



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

**FIM INTERNATIONAL SIX DAYS'  
ENDURO REGULATIONS (ISDE)**

**2023**

*RÈGLEMENTS DU CONCOURS INTERNATIONAL  
FIM DES SIX JOURS D'ENDURO (ISDE)*

FIM INTERNATIONAL  
**ISDE**<sup>®</sup>  
6 DAYS OF ENDURO

# **FIM International Six Days' Enduro Regulations (ISDE)**



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**Articles amended as from 1.1.2023 are in bold type**

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## GENERAL

### 061.1 HISTORY

- 061.1.1** The FIM International Six Days' Enduro (ISDE) originated in 1913, with the objective of testing the reliability of motorcycles and the skill of riders. This aim has remained ever since.
- 061.1.2** The FIM World Trophy was presented to the FICM by the British Cycle and Motorcycle Manufacturers' and Traders' Union Ltd., in 1913. In 1949, the FIM replaced the original trophy with a new challenge award consisting of a George III Antique Silver Cup and cover.
- 061.1.3** The FIM Junior World Trophy (Silver Vase), was subscribed for by the constituent associations of the FICM in 1923, on the instigation of the Royal Dutch Motorcycle Federation (KNMV). It was replaced by the FIM in 1949 with a George II Antique Silver Cup and Cover.
- 061.1.4** The FIM Women's World Trophy. This Cup was created in 2007 for the best Women's team in the ISDE.
- 061.1.5** The Club Team Award is a competition into which each constituent member of the FIM may enter one or more teams for the Awards of the FIM.
- 061.1.6** The Manufacturer's Team Award. For the Special Awards of the FIM.
- 061.1.7** The Watling Trophy (1962). For the best performance at the discretion of the FIM Race Direction.

## **061.2 GENERAL CONDITIONS**

The issues not included within these regulations shall be studied and decided upon by the CEN Bureau (classification, technical and sporting interpretation, etc.).

### **061.2.1**

The FIM International Six Days' Enduro is an annual test of reliability of the machine and skill of the rider, comprising six one-day runs. Each day constitutes a test in itself.

Only those competitors who complete all six runs can be considered as having finished the ISDE (see exception Art. 061.23). The total distance to be covered is recommended to be not less than 1200 km and not more than 1600 km, including the final speed test.

In order to be classified, the rider must be on the starting line at the Final Test.

The ISDE is mainly a team competition and priority must be given to teams over individuals as far as acceptance of entries is concerned. Only the teams finishing the ISDE with at least one rider will be taken into consideration for the final classification.

### **061.2.2**

The riders will progress in a natural and varied environment in order to test the reliability of the motorcycles and the endurance of the riders.

The conditions of the race shall be varied and may be in a desert, forest, mountain, snow-covered path or in an urban area. Riders may have times to push their motorcycles.

The riders shall progress on a common route and may encounter other riders. Any difficulty arising that has not been envisaged will be considered as part of the race and no complaint will be accepted.

The route must consist of roads that are practicable in all kinds of weather. It must consist of not more than three laps each day - a minimum distance to be covered using main roads.

### 061.2.3

The ISDE is open to all classes of motorcycles in Category 1, Group A1 and Category 2, Group C, conforming in every respect to the regulations of the FIM (see Art. 061.41).

### 061.2.4

The ISDE is held under the rules of the FIM Sporting Code, the present Regulation and the Supplementary Regulations (SR) approved by the FIM and issued by the FMNR.

### 061.2.5

The total time for a day of competition cannot exceed seven and a half hours, excluding the fifteen minutes of the last time check.

For exceptional reasons the Race Direction may increase the total time of 30 minutes.

### 061.2.6

The riders of the FIM World Trophy, FIM Junior World Trophy and FIM Women's World Trophy must wear, during the whole event, a jersey with their national colours. This jersey must be the same for all the riders of the team (Please refer to the ISDE Work Manual and Terms of Participation).

The riders of the CONU Teams must wear, during the whole event, a jersey with the colour of the CONU. This jersey must be the same for all the riders of the team.

The use of the ISDE logo, the "ISDE" name or the name "6 Days" connected to the Enduro motorcycles, tyres or motorcycle equipment or parts, riders' gears, or more generally to any product or service is the sole property of FIM.

## THE ORGANISATION OF THE ISDE

### 061.11 LOCATION

Any FMN may apply to the FIM for permission to organise the ISDE. The FMN wishing to organise the ISDE must apply at least three years in advance. After presentation of the candidates and possibly a site visit, the CEN Bureau will select the two best candidates that will then be presented to



the FIM Board of Directors to elect the candidate. This choice has to be made at least two years prior to the event.

## **061.12 SUPPLEMENTARY REGULATIONS (SR) - PUBLICATION**

The Supplementary Regulations must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM, and subsequently ratified by the FIM Race Direction.

The FMNR draws up the SR for the ISDE. These regulations shall be of an entirely “domestic” nature, concerning such matters of local importance as information about the route, speeds, entry fees, etc., and submits them for approval to the FIM at the latest at the Conference Meetings. The SR shall be published at least one month before the closing date of the pre-registration.

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

## **061.13 JURISDICTION**

During the course of the ISDE, its supervision will be undertaken by an FIM Race Direction.

The event must be directed by officials, in possession of a FIM licence valid for the appropriate discipline and function.

Except for the other members of the FIM Race Direction (FIM Race Director and FIM Course Inspector), all officials and their assistants are subject to the authority of the Clerk of the Course.

If an FIM Race Direction report states that an event is not being run in accordance with the FIM rules, it is possible, by decision of the CEN, to inflict a penalty up to the double of the entry fee.

One representative, elected by the motorcycle manufacturers and who holds a FIM Manufacturer's licence, will be admitted as an observer to the open FIM Race Direction meetings.

### **061.13.1 Officials who hold a FIM Licence**

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

The members of the Race Direction:

- FIM Race Director
- FMNR Clerk of the Course (who attended the Super Licence seminar)
- FIM Course Inspector

The members of the FIM Stewards Panel:

- FIM Chief Steward
- 2<sup>nd</sup> FIM Steward
- and FMNR Steward

The technical officials:

- FIM CEN Technical Director
- FMNR Chief Technical Steward (with senior licence)
- FMNR Technical Steward

And:

- FMN Delegate (Sporting Steward)
- FIM Medical Delegate and Environmental Delegate (if nominated by FIM)
- FMNR Environmental Steward
- Chief Medical Officer
- Timekeeper

### **061.13.2 Incompatibilities of officials**

An official shall not be a rider, sponsor, mechanic or promoter participating in the event in question.

### **061.13.3 FMNR Technical Steward and FIM Technical Director**

The FMNR Technical Delegate:

The Chief Technical Steward and Technical Steward, appointed by the FMNR, must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

The FIM Technical Director (if nominated):

The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Enduro Commission.



The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.

The FIM Technical Director works in cooperation with the FIM Race Director and the FIM Delegate.

The authority and duties of the FIM Technical Director include but are not limited to (Please, also refer to the FIM Technical Code):

- a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Race Director and FIM Delegate and present proposals to resolve such concerns.
- b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
- c) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Delegate.
- d) The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights.

#### **061.13.4 FIM Stewards Panel**

The FIM Stewards Panel is composed of:

- a) The FIM Chief Steward. He is nominated by FIM and is a CEN Member who must hold a valid FIM Licence.
- b) The 2<sup>nd</sup> FIM Steward. He is nominated by FIM and is a CEN Member who must hold a valid FIM Licence.
- c) The FMNR Steward is nominated by the FMNR and must hold a valid FIM Licence.

The quorum for a meeting of the FIM Stewards Panel is three persons (unless exceptional circumstances, sickness, late arrival, etc.).

Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie (unless exceptional circumstances, sickness, late arrival, etc.), then the FIM Chief Steward will exercise a casting vote.

The meetings of the FIM Stewards Panel are chaired by the FIM Chief Steward.

The FIM Stewards Panel will meet at any time required during the event.

The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.

The FIM Stewards Panel may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the of the same Code:

- a) warnings
- b) fines, subject to a maximum of CHF 100'000.-
- c) time and/or point penalties
- d) drop of positions
- e) disqualification
- f) suspension for a period not exceeding 30 days starting from the date of the offence.

or refer the case to the International Disciplinary Court to impose a higher penalty that it is empowered to.

An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision.

After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

#### **061.13.5 FIM Course Inspector**

- He is nominated by FIM and he is a voting member of the Race Direction
- Control, help and correct if necessary the course created by the organiser;
- Control the tests and time checks;
- Control that times allowed for the course are correct; control the areas presenting a risk for the riders or the public and will ask for the necessary modifications.

- Has authority over the organisers and the Clerk of the Course especially for the control of the times allowed and any risk situation.
- He will refer to the FIM Race Director.

### **061.13.6 Clerk of the Course**

The Clerk of the Course is responsible for the smooth and efficient running of the event. He is a voting member of the FIM Race Direction. His essential duties are:

- To ensure that the course is in good condition; that all officials are present and ready to carry out their functions 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, e.g. suspension, disqualification or any other ban on riding;
- Check the conformity of the FIM riders' licences, start permissions given by the FMNs and all other documents related to the administrative controls.
- 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 propose penalties to the FIM Race Direction;
- To order the removal from the course, sections and its vicinity of any person refusing to obey the orders of an official in charge;
- To notify the FIM Race Direction of all decisions already 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 FIM Race Direction and to have the provisional results of the event approved.



### **061.13.7 Timekeepers**

Appointed timekeepers must be qualified to use the timekeeping system of the event and be in possession of a valid national licence.

The results and the official information papers must be printed as mentioned in the FIM ISDE work Manual.

The timekeeping data and live data are the sole properties of FIM.

### **061.13.8 Environmental Steward and FMNR Safety Steward**

#### The Environmental Steward:

The Environmental Steward, appointed by 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 Race Director on all aspects of the event which may have harmful environmental consequences.
- Be entitled to attend all open meetings of the Race Direction without voting rights.
- Draw up a report on the basis of a check-list prepared by the CEN, send it to the FIM Administration and hand a copy to the Race Director and the FIM Environmental Delegate (If applicable).

#### The FMNR Safety Steward:

- Ensure that the FIM ISDE Rules and Work manual are respected.



- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM Race Director on all aspects of the event which may have harmful consequences on the riders, public and officials safety. Make sure that safety zones or protective systems are set in collaboration with the organiser and the Race Direction.
- Be entitled to attend all open meetings of the FIM Race Direction without voting right.

### **061.13.9 The FIM Race Direction**

#### Race Direction Composition:

The FIM Race Direction is composed of the FIM Race Director, FMNR Clerk of the Course and FIM Course Inspector. The Race Direction may hold meetings in camera or open meetings. The three members have voting rights.

The members of the FIM Stewards Panel can attend the meetings as observers including the meetings held in camera.

#### Nomination of the Officials for an event:

The FIM Race Director, the Course Inspector, the FIM Steward and the FIM Technical Director are appointed by the FIM.

The Clerk of the Course, the FMNR Steward, and the other officials are appointed by the FMNR.

#### The FIM Race Direction Meetings:

The following persons are entitled to attend the meetings of the FIM Race Direction but without voting rights:

- The FIM Chief Steward and 2<sup>nd</sup> FIM Steward
- The FMNR Steward
- The FMNR Safety Steward
- The Members of the Board of Directors, the Directors of the Commissions, the FIM Chief Executive Officer and the administrative staff of the sporting Commission concerned



- The Environmental Steward
- The FIM Environmental Delegate and the Medical Delegate
- The Chief Medical Officer
- The Representative elected by the Manufacturers

Each FMN, eligible under Art. 061.14, has the right to appoint a Delegate.

The FIM Race Director must make sure that no other person is present at the open race direction meetings, and specially the media and people without official function or licence. He must make sure the meetings are run in a relaxed and cordial atmosphere. If necessary, he shall organise closed meetings

In the case when a member of the FIM Race Direction is prevented to attend the event on time, the FIM Chief Steward can nominate a substitute. In the case of the absence of the FIM Race Director, he will be replaced by a member of the Steward Panel nominated by FIM.

#### **061.13.9.1 The FIM Race Director**

The Race Director is appointed by the FIM.

The Race Director must ensure that the FIM's interests and contractual commitments with the local Promoters are fulfilled and complied with. He is also required to cooperate closely with the CEN Director & Coordinator and the local Promoter.

He must ensure that the FIM Sporting Code, its Appendices, the ISDE Regulations and Work Manual are respected.

Within the CEN Bureau, he has to update the FIM ISDE Regulations as well as the Work Manual with the collaboration and agreement of the CEN.

Few weeks prior the meeting he must communicate with all the persons involved in order to anticipate the issues that people can have regarding the ISDE meeting.

He must:

- Ensure proper communications between the Race Direction (all the members), the course inspector(s), the teams, the riders, local promoter, the timekeepers, the technical crew, the organisers and all other officials in order for them to perform their duties smoothly and in the best possible manner throughout the entire meeting.
- Work closely with the organiser, the Clerk of the Course and all officials.
- Arrange meetings or actions he considers necessary for the smooth running of the meeting.
- Notify the Race Direction of all decisions to be taken or already taken, and of any protest addressed to him.
- He shall notify the promotion team (Local Promoter and FIM Media) of any change in the timetable or protocol.

The Race Director is responsible for the FMN delegates' briefing. (If applicable).

He shall carry out regular meetings with the riders & delegates in order to ensure good cooperation.

He must ensure that the decisions of the FIM Race Direction conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.

He shall determine the times of the FIM Race Direction meetings and, if necessary, convene any extraordinary meetings.

The Race Director has the right to invite any guests to the FIM Race Direction meetings, when appropriate for the event.

He is responsible for the communication with the riders, the teams, the club, the promotion team (Local promoter and FIM Media), the members of the Race Direction, the services linked to the race and the FMN Delegates.

For safety reasons, the Race Director may not under any circumstances take part in course reconnaissance or tests on a motorcycle. This role is reserved exclusively for the FIM Course Inspector.

In order to avoid all conflicts of interest, he must observe professional secrecy in relation to all those involved in the event (riders, organisers, teams, manufacturers, etc.). He must not display any mark or conduct that could be interpreted as a sign of belonging to, or as indicating a conflict of interest with, any of the above-mentioned persons. He must always defend the interests of the FIM and the CEN and must put a stop to any rumours that may be circulated.

He is responsible for the communication with the FMNs' Delegates.

#### **061.13.9.2 Duties of the FIM Race Director**

He shall call a meeting of the FIM Race Direction at the start of the event and during this meeting the FIM Race Direction 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 FIM Race Direction stating that all riders and participants engaged are in possession of their respective licences as well as all officials with any responsibility for the running of the event.
- The verification of the compliance with the organiser's Work Manual, which is the reflection of the present regulations.
- 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 of requests for extra safety measures as requested by the riders.
- The official permission from the local authorities to run the event and of the third party insurance policy of the organiser.



At the end of each day of the event, the FIM Race Director will call a meeting of the FIM Race Direction to hear the reports of the Clerk of the Course, the Secretary to the Race Direction and any other appropriate officials. The Race Director, together with the Clerk of the Course, must sign the official classification of the event. He must also sign, with the Secretary to the Race Direction, all minutes of the meetings.

He shall send the following documents to the FIM Administration within 72 hours of the finish of the event:

- his report (using the official form),
- details of any protests submitted together with the fees collected,
- a copy of the third party insurance policy.

#### **061.13.10 Terms of reference of the FIM Race Direction**

The FIM Race Direction exercises supreme control of the event but only in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify. Consequently, the Members of the Race Direction are responsible only towards the FIM. They are responsible for the sporting side of the organisation of the event in which they have a supervising and disciplinary function. All civil and legal liabilities lie with the organisers. The FIM Race Direction may authorise an alteration to the SR or to the programme provided the regulations, as set out in Art. 061.12 are observed. The FIM Race Direction is not authorised to make alterations or additions to the FIM rules, but is entitled to take decisions in the following exceptional cases:

The FIM Race Direction is the only disciplinary body of the event competent to adjudicate upon any protest that may arise during the event, subject to the right of the first appeal that will be dealt by the FIM Steward Panel.

The FIM Race Direction is entitled, either on its own initiative or on request of the organiser to delay the start of a event; to have the course improved; to prematurely stop or cancel part of or the entire event because of urgent safety reasons or for any other reasons of “force majeure”.

The FIM Race Direction must settle any penalties according to the conditions laid down in the Disciplinary and Arbitration Code.

#### **061.13.11 Penalties that may be pronounced by the Race Direction**

According to Art. 3.1.3, the following penalties may be pronounced by the Race Direction without prejudice to Articles 2.2 and 2.3 of the FIM Disciplinary & Arbitration Code:

- a warning;
- a time and/or point penalty;
- a drop of position(s);
- the ride through procedure or stop and go procedure;
- a fine, subject to a maximum of EUR 3000.-;
- a disqualification;
- a suspension for a period not exceeding 30 days starting from the date of the offence;
- the loss of rights to participate in the Championship, which may be applied to one or more events.

Furthermore, the Race Direction can refer the case to the International Disciplinary Court in order to impose a higher penalty.

#### **061.13.12 Procedure at FIM Race Direction Meetings**

Decisions of the FIM Race Direction are based on a simple majority. In the case of a tie (a member missing), the Race Director will exercise a casting vote.

#### **061.13.13 Publication of the Race Direction decisions**

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

## **061.13.14 Minutes of the FIM Race Direction Meetings**

The minutes must be written in both official FIM languages, unless the FIM Race Direction agrees to accept them in one official language. They are to be prepared by the Secretary to the FIM Race Direction and must be signed by the Secretary and the Race Director. A copy of these minutes must be sent to the FIM Administration within 72 hours after the event.

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

## **061.14 FMN DELEGATE - TEAM MANAGER**

### **061.14.1**

Any FMN participating in the ISDE will be allowed to designate a FMN Delegate to participate in the Race Direction meetings. He must be holder of a FIM licence (Enduro Clerk of the Course or Sporting Steward). His name and licence N° must be sent to the Secretariats of the organisation and the FIM 15 days before the event. A copy of the document will be given to the Race Direction Members.

The National Delegate represents his FMN/CONU and the riders entered by this FMN/CONU. He is entitled to:

- attend the open meetings of the FIM Race Direction, as observer;
- receive documents, including the FIM Race Direction minutes, during the entire event;
- put his queries to the Race Director so that the FIM Race Direction is aware of all circumstances.

If necessary, the Race Director will arrange a meeting during the event with FMN Delegates in order to explain the work of the FIM Race Direction and to receive the remarks of the Delegates.





## 061.14.2

Each FMN/CONU competing for the FIM World Trophy, FIM Junior World Trophy or FIM Women World Trophy may nominate a manager for its teams, or for each of these teams and, in addition, each manufacturer or Club entering one or more teams may nominate one manager for its team(s). The name(s) must be submitted to the promoter before or during the preliminary examination. Only team managers are entitled to look after and represent the interests of their teams during the ISDE. They are not authorised to attend the FIM Race Direction meetings.

## 061.15 TEAMS APPARELS AND ON-BOARD CAMERAS

Teams must be dressed following the graphic charter described in the ISDE organiser Work Manual and in the Appendix “conditions of participation”.

### Camera

The use and installation on-board camera (on the motorcycle) during the competition or the practice sessions is only allowed with the permission of the FIM and/or promoter of the ISDE.

The FIM and/or promoter of the ISDE must obtain a copy of all the images produced by these cameras.

The cameras or any additional devices even the holders are forbidden on the helmets.

### Helmets

The overall pattern on the helmet must always be approved by the FMN/CONU of the team.

The upper part of the helmet (above the goggles strap) will carry the FMN/CONU colours, markings, logos and partners which cannot be in conflict with the rider's and his team's sponsors.

In the case of a team entered by a CONU:

- The colour of the CONU emblem only without any reference in stripes, bands or other designs to the rider's national flag.
- The respective colour of each CONU is as follows:
  - a) FIM Africa: black / Pantone 432C
  - b) FIM Asia: yellow / Pantone 151C
  - c) FIM Europe: blue / Pantone Process Blue
  - d) FIM Latin-America: purple / Pantone 259C
  - e) FIM North-America: rouge / Pantone 200C
  - f) FIM Oceania: green / Pantone 349C.

The rider's personal sponsors may be situated below the strap of the goggles. Consequently, the helmet of each of the riders may be different, but the pattern of the helmet of each rider of a single team must have a similar visual appearance.

Nevertheless, the FMN, the rider and the rider's sponsor may, by joint agreement, display a different decoration/design.

Whenever a team is using a helmet and there is a case of "force majeure" (e.g. change of rider, broken helmet, etc.), the helmet in question can be replaced by any other helmet, provided that it complies with the FIM Technical Rules for the current year and has been presented to the Technical Stewards of the event.

### **Race jersey and protective clothing\***

It is recommended that FMNs supply an official race jersey to the riders.

The overall pattern on the race jersey and protective clothing must always be approved by the FMN of the team.



The upper half (above the chest) on the front of the jersey will carry the FMN colours, markings, logos and partners which cannot be in conflict with the rider's and his team's sponsors.

In the case of a team entered by a CONU:

The colour of the CONU emblem only without any reference in stripes, bands or other designs to the rider's national flag.

The lower half (below the chest) on the front of the jersey will display the logo(s) of the team's commercial sponsor(s) and the one(s) of the rider.

The sleeves of the jersey will display equally the logo(s) of the FMN and the rider's sponsor(s) according to the same principle; the upper part of the sleeve for the FMN's partners, the lower part of the sleeve for the team's commercial sponsor(s) and the one(s) of the rider.

The back of the jersey will display only the rider's name and number as well as the name of the country represented (from top to bottom: rider's name, number, country).

Nevertheless, the FMN, team's commercial sponsor(s) and the one(s) of the rider may, by joint agreement, display a different decoration/design.

#### **FIM Championship logo (FIM ISDE Logo)\***

Failure by the team to display the FIM Championship logo (FIM ISDE logo) on the upper front torso or shoulder area of the jersey or stone (or roost) shield/protector of its riders will result in a penalty of EUR 100.00.

### Casual Rider/Mechanic/Team Clothing\*

1. it is recommended that FMNs provide casual official clothing (which can be made up of a polo-shirt, T-shirt, jacket, cap or any other piece of clothing or accessory chosen by the FMN) for the riders, mechanics and team members.
2. If an FMN has provided casual official clothing, all the riders, mechanics and members of the team must wear them throughout the event, unless specific exemption is given by the FMN.
3. The designs of the casual official clothing is defined by the FMNs.
4. Nevertheless, the FMN, the team's commercial sponsor(s) and the one(s) of the rider may, by joint agreement, display a different decoration/design.
5. Furthermore and subject to the prior written approval of the concerned FMN, the team's commercial sponsor(s) and the one(s) of the rider may be displayed on the casual official clothing and/or on the caps. If agreed by the FMN, the space allotted for these sponsors' logos and markings must not exceed 30% of the total space of the casual official clothing and caps.
6. Casual official clothing for riders, mechanics and team members must display the logo of FIM ISDE.
7. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
8. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in the working area and starting zone.

\* Compulsory for Trophy Teams, recommended for Club Teams

## THE ISDE

### 061.21 THE FIM WORLD TROPHY

The ISDE is a FIM World Championship competition for national teams. Each FMN may enter one national team composed of four riders. Each of these riders must be holder of a passport, or an ID-Card, if the ID card clearly shows the rider's nationality, of the country which he represents.

**In the exceptional case where residents of a country are unable to obtain the passport of that country, a certificate of residence issued by the National Federation may be accepted (subject to CEN approval).**

Riders of a team entered by a CONU:

- Must be from at least 2 different member countries from the respective CONU.
- Must be holders of a passport of a member country of the CONU which they represent.
- At any point in time, cannot be riders having the nationality of a country entered in the event by an FMN.

Can be holders of a valid FIM licence issued by any FMN.

The four motorcycles of each team must be according to Art. 061.41.

The results for the FIM World Trophy are established in the following order:

#### 061.21.1

The team with the highest number of riders finishing the event.

#### 061.21.2

The team with the lowest time.

Ties will be resolved in the following manner:

1. the score of the rider with the highest time is deducted from the team's time. If a tie still exists:
2. the scores of the 2 riders with the highest time are deducted from the team's total time.

## **061.22 THE FIM JUNIOR WORLD TROPHY**

This is a competition in which each FMN, member of the FIM, has the right to nominate and enter one national team.

The team shall consist of three riders under 23 years of age (at 1<sup>st</sup> January of the year of the event). Each of these riders must be holder of a passport, or an ID-Card, if the ID card clearly shows the rider's nationality, of the country which they represent.

**In the exceptional case where residents of a country are unable to obtain the passport of that country, a certificate of residence issued by the National Federation may be accepted (subject to CEN approval).**

Riders of a team entered by a CONU:

- Must be from at least 2 different member countries from the respective CONU.
- Must be holders of a passport of a member country of the CONU which they represent.
- At any point in time, cannot be riders having the nationality of a country entered in the event by an FMN.

Can be holders of a valid FIM licence issued by any FMN.

A rider nominated for a FIM World Trophy Team cannot also be nominated for a FIM Junior World Trophy Team.

The three motorcycles in each team must be according to to Art. 061.41.

The result for the FIM Junior World Trophy is established in the following order:

### **061.22.1**

The team with the highest number of riders finishing the event.

### **061.22.2**

The team with the lowest time.

Ties will be resolved in the following manner:

The team with one of the riders having the fastest time will be the best placed team.

### **061.23 FIM WOMEN'S WORLD TROPHY**

This is a competition for the FIM Women's World Trophy for which each constituent FMN may nominate and enter one national team.

The team shall consist of three women riders. Each of these riders must be holder of a passport, or an ID-Card, if the ID card clearly shows the rider's nationality, of the country which they represent.

**In the exceptional case where residents of a country are unable to obtain the passport of that country, a certificate of residence issued by the National Federation may be accepted (subject to CEN approval).**

Riders of a team entered by a CONU:

- Must be from at least 2 different member countries from the respective CONU.
- Must be holders of a passport of a member country of the CONU which they represent.
- At any point in time, cannot be riders having the nationality of a country entered in the event by an FMN.

Can be holders of a valid FIM licence issued by any FMN.

The classes of the motorcycles must be according to Art. 061.41.

#### **061.23.1**

The result for the FIM Women World Trophy is established in the following order:

- The team with the highest number of riders finishing the event.
- The team with the lowest time.
- Ties will be resolved in the following manner:

The team with one of the riders having the fastest time will be the best placed team.

## **061.24 THE CLUB TEAM AWARD**

This is a competition into which each constituent FMN of the FIM may enter one or more teams. A Club Team (CT), consisting of three riders, can either be nominated by a bona fide local motorcycling club affiliated to and vouched for as such by the nominating FMN, in which case the three riders must have the nationality of the country to which the club belongs, or consist of three riders of different nationalities but under the same FIM Continental Union. In this case, the FMN of each rider must give its approval and they must be entered by the FMN of one of the riders.

No rider may be a member of more than one Club Team, nor are riders nominated for the FIM World Trophy, FIM Junior World Trophy or Manufacturers' team prizes eligible for this competition.

The scoring for Club Teams will be done by adding together all times of the three riders. During the Six Days' competition will the "retired" Club Team rider be allowed to restart (according to Art. 061.62), all the riders of a Club team can "restart" only once (1 time). These riders and consequently his Club Team will be penalised with 3 hours. Any rider disqualified by the FIM Race Direction, will not be allowed to restart.

### **061.24.1**

The first three Club Teams will receive special awards provided by the organiser.

## **061.25 THE MANUFACTURER'S TEAM AWARD**

This is a competition for the Manufacturer's Team awards for which any manufacturer, or manufacturer's agent with his manufacturer's consent, may nominate and enter teams, consisting of three riders of any nationality, driving any motorcycle, on the condition that they are all of the same make.

A rider nominated for the FIM World Trophy or the FIM Junior World Trophy cannot be a member of more than one Manufacturer's Team. However, any number of such teams may be entered.



All the riders need to be part of the FIM World Trophy or of the FIM Junior World Trophy.

The classification for the Manufacturer's Team Awards will be according to Art. 061.26.

### **061.25.1**

The three best Manufacturers' teams will receive special awards provided by the organiser.

## **061.26 CLASSIFICATION OF INDIVIDUALS AND TEAMS**

All classifications will be on the time obtained (see Art. 061.88.1)

For the classifications, three separate and independent categories will be made:

- Cat 1: FIM World Trophy, FIM Junior World Trophy
- Cat 2: FIM Women's World Trophy
- Cat 3: Club team & Individual

For the classification, the time obtained each day will be added for each rider in each class and in each category. The rider with the total lowest time will be placed first and so on.

For each day of the event (including the 6th day), the Clerk of the Course must present the following provisional results in the FIM Race Direction meetings:

By class and category:

- FIM World Trophy & FIM Junior World Trophy: Overall results
- FIM Women's World Trophy
- Club team & Individual: Overall results

By team:

- FIM World Trophy Team
- FIM Junior World Trophy Team
- FIM Women's World Trophy Team

All other results must be published on Internet.

**NB:** the classification of each day will be, after the 1<sup>st</sup> day, completed by the cumulated classifications by adding each day (\*).

(\*) The cumulated classifications at the end of the 6<sup>th</sup> day must indicate the obtained medal.

By category/ Class	1 <sup>st</sup> Day	2 <sup>nd</sup> Day	3 <sup>rd</sup> Day	4 <sup>th</sup> Day	5 <sup>th</sup> Day	6 <sup>th</sup> Day
WT & JT E1	1	2 and 1+2	3 and 1+2+3	4 and 1+2+3+4	5 and 1+2+3+4+5	6 and 1+2+3+4+5+6
WT & JT E2	1	2 and 1+2	3 and 1+2+3	4 and 1+2+3+4	5 and 1+2+3+4+5	6 and 1+2+3+4+5+6
WT & JT E3	1	2 and 1+2	3 and 1+2+3	4 and 1+2+3+4	5 and 1+2+3+4+5	6 and 1+2+3+4+5+6
WT & JT Overall	1	2 and 1+2	3 and 1+2+3	4 and 1+2+3+4	5 and 1+2+3+4+5	6 and 1+2+3+4+5+6
WT Overall					1+2+3+4+5	
JT Overall					1+2+3+4+5	
Womens	1	2 and 1+2	3 and 1+2+3	4 and 1+2+3+4	5 and 1+2+3+4+5	6 and 1+2+3+4+5+6
CT & I E1	1	2 and 1+2	3 and 1+2+3	4 and 1+2+3+4	5 and 1+2+3+4+5	6 and 1+2+3+4+5+6
CT & I E2	1	2 and 1+2	3 and 1+2+3	4 and 1+2+3+4	5 and 1+2+3+4+5	6 and 1+2+3+4+5+6
CT & I E3	1	2 and 1+2	3 and 1+2+3	4 and 1+2+3+4	5 and 1+2+3+4+5	6 and 1+2+3+4+5+6

By team	1 <sup>st</sup> Day	2 <sup>nd</sup> Day	3 <sup>rd</sup> Day	4 <sup>th</sup> Day	5 <sup>th</sup> Day	6 <sup>th</sup> Day
WT	1	1+2	1+2+3	1+2+3+4	1+2+3+4+5	1+2+3+4+5+6
JT	1	1+2	1+2+3	1+2+3+4	1+2+3+4+5	1+2+3+4+5+6
Women	1	1+2	1+2+3	1+2+3+4	1+2+3+4+5	1+2+3+4+5+6
EC	1	1+2	1+2+3	1+2+3+4	1+2+3+4+5	1+2+3+4+5+6
CT	1	1+2	1+2+3	1+2+3+4	1+2+3+4+5	1+2+3+4+5+6

For the team classification, the times obtained by each team rider will be added together to form the daily time of the team.

## 061.27 TROPHY, MEDALS AND DIPLOMAS

The following awards will be given to the riders and teams:

### 061.27.1 Trophies, Medals and Diplomas provided by the FIM

#### 061.27.1.1 FIM World Trophy

1<sup>st</sup> team: The ISDE FIM World Trophy  
4 FIM gold medals  
1 FIM diploma

2<sup>nd</sup> team: 4 FIM silver medals

3<sup>rd</sup> team: 4 FIM bronze medals

#### 061.27.1.2 FIM Junior World Trophy

1<sup>st</sup> team: The ISDE FIM Junior World Trophy  
3 FIM gold medals  
1 FIM diploma

2<sup>nd</sup> team: 3 FIM silver medals

3<sup>rd</sup> team: 3 FIM bronze medals

#### 061.27.1.3 FIM Women's World Trophy

1<sup>st</sup> team: The ISDE FIM Women's World Trophy  
3 FIM gold medals  
1 FIM diploma

2<sup>nd</sup> team: 3 FIM silver medals

3<sup>rd</sup> team: 3 FIM bronze medals

#### **061.27.1.4 Watling Trophy**

The team designated by the FIM Race Direction for the best performance will receive the Watling Trophy.

#### **061.27.2 Prizes provided by the FMNR**

##### **061.27.2.1 Club Team award**

1<sup>st</sup> club team: 1 FMNR prize + 3 FMNR medals

2<sup>nd</sup> club team: 1 FMNR prize + 3 FMNR medals

3<sup>rd</sup> club team: 1 FMNR prize + 3 FMNR medals

##### **061.27.2.2 Manufacturer's Team award**

1<sup>st</sup> manufacturer team: 1 FMNR prize

2<sup>nd</sup> manufacturer team: 1 FMNR prize

3<sup>rd</sup> manufacturer team: 1 FMNR prize

##### **061.27.2.3 Winner of the individual classes + overall**

The winner of the overall classification, all classes and categories mixed, will receive a prize from the FMNR.

The winners of the individual classes E1, E2, E3 of Category 1, Women, Club 1, Club 2 and Club 3 of Category 3 will receive a prize from the FMNR.

#### **061.28 THE INDIVIDUAL RIDERS' SOUVENIR MEDALS**

The obtainment of the souvenir medals will be made by class in each category (Cat 1, Cat 2 and Cat 3). **For Women rider participating in Cat 3, the point of reference to calculate their medal achievement will be the first women classified in Cat 3, regardless of the class.**

A gold souvenir medal will be awarded by the FIM to all riders whose total time does not exceed 10 % of the time achieved by the first rider of that class.

A silver souvenir medal will be awarded by the FIM to all riders whose total time does not exceed 25 % of the time achieved by the first rider of that class.

A bronze souvenir medal will be awarded by the FIM to all riders who complete the ISDE within the allotted time.

These souvenir medals will be provided by the FIM.

To qualify for any souvenir medal, the rider must have completed the full course, i.e. he has been classified as a finisher on each and every day and takes the start of the Final Test on condition that the Final Test is not cancelled.

## **061.29            PREMATURE STOPPAGE OF THE EVENT -                          PLACINGS AND RESULTS**

If the event is stopped prematurely by the FIM Race Direction it cannot be re-run.

If the event is stopped before the majority of riders have completed at least half the total distance, the event will be declared null and void.

If the event is stopped at a later stage, the FIM Race Direction shall decide whether the event is null and void or declare such results and awards as they consider justified according to the circumstances.

## **ENTRIES**

### **061.31            RIDERS' LICENCE**

Each rider entered must be holder of a valid riders' licence (in accordance with Art. 70.2.1 of the Sporting Code) endorsed for Enduro events by his FMN and each rider must be holder of a valid driver's licence.

Moreover, each rider must follow the traffic regulations in force in the country where the Event is organised.

### **061.32            ENTRIES**

#### **061.32.1**

The FMNR is obliged to accept a minimum number of 250 entries. The maximum number of entries must be stated in the SR.

All FMNs intending to participate in the ISDE have to inform the FMNR in writing.

## 061.32.2

The following scheme of priority of acceptance shall be used for each FMN nominating riders. (No appeal will be accepted in case of entries refused):

- FIM World Trophy team
- FIM Junior World Trophy team
- FIM Women's World Trophy team
- Club team
- A second Club team
- Another Club Team (affiliated to the FMN)
- and so on....

Individual entries are possible but only for countries that do not manage to create at least one Club Team.

## 061.32.3

The numbers will be allocated to the nations, for both FIM World Trophy and FIM Junior World Trophy teams, according to their FIM World Trophy classification in the previous ISDE.

The winning FIM World Trophy nation will have numbers from 10 to 16.

The second nation from 20 to 26, etc.

The numbers for the nations who had not participated in the previous ISDE will be allocated by alphabetical order.

The numbers for the Women will start with a new hundred after the last participating nation.

The FMNs are obliged to allocate the given numbers to their riders.

Beginning with riders in class E1, E2 and then E3 (WT and JT together) the FMNs must communicate the numbers up to the closing date of entries. If this not the case, the organiser will give the numbers to these riders.

The numbers for the Club Teams and the **Club Women** will be allocated by the organiser, as in the following example:

Team no 1: numbers 501 - 601 - 701

Team no 2: numbers 502 - 602 - 702 etc.

The FMNs are obliged to indicate the order of priority when sending in the entries.

The FMNs must communicate the names of the riders according to the numbers allocated up to the closing date of entries. If this not the case, the organiser will give the numbers to these riders.

#### **061.32.4**

The FMNR has the right to nominate reserves from the rejected entries of its own nationals (if any) to fill any vacancies that may occur owing to non-starters of any nationality.

#### **061.32.5**

The ISDE may be cancelled if, in the opinion of the FMNR, an insufficient number of entries is received. Any entry fees received shall be returned in full if no ISDE is held, or if an entry is refused or is cancelled prior to the closing date of entries.

#### **061.32.6**

Only riders in the race may display numbers on the number plates of their motorcycle. Motorcycles mechanics, followers and other team leaders must not display any number.

In case of non-compliance, the FIM Race Direction may impose one of the penalties authorized Disciplinary and Arbitration Code Article 3.3.1 to FMN, clubs, teams and/or riders to whom the motorcycle belongs to.

### **061.33           REGISTRATION PROCESS**

The registrations will be made only via the ISDE website ([www.fim-isde.com](http://www.fim-isde.com)), "Registration".

The registration process will be divided in 5 steps:

The dates of the different steps will be clearly indicated in the Supplementary Regulations.

#### **Step 1: MOTO CLUBS - CTA Registrations**

- Each Moto Club Representatives creates a profile on the Registration Platform specifying its national Federation (FMN) and the number of Club Team it wants to register.

#### **Step 2: RIDER - CTA Registrations**

- Each individual rider must sign in on the Registration Platform, create a profile by choosing the FMN, the Moto Club and the Club Team Awards he/she wants to join.



### **Step 3: MOTO CLUBS - CTA TEAM COMPOSITION**

- The Moto Club must approve or decline all the affiliation requests with its team(s) to finalise the pre-registration process.

### **Step 4: NATIONAL FEDERATIONS - 1<sup>ST</sup> Payment**

- Team compositions of the Moto Club are subject to FMN approval. If a change is required, the FMN contacts the Moto Club and the Moto Club makes the update.
- FMN'S pre-register their World Trophy Teams (WT, JWT, WTT).
- Payment of 50% of the registration fees by the FMN to the Local Organiser.

### **Step 5: NATIONAL FEDERATIONS - 2<sup>ND</sup> Payment**

- The FMN representative fully complete the registration and bring changes to its World Trophy Team(s) and CTA Teams if needed.
- Payment of the remaining 50% of the registration fees by the FMN to the Local Organiser.

The organisers will announce, before step 5, the number of teams accepted by country.

The pre-registrations will be considered only if the payment of 50% of the entry fee has been done.

If a cancellation is made, only the 25% of the entry fee will be reimbursed by the Organiser.

The amount paid at the time of pre-registration will be deducted from the total amount.

No cancellations will be accepted, but in certain circumstances the FMN can replace an injured rider by another rider (latest at the administrative control), without any additional administration fee.

3 weeks before the start date of the ISDE:

- The organisers will announce the provisional participation list.
- Vacant places may then be filled by the organiser up to the maximum allowed number.



## **061.34 ENTRY FEE**

The entry fee will be mentioned in the SRs and must be paid according to Art. 061.33. This amount will be settled through the FMN of the rider directly to the organiser.

## **CLASSIFICATION AND SPECIFICATIONS OF MOTORCYCLES**

### **061.41 CLASSES**

The classes of the ISDE for solo motorcycles are:

Enduro 1: Up to 250cc 2 stroke and 4 stroke

Enduro 2: From 255cc to 450cc 4 stroke

Enduro 3: Over 255cc 2 stroke and over 455cc 4 stroke

Any motorcycle coming within classes of Category I, Group A1 and Category 2, Group C shall be eligible for entry.

### **061.42 LIGHTING, WARNING EQUIPMENT, SPEEDOMETERS AND SIDE-STAND**

Every motorcycle and its equipment entered must, throughout the ISDE, comply with the International Vienna Convention of 1968, the national legal requirements for road traffic of the country in which the vehicle is registered, the road legislation of the country where the event is held and with other rules specified in the Supplementary Regulations.

#### **061.42.1**

A stop light activated by the front or rear brake, a front and rear light as well as a speedometer, in good working order, are compulsory.

The registration number of the machine (if applicable) shall be displayed on a plate firmly fixed to the rear mudguard of the machine (not hand-written on the mudguard directly). The number plate or its copy must be made of flexible and non-cutting material and must not exceed the width of the rear mudguard.

With the engine running, all electrical equipment/consumers of electricity must be supplied simultaneously with electricity produced by the generator.

## 061.42.2

In the absence of the stand, access to the Parc Fermé will not be authorised.

## 061.42.3

Each motorcycle must be equipped with an exhaust pipe and a silencer in accordance with Article 31.01 of the Enduro Technical Rules.

## 061.43 INTRINSIC PARTS OF MOTORCYCLE

The stickers (number plates) must be provided by the organiser. The design must follow the ISDE Graphic Charter.

### 061.43.1

At the preliminary examination (details of which will be given in the SR), the following parts will be marked as described below, in such a way as to ensure their identification. Paint markings or destructible stickers on wheel hubs, crankcase and silencer must be heat resistant. The parts so marked must be used throughout the ISDE and must be found in their proper place at the final examination. The substitution of the original components and disregard of these regulations are strictly forbidden. The penalty for breach of this regulation is disqualification of the rider and his team (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code). As regards silencers, please see Art. 061.43.5.

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

Parts	Marking	Number	How or where marked
Frame (main section)	paint + *	1	Right hand steering head
Wheels (hubs)	paint*	2	On each hub
Crankcase	paint*	1	Right or left side
Silencer	paint*	1	On the top

\* or non removable (destructible) sticker.

Marking is restricted to these five parts only and must be done with paint. The use of a marker pen is forbidden.

However, the silencer can be changed, if damaged, at any point of the route.

If a rider retires and requests the restart procedure (see Art. 061.62.1), the frame only must be the original part marked at the preliminary examination.

### **061.43.2**

After the marking the rider will sign an agreement (technical card) certifying that the parts have been properly marked. This declaration must indicate the frame number. The officials in charge will allow the rider to put the motorcycle into the Parc Fermé immediately after preliminary inspection. For preliminary inspection riders have to bring one environmental mat and use it in the Parc Fermé underneath of motorcycle in order to protect the ground from dropping liquids (oil, chain spray, fuel etc.). If environmental mats are provided by the organiser, this must be written in the SR.

### **061.43.3**

The rider is allowed to change any unmarked parts anywhere on the course but may receive spare parts and tools only in the servicing areas. Used parts may be left in the area where the repairs were made.

### **061.43.4**

Only the rider is allowed to work on the machine. Electrical and air powered tools operated by remote connections are not allowed. However, tools powered by an internal self-contained power supply are permitted.

No outside assistance is permitted except when authorised as specified in Art. 061.60, 061.60.1, 061.60.2, 061.60.3, 061.60.4 and 061.60.5.

## 061.43.5

All Motorcycles must pass the noise control test, carried out according to Art. 01.79 of the Enduro Technical Rules, during the preliminary examination and will be 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 (including before entering the Parc Fermé at the end of each day), the FMNR Technical Steward, under the supervision of a Race Direction Member or the FIM Technical Director, can check any motorcycle. The time spent for this test will be granted to the rider.

If, during the test, the machine exceeds the maximum level allowed for a sound control during the race according to Art. 79.11 of the FIM Enduro Technical Rules, the rider will be penalised with 1 minute the first time and disqualified from the day's competition the second time. When a motorcycle does not pass the sound control test, the rider must immediately solve the problem before the next sound control test.

For repairs, control, etc. the following applies:

A rider wishing to repair or replace the silencer and/or front manifold exhaust on his machine can do so at the end of each of the first five days after the last time check and before entering the Parc Fermé. The work must be carried out under the supervision of an official. The rider will be allowed an extra time of 30 minutes for this work. The same applies to riders who for any reason have been told by the **FIM Technical Director** to have their machines tested.

The rider may request as many noise controls 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. If the noise level is above the required standard, the rider will not be authorised to start the following day(s).

If the silencer is changed during the day, the rider must present it to be marked with a sticker or a different coloured paint at the next time check point. 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 disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

#### **061.43.6**

When the machine is placed in the Parc Fermé it must be completely equipped with all the marked parts.

### **061.44 EXAMINATION OF MOTORCYCLES DURING THE EVENT**

#### **061.44.1 Examination of machines**

The verification of machines must be held on the site of the event.

On request of the Technical Steward, the riders must present themselves to the technical verification.

At all times during the event, a rider will be responsible for keeping his machine in conformity to the rules.

The Officials can control, at each time check, one or more marked parts on every machine. If any marking is missing or if a doubt exists, the officials in charge at the time check will mark the part concerned with a different colour paint, and at the final control of the day the **FIM Technical Director** will examine the machine and submit a report to the FIM Race Direction on the action taken. If a violation to Art. 061.43 is found, the rider and the team concerned will be disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code) - see Art. 061.57.5

A rider who changes his motorcycle will be disqualified as well as all the riders in the same team.

Each machine shall, prior to being allowed to leave the working area, be in a good condition for its normal use on the public roads with both tyres correctly fitted to the satisfaction of the Technical Steward. All work to satisfy this requirement will be carried out in the working area with no additional time allowance being given.

The bodies or officials concerned 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.

#### **061.44.2 Fuel control**

A fuel control may be carried out at any time during an event, according to Art. 63.05 of the Enduro Technical Rules. Any infringement of the fuel specifications will automatically result in the disqualification of the rider from the entire event.

Protests and Appeals may be lodged pursuant to the FIM Disciplinary and Arbitration Code.

All requests for fuel control in relation to a protest must be accompanied by a deposit of 750 EUR paid to the FIM Race Direction or the FIM (supplementary controls).

### **GENERAL ORGANISATION**

#### **061.53 PARCS FERMES**

##### **061.53.1**

The ISDE is organised on the Parc Fermé (closed control) system, that is to say, apart from the time spent on the course and the time occupied each day before the start as provided for in Art. 061.57, the motorcycles are placed under the supervision and under the responsibility of the local organiser.

##### **061.53.2**

Officials in charge of the controls of the Parc Fermé must wear a distinctive emblem recognised by all persons concerned and the riders in particular.

The realization of the Parc Fermé shall consist of a double barrier attached mechanically, ie requiring a tool to open the gates. These should be high enough to not be spanned. To prohibit the entry of any unauthorized person.

Only one access will be set in order to allow the entrance or exit to the “starting area”.

It should be lit all night and a guard will be PERMANENTLY inside with a guard dog.

A video surveillance system can complete the services.

The Race Director and the clerk of the course will verify the compliance of the Parc Fermé and its guarding.

The FMNR is authorized to ask the pilots a complementary anti-theft system. This provision shall be specified in the supplementary regulations.

If the FMNR specifies in the Supplementary Regulations that riders use a complementary anti-theft device and such a device should fail to open prior to the start, only the rider or FMNR Technical Steward and/or FIM Technical Director are authorised to remove it in an appropriate manner.

The Organiser must have available suitable tools to accommodate this removal of faulty locks.

Any time lost due to the opening of a failed device by the Officials will not be detrimental to the rider.

In case of delay on the starting line for the reasons mentioned above, a new start time will be given by the Race Director.

### **061.53.3**

Access to any Parc Fermé is forbidden to everyone except to members of the Race Direction, the FIM Technical Director and FMNR Technical delegates and the FIM Stewards Panel members, the Clerk of the Course and to certain officials designated for the duty, and except the riders for taking their motorcycles in or out. After clocking in at a time check before a Parc Fermé, the rider must push his motorcycle, with dead engine, into the Parc Fermé without delay.

While proceeding from the time check to the Parc Fermé and in the Parc Fermé, it is forbidden to refuel or to carry out any repairs to the motorcycle. Riders failing to comply with either of these requirements will be disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code) - except Art. 061.43.5. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider;

It is also forbidden for a rider:

- to touch the machine of any other rider;
- to touch his own machine except when pushing it in or out of the Parc Fermé;
- to start the engine.
- to smoke in the Parc Fermé

#### **061.53.4**

The machines in the Parc Fermé must not be covered in any manner and must be situated in the open air. It is strictly forbidden to place the Parc Fermé in closed areas (tent or garage). The use of equipment to close the end of the silencer (cap, tape) is forbidden in the Parc Fermé.

The machines in the Parc Fermé must be equipped with a side-stand (see Art. 061.42.2).

### **061.54            STARTING AREA**

This area consists of:

- Parc Fermé
- Working Area
- Starting Area

#### **061.54.1**

The starting area is considered as “Parc Fermé” concerning access and servicing.

#### **061.54.2**

A working area is either immediately adjacent to the Parc Fermé or connected to it by a short enclosed route, from which there is only one exit to the starting area. All adjustments, cleaning, refuelling, etc. are carried out in the working area. Any rider caught smoking in the working area will be disqualified.

#### **061.54.3**

A starting area is a small enclosed area where the riders await the starting signal and where the starting line is situated at one extremity. See plan of starting area.



Work on the motorcycle until the starting signal is given is not permitted in this starting area. The penalty for doing so is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

#### **061.54.4**

Competitors' machines are retained in the Parc Fermé in the custody of the organiser from a time laid down in the SR until the start of the first day's run (see Art. 061.55) and from the end of each day's run until the start of the next.

Access to this Parc Fermé is as laid down in Art. 061.53.3.

#### **061.54.5**

Only Race Direction and FIM Stewards Panel members, team managers, FMN Delegates, mechanics, representatives and officials designated in the SR may have access to the working area. As considered by the organiser, access may be allowed to the representatives of the press; their number and conditions will be specified by the organiser with regard to the undisturbed work in the working area.

#### **061.54.6**

No assistance may be given in the working area other than that permitted in Art. 061.60. The penalty for a breach of this rule is disqualification or another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

#### **061.54.7**

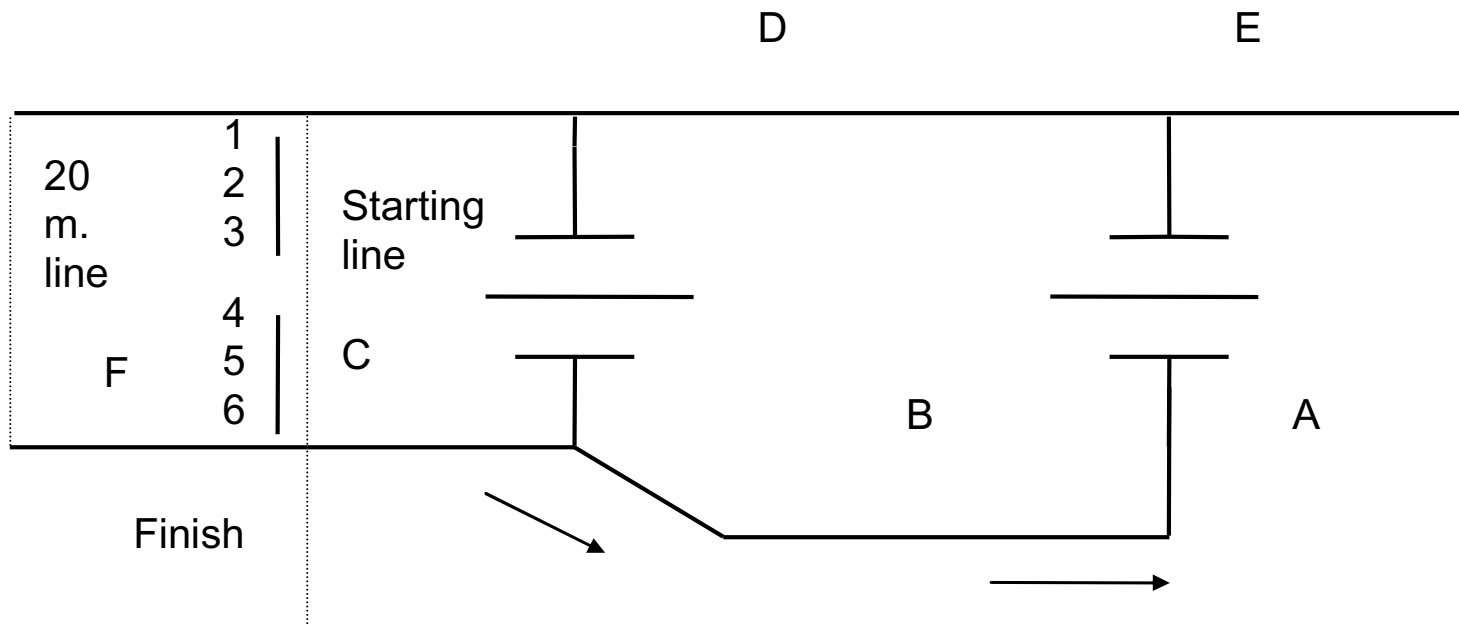
It is forbidden to start the engine of a motorcycle in the working area. The penalty for so doing is 1 minute (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

It is also forbidden to start the engine on the start line before the starting signal is given. The penalty for doing so is 10 seconds.

## 061.54.8

No persons other than those listed in Art. 061.53.3 are allowed in the starting area.

### PLAN OF THE ORGANISATION OF THE PARC FERME, WORKING AREA AND STARTING ENCLOSURE



- A= Parc Fermé
- B= Working area
- C= Starting Enclosure
- D= Trade area
- E= Entrance for officials
- F= 2 lines must be provided with room for 3 riders on each line.

The recommended distance between B and C must not be longer than 20 meters and must be a closed area.

## 061.55 STARTING ORDER

### 061.55.1

The starting order by category is always established as follows:

- 1) FIM World Trophy, by teams
- 2) FIM Junior World Trophy, by teams
- 3) FIM Women's World Trophy by teams, **Women from Club Teams and individual women**
- 4) Club Team, C1, C2 then C3 **(with the exception of the Women)**
- 5) Individual men, C1, C2 then C3

## 061.55.2

### Starting order 1<sup>st</sup> day:

The starting order of the 1<sup>st</sup> day is established according to the final classification of the ISDE from the preceding year, category by category. If a team or an individual was not classified the preceding year, the FMNR will draw their starting order. They will be placed after the teams or individuals classified in the preceding year.

### Example:

The riders from the FMN who finished 1<sup>st</sup> in the FIM World Trophy (WT) of the preceding year will start 1<sup>st</sup>. The FIM World Trophy Teams will start 2 per minute.

The riders from the FMN who finished 1<sup>st</sup> in the FIM Junior World Trophy (JT) of the preceding year will start 1<sup>st</sup>.

Same for the FIM Women's World Trophy.

Club Team will start class by class (C1 - C2 - C3) and in order of the No.

### Starting order of days 2, 3, 4 and 5:

The starting order of days 2, 3, 4 and 5 is established according to the provisional classification (Art. 061.27) of the event, by category, according to the overall classification from the previous day of WT + JT, Women + **Women Club Team** then **Club Team** / Individual.

### Starting order for day 6:

The starting order of day 6 is established according to the provisional results after the 5<sup>th</sup> day, by category. The starting order will be established following the scratch classification after the 5<sup>th</sup> day in reverse order of the results.

First: Club Team + Individual

Second: FIM Women's World Trophy Team + **Women Club Team** + Individual  
Women (if any)

Third: FIM Junior World Trophy Team

Fourth: FIM World Trophy Team

In principle, the maximum number of riders starting is 3 per minute. For the riders, consideration must be given so that they do not start or finish in darkness.

However, if the time is sufficient, the riders of the FIM World Trophy, FIM Junior World Trophy and FIM Women's World Trophy may leave 2 per minute (also possible to start only the FIM World Trophy with this interval). All the other riders will start 3 per minute.

## **061.56 PREPARATION FOR START**

### **061.56.1**

Each morning of the ISDE, riders will be permitted to enter the Parc Fermé 15 minutes before their starting times, for the sole purpose of moving their motorcycles, by hand only, to the exit of the Parc Fermé.

No work of any kind may be carried out on the motorcycle in the Parc Fermé. The penalty for breaking this rule is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

### **061.56.2**

Ten minutes before the starting time, the rider will move his motorcycle into the working area to carry out necessary adjustments, refuelling, etc.

A clock with the official time must be installed at the entrance/exit of the Parc Fermé.

## **061.57 STARTING**

### **061.57.1**

At the beginning of each day's run, the starting signal will be given at the exact time a rider is due to start. Within one minute of the starting signal having been given, the rider must have started his engine at the starting line and crossed another line 20 meters from the starting line under engine power.

The machine must be in working order.

## 061.57.2

If a rider is not on the starting line when the signal to start is given, he will not be penalised provided he brings his motorcycle to the starting line, starts it, and crosses the second line within one minute from the time his signal to start was given. Riders arriving more than one minute late at the starting line will be penalised by 1 minute per begun minute of delay. The minute in which the riders arrive at the start line will be considered as the new start time and before the minute expires, they must observe the start procedure stipulated in Art. 061.57.1.

Riders who are more than 15 minutes late will be disqualified and not allowed to start.

## 061.57.3

All motorcycles must be started by the kick-starter or other starting device, mechanical or electrical. Rotating any driving road-wheel is not permitted.

Should the engine stop before the motorcycle has crossed the 20 meters line, the rider has to restart it and cross the 20 meters line within one minute after the start signal was given, in order not to be penalised. A rider not crossing the 20 meters line within one minute after the starting signal has been given, will be penalised by 10 seconds.

## 061.57.4

A rider who has been penalised for not starting his engine and crossing the 20 meters line within one minute may then start his motorcycle in accordance with Art. 061.59, but must cross the starting line before proceeding on his route. A rider who does not succeed in starting his machine or whose machine has stopped in the area between the start line and the 20 meters line must not return to the starting area but is obliged to push his motorcycle in the driving direction and cross the 20 meters line in order not to hinder other participants.

## **061.57.5**

A rider whose case is under discussion and who wishes to start will not be prevented from doing so, provided that his machine is in the Parc Fermé according to the Rules and that safety reasons are not adduced.

Only after the confirmation of the rider's disqualification by the FIM Race Direction, will the rider lose the right to start.

## **061.58            REFUELLING**

### **061.58.1**

No time allowance is made for refuelling which must be carried out in running time or during the allowance of 10 minutes before starting (see Art. 061.56). For the ISDE, the rules regarding the fuel to be used are published in the Technical Rules, Appendix Enduro.

The use of an environment mat, or other effective device, is obligatory at the place where servicing and refuelling is authorised by the organiser. The penalty for breach of this regulation will be a fine of 150 EUR for each offence.

The minimum dimensions of the mat will be at least equal to the wheelbase of the motorcycle and of the width of the handlebars. This mat will be composed of a waterproof sole and of an absorbent textile.

### **061.58.2**

In addition to those at the start and finish, refuelling depots will be established on the course and their positions indicated on the route card.

### 061.58.3

The refuelling station before the final time check must be situated in the final working area.

Refuelling is only allowed in the area of the official refuelling depots as marked by the organisers and at each time check between the 2 white flags and the yellow flags, unless prohibited by the organiser. Refuelling is forbidden between the yellow flags and the time check control table.

The penalty for refuelling outside the designated areas is disqualification or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

It is forbidden under penalty of disqualification (or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider) for a rider to place his machine inside any enclosure out of clear view to the officials any time during the event for the purpose of refuelling or for any other reason, except if authorised to by the organiser.

### 061.58.4

No fuel may be carried other than in a tank or container permanently attached to the machine. The penalty for breaking this rule is disqualification or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

It is forbidden for a rider to carry any inflammable liquid under penalty of disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code). The Technical Steward can carry out the test on the spot.

### **061.58.5**

In any refuelling area the chain can be lubricated, but only the rider is allowed to do this work. The penalty for breaking this rule is disqualification or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

### **061.58.6**

The engine must be stopped during refuelling. The penalty for not stopping the engine is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

During the refuelling, each team must have a portable extinguisher (A.B.C. polyvalent powder) of 5 kg minimum, in the proximity of the refuelling post (max. 5 m distance). The lack of an extinguisher will lead to a penalty of 150 EUR.

### **061.58.7**

For every 50 km, there should be 1 refuelling station. This includes the start and arrival.

### **061.58.8**

Any welding work in refuelling areas is forbidden under penalty of disqualification or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

### **061.58.9**

The Organisers must attribute the places of the teams in the Paddock and on the external assistance area as follows: the FIM World Trophy winning team of the previous year will be placed in first place before the time check. The remaining teams will be placed behind it according to their FIM World Trophy placement of the previous year. The teams that did not have teams in the FIM World Trophy of the previous year will be placed in alphabetical order of the country, in English.

This placing must remain the same for the whole 6 days.



## **061.59           EXTRANEIOUS MOTIVE-POWER FORBIDDEN**

Throughout the ISDE, a motorcycle must not be moved other than by its engine, the physical effort of its rider, or by some natural cause. The penalty for breaking this rule is disqualification or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## **061.60           OUTSIDE ASSISTANCE**

All outside assistance is forbidden, other than the normal servicing given at the official refuelling stations and to clean the number plates and the sponsor stickers situated on the plastic parts of the motorcycle with the aid of a cloth or sponge.

Outside assistance is forbidden at the “pre-finish” time check.

The expression “outside assistance” refers to the act involved, when any person, other than the rider or an official in the performance of his duty comes into contact with the motorcycle.

In exceptional circumstances, such as construction or condition of start ramp, the Race Direction can take the decision to allow Women riders to receive assistance to be pushed onto the starting ramp.

A women rider who has difficulty pushing onto the start ramp through a physical condition, such as injury may also apply to the Race Direction to receive assistance.

Two riders present at the “pre-finish” at the same time may give each other tools they are transporting with them.

The penalty for receiving outside assistance is disqualification or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

If the FIM Race Direction considers that the facts disclose a serious offence against this article, it may also report the case for further action in accordance with the FIM Disciplinary and Arbitration Code.

Assistance permitted by the provisions of this article:

#### **061.60.1 and 061.60.2**

Servicing crews using hand tools are allowed to refuel, to empty and refill the engine and gearbox oil and remove and replace oil filters.

In order to fulfil these tasks, they can remove or put back the fuel tank cap, open and close the filling cap of the engine and gearbox oil, screw and unscrew the engine and gearbox oil cap/plug, screw and unscrew the cap/screw of the oil filter protection and change the oil filter. The sump plate must be removed (if necessary) by the rider.

#### **061.60.3**

Filling with an anti-puncture mixture, testing pressure and inflating. This assistance may be given at each servicing area. Tyres can only be changed at the last time check and in the morning, before the start, every day between the white and yellow flags and in the working area. Receiving inner tubes and compressed air bottles is allowed only in the servicing areas.

#### **061.60.4**

Motorcycles may be cleaned at any time check and riders may use any equipment available other than pressure cleaning apparatus. Assistance is authorised for cleaning the number plates and the sponsor stickers situated on the plastic parts of the motorcycle with the aid of a cloth or sponge.

#### **061.60.5**

Outside assistance is permitted to fill the engine cooling system and to change oil/liquid from the brake-circuit or to bleed air from the brake-circuit.

### 061.60.6

Outside assistance for filling all the suspension systems with air and oil is forbidden.

### 061.60.7

It is forbidden to use pneumatic or electrically powered tools (except battery-powered tools and for the inflation of the tyres).

The penalty for any use of electric or pneumatic tools is disqualification or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

### 061.60.8

Only the rider is authorised to work on his machine and on the marked parts, even if they have been dismantled from the motorcycle (with the exception of the work authorised, stated in Art. 061.60, 061.60.1, 061.60.2, 061.60.3, 061.60.4 and 061.60.5).

Only the rider can work on the wheels, for example repair/change spokes, change a disc brake or a sprocket. Once the tyre is removed from the rim, a mechanic can take out/put in the foam tube (a.k.a “bib mousse”) inside the tyre.

Only the rider can work on the engine, even if it is taken out of the frame of the motorcycle.

The unique exception concerns the silencer, if a silencer is being changed during the day, the service crew can repair the defective silencer.

Regarding the non-marked parts, the service crew can work on these parts, provided that the rider himself has dismantled them from his motorcycle and that these parts are not connected by any mean at all to the motorcycle; i.e. the suspensions.

A laptop or other electronic apparatus can be used by a mechanic, but only the rider can plug in/take out the cable to the motorcycle. These instruments can be powered by electricity or batteries.

## 061.62 RETIREMENTS

Any rider who has retired from the ISDE must obliterate or remove the number plates and must not continue the route in the company of, or in proximity to any other rider. If this rule is broken, the rider may be suspended and any rider(s) he accompanied may be disqualified or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

### 061.62.1 Re-start (\*)

(\*) Only for Club Team.

If a rider who retires is a member of a Club Team, he/she can restart provided that the following conditions are respected:

1. They must present their machine for the final control within the following time limits: no earlier than the scheduled finished time for the first rider in the race and no later than 60 minutes after the scheduled finish time on the time card. Nevertheless, depending of the circumstance, the FIM Race Direction can decide to increase this time. In an exceptional case, the FIM Race Direction can authorise another person to present the machine.
2. The frame must be the original one marked before the competition (see Art. 061.43.1).
3. The motorcycle must be submitted to a complete technical inspection including the sound control test limit prior to the race (see Arts. 061.41 - 061.42 - 061.43).
4. The restart will count when the rider arrive to TC 0 (start)
5. The rider who restart must do so on the following day. Otherwise he will be disqualified.

Points 1 and 3 do not apply to the rider who was classified as retired or disqualified by the **FIM Race Direction** at the end of the day. This rider must wait for the confirmation from the FIM Race Direction **if he can start the next day or not** (See Art. 061.57.5).

The same measures can be applied for an individual rider with the agreement of the FIM Race Direction.

## **061.63 ROUTE-MARKING**

This shall be done in compliance with the organisers' Work Manual.

### **061.63.1**

The official route, which must not be left for any reason whatever, will be indicated on the itinerary (see Art. 061.72.3) and marked.

The route will be marked with arrows and/ or tape /stakes, and the obvious intended route should be respected.

Where the ISDE organiser requires riders to pass through or along a specific area, perhaps for reasons of security or to prevent environmental damage etc., this route should be marked with tape on either side or with arrows on either side of this route. The arrows should point inward towards the direction the rider must take. Where such an area is specifically marked, the riders must pass through the gates marked with tapes or arrows in a direct line. Any deviation from the intended route deemed to be an attempt to gain an advantage is liable to incur the rider a penalty.

The official distances must be taken as correct. A different colour must be used for marking the route each day except when the route is the same and in the same direction on consecutive days. In such a situation, route-marking signs may be of the same colour and must have numbers indicating the days when the same route is scheduled. For example: 1/2, 2/3, etc.

If a rider fails to follow the official route which is indicated on the itinerary (see Art. 061.72.3) or if he rides in the opposite direction, he may be disqualified or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

### **061.63.2**

In those cases where the riders must follow a very definite route (i.e.: on grassland, rough terrain, footpaths and the like) the organisers must indicate the route precisely and very clearly by two rows of posts joined by a tape.

### **061.64 LOCAL TRAFFIC REGULATIONS**

Riders must conform to the traffic regulations in force in each locality traversed during the competition. Any rider convicted of an offence against such regulations may, after enquiry, be disqualified or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

### **061.65 INSURANCE (THIRD PARTY)**

The organiser of a FIM Championship or Prize Event must provide the FIM Administration, not later than 20 days prior to the event, with a copy of the insurance policy written in English or French to cover his own liability and that of all participants, the manufacturers, riders, passengers, sponsors and officials in case of damage to third parties during the meeting or during the practices. The insurance policy shall also cover any possible liability of the FIM to third parties.

The minimum amount of coverage, which shall not be less than the minimum standards provided for by the national laws of the country in which the relevant event is taking place, is defined regularly by the Board of Directors and published in the FIM Yearbook.

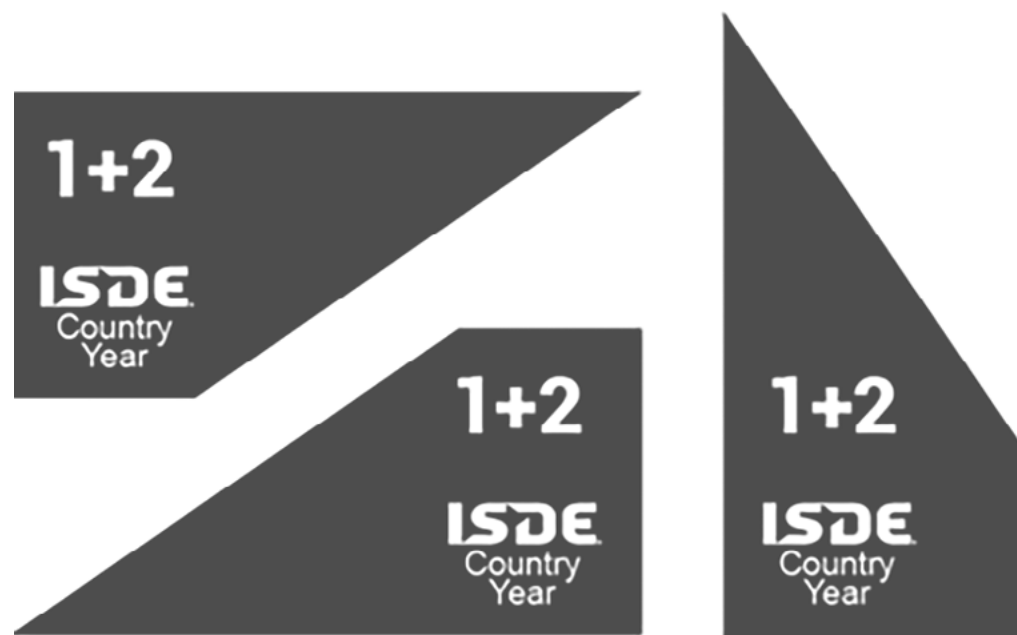
The third party liability insurance will come into effect two days before the official practice session and will terminate two days after the last race day.

## 061.66 IMPASSABLE SECTIONS

If, in the course of the ISDE, the **FIM Race Direction** decides that any section of the course has become impassable or that its condition is such that it cannot be negotiated without assistance to the competitors (see Art. 061.60), he may take the entire section concerned, before reaching the next following time check, out of the ISDE and adjust the times accordingly.

## 061.67 SIGNS FOR ROUTE-MARKING

The following route-marking signs used on the course must be displayed at the starting area (the signs or indications used for the route marking must be made of waterproof material):



## OPERATION AND CONTROL

### 061.71 GENERAL PRINCIPLES

The ISDE is a test of the reliability of the machine and the skill of the rider in achieving a certain specified performance as laid down by the regulations.

### 061.72 TIME CHECKS

The control of the event is done at the time checks, which are defined between the yellow flags and a line 2 m after the end of the control table. This area is considered “Parc Fermé” concerning access and servicing.

Time checks will be set up:

### 061.72.1

At the beginning of each day's run.

### 061.72.2

At the entrance to the Parc Fermé at the end of each day's run.

### 061.72.3

At intermediate points selected by the organiser, the location of which, together with the prescribed riding time between these check points, will be indicated on the itinerary. Distances will be given in kilometres and carefully and correctly measured. It is recommended that the distance between the time checks be between 5 km and 35 km.

### 061.72.4

The maximum average speed to be maintained between one time check and the next must not exceed 50 km/h. If the FIM Race Direction consider that the allotted time between two time checks cannot be carried out in sufficient safety conditions or does not allow the road code to be respected, they can extend the allotted time or cancel the time penalties, if the majority of the riders have been penalised.

### 061.72.5

In case of force majeure (e.g. worsening weather conditions) the **Race Direction** may change the time schedule to one of the slower schedules immediately before the start or before each lap.

#### **Communication to the riders:**

**At each time checks, a noticeboard will be placed close to the yellow flag, in order for the Race Direction to communicate important information to the riders (alteration of time, penalties, etc.).**

### 061.72.6

If the organiser decides to put in place a "tight" allotted time schedule on a time check, while respecting the average of 50 km/h, he must ensure that the route goes off-road; that it does not cross inhabited areas; that there are no road intersections; that the course is used by all the riders and that the course signs are precise and reinforced in order to avoid any error. This time check shall be of a relatively short distance and shall not contain any tests.



## 061.73 TIMEKEEPING - Timekeeping instruments

Timekeeping equipment shall be under the supervision of an official timekeeper - holder of a FIM Timekeeper's licence.

In order to carry out his duties at the ISDE, a timekeeper must use:

### At the tests:

A transponder/decoder system as the main timekeeping equipment and an auxiliary apparatus functioning automatically (type TAG), with printer, synchronised with real time and registering time to 1/100 second. Photoelectric cells linked to the chronometer will activate the start and finish of the time. For such types of apparatus, the certificate must guarantee not only the accuracy but also the efficiency of the apparatus as a whole working under the conditions for which it is to be used.

A digital display panel, linked directly to the timekeeping system shall indicate the time registered by the rider as he crosses the finish line.

A monitor should supplement the display of the test classification.

### At the time checks:

An apparatus functioning automatically (type TAG), with printer, synchronised with real time and registering time to the second. A photoelectric cell linked to the chronometer and placed on the line between the two yellow flags will take the exact time of the passage of the riders to the yellow flags. For such types of apparatus, the certificate must guarantee not only the accuracy but also the efficiency of the apparatus as a whole working under the conditions for which it is to be used. A transponder/decoder system may also be used at the time checks.

A clock synchronised to the apparatus and clearly visible at the yellow flags will indicate the time to the riders.

### 061.73.1

A timekeeper officiating at an ISDE must have at his disposal a reserve chronometer to check the readings of instruments being used.

## 061.73.2

Riders must accept any type of Time keeping system approved by the FIM Race Direction, including transponders.

During the administrative verifications, the transponder will be given to the rider for the chronometric records, against guarantee deposit of his licence.

The price for the purchase of a permanent transponder bracket will be mentioned in the SR.

The FIM Chief Technical Steward will refuse any machine that does not have a correctly-positioned positive transponder attachment. The transponder must be fixed to the motorcycle in the position and orientation as shown in the timekeeping information given to riders. The correct attachment of the transponder bracket consists at the minimum of plastic tie-wraps, but preferably by screw or rivet. Velcro or adhesive alone will not be accepted. The transponder retaining clip must also be secured by a plastic tie-wrap. The rider is the sole person responsible for the above-mentioned proceedings.

The loss of the transponder during the event will result in a fine of 200 EUR to be paid on the spot. The rider is the sole person responsible for the transponder.

## 061.74 TIME CARDS AND ROUTE CARDS

### 061.74.1

Time cards and route cards for the first day's run will be issued at the preliminary examination or at the entry of the Parc Fermé the morning of the first day. For all other days' runs these will be issued to riders as they leave the Parc Fermé at the termination of the previous day's run or at the entry of the Parc Fermé each morning. Riders will be responsible for getting their time cards stamped at all time checks and route checks.

Time cards must be handed in at the finish of each day's run or at the end of each lap. Deliberate failure to do so will entail disqualification or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## 061.74.2

Time cards will show the prescribed running time for each section.

## 061.74.3

Any rider who fails to get his time card stamped at a time check or intends to deceive the organisers by altering or obliterating any entry on his time card, or using another rider's card, will be disqualified or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## 061.74.4

Any rider who accidentally loses his time card must obtain another from the official in charge of the next time check. This new card must be used at that and all following checks.

The organiser or the official in charge of the control is obliged to provide another time card to any rider who has lost it.

## 061.74.5

A rider who misses a time check will be classified as retired or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## 061.75 INDICATION OF TIME CHECKS

The time checks will be indicated by 2 white flags placed on both sides of the track 200 m before the control table and the 2 yellow flags placed on both sides 20 m before the control table. These flags will be placed so that they are at all times clearly visible to the riders.

The time checks without servicing and without assistance will be indicated by 2 white flags with a black cross placed on both sides of the track 70 m before the control table and by 2 yellow flags with a black cross placed 20 m before the control table. These flags will be placed so that they are at all times clearly visible to the riders.

## **061.76 PROCEDURE AT TIME CHECKS**

The timekeeping must be carried out in conformity with Art. 061.73. A time clock synchronised with the time check clock will be positioned at the yellow flag located 20 m before the control table. After the rider has passed the yellow flag with his motorcycle, he must immediately present his time card to the control table or on request of an official. The arrival time at the time check is the time the front wheel of the motorcycle has crossed the line marked by the 2 yellow flags.

A rider may pass the final time check at the entrance to the Parc Fermé early, without penalty. At each time check, the organiser must keep a check list on which are inscribed, in chronological order, the numbers of the riders who pass as well as their times in hours and minutes. Pre-printed passage control lists, are not authorised.

In case of dispute, the check list and the paper strip of the chronometer will be considered official.

### **061.76.1**

Before the last servicing area, there will be a Pre-Finish time check, which will be signalled in the same way as the time checks without servicing, where servicing will not be allowed. The riders will have 15 minutes to go from this time check to the final time check.

## **061.78 CALCULATION OF TIME CHECK PENALTIES**

### **061.78.1**

Each section between time checks constitutes a test in itself. Riders who do not respect the time permitted between one time check and the next, will be penalised by 1 minute per begun minute of late or early arrival according to the time check clock.

**REGISTERED TIME = STARTING TIME FOR NEXT SECTION.**



## **061.79 LATE ARRIVAL**

A rider who arrives at a time check more than 30 minutes after his original target arrival time at each time check is classified as retired. However, the rider may, on his own responsibility, continue the event until the **FIM Race Direction** takes the final decision. Nevertheless, depending of the circumstance, the FIM Race Direction can decide to increase this time.

## **061.80 CLAIMS TO SPECIAL TIME ALLOWANCE**

If a rider can convince the FIM Race Direction that he was delayed by abnormal circumstances outside his control such as a delay occasioned by his stopping to render first aid in the case of a serious accident, an allowance may be granted. Alleged balking caused by another rider cannot be accepted as an abnormal circumstance.

If after investigation the Race Direction is satisfied that a rider stopped to assist a seriously injured rider in a Special Test, the Race Direction may award a time to the rider who stopped. The Race Direction, at their sole discretion may give the rider a Special Test time that permits him to keep the same position scored in the end of the day without that Special Test.

In addition, after an investigation, the Race Direction could take the same action if they believe that an unexpected incident has occurred that the rider could not predict or control. These could be: track failure, track blockage due to unexpected construction faults, or other force majeure. However, this only applies if such an unexpected incident has also been reported by an Official on the Event.

## **061.81 ROUTE CHECKS**

In addition to having his time card stamped at all time checks, a rider must produce his card for marking at any official route check. Such route checks, which may or may not be marked on the route card, will be indicated by blue flags placed on either side of the road 200 meters before the route check. If the rider does not stop he will be disqualified.

A rider without a stamp card must obtain one from the official in charge at the passage control.

The organiser or the official in charge of the control is obliged to provide another route card to any rider who has lost it.

At each route check, the organiser must keep a check list indicating the passage of each rider, by number and in order of arrival and note if possible the time the rider passes through.

Any rider who does not hand in a completed stamp card or whose passage is not recorded on each check list will be disqualified or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## 061.83 TESTS

### General definitions:

**Cross test:** The course must be created on natural terrain and used solely for this event.

- Motocross courses are prohibited. Maximum use should be made of the natural unevenness of the terrain creating crossings, banking, and jumps. No artificial installations can be made (humps, crossing over trees, etc.)
- Flat terrain must not be used.
- The track must be wide enough (between 4 and 8 meters) to allow overtaking. Exits and bends will be traced in such way as to allow escape routes.
- The start and finish must be at the same point. The average speed should not exceed 50 km/h. The duration should be minimum 5 minutes.

**Enduro Test:** The course must use a (narrow) track with technical passages (crossing a stream, steep uphill section, rocky passage, etc.).

- It must be traced so as to avoid excessive speed. Chicanes can be created in the fastest sections to keep speeds down. Risky passages must be protected (straw bales, special signs, etc.)
- Very wide courses that may be used by a 4x4 going downhill for example or that allow maximum speed to be generated are totally forbidden.
- All the obstacles or difficulties must be natural. The start and finish will be at the same spot if possible. The average speed must not exceed 50 km/h. The duration will be between 8 and 12 minutes.

**Final test:** On the last day of the ISDE, a timed Final Test must be organised. This Final Test could be a Motocross Test (recommended), a race on asphalt, a track race, or a SuperMoto race.

- The start of the race will be with engines running and from a motocross start gate (a solid rear barrier must be installed 3 meters from the starting gate).
- For a race with a start on tarmac, the start of the race must be on a line.
- The track for the final test must be wide enough as a motocross track to hold all the finalists.

**Contingency plan / Plan B / Alternatives:** The Clerk of the Course must present a plan B when organising an event and present each special in a case of heavy rain, dusty conditions, storm, These plans will be presented firstly to the FIM Course inspector.

There should be at least one compulsory alternative proposed by the club and presented at the track inspection. That way the FIM Course inspector can evaluate the alternative immediately. It must be compulsory that the clubs respect the remarks and instructions expressed by the FIM Inspector during his site visit.

**General recommendations:** For all the tests, the organiser must have identified and traced all possible alternatives in case the weather conditions do not allow the initial course to be used.

He will have to ensure that the terrain does not become too degraded with the passage of the riders and that all the riders in a given class experience the same conditions.

For the Enduro test in particular, marshals placed along the course in sufficient numbers and linked by radio will enable the entire course to be monitored.

The venue and the length of these tests must be published 48 hours before they take place. The course must be ready to use for the tests.

The test should be completely free of any riding tracks. If this is not the case the FIM Race Direction can demand that the Organiser change the course.

The riders will have the possibility of getting to know the course in advance by walking around it, and/or riding on the first lap, untimed. It is not allowed to walk or ride the test earlier than 8 days before the start of the ISDE. Any infringement of this rule, in advance of the timed test, if it is reported to, and accepted and confirmed by the Race Direction that a rider was observed walking or riding a Special Test before the allotted time for doing so, that rider may be liable for Penalty under the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

All the Tests will be timed as of the first lap. Should the FIM Course Inspector consider it safer, he will suggest that the FIM Race Direction do not time it as of the first lap. The FIM Race Direction will decide during its first FIM Race Direction meeting whether they will or not follow this suggestion.

A minimum of five tests per day must be maintained (with the exception of force majeure on the day of the event).



All tests must be prepared so that the safety measures described in the rules are strictly observed.

All the stages without a natural border will be marked with tape.

The tests will be clearly indicated for the spectators and the most spectacular areas will be particularly well prepared.

The start and finish area must be accessible to all vehicles.

The start and finish should preferably be at the same place. If not, there must be a radio connection between them.

The tests must be easily accessible for emergency assistance. If the test is not within sight (in the forest for example) it must be marked section after section with consecutive numbers. The access roads to the test area should be indicated and described on a map.

All the tests must be approved by the FIM Race Direction.

The test course must be selected so that the average speed does not exceed 50 km/h.

If any rider exceeds this average speed, the test will be cancelled for the following laps.

Outside assistance, except that given by organisation officials who are identified by a bib, is not authorised. The penalty for the non-respect of this rule is a time penalty or will lead to disqualification or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

A member of the FIM Race Direction will pay particular attention to the respect of the rules and to the efficient running of the tests.

It is forbidden for riders, assistants, mechanics, managers, FMN delegates, etc. (except the FIM Race Direction for security reasons) to modify the course of a timed test.

The rider who would benefit from the modification, will be penalised by 1 minute minimum (or other sanction at the discretion of the Race Direction) added to his time realised in the test.

The start of a test must be marked with a “start” sign and the end with a “finish” sign. The course itself must be marked according to Art. 061.63.2. The starting line must be marked (white line on the ground, start gate etc.) The timing line (transponder loop) will be situated approximately 5 meters after the starting line. The start signal will be given by the timekeeper or another official appointed for this purpose or by means of a signalling instrument (e.g. semaphore).

The start will be with the machine stationary, in front of the starting line, engine running. A rolling start will be penalised by 1 minute.

At the beginning of all the tests, the start will be given up to a maximum of 20 seconds in case of three riders for each minute, up to a maximum of 30 seconds in case of two riders for each minute by use of a countdown clock. The depart procedure will be as follows: after the countdown starts the rider may start anytime but anyway before the zero is reached and a semaphore (blinking zeroes, horn etc.) notifies the rider that he is penalised. Otherwise, the starting signal could also be given by the green light or green flag, in this case, the riders will have 5 seconds to go. In every case, the rider who didn't start may be penalised as follows: 1<sup>st</sup> offence a warning, 2<sup>nd</sup> offence 20 seconds time penalty, 3<sup>rd</sup> offence 1 minute time penalty, 4<sup>th</sup> offence disqualification.

The time of the test is registered when the rider crosses the finish line.

The rider must cross the finish and may not stop within the next 30 meters. The 30 meters line must be clearly marked on the ground.

The classification of riders in the tests and different classes will be calculated on the basis of achieved times.

A rider who involuntarily leaves the test course and does not re-enter at the point at which he left it could be penalised to a maximum of 5 minutes which will be added to his achieved time.

The rider who voluntarily leaves the test course or short-cuts the track can be disqualified or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## **061.84 FINAL TEST - GENERAL PROCEDURES**

On the last day of the ISDE, a timed Final Test must be organised. This Final Test could be a Motocross Test (recommended), a race on asphalt, a track race, or a SuperMoto race. This Final Test can be replaced by a sixth Enduro day. If so, the starting order will be in accordance with Art. 061.55.2, day 2-5.

Riders will be grouped into races according to the scratch classification after the 5<sup>th</sup> day. The starting order for the Final Test, on the morning of the 6<sup>th</sup> day, will be based on the provisional scratch results after the 5<sup>th</sup> day, by category: Club Team Rider, FIM Women World Trophy Team + **Women Club Team**, FIM Junior World Trophy Team and **last FIM World Trophy Team**. The programme of groups showing all riders must be available for the FIM Race Direction on the evening of the fifth day.

There will be a “pre-finish” control and 15 minutes to get to the last time check with servicing. There will be no work period before the final speed test.

Should a rider arrive late at the last time check on the 6<sup>th</sup> day, he may be transferred to another group.

Riders of each group will be allowed access to their motorcycles 5 minutes before the start for a preliminary lap of the course.

The preliminary lap will start immediately after the 5 minutes has elapsed and the riders will be allowed to enter it one by one.

The preliminary lap is optional and a rider may continue to work on his machine or wait for the start of the race.

The start of the race will be with engines running and from a motocross start gate (a solid rear barrier must be installed at 3 meters from the starting gate). For a race with a start on tarmac, the start of the race must be on a line. In the case of force majeure, the race can also be started with a flag.

Riders will be allowed to choose their own position on the start grid according to their placing after the fifth day.

No allowance will be given to any rider who arrives late at the start line.

The course for the Final Test must be a closed circuit with the minimum number of 5 laps and the maximum number of 10 laps with a total distance from 10 to 18 km.

The number of laps must be included in the SR.

Timekeeping will be to 1/100 of a second.

At the completion of the prescribed number of laps by the leading rider, the chequered flag will be shown. From the time the race winner takes the chequered flag, 5 minutes will be allowed for other riders to complete the lap they are on, after which the race is over.

Classification for each heat will be established taking into account the number of laps and the times of each rider.

For the winner and the riders having the same number of laps as him, their time will be taken into account.

For the riders who did not complete the same number of laps as the winner, the following formula will be applied to calculate their time:

Time of the rider divided by the number of laps of the rider and multiplied by the number of laps of the winner of his class in the heat.

If a rider does not cross the finish line within 5 minutes after the winner, his time will be the time of the slowest rider of his class in the heat plus 5%.

Driving in the opposite direction to the circuit will entail disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

Taking positions on the start grid will be the start of the Final Test.

At the end of the final test, the riders will bring their bikes directly to the Parc Fermé. The riders will be able to take their bikes out from the Parc Fermé 30 minutes after the last machine of their class has entered the Parc Fermé.

The Parc Fermé must be located near (< 100 m) the Finish line of the Final Test.

### 061.84.1 Official Flag Signals

Official signals must be given by means of a flag measuring approximately 750 x 600 mm as follows:

<u>Flag</u>	<u>Meaning</u>
Red	Stop, compulsory for everyone
Black + a board with rider's number on it	Stop - for the rider in question
Yellow, held stationary	Danger, drive slowly
Yellow waved	Immediate danger, prepare to stop, no overtaking
Green	Course clear
Black and white chequered	Finish of the race

### 061.85 FINAL CALCULATION

At the completion of the Final Test, the time awarded must be added to all other times to calculate final positions.

## 061.87 FINAL EXAMINATION

At the final examination, or up to 30 minutes later, one or more of the engines of the motorcycles that finished the ISDE may be examined.

The organiser must provide a place with a hard surface and a high pressure cleaner. In case of bad weather, the area must be covered.

For all classes and categories of motorcycles, only the rider must appoint the person who will dismantle his motorcycle at the end of the race. The dismantling must start within 30 minutes following the notification. If this fails to happen, the rider will be disqualified.

If any engine is found to exceed the minimum or maximum authorised limit for the class in which it was entered, the rider concerned as well as his team will be disqualified from the event.

## 061.88 TIRE BURN OUT

The practice of celebrating a performance at the end of an event by a rider partaking in a so called "Tire Burn Out" is prohibited. A rider deemed guilty of doing so will be liable to a fine up to EUR 500.-.

In addition, the damage to the ground can be charged by the Organiser.

## 061.89 LIST OF PENALTIES

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

### List of Penalties that may be pronounced by the Race Direction:

#### 061.89.1 Time

FIM World Trophy: incomplete day for a team member or his disqualification	061.26	3 hours
FIM Junior World Trophy: incomplete day for a team member or his disqualification	061.26	3 hours



FIM Women's World Trophy: incomplete day for a team member or her disqualification	061.26	3 hours
Club Team: for a retired rider (in conformity with Art. 061.62.1 or disqualified rider)	061.26	3 hours
Manufacturer's Team: uncompleted day for a team member or his disqualification	061.26	3 hours
Starting the engine in the in the waiting zone	061.54.7	1 minute
Starting the engine in the waiting zone or on the starting line before the starting signal has been given	061.54.7	10 Seconds
For every begun minute late in arrival at start line	061.57.2	1 minute
Not crossing the 20 meters line under engine power within one minute from the time the starting signal has been given	061.57.3	10 seconds
Early or late arrival at a time check; for every begun minute	061.78.1	1 minute per minute
Tests	061.83	Timed to 1/100sec
Benefit from a modification on course of a timed test	061.83	1 minute (minimum)
Rolling Start	061.83	1 minute
Rider did not start in a Test before "zero" is reached	061.83	
1 <sup>st</sup> offence		warning
2 <sup>nd</sup> offence		20 seconds
3 <sup>rd</sup> offence		1 minute



4 <sup>th</sup> offence		disqualification
Final Test	061.84	Timed to 1/100sec
Involuntary exit from the route of the test and not returning to the place from where the exit was made	061.83	Maximum of 5 minutes added to the time made by the rider

### **061.89.2 Disqualification of the rider and the team**

The disqualifications or other penalties given are provided for in the FIM Disciplinary and Arbitration Code. The sanctions must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

Missing marking, or official substitute marking	061.43.1 - 061.44.1
Change the motorcycle	061.44.1
Engine capacity exceeding the minimum or maximum limit authorised for the class that is stated on the entry form.	061.87

### **061.89.3 Disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code)**

The disqualifications or other penalties given are provided for in the FIM Disciplinary and Arbitration Code. The sanctions must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

Exceeding noise level after repair the silencer	061.43.5
Receiving spare parts in the Parc Fermé	061.44.3



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Exceeding noise level	061.43.5
1 <sup>st</sup> offence: penalised 1 minute	
2 <sup>nd</sup> offence: disqualification	
Fuel not in conformity with the Enduro Technical rules	061.44.2
Behaving contrary to the Sporting Code in the Parc Fermé	061.53
Smoking in the Parc Fermé, the working area or the starting area.	061.53.3 & 061.54.2
Entering the Parc Fermé with engine running	061.53.3
Starting the engine in the Parc Fermé	061.53.3
Repairs in the starting enclosure before the starting signal has been given	061.54.3
Assistance in the working area with exception that permitted in Art. 061.60	061.54.6
Being more than 15 minutes late at the start	061.57.2
Refueling outside official areas or carrying fuel other than in the fuel tank	061.58.3-061.58.4
Lubricated the chain not by the rider	061.58.5
Not stopping the engine during refueling	061.58.6
Carrying out any kind of welding work in the refueling areas	061.58.8
Using extraneous motive-power	061.59
Accepting outside assistance other than in the areas provided for by the organiser	061.60
Being accompanied by another rider	061.62



Driving outside the route; driving in the wrong direction; not observing the marked route	061.63.1
Not observing traffic regulations	061.64
Altering a time card or route card or using another rider's card	061.74.3
Missing a time check	061.74.5
Missing or not stopping at a route check	061.81
Practising on the course of tests	061.83
Voluntary leave the test course or short-cut the track	061.83
Driving in the opposite direction in the Final Test	061.84
Rider partaking in a so called "Tire Burn Out"	061.88

## GENERAL REGULATIONS

### 061.90 OFFICIALS

The Officials responsible for noting any irregularities must, as far as possible, indicate the fault immediately and directly to the rider concerned, to avoid any ambiguity.

The organiser must give the list of officials, including the Technical Stewards (name + No. and type of FIM or FMN licence), who are authorised to note irregularities at the latest the day prior to the event, to the FIM Race Direction and to the FMN delegates present in the FIM Race Direction open meetings.

Only those persons on this list will be recognised as officials as well as the Race Direction and FIM Stewards Panel Members.

Each irregularity noted will be the object of a written report mentioning the day, the time, the place and a description of the irregularity noted.

## 061.91 ACCEPTANCE OF OFFICIAL DECISIONS

Every rider must accept all official measurements, distances, results and decisions, and authorises the organisers to publish them in a manner they think fit. He further agrees that any advertisement he may publish in connection with the ISDE or is published in his name will be true, accurate and not misleading. He also agrees not to publish any advertisement concerning the results until the official results have been published by the organiser and that in the event of any alteration in the official awards, owing to protests or other causes, he will publish the awards or results only as thus amended.

## 061.93 PROTESTS

1. Any person or group of persons (rider, team, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
2. All protests must be lodged to the Race Direction.
3. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the first start of the event.
4. **No protest can be lodged against a statement of fact pronounced by the Race Direction. Statements of fact depend exclusively from a factual observation without any possible adjustment of the sanction which is statutorily and precisely stated in the relevant Appendices and Regulations (automatic penalties given by the timekeeping).**
5. Any other protests must be lodged immediately after the reason for the protest is known.
6. Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.

7. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional fee of € 150.-. This fee will be given to the mechanic of the rider/team who had opened the engine if the engine is judged in conformity with the rules; If the engine not in conformity with the regulations, the additional fee will be returned to the person logging the protest.
8. Protests entailing a fuel control must be accompanied by an additional fee of € 750.-.
9. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented (€ 660 Euros & written appeal) 30 minutes at the latest after the notification of that decision.
10. An appeal against the decision of the FIM Stewards Panel may be lodged to the CDI. This appeal must be presented 5 days at the latest after the notification of the FIM Stewards Panel decision (Security deposit for appeal: € 1'320.-).
11. After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

Moreover, protests must be submitted not later than as follows:

#### **061.93.1**

30 minutes after the arrival at the Parc Fermé of the last rider or 30 minutes after the end of the speed test, if the protest is against a rider or a machine.

#### **061.93.2**

24 hours after the publication of any provisional results if the protest is against the calculation of the results or against the organisation in connection therewith, provided that any protest arising out of the fifth or sixth day's run, or out of the speed test, is made within 30 minutes after the provisional results have been announced.

Protest can be made against a decision of the FIM Race Direction, in certain cases an appeal may be lodged, as prescribed in the FIM Disciplinary and Arbitration Code.

### **061.93.2.1 Rules and procedures in case of application of a penalty by the Race Direction, a Protest before the Race Direction or an Appeal before the FIM Stewards**

#### **A Rules and procedures in case of application of a penalty by the Race Direction.**

The Race Direction shall take a Decision in a collegial manner and by a majority of its member-ship. The decision shall be notified in the name of the Race Direction.

The Race Direction shall take all measures necessary to apply the appropriate sanction if necessary, namely:

- Convene and hear the rider(s) individually.
- Convene and hear the official(s) and or steward(s) who reported the alleged offence(s).
- View any photos or films of the circumstances of the offence(s) reported or alleged where appropriate and if necessary visit the scene of the facts in order to establish the facts accurately to the extent possible.
- Take note of all the written documents drawn up by the official who reported the alleged offence(s) and keep a copy for the file.
- Take into account any extenuating circumstances (e.g. error by an official, error by the organisers, lack of information, etc.) or aggravating circumstances (e.g. rider's intention, behaviour, etc.)
- Take into account the principle of proportionality when choosing the sanction to be applied.
- Write down clearly and in detail the reasons for the decision which must be accompanied by reasons, signed and dated and recorded in the minutes of the meeting of the Race Direction.
- Ensure that the decision taken is not in contradiction with the FIM Sporting Code and Disciplinary and Arbitration Code.

## B Rules and Procedures in case of a Protest before the Race Direction

The Race Direction shall take its decision in a collegial manner and by a majority. The decision shall be notified in the name of the Race Direction.

The Race Direction shall ensure that the security deposit provided for in Article 4.2 of the FIM Disciplinary and Arbitration Code is paid.

To be admissible, the Protest must be in writing, signed, dated and presented within the time limit provided for in Article 4.2 of the FIM Disciplinary and Arbitration Code.

The Race Direction shall take all the measures necessary to decide on the Protest, namely:

- Convene and hear the rider(s) against whom the Protest has been made individually and possibly together.
- Convene and hear the person(s) who have presented the Protest individually and possibly together.
- Convene and hear if necessary any other person directly concerned (e.g. the FMN delegate- team manager) and any witnesses (officials, stewards, other riders, FMN delegates- team managers, etc.)
- View any photos or films of the circumstances of the offence(s) reported or alleged where appropriate and if necessary visit the scene of the offence in order to establish the facts with accuracy to the extent possible.
- Take note of all the written documents drawn up by the official who reported the alleged offence(s) and keep a copy for the file.
- Organise an adversarial debate if the rider(s) against whom the protest was made so requests.
- Take into account the principle of proportionality.
- Write down clearly and in detail the reasons for the decision which must be accompanied by reasons, signed and dated and recorded in the minutes of the meeting of the Race Direction.
- Ensure that the decision taken is not in contradiction with the FIM Sporting Code and Disciplinary and Arbitration Code.

## C Rules and procedures in case of an Appeal before the FIM Stewards

The FIM Stewards Panel shall take the decision in a collegial manner and by a majority of its members. The decision shall be notified in the name of the FIM Stewards.

The FIM Stewards shall ensure that the security deposit provided for in Art. 062.73 is paid.

To be admissible, the Appeal must be signed, dated and presented within 30 minutes at the latest after of notification of the Decision.

The FIM Stewards Panel shall take all the measures necessary to decide on the appeal, namely:

- Convene and hear the person(s) who lodged the appeal, individually and possibly together.
- Convene and hear if necessary the rider(s) directly concerned by the first instance decision.
- Convene and hear if necessary any other person directly concerned (e.g. FMN delegate- team manager) and any witnesses (e.g. officials, stewards, other riders, FMN delegates- team managers, etc.).
- Hear the officials who took the decision at first instance.
- View any photos or films of the circumstances of the offence(s) reported or alleged where appropriate and if necessary visit the scene of the facts in order to establish the facts with accuracy to the extent possible.
- Take note of all the written documents drawn up by the official who re-reported the alleged offence(s) and keep a copy for the file.
- Organise an adversarial debate if the appellant so requests.
- Take into account the principle of proportionality.
- Write down clearly and in detail the reasons for the decision which must be accompanied by reasons, signed and dated and recorded in the minutes of the meeting of the Race Direction.
- Ensure that the decision taken is not in contradiction with the FIM Sporting Code and Disciplinary and Arbitration Code.

N.B.

In the cases described under A, B and C above:

- The rider may be represented by his delegate or any other person designated by him or her in writing. The person representing the rider must be a holder of a FIM licence (FMN delegate or his Assistant Team manager).
- All documents must bear the date, the hour, the name in capital letters and the signature of the person who drafted them, as well as his FIM licence Number.
- The meetings must be held in closed session and only persons directly concerned by the case can attend. In case of disagreement, the Race Direction or FIM Stewards Panel shall decide.
- The final decision with reasons must be displayed on the official notice board.
- The rider(s) must be notified of the decision in writing as soon as possible. .
- No debate or exchange concerning the case may take place in an open meeting. Should such be the case, the procedure may be annulled.
- A file containing all the documents of the case shall be sent to the FIM within 5 working days.

### 061.93.3

Any appeal against a decision of the FIM Stewards panel during days 1 to 5 entails a stay of execution of the decision in question until the judgment at the next instance of appeal, except in cases linked to safety, medical issues or technical conformity of the motorcycle or the administrative controls conformity. Where applicable, stay of execution entails the temporary and immediate re-establishment of the classification of the rider, who will be authorised to continue the race. An appeal lodged on day 6 does not entail a stay of execution.





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## **061.94 FINES AND PROTEST FEES**

The FMNR will keep an account of all fines and protest fees received, and will send the account and the amounts collected to the FIM at the conclusion of the ISDE.

## **061.95 INTERPRETATION OF REGULATIONS**

The interpretation of these regulations and of the SR is the responsibility of the CEN (see Art. 4 of the Sporting Code). Any matter not provided for therein will be subject to interpretation by the FIM Race Direction.

## **061.96 PUBLICATION OF RESULTS**

Each day the complete results should be published as soon as possible. However, if this presents difficulties, the times for each day must be published before the evening FIM Race Direction meeting and the riders must be informed of the results of the previous day before they start each morning.

## FIM STANDARDS FOR ORGANISERS OF THE ISDE

The FIM standards and graphic charter for the organization of ISDE are described in detail in the ISDE Work Manual.

Organisers must schedule only the four days immediately before the start of the ISDE for the preliminary inspections.

### 1. TIME CHECKS

Time checks must be clearly indicated, from the Parc Fermé, 72 hours before the start of the event, in order that the riders, Press and spectators can easily find them.

### 2. TESTS

All tests shall be inspected by the FIM Race Direction before the event. The organiser must have available on time a rider with a proper vehicle who knows the test places so that the FIM Race Direction can inspect these tests.

The tests must be clearly indicated, from the Parc Fermé, 72 hours before the start of the event, in order that the riders, Press and spectators can easily find them.

Timekeeping shall be done by a transponder/decoder system as the main timekeeping equipment and an auxiliary apparatus functioning automatically (type TAG), with printer, synchronised with real time and registering time to 1/100 second. Photoelectric cells linked to the chronometer will activate the start and finish of the time.

A digital display panel, linked directly to the timekeeping system shall indicate the time registered by the rider as he crosses the finish line.

A monitor should supplement the display of classification of the test.

The closed course test must be marked off with ribbons of different colours for each side.

The access to the start and the finish of the Enduro test must be clearly indicated by signs so that the riders and managers can easily find it.

For the tests, the organiser must install TV monitors displaying the times. If during the tests there is no monitor, the organiser must forward to the managers details such as the starting and finishing time of a rider in this test to allow for the calculation of the time.

### **3. ROAD SIGNS**

Road signs are compulsory in order to locate the tests and the time check points. They must be installed at least 72 hours before the start of the event.

### **4. STARTING PLACE**

A loudspeaker must be installed to call up the riders in English, French and the national language.

A clock with the official time must be installed at entrance/exit.

### **5. FINAL WORKING AREA**

The final working area must have dimensions which meet the highest requirements according to location and to the type of the event. The ground must permit competitors' transport vehicles to circulate on it under all weather conditions. Organisation of parking spaces must ensure that vehicles occupying the paddock are positioned rationally. "Roads" must always be open to assure, at any time, passage for vehicles to leave the final working area. Sanitary facilities (at least toilets) are obligatory. Rubbish containers, receptacles for the recuperation of oil, cooling water, fuel, etc. must be provided in sufficient quantities.

In addition, the organiser must prepare and put, free of charge, areas at the disposal of the Industry (for holders of a FIM Manufacturer's or Accessories Manufacturer's licence).

### **6. RIDERS' PADDOCK**

A riders' paddock must be provided in order to install mobile homes, caravans, tents, etc. The riders' paddock can be situated on a campsite and be away from the final working area. It must contain electricity, water, sanitary blocks (showers with hot water, toilets) in sufficient number.

The facilities in the riders' paddock shall be available for all riders without any financial charge.

## **7. PRACTICE AREA**

A practice area shall be installed and indicated by signs from the riders' paddock.

## **8. PARKING FOR PRESS, FIM RACE DIRECTION, OFFICIALS**

Separated parking places for Press, FIM Race Direction Members and Officials must be installed and specially marked.

## **9. FIM RACE DIRECTION AND FIM STEWARDS ROOMS**

### FIM Race Direction room:

For the meetings of the FIM Race Direction, a room must be provided to ensure quiet working conditions for about 50 persons.

Tables and chairs will be placed inside in such a way that everyone can see the members of the FIM Race Direction. Drinks will be provided.

A translator, at least in the two official languages of the FIM, must be present in order to enhance the running of the FIM Race Direction meetings.

All documents must be available in a sufficient quantity for all the persons authorised to attend the FIM Race Direction meetings.

### FIM Stewards room:

For the meetings of the FIM Steward Panel, a room must be provided to ensure quiet working conditions for about 10 persons.

Tables and chairs will be placed inside. Drinks will be provided.



## **10. PRESS ROOM**

Please refer to the ISDE Work Manual.

## **11. HOTEL LIST**

For reserving rooms, a hotel list, which includes the locations and the costs, shall be indicated in the Supplementary Regulations.

The distance between the starting area and the hotel must not be too far.

## **12. RESULTS**

The results must be published in at least one official language of the FIM.

The organiser must send the results by e-mail to the FIM Administration at the latest the morning following the end of the event and give the Race Director a folder containing the results, the minutes of the FIM Race Direction meetings and any documents deemed useful by the FIM Race Direction (safety measures, circular letters, route maps, etc.).

## **13. AWARDS**

During the verification, the organiser must inform the riders of the awards and how many have been prepared. Also the location and the time of the Prize-Giving Ceremony must be published.

## **14. PRIZE-GIVING CEREMONY**

The Prize-Giving Ceremony must be organised immediately after the Final test.

The Prize-Giving Ceremony will take place on the podium stage installed on the place of the final race.

The Prize-Giving Ceremony will be split in 2 key moments:




- End of the Morning Races (around noon): Club Team Award ceremony, according to art. 061.27.2.1 and 061.27.2.3.
- End of the Afternoon Races (no later than 5pm): Trophy Categories and other awards, according to art. 061.27.1 and 061.27.2.2.

This ceremony shall correspond to the standards of a FIM World Championship event (podium, loudspeaker, etc.).

## **15. SUPPLEMENTARY REGULATIONS**

Supplementary Regulations must be sent to the FIM Administration, as well as a copy for the Race Director, at least two months before the end of the pre-registration's date.

## 16. INSTRUCTIONS FOR SERVICING

ZONE	WORKING AREA	COURSE	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">   <b>WHITE</b>                      TC without servicing = Course                 </div> <div style="text-align: center;">   <b>Yellow</b>                      Pre-finish = Course                 </div> <div style="text-align: center;">   <b>Control table</b> </div> </div>	COURSE
<b>RIDER</b>	May receive and change the parts not marked Can accept tools (including air pump and inner tubes) Lubricate his chain Refills Change the tyres	Can change the not marked carried parts	200m 20m ALL OPERATIONS FORBIDDEN !!!!	Can change the not marked carried parts
	<b>ASSISTANCE</b>	Can do LEVEL - oils - brake fluid - cooling fluid TYRES - inflate / deflate - pressure Fill with fuel Flush engine oil Clean plastic parts of the motorcycle Tools ( including air pump inner tubes) Parts not marked	<b>NOTHING</b>	LEVEL - oils - brake fluid - cooling fluid TYRES - inflate / deflate - pressure Fill with fuel Flush engine oil Clean plastic parts of the motorcycle Tools ( including air pump inner tubes) Parts not marked

REMEMBER: REGISTERED TIME = STARTING TIME FOR THE FOLLOWING SECTION



Only riders in the race may display numbers on the number plates of their motorcycle. Motorcycles mechanics, followers and other team leaders must not display any number.

In case of non-compliance, the Race Direction may impose one of the penalties authorized Disciplinary and Arbitration Code Article 3.3.1 to FMN, clubs, teams and / or riders to whom the motorcycle belongs to, or the rider will be penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider.

## 17. GENERAL

- Respect the highway code and the laws of the organising country.
- Ride slowly on the roads or paths that the riders take, at the time checks and in the final working area.
- Leave all the parking areas clean.
- Use the environmental mat and rubbish bins provided.
- Be respectful towards the local people.
- Be respectful towards the officials and respect the safety instructions.
- Respect the riders resting in the riders' paddock.
- Respect the parking restrictions and leave the access roads clear for emergency services.





FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

**FIM-MOTO.com**

11, ROUTE DE SUISSE | CH - 1295 MIES  
cen@fim.ch

6540001