

**B.E.M.C.
2009 Corduroy Enduro
Supplementary Regulations (SR)**

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1.0 GENERAL

The competition shall be run over two days and the purpose of this competition is to test the reliability of the motorcycles and the skill of the participating riders who must cover the entire distance under the prescribed conditions.

1.1 COURSE

The course must be practicable in all kinds of weather for any motorcycle designed for off road use. 30% maximum of the total distance to be covered can be completed on asphalt roads. The organizer will be requested to supply a plan of the course. The organizer may create an 8-shaped course.

The total time for a day of competition is recommended to be between five and seven hours based on the A time, excluding the fifteen minutes of the last time check.

1.2 ENTRY FORM

All entries must be made on an official entry form and all information regarding the rider, team, sponsor and make of the machine must be indicated. The entry form shall clearly identify for which class and capacity (specifying whether the motorcycle is 2-stroke or 4-stroke) the entry is for.

1.3 JURISDICTION

The event will be supervised by a Jury composed of organizer personnel

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

1.4 OFFICIALS

Event Chairman:	Bill Davies
Clerk of the Course:	Blair Sharpless
Jury President:	Larry Bastedo
Jury Members:	Doug Kent
	Dave Wrack
	Ed Strohak
Technical Stewards	Rob Lang
Marc	Guindon

1.4.1 INCOMPATIBILITIES OF OFFICIALS

An official shall not be a rider, or mechanic participating in the meeting.

1.4.2 TECHNICAL STEWARDS

The Technical Stewards, appointed by the Clerk of the Course, must sound test the motorcycles before the rider registers to ride.

1.5 CLERK OF THE COURSE

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

To ensure that the course is in good condition; that all officials are present and ready to carry out their 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 meeting, e.g. suspension, disqualification or any other ban on riding;

To postpone the start of a meeting for an urgent case of safety or for any other case of "force majeure" or to proceed with the improvement of the conditions of the course; to stop a meeting prematurely or to cancel part of the course or the entire meeting;

To prevent a rider or a motorcycle from starting, or to order his withdrawal from the meeting if he considers such action necessary for safety reasons;

To ensure that the rules are respected, he may propose penalties to the International Jury;

To order the removal from the course, sections and vicinity of any person refusing to obey the orders of an official in charge;

To notify the Jury of all decisions taken or to be taken and of any protest addressed to him;

To collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury and to have the provisional results of the meeting approved;

1.6 TIMEKEEPERS

Appointed timekeepers must be qualified to use the timekeeping system.

1.7 THE JURY

The following persons are entitled to attend the meetings of the Jury but without voting rights:

- Clerk of the Course
- Event Chairman

1.7.1 THE JURY PRESIDENT

He must ensure that the decisions of the Jury conform to the rules and the Supplementary Regulations of the meeting.

He shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.

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

1.7.2 TERMS OF REFERENCE OF THE JURY

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

The Jury is entitled either on its own initiative or on request of the Event Chairman or the Clerk of the Course, to delay the start of a meeting; to have the course improved, to prematurely stop or cancel part or the entire meeting because of urgent safety reasons or for any other reasons of "force majeure".

1.7.3 PROCEDURE OF JURY MEETINGS

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

1.7.4 PUBLICATION OF THE JURY DECISIONS

All decisions of the Jury necessary for the running of the enduro as well as the results must be published as soon as possible

1.8 TROPHIES AND PRIZE MONEY

All trophies and prize money will be awarded based on a rider's total two day performance

1.8.1 CORDUROY TROPHIES

Pro Class – Eligible for the Premier and Irwin Awards

Pro – 1st to 3rd

Amateur Classes – Eligible for the Irwin Award

Expert– 1st to 3rd

Intermediate – 1st to 3rd (eligible for the Sharpless Award)

Novice – 1st to 3rd (eligible for the White Trophy)

Vet Expert – 1st to 3rd

Super Vet – 1st to 3rd

Special Classes (riding a shortened course) – Eligible for the Irwin Award

Vintage – 1st to 2nd

Women – 1st to 3rd

Beginner – 1st to 3rd

Special Awards

Premier Award
Top Pro Rider

White Memorial Award
Top Novice Rider

Bill Sharpless Memorial Award
Top Intermediate Rider

Bert Irwin Memorial Award
Youngest Finisher
(If tied, best score wins)

Lloyd Howell Memorial Award
Can Am Team Challenge Award
(Best 3 Canadians versus best 3 US riders)

1st Team
(Consists of: 1 Expert/Pro/Vet Expert
1 Intermediate/Vet/Vet Expert
1 Novice)

Hard Luck Trophy
(Decided by Organizer based on submissions)

1.8.2 PRIZE MONEY

Only the Pro classes will receive prize money. Prize money will be awarded based on the rider's standing overall in the Pro class as follows:

1st \$100 0
2nd \$750
3rd \$500
4th \$250

1.8.3 COMPETITION FOR THE PREMIER AND CLASS AWARDS

Each day will be scored separately.

The riders with the lowest total two day scores are the winners in their respective class.

Only Pro class riders will be eligible for the Premier Award as they ride a longer course.

1.9 TIE BREAKER

If, after calculating the results, there is a tie, then the results of each timed-to-the-second test will be used to determine placing. The rider with the highest number of best times will be placed higher.

For example, if there were to be 3 tests:

Rider A beats rider B by 8 seconds on one test and by 7 seconds on another; Rider B beats Rider A by 15 seconds on the other. Rider A will be placed ahead of Rider B based on the greater number of best times.

1.10 PLACINGS AND RESULTS OF THE EVENT – PREMATURE STOPPAGE

If any event is stopped prematurely by the Jury, it cannot be re-run.

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

ENTRIES

2.0 RIDERS' LICENCE

Each rider entered must hold a valid membership to a motorcycle club or association. OFTR memberships will be available at the start.

2.1 PARTICIPATION

The total number of participants allowed is 250. Entry will be closed when that number is reached.

2.2 ALLOCATION OF NUMBERS

The numbers will be allocated by draw. Pro riders, Expert & Vet Expert will be allotted the first 15 rows of numbers (1A, 1B, 2A, 2B, 2C; etc.) Amateurs will start in Rows beginning at Row 20 (20A, 20b, 20C; 21A, 21B, 21C; etc.)

Riders who want to ride together should send in their entries together.

2.3 CLOSING DATE

The closing for pre-entries is September 27, 2009.

Riders can enter online up to September 30, 2009 and at the start in Gooderham on October 2, 3 & 4, 2009.

Entries received after September 27 will not receive the complimentary meals and T-shirt; these can be purchased separately.

CLASSES AND SPECIFICATIONS OF THE MOTORCYCLES

3.0 CLASSES

Pro
Expert
Vet Expert
Intermediate
Novice
Veteran (Amateur riders 40 years and older on the date of the event)*
Super Vet (Amateur riders 50 years and older on the date of the event)*
Women
Vintage motorcycles (twin shock, air cooled, drum brakes (Yamaha IT excepted))
Beginners

* Vets and Super-vets can start riding the class the day they are old enough to qualify – no need to wait for the next season.

3.1 LIGHTING, EQUIPMENT

Each motorcycle must be equipped with an enduro style lights

3.2 INTRINSIC PARTS OF THE MOTORCYCLE (Noise control, static method)

Each motorcycle must be equipped with an exhaust pipe and a silencer.

Motorcycles must pass the noise control test, carried out according to Art 01.79 of the Enduro Technical Rules, during the preliminary examination and marked by the organizer.

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 organizer, under the supervision of a Jury Member, can check any motorcycle. The time spent for this test will be granted to the rider.

If, during the test, the machine exceeds by 2 dB/A, the maximum level allowed, the rider will be penalized with 60 seconds the first time and disqualified (or other penalties given by the jury) from the day's competition the second time. If a motorcycle does not pass the noise control test, the rider must immediately solve the problem before the next noise control test.

For repairs, control, etc. the following applies:

A rider wishing to repair or replace the silencer of his machine can do so at the end of the first day after the last time check and before entering the Parc Ferme.

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 Clerk of the Course or other official to have their machines tested.

The rider may request as many noise controls as he wishes during the 30 minutes allowance. After 30 minutes have elapsed, the rider will be required to present his machine for testing to the noise control test official.

After the 30 minutes, if the noise level is above the required standard, the rider will not be authorized to start the next day.

If the silencer is changed during the day, the rider must present it to be marked with a different paint or sticker at the next time check. At the end of the day, a noise control test will be carried out during the 30 minutes allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider will be disqualified (or other penalties given as provided for by the Jury).

3.3 SOUND CONTROL

The RPM depends upon the mean piston speed corresponding to the stroke of the engine (See table). The RPM will be given by the following formula:

$$N = \frac{30,000 \times cm}{l}$$

|

in which N = prescribed RPM of engine

cm = fixed mean piston speed in m/s

l = stroke in mm

3.4 RPM FIGURES

Stroke in mm	R P M (13 m/s)	Stroke in mm	R P M (13 m/s)
30	13,000	66	5,909
31	12,580	67	5,820
32	12,187	68	5,735
33	11,818	69	5,652
34	11,470	70	5,571
35	11,147	71	5,492
36	10,833	72	5,416
37	10,540	73	5,342
38	10,263	74	5,270
39	10,000	75	5,200
40	9,750	76	5,131
41	9,512	77	5,064
42	9,285	78	5,000
43	9,069	79	4,936
44	8,863	80	4,875
45	8,666	81	4,814
46	8,478	82	4,756
47	8,297	83	4,698
48	8,125	84	4,642
49	7,959	85	4,588
50	7,800	86	4,534
51	7,647	87	4,482
52	7,500	88	4,431
53	7,358	89	4,382
54	7,222	90	4,333
55	7,090	91	4,285
56	6,964	92	4,239
57	6,842	93	4,193
58	6,724	94	4,148
59	6,610	95	4,105
60	6,500	96	4,062
61	6,393	97	4,020
62	6,290	98	3,979
63	6,190	99	3,939
64	6,093	100	3,900
65	6,000	101	3,861

3.5 MULTI EXHAUST

The sound level for engines with more than one cylinder will be measured on each exhaust end.

3.6 ENGINE STROKE

When presented for examination, the correct stroke must be stamped in a clearly visible position on the crankcase.

3.7 SOUND LIMITS IN FORCE

Maximum 94 dB/A measured at 13 m/sec.

3.8 SOUND METER

The "slow response" setting must always be used.

3.9 TEMPERATURE CORRECTION

Due to the influence of temperature on sound tests, all figures are correct at 20°C.

For tests taken at temperatures below 10°C, there will be a + 1 dB/A tolerance.

For tests below 0°C, there will be a + 2 dB/A tolerance.

3.10 SOUND CONTROL DURING THE COMPETITION

In a competition which requires sound control tests during the event, machines must comply with the sound limits, except taking into account the tolerance as per Art. 79.15.

3.11 EXAMINATION OF MOTORCYCLES DURING THE MEETING

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

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 with the rules.

Each machine shall be in a perfect condition to the satisfaction of the Organizer.

For entering into the Parc Ferme, the motorcycles must be in a good condition for their normal use on the public roads with both tires correctly fitted.

The organizers 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.

3.12 NUMBER PLATES

The number plates for the event shall be as follows:

Pro class, Expert & Vet Expert	Red background White numbers
Women, Vintage, Beginners	Yellow background Black numbers
All other classes	Green background White numbers

Only the front number plate background and number is required and will be supplied by the organizer. Every rider must place on his number plate the stickers of any sponsors agreed upon by the Promoter and/or by the organizer and mentioned in the Supplementary Regulations. These logos/stickers must be used without alteration or obstructions.

GENERAL ORGANIZATION

4.0 CHANGE OF MOTORCYCLE

A rider will not change motorcycles during the two days of the event.

4.1 PARC FERME

Motorcycles will be impounded on the Saturday night immediately following the last checkpoint. Riders who do not wish to impound their motorcycles shall be considered DNF for event awards and finisher's medals

4.1.1 SECURITY

The Parc Ferme must be enclosed and fenced in to prevent unauthorized persons from entering. Its limits must be clearly marked out and supervised by a sufficient number of officials to ensure that only authorized persons may enter or have access to the machines. It must have one clearly marked entrance and one exit which leads to the "starting area", but no other entrances or exits. Officials in charge of the closed-controls must wear a distinctive emblem recognized by all persons concerned and the riders in particular. The Parc Ferme will be protected by a security guard from 7 pm Saturday until 7 am Sunday.

4.1.2 ACCESS

Access to any Parc Ferme is forbidden to everyone except the Jury members, certain officials designated for duty, and riders who wish to park or take out their motorcycles.

After checking in at the time check just before the Parc Ferme, the rider must stop the engine and push his motorcycle into the Parc Ferme without delay.

While proceeding from the time check to the Parc Ferme, it is forbidden to refuel or make any repairs on the motorcycle. Riders failing to comply with either of these requirements will be disqualified or other penalties given as provided for by the Jury.

4.1.3 PROHIBITED ACTIONS

In the Parc Ferme, it is forbidden for a rider, under penalty of disqualification (or other penalties as provided for by the jury) from the event:

- to touch the machine of any other rider;
- to touch his own machine except to push it in or out of the Parc Ferme;
- to start the engine.

4.1.4 SMOKING

Any rider caught smoking in a Parc Ferme will be disqualified.

4.1.5 COVERS

The machines in the Parc Ferme must not be covered in any manner.

4.2 WORK AREA

A work area is a small enclosed area where the riders await the starting signal and where the starting line is situated at one extremity. Riders will be allowed into the impound area to get their motorcycles 15 minutes before their respective start time. Working on the motorcycle in the impound area is not permitted.

Working on the motorcycle in work area is permitted until the starting signal is given.

Any rider caught smoking in the work area will be disqualified.

4.2.1 ACCESS TO WORK AREA

Only Jury members, representatives and officials designated in the Supplementary Regulations, and the riders waiting for the start, are permitted access to the work area. The organizer will decide whether representatives of the press are permitted access to the work area and will specify the number allowed and under what conditions.

Each rider is allowed one mechanic in the work area.

No other persons are allowed into the work area.

4.2.2 ASSISTANCE

No assistance may be given in the work area, with the exception of a rider's designated mechanic. The penalty for breaking this rule is disqualification (or other penalties given as provided for by the Jury)

4.2.3 ENGINE

It is forbidden to start the engine of the motorcycle in the waiting zone of the work area. The penalty for doing so is 1 minute.

It is also forbidden to start the engine on the starting line before the starting signal is given. The penalty for doing so is 1 minute.

4.3 STARTING ORDER

Rider numbers will be by random draw. Riders who wish to ride together, and have submitted their entries together, will be drawn as one for the assignment of rows.

Starting rows 1 to 15 will be for Pro classes.

Starting rows 20 and higher will be for all other classes.

Numbering and start times will be as follows:

1A 1B 1C	hh:01
2A 2B 2C	hh:02
3A 3B 3C	hh:03
Etc.	

4.4 PREPARATION FOR START

Riders will be allowed to enter the Parc Ferme fifteen minutes before their starting times for the sole purpose of moving their motorcycles, by hand only, to the exit of the Parc Ferme and to enter into the work area. Work can be carried out on the motorcycle in the work area.

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

4.5 START

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 after the starting signal has been given, the rider must have started his engine at the starting line and crossed another line 20 metres from the starting line using the power of the engine.

If a rider is not on the starting line when the signal to start is given, he will not be penalized as long as he brings his motorcycle to the starting line, starts the engine, and crosses the second line within one minute after the signal for his start was given. Riders arriving more than one minute late at the starting line will be penalized 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.

Riders more than 60 minutes late will be classified as retired and not allowed to start.

4.5.1 ENGINE START

All motorcycles must be started by the kick-start or other starting devices, mechanical or electrical. No assistance is allowed on the starting line. Should the engine stop before the motorcycle has crossed the second line, the rider has to restart it and cross the second line within one minute after the signal to start was given, in order not to be penalized. A rider not crossing the 20 metre line within one minute after his starting signal has been given will be penalized by 60 seconds.

A rider who has been penalized for not starting his engine and crossing the 20 metre line within one minute may then start his motorcycle any way he desires, but must cross the starting line before proceeding on the route.

A rider who does not succeed in starting his machine or whose machine stops in the area between the starting line and the 20 metre line must not return to the starting area. He must push his motorcycle in the driving direction and cross the 20 metre line in order not to hinder other participants.

4.5.2 DISPUTES

When the case of a rider is under discussion and he wishes to start, he will not be prevented from so doing providing his machine has been held in the Parc Ferme as per the regulations, except for reasons of safety. The rider loses his right to start only after confirmation of his disqualification by the Jury.

4.6 PROCEDURE FOR REFUELLING AT GAS STOPS

- For every 50 km, there must be a minimum of one gas stop station.
- Refueling can only be made at the official gas stops indicated by the organizers and at all the time checks unless it is prohibited by the organizer.
- 15 minutes is added for designated gas stops.
- No fuel or any inflammable liquid may be carried other than in a tank or container permanently attached to the machine. The Clerk of the Course can carry out the test on the spot.
- The engine must be stopped during refueling.
- During the refueling, the organizer must have a portable extinguisher (A.B.C.polyvalent powder) of 5 kg minimum, in the proximity of the refueling post.
- Any welding work in gas stop areas is forbidden.

4.7 SERVICING

Servicing and outside assistance and receiving spare parts or tools are only authorized at the time checks and gas stops.

Only the rider may change the tires and he can only do this at the last time check of the day or in the morning in the working area.

Motorcycles can be cleaned at the time checks and gas stops. The use of pressure cleaning devices is forbidden.

It is forbidden to use air or electrically powered tools (except battery-powered tools).

The penalty for not respecting the above-mentioned rules is disqualification (or other penalties given as provided for by the Jury).

4.8 ENCLOSURES

It is forbidden, under penalty of disqualification (or other penalties given by the Jury), for a rider to place his machine, inside any enclosure inaccessible to the officials any time during the event for the purpose of refueling or for any other reason, unless authorized by the organizer.

4.9 OUTSIDE ASSISTANCE

The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the motorcycle except at the time checks or gas stops .

4.10 EXTRANEOUS MOTIVE-POWER FORBIDDEN

Throughout the meeting, outside the time checks and gas stops , a motorcycle must only be moved by its proper engine power, the physical efforts of its rider, or some natural cause. The penalty for breaking this rule is disqualification (or other penalties given by the Jury).

4.12 RETIREMENTS

Any rider who has retired from the meeting must obliterate the number. The rider may continue the route provided that such continuance can be done safely (as determined by the Clerk of the Course or designate).

4.13 ROUTE MARKING

The official route, which must not be left for any reason whatsoever, will be indicated on a route sheet and marked out. The official distances must be considered to be correct. If a rider fails to follow the official route which is indicated on the route sheet or if he rides in the opposite direction, he may be disqualified (or other penalties given as provided for by the Jury).

The following colours will be used for the marking of the official route both days:

Main course –Orange arrows
Pro Class options – Pink arrows
Vintage, women, beginners – Green arrows

4.13.1 ADDITIONAL MARKING

In those cases where the riders must follow a very definite route (i.e. on grassland, rough terrain, footpaths, etc), the organizers must indicate these passages precisely and very clearly by two rows of posts joined by a tape or arrows on both sides of the trail.

4.14 LOCAL TRAFFIC REGULATIONS

Riders must conform to the traffic regulations in force in each locality crossed during the competition. Any rider convicted of an offence against such regulations may, after enquiry, be disqualified (or other penalties given by the Jury).

4.15 INSURANCE (Third party)

The organizer shall take out an insurance policy covering for his own third party liability and that of all the participants and land owners.

4.16 IMPASSABLE SECTIONS

If, in the course of the meeting, the Clerk of the Course decides that a section of the course has become impassable or that its condition is such that it cannot be negotiated without outside assistance (see Art. 062.39), he may take the entire section concerned, up to the following time check, out of the meeting and adjust the points accordingly. This decision will be ratified by the Jury.

OPERATION AND CONTROL

5.1 TIME CHECKS

The control of the event is done at the time checks, which are defined between the yellow flags and a line situated 10m after the flags. This area is considered as a “Parc Ferme” concerning access and servicing .

Time checks will be set up:

At the exit of the starting area at the beginning of each day’s run.

At the entrance of the Parc Ferme at the end of the first day’s run.

At intermediate points selected by the organizer and the location of which, together with the prescribed riding time between these check points, will be indicated on the route card. Distances will be given in kilometres measured carefully and correctly

5.2 AVERAGE SPEED

The maximum average speed to be maintained between one time check and the next must be 50 km/h. If the Clerk of the Course and/or the Jury considers 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 penalized.

5.3 FORCE MAJEURE

In case of force majeure (e.g. worsening weather conditions) the Clerk of the Course may change the time schedule to one of the slower schedules.

5.4 FLIP CARDS

Flip cards showing row numbers will be visible to riders before and after they pass the yellow flags. Time will be recorded at the time of the passage of the riders to the yellow flags.

5.5 TIMING

A timekeeper at each check must have a watch or clock synchronized to an atomic timepiece.

5.5.1 TIMING SYSTEM

Riders must accept any type of timekeeping system approved by the Jury.

If transponders are used, it is the riders’ responsibility to position the transponder correctly and securely.

5.6 SPECIAL TESTS

5.6.1 MX & EXTREME TESTS

Start and finish times will be recorded to the whole second. Elapsed time between start and finish will be added to the respective rider’s score.

5.6.2 ENDURO TESTS

Defined as sections of the route where it is expected all riders will be late at the finish check.

The start check of an Enduro Test will have a sign indicating that the rider is starting an Enduro Test. Riders will start when their row number is showing on the flip cards.

It is not permitted to have consecutive Enduro Tests.

An Enduro Test must be followed by a Transit Section or a 5 minute rest stop in the schedule.

The check at the end of an Enduro Test will record the riders' time to the second. If a rider does arrive early, he shall wait for his scheduled arrival time before proceeding through the check. He will get a zero score for that Enduro Test.

5.6.3 TRANSIT SECTIONS

Sections of the course designed to have riders arrive at the finish check ahead of the time allowance. Riders may wait for their correct time before passing through the check. Riders will be assessed penalty points for entering into the check zone (as defined by the yellow flags) before their correct time.

The start of these sections will have a "Transit" sign so riders know not to ride at a pace faster than necessary. These sections will consist of easier wide trail, paved or gravel roads and Special Tests.

Checks at the end of Transit Section will record time to the whole minute.

5.7 TIME CARDS AND ROUTE SHEETS

5.7.1 TIME CARDS

Time cards will be issued during sign in. Riders are responsible for securing the time cards to the front fender of their motorcycles. Riders will be responsible for getting their time cards marked correctly at all time checks and route checks.

Time cards must be handed in at the end of each day. Failure to do so will result in the rider's being listed as D.N.F.

5.7.2 ROUTE SHEETS

Each rider will be given a route sheet for each day when they sign in. The route sheet will show total distance, all major corners with corresponding distance and time, distance between consecutive checks, elapsed time, key times for checks, degree of difficulty of the terrain, check, gas stop, and special test locations. It will also note if a section is an Enduro Test or Transit Section.

5.7.3 TIME CARD RECORDING

Any rider who fails to get his time card marked at a time check, or intends to deceive the organizers by altering or obliterating any entry on his time card, or using another rider's card will be disqualified (or other penalties as given by the Jury).

5.7.4 LOST TIME CARD

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

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

5.8 MISSED CHECK

A rider who misses a time check or Special Test will be classified as retired (or other penalties as given by the Jury).

5.9 IDENTIFICATION OF TIME CHECKS

The time checks will be indicated by double down pointing arrows placed on both sides of the track 100 m before the check. 2 yellow flags will indicate the timing point. These flags will be placed so that they are at all times clearly visible to the riders. Timing equipment will be placed in line with the yellow flags.

5.10 PROCEDURE AT TIME CHECKS

The timekeeping must be carried out in conformity with Art. 062.52. Flip cards synchronized with the time check clock will be positioned so that they are showing row numbers visible to the riders before and after they enter the check point.

After the rider has passed the yellow flags with his motorcycle, he must immediately present his time card to the check personnel. 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 Ferme before the scheduled time without penalty. At each time check, the organizer must keep a backup sheet on which are written, in chronological order, the numbers of the riders who pass as well as their times in hours, minutes and seconds (if appropriate; e.g., end of Enduro Test).

In case of dispute, the backup sheet will be considered official.

5.11 ENDURO TEST START CHECK PROCEDURE

To ensure riders are not delayed getting their time cards marked at the start of the Enduro Tests the following procedure will be used:

Riders will have their start time recorded on their time cards 30 – 45 seconds before the respective flip card is flipped. The riders will leave when signaled by the check crew. Any rider leaving early will be penalized 60 seconds.

5.12 CALCULATION OF TIME CHECK PENALTIES

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 penalized 1 minute per begun minute early or late arrival according to the time check clock.

REGISTERED TIME = STARTING TIME FOR NEXT SECTION.

Any time lost at a checkpoint is not made back up. The row number showing on the flip cards is the rider's new riding number and the row number for arrival at the next checkpoint.

For example:

Rider 1A

Check #	Flip Card #	Penalty
Start	1	0
#1	3	2
#2	3	0
#3	3	0
#4	6	3

It is the responsibility of the rider to remember or record the row number on which he is riding.

5.13 LATE ARRIVAL

A rider who arrives at a time check more than 60 minutes after his original target arrival time on each time check is automatically classified as DNF. However, the rider may continue in the event until the Jury takes the final decision.

5.14 CLAIMS FOR SPECIAL TIME ALLOWANCE

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

5.15 ROUTE CHECKS

In addition to having his time card stamped at all time checks, the 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 double down arrows placed on either side of the road 100 metres before the route check.

If the rider does not stop, he will be disqualified.

At each route check, the organizer must keep a backup sheet 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 time card or whose passage is not recorded on each check list will be disqualified (or other penalties given by the Jury).

5.16 SPECIAL TESTS - MX AND EXTREME

The venue and the length of these tests must be published 24 hours before they take place. The course must be ready to use for the tests.

The riders will have the possibility of getting to know the course in advance by walking around it. Any infringement of this rule, in advance of the timed test, will lead to disqualification (or other penalties given by the Jury).

The Extreme Tests will be carried out in areas with sufficiently wide technical obstacles in order not to create a traffic jam. It should allow the technical and physical dexterity of the riders to be judged.

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 may be at the same place.

The ST 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 organization officials who are identified by a bib, is not authorized. The penalty for the non-respect of this rule is a time penalty equal to the worst time made in the test to which will be added 5 minutes.

A member of the Jury will pay particular attention to the respect of the rules and to the efficient running of the test.

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

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

The start of a test must be marked with a "start" sign and the end with a "finish" sign. The start signal will be given by the timekeeper or another official appointed for this purpose or by means of a signaling instrument (e.g. flag) or hand signal.

The start will be with the machine stationary and with the engine running.

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

Rider is responsible for having his correct time recorded.

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 can be penalized 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 other penalties given by the Jury).

6.0 LIST OF PENALTIES

6.1 TIME

- Starting the engine in the waiting zone or on the starting line before the starting signal is given: 1 minute
- For every begun minute late in arrival at start line: 1 minute
- Not crossing the 20 metre line within one minute after the starting signal has been given: 1 minute
- Late or early arrival at a time check for every begun minute: 1 minute per minute

6.2 SPECIAL TESTS

- Involuntary exit from the route of the test and not returning to the place from where the exit was made by the rider: 5 minutes
- Modify the course of a timed test: 1 minute (minimum)

6.3 DISQUALIFICATION AND OTHER PENALTIES AS DECIDE BY THE JURY

- Exceeding maximum permitted noise level:

1st offence:	penalized	1 minute
2nd offence:	disqualified	1 day
- Behaviour contrary to the Sporting Code in the Parc Ferme
- Entering the Parc Ferme with engine running.
- Refueling or carrying out repairs while proceeding from time check to Parc Ferme
- Starting the engine in the Parc Ferme.
- Smoking in the Parc Ferme or in the starting area
- Being more than 60 minutes late at the start disqualified 1 day
- Refueling outside areas provided for this purpose by the organizers, or carrying fuel other than in the fuel tank.
- Not stopping the engine during refueling
- Carrying out any kind of welding work in the refueling areas
- Non-authorized assistance; receiving spare parts or tools outside the time checks or gas stops.
- Using extraneous motive power
- Being accompanied by another rider not entered in the event
- Riding outside the marked route; riding in the wrong direction, not observing the marked route.

- Not observing traffic regulations.
- Altering a time card or using another rider's card.
- Missing a time check
- Late arrival at a time check exceeding 60 min. after original starting time: disqualified 1 day
- Missing a Special Test: disqualified 1 day
- Missing or not stopping at a route check: disqualified 1 day
- Practicing on the Special Tests
- Intentionally leaving the test course

GENERAL REGULATIONS

7.0 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.

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.

7.1 ACCEPTANCE OF OFFICIAL DECISIONS

Every rider must accept all official results, measurements, distances and decisions, and authorizes the organizers to publish them in the manner they see fit. He also agrees that any advertising he publishes in connection with the competition, or is published in his name, will be true, accurate and not misleading. The rider also consents not to publish any advertising concerning the results until the official results have been issued by the organizer, and that in the event of any alteration in the official awards owing to protests or other cause, he will only publish the awards or results as thus amended.

7.2 PROTESTS

7.2.1 ELIGIBILITY

Must be lodged no later than 30 minutes after the arrival at the Parc Ferme of the last rider of each class, if the protest is against a rider or a machine.

7.2.2 SCORING

Any protest, for the first or the second day, must be lodged to the Jury within 30 minutes after the non official results signed by the Clerk of the Course have been posted along with the handwritten time of posting.

A decision of the Jury concerning a protest is final.

7.3 INTERPRETATION OF REGULATIONS

The interpretation of these Supplementary Regulations is the responsibility of the Jury.

7.4 PUBLICATION OF RESULTS

The daily complete results of the Championship should be published as soon as possible. However, if this presents difficulties, the times and points for each day must be published before the evening Jury meeting, and the riders must be informed of the results of the previous day before they start on the second day's run.

7.5 PRIZE-GIVING CEREMONY AND PRESS CONFERENCE

The Prize-Giving Ceremony, under the responsibility of the Organizer, should be held immediately after the results become official.

The first three riders per class, together with any additional riders invited by the Clerk of the Course, shall attend a short Press Conference to take place immediately after the Prize-Giving Ceremony.

If a rider is absent from the Prize-Giving Ceremony or Press Conference, without the prior approval of the Clerk of the Course, he will forfeit his trophy or prize money.