)	<b>Information given by the GPS, indicating the distance up to the next Waypoint.</b>
Duration of an Event	<p>The Event starts with the administrative checks or technical scrutineering (including, if applicable, checks on the spare parts of the machine) and ends upon the expiry of one of the following time limits, whichever is the later:</p> <ul style="list-style-type: none"> <li>▪ time limit for protests or appeals</li> <li>▪ end of the administrative checking and post-event scrutineering carried out in accordance with the Code</li> <li>▪ end of the prize-giving.</li> </ul>
DZ	<b>The start of the speed control zone and, when possible, marked by a precise reference marker and a waypoint (WPM or WPE). In case of discrepancy between the two, the waypoint will be binding.</b>

<b>Estimated time</b>	<b>Time estimated by the Organiser to cover a Special.</b>
Fixed penalty (FP)	A time penalty to be added to penalties already incurred by riders in precise cases and specified in the Supplementary Regulations.
FMN	National Motorcycling Federation.
FMNR	Organising National Motorcycling Federation.
<b>FZ</b>	<b>The end of a speed control zone, marked by a WPE.</b>
<b>GPS</b>	<b>A “Global Positioning System” is a system using satellites to localise precisely longitude, latitude and altitude at any point on earth.</b>
IJ	International Jury.
Journal	Information book with irremovable numbered pages, with the precise time and date of the annotations.
Liaison	Stage of route, in the allotted time, between two successive time checks.
<b>Marathon stage</b>	A stage with limited assistance at the camp site at the end of the day.
Maximum time allowed	Additional time to the allotted time made in each linking sector <b>and maximum time given for each Special</b> , which, if passed, will result in the application of a fixed penalty. At this moment, the check is considered closed for the rider in question.
Neutralisation	Time during which the riders are stopped by the Clerk of the Course ( <b>Parc Fermé conditions</b> ).
<b>Official itinerary</b>	<b>This is represented by the passage through each waypoint featured in the road book (WPV, WPM, WPE, DZ, FZ, CP) to be followed compulsorily on pain of penalties.</b>
<b>Overall classification</b>	<b>Overall</b> classification of all classes and categories together.
Parc Fermé	Zone in which no preparation or interventions are possible, with the exception of cases expressly mentioned in the Supplementary Regulations of the event.
<b>Pulse signal (IMP)</b>	<b>Following the permanent functioning of the GPS, a pulse signal is recorded in the GPS approximately every 150m and the speed is displayed on the speed page of the GPS “SPD”.</b>
<b>Rally HQ</b>	<b>Rally headquarter. Score point of the Rally, coordinating and managing the race.</b>
Real time	The time actually used for the course of a Special.
Regrouping	Stop provided by the Clerk of the Course in order to allow the regrouping of riders still in the event and reduce the intervals ( <b>Parc Fermé condition</b> ). The stopping time may be different depending on the riders.
<b>Road Book</b>	<b>Each rider shall receive a road book, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and the compulsory waypoints, which they must observe on pain of penalties.</b>

<b>Route</b>	<b>This is defined by the official road book of the event, confirmed by the driver of the opening vehicle.</b>
<b>Special</b>	True speed test in real time. <b>Specials may be run over a course exclusively reserved for the riders of the event. Starts of Specials are preceded by or twinned with a Time Check for the starts, and followed by a Time Check after the finish.</b>
<b>SI (Speed Infringement)</b>	<b>Any speed exceeding the maximum speed allowed in a Speed Control Zone.</b>
<b>SOG (Speed Over Ground)</b>	<b>Information given by the GPS, indicating the speed of a moving vehicle.</b>
<b>Sporting penalty</b>	<b>A sporting penalty means a penalty imposed for speeding, missing a PC, or Waypoint, or unsporting conduct, or other violation committed on a Special.</b>
<b>Stage</b>	Each part of the Rally or Baja separated by a camp site.
<b>Super Special</b>	The organisation of a Super Special is optional. If one is scheduled for inclusion in the event, the riders must take part in it. Only one Super Special may be organised, which will determine the starting order for the next stage. It shall count for the classification of the event as well as any road penalties relating thereto. These penalties will be taken into account for the general classification of that stage and applied the same day.
<b>TC / ATC</b>	<b>Time Control / Arrival Time Control</b>
<b>Time card</b>	Card intended for affixing the markings of the various checks carried out over the itinerary.
<b>WPE (Eclipse Waypoint)</b>	<b>A compulsory passage point memorised in the GPS and indicated in the road book, the coordinates of which are not revealed to the riders. A point towards which the GPS directs the rider once the waypoint preceding this WPE has been validated, whatever the distance between the waypoint and the WPE. It works in the same way between several successive WPEs.</b>
<b>WPM (</b>	<b>A compulsory passage point memorised in the GPS and indicated in the road book, the coordinates of which are not revealed to the riders. The GPS directs the rider towards this point only once he has come within a 3-km radius of it.</b>
<b>WPT</b>	<b>Waypoint (GPS point). A GPS point is a geographical point defined by coordinates of longitude and latitude. There are several types of GPS points: WPV, WPM, WPE. Each waypoint noted on the road book is a compulsory passage point.</b>
<b>WPV (Visible Waypoint)</b>	<b>A point the coordinates of which are given to the riders by the road book and memorised in the “GPS”. Towards a visible way point, all available information is displayed on the screen of the “GPS”.</b>

<b>SUMMARY OF THE PENALTIES</b>	<b>Art. N°</b>	<b>Start refused</b>	<b>Disqualification</b>	<b>Time penalty</b>	<b>Financial penalty</b>	<b>Decisions Penalties Sanctions of the JI</b>
Insufficiency of the rest period between two stages and unfavourable doctor's opinion	Art. 081.1	X				
Itinerary not respected	Art. 081.1.1.1		X	X		Can go up to disqualification
Passing at more than 200m of a WP given by the organiser	Art. 081.1.1.1			X		Specified in the SR
Use of the GPS releasing code without authorisation	Art. 081.1.1.1			5h		
Motorcycle not registered	Art. 081.5	X				
Change of category during the event	Art. 081.5			15'		
Refusal of the organisers advertising	Art. 081.6				100% of the entry fee	
Invalid licence	Art. 081.7	X				
Anti-sport, unfair, incorrect or fraudulent action	Art. 081.7					Sanctions of the JI
Absence or incorrect affixing of a number plate	Art. 081.8			X		Specified in the SR
Absence or incorrect affixing of at least two plates or the bib	Art. 081.8		X	X		Can go up to disqualification
Absence or falsification of an identification mark	Art .081.8		X			
Lateness on the theoretic time at the stage departure  Up to 30'  Over 30'	Art. 081.9.1					
			X	1' by mn delay		
Lateness on the theoretic time at the stage departure  Up to 30'  Over 30' Over 1 hour	Art. 081.9.2					
			X	1' by mn delay 1 hour		
Itinerary not respected in sensitive areas and in Specials of less	Art. 081.10					

than 20 km 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement			X	15'		
Itinerary not respected in Specials of more than 20 km 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement	Art. 081.10		X	X		
Transport or towing of motorcycles in a Special	Art. 081.10		X			
Transport or towing in a linking sector	Art. 081.10			3h		Except if authorised in the SR
Deliberately blocking the overtaking of a motorcycle	Art. 081.10		X			
Transport of a rider in a helicopter or any other vehicle of the organisation	Art. 081.10		X			
Traffic regulations of the countries through which the event passes not respected 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement 3 <sup>rd</sup> infringement	Art. 081.10		X	30' 1 h		
Excess of the authorised speed 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement 3 <sup>rd</sup> infringement	Art. 081.10		X	30'' by km/h 2' by km/h		
Prohibited assistance	Art. 081.11		X			
Correction/ alteration of the time card	Art. 081.12		X			
Absence of the visa on the time card	Art. 081.12		X	X		Can go up to disqualification
Loss of the time card	Art. 081.12			5'		
Passing at a control without the motorcycle	Art. 081.12		X			
Absence of the visa in a PC	Art. 081.12		X			Can go up to disqualification
Instructions of the Chief of the control point not respected	Art. 081.13		X	X		Can go up to disqualification
Behind or ahead of schedule at a TC after a linking sector (except arrival of a stage, no penalty for ahead of schedule)	Art. 081.14			1' by mn		
Riding in the	Art. 081.16		X	X		Can go up to

opposite direction in a Special						disqualification
Remaining for more than 30" after the starting signal	Art. 081.16			2'		
Early start	Art. 081.16			1'		
Rider not presenting his motorcycle with engine running	Art. 081.16			1' by mn late		
Voluntary stop in the arrival area of a Special	Art. 081.16		X			
Refusal to start at the time and position given	Art. 081.16		X	X		Can go up to disqualification
Non-respect of the entry, exit and the direction of the traffic in the zone 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement 3 <sup>rd</sup> infringement	Art. 081.18					
				10' 1 h 3 h		
Failure to observe Parc Fermé orders	Art. 081.20		X			
Refusal to present the machine to a technical control	Art. 081.21		X			
Absence of the identification marks	Art. 081.21		X			
Non-respect of the maximum sound limit 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement 3 <sup>rd</sup> infringement						
				15' 1h		Disqualification
Failure to possess a part or all of the survival equipment The first 30 minutes More than 30 mn	Art. 081.23					
			X	1' by mn		
Non-declaration of abandonment	Art. 081.28				Fine of <b>500 EUR to 3'000 EUR</b>	Request of sanction to the FMNR
Refusal to cross out the number plates after abandonment/ disqualification	Art. 081.28				Fine of <b>500 EUR</b>	Request of sanction to the FMNR