



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

MINUTES OF CEN BUREAU & COMMISSION - 07-12/10/15 - Kosice (SLO) - 04.10.2015 - Requista France

FIM Administration/

PRESENT

Jean-Guillaume Meiller
Jean-Paul Gombeaud
Heinrich Schmidt
Philippe Durand
Christian Dejasse
Franco Gualdi

John Collins
Patricia Eneroth
Michal Sikora
Josep Alonso
Pedro Mariano
Maurizio Micheluz
Alain Blanchard
Bastien Blanchard
Peter Radoczi

EXCUSED

Ernesto Angulo, Luis Otero, Jose Tomas Diaz

NOT PRESENT

Amedeo Michelotti

1. Welcome

The CEN Director welcomed everybody and for attending the meeting and reports the activities of the Enduro during the year.

Enduro GP:

Several meetings were held with the industry manufacturers in order to prepare the future of the EWC Championship. No consensus was found and a press release was sent in July in order to announce the Enduro GP category. After further discussions the Bureau in collaboration with ABC Communication took the following decisions:

2016:

- The Enduro GP category will be drawn from classes E1 - E2 - E3
- Starting order for the event: overall standings (number of points) following the intermediate rankings of the Enduro GP championship (for the first event, based on the overall standings after the 2015 Italian round, the CEN Bureau will validate the first start list.)
- Allocation of points: 20 - 17 - 15, etc.
- World Championship title in Enduro GP - E1 - E2 - E3, Juniors
- Mechanical work: by the rider only, at the last check of the day.
- Number plate: from N° 2 to 99 (for the fixed riders), whatever the class.

The class will be indicated by the colour of the number plates (E1 black - E2 red - E3 yellow)

- From 101 to 199 for non-fixed riders
- Juniors / green plate
- Youth / blue plate
- Women / violet plate

2017 :

- The full GP Enduro category will be made up of the top 15 riders in the overall rankings for 2016. Further riders may be proposed by a team or a manufacturer and will have to be approved by the CEN Bureau. The number of riders may not exceed 19.
- For the 2 categories Enduro 1 and Enduro 2, the criteria will have to be determined by the manufacturers, as shown in the following examples :
 - o E1 = 2 stroke - E2 = 4 stroke
 - o E1 = </= 250cc - E2 > 250cc
 - o E1 = 250cc 4 Stroke - E2 other
- The amounts of the entry fees will be increased for the Enduro GP category and reduced for the other categories.

2018 (optional) :

- Full Enduro GP category
- 1 or 2 Enduro categories (excluding Enduro GP), to be determined with the manufacturers.

NB :

- The Junior, youth and women's categories are retained with the same criteria as today.
- We could consider the needs for the Junior category (age, cubic capacity, 2 / 4 stroke, etc.) from 2018 onwards.
- The first 16 Enduro GP riders will have their freight (150kg) + a lump sum for travel costs (air ticket) for events outside Europe paid for by the promoter (from 2016).



As agreed during our discussion, the manufacturers will have to inform us of their decisions and/or proposals in writing. This document, with the names of the signatories and indicating their agreement or disagreement, must be given to us at a meeting to be organised on the fringe of the 2015 EICMA Show in Milan (17 November 2015).

If no consensus is arrived at, the CEN Bureau will decide.

Calendars:

The CEN bureau wishes to build the calendars faster in order to help the other national or CONU championships. This would also help the promotor in order to attract more riders to the Championships. Moreover, the CEN Bureau would like to encourage the organisers to get some national or CONU support races in parallel to the EWC or SuperEnduro. In EWC the number of total participants should not exceed 160 riders. In 2016 a FIM Europe SuperEnduro Race will be held in Lodz (Poland) as a support race of the FIM SuperEnduro World Championship.

All the CEN members are invited to propose 2017 dates in order to build the 2017 Calendars.

ABC Communication and FIM are actively prospecting new territories: USA, ASIA and Russia.

Paddock A and B:

The paddock B will no longer be called that but rather “Motorhome/Camping area”. The promoter and the organiser will set up enough space for each participant to have a “working place” in the paddock. No campervan or caravan or tent will be allowed in the Paddock.

Race Direction / Steward Panel in EWC and ISDE

The new sporting jurisdiction in EWC worked well thanks to the efforts of the FIM officials. This system will be implemented in ISDE from 2016: the race direction will be composed of the CoC, the Race Director and Course Inspector and the FIM Steward Panel will be composed of 1 FIM Chief Steward, 1 FIM Steward and one FMNR steward. The Steward Panel members will be kept separate from any organisational, executive or race direction decision and will be involved for the first level of appeal.

Behaviour of the Race Direction members and FIM Steward Panel members on duty:

When a penalty is given to a rider and/or a team, the riders must be notified verbally and by writing (Signature and date). This will enable rider the right to know the penalty and the right to appeal if necessary.

When the Race Direction or the FIM Stewards Panel needs to deal with a decision, it is highly recommended that they discuss all the issues in a closed room in order to be separated from any party trying to influence on the decision.

When an official document is requested and is not given by the organiser, this must be stipulated in the minutes of the Race Direction meeting.

If a decision is taken and affect the track, the paddock management, the timekeeping, the times, the results, etc. an official info (Bulletin) must be displayed on the official information board and explained during the riders’ briefing.

For the EWC the race director will handle a FIM Race Direction “journal” in order to list all the penalties, notifications of the penalties, exceptional change to the rules,



proposals for updates of the rules.

Promotion of the EWC:

The collaboration with ABC Communication is much better and FIM has renewed the contract for the promotion of the EWC for 5 years. ABC will present the new branding, website, registration system and new promotion plan soon. The EWC contract with the organiser and promotor must be signed in the coming weeks in order confirm their dates in the Calendar.

SuperEnduro:

The SuperEnduro championship is running well. The rules have been updated in July during the meeting/SuperEnduro Seminar in Brussels. A new official will reinforce the team; the 2016 FIM SuperEnduro Course Inspector is Paul Edmondson. He will be in contact with the organisers before and during the event in order to control the shape of the track.

Seminars:

In 2017 a special seminar was held during the ISDE for the FMN delegate. The CEN members are invited to check if a seminar would be needed for 2016 in their country. SVEMO should apply for a seminar. (5-6 of March 2016 in Uppsala) The next Meeting with the EWC/ISDE organisers and SuperSeminar will be held prior the Conference meeting in February 2016. The next meeting/seminar should be organised in December preceding the season.

Communication and proposals:

The CEN director has sent a survey to all the CEN Members and riders in order to have their opinion regarding the EWC and ISDE. The CEN Bureau has studied all the answers. For the next CEN meetings, in order to manage all the changes of rules, all the proposals must be sent minimum 6 weeks prior the CEN Meeting. After that delay, the proposal will be rejected. All the CEN members are invited to make some proposals by writing following the FIM historical procedure in the right format (Art. Title, new text in bold, old text strikethrough).

Work Manuals:

The work manuals have to be updated and are official information. This will be mentioned in the rules.

Description of the 2016 financial system in Enduro World Championship:

- Entry fees:
- Calendar fees and Solidarity funds: The organiser has to pay the FIM and FMNR calendar fees as usual. The solidarity funds will be included in the promotor's fee. Who will transfer it to FIM.
- Timekeeping fees: ABC will include the timekeeping fee, including the hotels, freight, costs in his fee.
- Promotor fees: The promotor's fee will be more attractive for European and non-European organisers.

Promotion of the ISDE - Agreement with RFME and BaSSela/Alkamel for the next edition:

The FIM and the organiser/RFME have signed an agreement regarding the following items:

- Entry fees (FIM will monitor the payment of the entry fees)
- Timekeeping cost issues
- Commercial agreements
- Updated ISDE Work Manual
- ISDE Mobile App
- Accreditations of the TV Companies / Dorna

FIM has contracted 2 external experts for marketing and communication/press management for the ISDE

- Laurent Courtal (Commercial and Marketing)
- Jake Miller (Press and Mobile app)

The 2015 was a good year in terms of the promotion of the ISDE, there was a worldwide TV audience (Eurosport...) and a very good Internet/Mobile app activation. The live timing and live results worked perfectly. There were 45'000 unique users for the mobile app. All the feedbacks are positive. FIM will improve the website, social networks and mobile app for the next editions.

FIM Enduro Vintage Trophy project

A meeting was held in Paris in the presence of Jean-Paul Vaudequin (FIVA member) and Philippe Durand. The rules and technical regulations are still under construction. The first event will be held during the 2016 ISDE. The 2016 ISDE organiser agreed on the format and several international vintage communities are already interested in this project.

The rules will be inserted in the SRs. The timetable should be as follows:

Day 4: Technical and administrative

Day 5: Course (1 test minimum) and acceleration test

Day 6: Course and Cross Final (with deviations)

A specific entry form with technical description must be prepared in order to feed the Vintage Technical database.

An official letter should be sent to FIVA in order to thank FIVA & JP Vaudequin for the work already done and he should be nominated as the referee for the event.

FIM Women's Enduro Training Camp

The first camp was held in Belgium with two trainers (Maurizio Micheluz and T. Klutz). Despite the injury of a Polish rider, the camp was a reasonable success with the participation of 8 riders. Next year the camp should be open to female and youth participants in connection with the last Enduro GP of the season on Cahors. Philippe Durand will liaise with the potential training school and the FFM.

The price of the camp should be all inclusive (meals, training facilities & accommodation). The availability of the ambulance that is on stand-by is a must.

Riders' representatives:

Johnny Aubert is accepted as a representative of the riders. He spontaneously proposed his candidature in order to collaborate with FIM & ABC. The CEN members should look for another international rider who could also contribute to better communication with the riders' community. (Alex Salvini also agreed to collaborate).

Reduction of the cost for the ISDE:

The day off at the ISDE will be cancelled as from 2016.

The Bureau has made a series of proposals in order to reduce the number of staff members working with the teams. The board has rejected the proposal. Therefore the Bureau makes the following new proposal:

JGM will contact the FIM President and the FIM CEO in order to postpone the changes. The consequences for the economic and sporting aspects could be damaging and jeopardise the future of the ISDE. It would be wise to wait and hear all the stakeholders of this competition. The EB would like a reduction of the team composition, but this could create more problems than benefits.

The CEN Bureau cannot reduce the teams' composition further because of the impact on the revenues of the organiser.

Followers in EWC and ISDE:

The problem of the behaviour of the followers is being examined once again. No consensus can be found with the FMNs for the ISDE. ABC Communication will try to control the followers by means of the contract signed by the teams and the official followers wearing a bib provided by ABC Communication will be the only ones allowed in the paddock.

Duration of the EWC events:

The Enduro GP should be organised with a longer course and made up of 3 laps maximum with some tight TCs. Any GP not complying with this format must be proposed to the CEN Bureau in order to be approved. The format must also be clearly stipulated in the SRs sent 2 months prior the event.

2. Reports of the officials about the 2015 SuperEnduro Events, ISDE and EWC events

Collaboration with the Officials during the 2015 series (Course Inspector, FIM Steward, Race Director, Referee, FMNR officials...)

The CEN Director thanked all the officials for the work on the EWC & SuperEnduro Seasons. The new Race Direction system was running well. He especially thanked Maurizio Micheluz, who contributed to this success.

3. Study of the sporting proposals SuperEnduro Rules

Please refer to the SuperEnduro Rule book and work manual (appendix).

066.1.3 Classes and specifications of the motorcycles

The following articles apply for all the FIM categories.

For events organised by FMNRs outside FIM Europe, some extraordinary permissions can be granted for ~~the tyres and the lighting~~ and must be mentioned in the approved SRs. **Motocross tyres (Art. 01.47 of Technical rules for Motocross) are also allowed as long as legal road is not used as a part of SuperEnduro track. Trial tyres are forbidden.**

Reason: Clarification of use of motocross tyres in FIM SuperEnduro events.

Decision: Accepted

4. Study of the sporting proposals Enduro Vintage Trophy Rules

Principles:

IMN: to be defined

One event per year could be connected to the ISDE:

Trophy: 1 administrative day, 2 days of race maximum

Administrative and technical controls on day 1 ex. Friday (14H-20H) and Saturday morning (8h-10H)

Entry fee for the organiser (under 100 euros)

Day 1 - Saturday:

14H Enduro Test 1 (60km, 8 min of special test)

19H Acceleration test

Parc Fermé

Day 2 - Sunday:

2 laps, 120 km. Start 10H00 and prize giving at 16H00 max.

Medical: 1 doctor and 2 ambulances minimum



Age: no limit, the rider must have driving licence and a FIM Licence

1 FIM Licence (one event)

An event dedicated to vintage motorcycles that are 30 years old minimum.

Sporting jurisdiction: 1 FIM Referee, 1 technical delegate (FMNR)

JURISDICTION

With the exception of the FIM Referee, all FIM licence holders, holders of a FIM pass, officials, their assistants as well as all other persons involved in the meeting are subject to the authority of the Clerk of the Course.

Appointment of officials

The FIM Referee is nominated by the FIM. The other officials are appointed by the FMNR.

Incompatibilities of officials

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

The event is controlled by a Referee nominated by the FIM. The Referee exercises supreme control of the meetings but only in respect of the application of the Code, FIM regulations, and of the Supplementary Regulations (SR). Consequently, the Referee is only responsible towards the FIM. He is responsible for the sporting side of the organisation of the meeting in which he has an executive function. All civil and legal responsibilities lie with the organisers.

Referee

The FIM will appoint the FIM Referee.

If the FIM Referee is prevented from arriving at the event in time, the FIM will decide on his replacement.

The authority and duties of the FIM Referee include but are not limited to the following:

The FIM Referee must be present for the administrative and technical verifications and remain after the event until the completion of his duties.

He may also make recommendations regarding modifications to the track to the Clerk of the Course (and the Course Inspector if applicable).

The FIM Referee may make recommendations to the Event Management which may affect or depart from the published programme, such as the postponement, stopping or abandonment of the event.

The event is controlled by a FIM Referee. He is responsible for the sporting side of the organisation of the event in which he has an executive function. All civil and legal responsibilities lie with the organisers.



The FIM Referee may authorise an alteration to the SR or to the programme, provided that the regulations, as set out in the Sporting Code, are observed. The Referee is not authorised to make alterations or additions to the FIM rules.

The FIM Referee will hear any protests that are lodged during the event.

The FIM Referee may inflict a penalty, according to the conditions laid down in the FIM Disciplinary and Arbitration Code, on any person who fails to comply with any regulations or instructions given, or is guilty of misconduct or disloyalty or unfair behaviour, or who shows by word or action dissent from any decision taken by the FIM Referee or any other authorised official.

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

The FIM Referee must produce a report after each meeting, which must be sent to the FIM Administration. In this report, he must include details of any penalties imposed, delays which may have occurred, protests received and any other incidents which he considers should be brought to notice.

The authority and duties of the FIM Referee are:

- a) To approve all the official results of the event.
- b) To impose penalties for any infringements of the Regulations.
- c) To impose penalties for any voluntary or involuntary action or act performed by a person or a group of persons during an event, contrary to the current Regulations or instructions given by an official of the event.
- d) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.
- e) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
- f) To adjudicate on any protest relating to infringements of the Regulations.

FMNR Technical Steward

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

Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the event. 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;
- To postpone the start of an event for an urgent case of safety or for any other case of "force majeure" or to proceed with the improvement of the conditions of the course; to stop an event prematurely or to cancel part of the course or the entire event,
- To prevent a rider or a motorcycle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected, he may propose penalties to the FIM Referee;
- 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 FIM Referee 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 FIM Referee and to have the provisional results of the event approved;

Timekeepers

Appointed timekeepers must be qualified to use the timekeeping system of the event and be in possession of an FIM licence.

ENTRIES

The riders must be holders of a valid FIM ENDURO VINTAGE CUP Licence or equivalent (please refer to the FIM yearbook) issued by their FMN. For applicants over 50 years, please refer to the FIM Medical Code. Moreover, the riders must present a Start permission issued by their FMN. The riders must pay an entry fee as mentioned in the SRs.

A National Team must be declared and be composed of 3 riders from any of the 4 class. The top 3 teams would be awarded according to their classifications.

A rider will be authorized to run the event when he/she has successfully past the administrative and technical controls.

A Team will be officially entered when the 3 team members have successfully past the administrative and technical controls.

Technical definitions:

Definition of Classic Enduro motorcycles:

Will be admitted only Enduro motorcycles with air cooled engine, drum brakes and double or cantilever shock absorbers. (Rokon motorcycles are admitted in this category with disk brakes)

Definition of "Evolution" Enduro motorcycles:

Only Enduro motorcycles with air cooled or liquid cooled engines, drum or disc brakes and double or mono or cantilever shock absorbers will be admitted.

The following classes have been established:



Category Classic 72 - Motorcycles manufactured up to 1972

Classe A 1	displacement	50 cc
Classe B 1	displacement	125 cc 4T
Classe B 3	displacement	over 125 cc 4T (need to be reviewed)

Category Classic 75 - Motorcycles manufactured up to 1975

Classe C 1	displacement	50 cc
Classe C 2	displacement	100 cc
Classe C 3	displacement	125 cc
Classe C 4	displacement	175cc
Classe C 5	displacement	250 cc
Classe C 6	displacement	over 250 cc

Category Classic 81 - Motorcycles manufactured up to 1981

Classe D 1	displacement	50 cc
Classe D 2	displacement	80 cc
Classe D 3	displacement	125 cc
Classe D 4	displacement	250 cc
Classe D 5	displacement	over 250 cc

Category Evolution 86 - Motorcycles manufactured up to 1986

(Creation a historical record of the main elements - To be done in collaboration with FIVA and experts)

If fewer than three riders should start in a class, they will be integrated into the next class: exceptions will be made for the classes A5, B3, C6, D5.

1.1 COURSE OF THE EVENT

The event will have its course on an on-off road track, regularly open to normal traffic, the length of which will be minimum 100 km and maximum 130 km.

The special test (S.T.) must have an average running time of at least 8 minutes, which will be detectable from the average time of those classified first in class A, save in the case of force majeure events.

If more tests are included in the course, this will be mentioned in the SRs.

An acceleration test, with a max length of 200 metres can also be foreseen; in this case the time will be multiplied by 5.

One or more CPs are compulsory. The maximum time-limit will be 30 minutes

1.2 REGISTRATION

The event must be marked on the FIM calendar.



The FMNR and the FIM Enduro Commission must approve the Special Rules.

Should the rider's federation not have a vintage register, the rider must send, 30 days prior to the event, the FIM entry form and photos of the motorcycle taken from each side, together with a photocopy of the registration certificate or circulation card.
(to be done) The motorcycle must comply with the FIM Enduro vintage technical rules.

Moto Clubs are entitled to request the payment of a surcharge for late incoming applications. This cannot exceed half the application fee.

The organiser will determine the riding number list.

1.3 RESULTS AND POINTS

Daily Category results:

The daily results for each class will be the sum of times obtained in S.T. and by penalties at T.C.s: The winner will be the runner who will totalise the best time.

Category Trophy results:

For the Trophy final results, which will be unique for each class, points will be awarded (20, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1) to the first 15 qualified.

The points scored by each individual rider will be modified with a bonus (for each finished race) on the basis of the age of the rider (per calendar year and according to the FIM licence) and will be calculated at the end of the Championship in accordance with the following criteria:

Age between	40 and 45 years	1	point
Age between	46 and 50 years	2	points
Age between	51 and 54 years	2,5	points
Age between	55 and 58 years	3	points
Age between	59 and 62 years	3,5	points
Age 63 and above		4	points

In each category, the first three will be awarded a prize.

In case of a tie on points, the points awarded in a race **not finished** will be counted. Should the result again be a tie, the older rider will be the winner.

Riders who have withdrawn or who did not start the race will not be awarded points and will not be included in the classification.

It is also intended that, in case of disqualification, whatever the reason, the rider cannot consider the race as **not finished** for the purposes of the tie-break.

MEDALS

The following awards will be given to the riders in each capacity class (Category Classic 72, 75& 81, Category Evolution 86 and the Team Trophy) at the end of the event:

- First place 1 FIM Gold medal
- Second place 1 Silver medal
- Third place 1 Bronze medal

PRIZE-GIVING CEREMONY



The organiser and the promoter are responsible for the prize giving ceremony. They shall ensure that the National flags, anthems, logos, backdrop, rostrum... are displayed. He shall provide the trophies.

1.4 TECHNICAL RULE

As a general rule THE MOTORCYCLES MUST HAVE THE ORIGINAL FEATURES FROM THEIR YEAR OF MANUFACTURE

(The text must be updated with some rules from the FFM book)

The motorcycle must have 3 number plates: yellow with black numbers for all classes, one at the front and 2 lateral.

The FIM will publish and circulate a list of motorcycles that can take part in the Championship, drawn up on the basis of research made on articles published in magazines from the periods.

In view of the very limited availability of some components, the use of the following non-original parts will be allowed provided they were commonly sold during the years of the motorcycles' manufacture:

- mudguards
- gas throttle
- handle -bar levers
- muffler (in this case it must be as near as possible to the original in its shape and characteristics)
- rims can be both in steel or aluminium, but must be of the period.
- forks

The stanchions must be of the same date as the motorcycle, even if of a different size and brand.

For motorcycles manufactured until 1972, the max length of the stanchions is 81 cm, with max extension of 18 cm; the max length of the shock absorbers is 35.5 cm.

For motorcycles manufactured until 1975, the max length of the stanchions is cm 86, with max extension of 22.5 cm; max length of the shock absorbers is 37.5 cm.

As far as the Evolution Category is concerned, the length of the stanchions and shock absorbers is free but must correspond to the same period.

- Carburettors:

Carburettors must be of the same era as the motorcycle's manufacturing year even if the diameter and brand are different.

Dell'Orto PHBH carburettors are forbidden in Category Classic 72.

In Category Classic 72 & 75, Mikuni carburettors are forbidden even if referable to the same era. They are admitted only on those motorcycles that had them fitted on mass production models.

- Exhaust pipe

Exhaust pipes must be of same era as the motorcycle or similar to the original: snake type exhaust pipes are not allowed in Categories Classic 72 & 75.

- Capacities:

Displacement: The original displacement may be exceeded by 5% at most without the motorcycle being excluded from the class to which it belongs.

In historically documented cases (see circulation card, era journals, races reports, etc...), where the engine displacement was increased or decreased in an exceptional way by the manufacturer, before registering to the Championship races, the motorcycle will be evaluated by the FIM on a case by case basis. Should it be accepted, the registration card must be modified in order to determinate the class to which it belongs.

- **Additional safety devices:**

As far as the current technical rules of the Enduro are concerned (especially the chain pinion protection, number plates, homologated tyres) it is hereby specified that Enduro vintage motorcycles are exempt from these requirements.

The handle-bar safeguard is compulsory (mousse is allowed), and bending foot-bars are warmly recommended. The use of hand protections is allowed but they must be of the open type and respect the historical and esthetic character of the vehicle.

On 2 stroke and 4 stroke motorcycles up to 1972, the following are forbidden:

- Forks with out-of axis pin (Excluding Maico with Maico stanchions)
- Shock absorbers with searate gas or oil tank
- Shock absorbers with cooling winglets on the sheath
- For Fantic motorcycles up to 1975, the first part must be in the pipe and not stamped
- For Fantic motorcycles, the following cylinders are permitted: 160.13.6100
- For Fantic: Cylinders 160.13.6101 - 160.13.6102- 220.13.6100 are not allowed.

NB. As for all other types of engines, for Fantic cylinders, it is possible to make modifications or additions (a port, a nikasil lining, etc...). It is possible to fit carburettors with bigger diameter and of a different brand from those the cylinders were fitting with originally (provided they belong to the same period as the cylinders).

Any kind of internal modification to cylinders, gear boxes and clutches, carburettors, ignitions and also on stanchions and shock absorbers must be unequivocally linked to the motorcycle's year of construction.

The ignition system is free: electronic ignitions must have an advance directly proportional to the RPM. The pick-up must trace only the RPM. Mapped ignitions (that pick up other benchmarks beside the RPM) are not allowed. Digital electronic ignitions are not permitted.

Motorcycles must be painted with the series or official factory colours of the period.

Statements

The organiser must take care of the preliminary checks, the parc fermé, the start, the time controls in nearby and easily reachable areas.

The promoter could envisage organising the parc fermé on the Saturday afternoon.

It is specified that the main time control must be in the same place as the departure, parc fermé and the paddock.

Safety equipment:



The riders must wear protective equipment complying with the FIM Enduro technical regulations. Helmets must comply with the FIM general technical regulations.

5. FIM Enduro Vintage Trophy - Proposal of changes in the Sporting code, medical code

30.1.2 FIM Prizes (Sporting Code), add a FIM prize in the list

Enduro

- **FIM Enduro Vintage Trophy**

Reasons: According to the FIM Enduro Vintage project, need the approval of the AG

09.2 - Age of the riders, drivers and passengers (Medical Code), add a FIM prize to the list

B. FIM prizes

Enduro

- **FIM Enduro Vintage Trophy** **Holder of a valid driver's licence**

Reasons: The FIM Enduro Vintage project needs the agreement of the CMI after the approval of the AG

6. FIM Enduro World Championship (new Enduro GP Class) - Proposal of changes in the Sporting code

30.1.1 FIM World Championship (Sporting Code), add the classes in the list

Enduro

- FIM Enduro World Championship, **Egp, E1,E2 and E3** (For riders and manufacturers)

Reasons: Creation of a new category and clarifications

Decision: Need the approval of the AG



7. Study of the CEN/CTI proposals

Proposal 1 - Please refer to the Enduro Vintage project

Reasons: Creation of the rules

Decision: to be clarified in February.

8. Study of the sporting proposals ISDE Rules

Proposal 1 -061.15

The use and installation of on-board cameras (on the motorcycle ~~or the rider~~) 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 mounting of cameras or any additional devices, including the holders, are forbidden on the helmets.

Reasons: Harmonisation of the rules - - No on-helmet camera as mentioned in the info letter

Decision: Accepted

Proposal 2 - 61.93 Protests

~~Protests must be lodged according to Art. 4 of the Disciplinary and Arbitration Code of the FIM and the Supplementary Regulations and be accompanied by a fee of 220 EUR or the equivalent amount in local currency (convertible), returnable if the protest is justified.~~

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 with the Clerk of the Course.



3. Generally, protests against the eligibility of a rider, team or a motorcycle entered must be made before the start of the first event.
4. Any other protests must be lodged immediately after the reason for the protest is known.
5. 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 € 220.- or the equivalent amount in local currency, returnable if the protest is justified.
6. 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 not in conformity with the rules; otherwise the additional fee will be returned to the person logging the protest.
7. Protests entailing a fuel control must be accompanied by an additional fee of € 750.-.

Moreover, protests must be submitted not later than ...

Reasons: Harmonisation with EWC

Decision: Accepted

Proposal 3 -cancel the day off (Sunday)

Reasons: reduction of the costs

Decision: Accepted

Proposal 4 - 061.34 Entry fee

~~The maximum entry fee is 650 EUR for male riders and 480 EUR for female riders and must be paid according to Art. 061.33. This amount will be settled through the FMN of the rider directly to the organiser.
Any cancellation certified by the FMN will be totally reimbursed if the cancellation is confirmed up to 30 days before the first day of the preliminary inspections.~~

The payment of the Entry fees will be centralised by the FIM Administration. The fees will be paid through the FMN of the rider directly to the FIM Administration. The fees must be paid according to Art. 061.33 and will be as follows:

Teams	Gender	Total entry fee (Euros)
FIM Trophy and Junior Trophy	Men	775
FIM Women Trophy	Women	605
Club Teams	Men	900



Club Teams	Women	700
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For team entries submitted via the FIM-ISDE website, the online registration mechanism includes a text stating that the FIM will not bear the bank fees. Moreover, the teams and riders must accept the FIM rules, Codes, Anti-doping Code, etc. Any cancellation certified by the FMN will be partially reimbursed if the cancellation is confirmed up to 30 days before the first day of the preliminary inspection; the FIM will reimburse the fee minus a 30 Euros cancellation fee to cover administrative expenses.

Reasons: FIM invests a lot in order to promote the championship (TV, Press management, Internet, Photographers, Mobile app.) An agreement was signed with the 2016 organiser in order to manage the entries as described above.

Decision: To be discussed again with the organiser.

Proposal 5 - Team Composition - To be discussed

Reduction in the number of riders

Reduction in the number of mechanics provided by the FMNs?

Reduction in the number of managers/delegates?

Reasons: Reduction of the costs for the FMNs

Decision: A proposal will be sent to the Board

Proposal 6 - 061.21, 061.22, 061.23

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 six or five 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.

061.22 THE FIM JUNIOR WORLD TROPHY

The team shall consist of four or three riders under 23 years of age (at 1st 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 he represents.

061.23 FIM WOMEN'S WORLD TROPHY

The team shall consist of three or two 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 he represents.

Reasons: During the last years we have always had this problem with the passport or ID card for the riders. For each document check at the last ISDEs, we had to decide that the ID card was OK. It would have been the same again at the ISDE 2015. If we did not want to sent 100 riders home, we had to accept the ID cards. If the ID clearly



shows the nationality the rider, the ID-Card is accepted as proof of nationality.

Decision: Accepted

Proposal 7 - Helmets - To be discussed

The helmet colours of the nations are not mandatory.

Reasons: Few teams work with painters certified by the helmet manufactures. The helmet manufacturers do not allow modifications to the helmets when they are certified (JS, ECE, SNELL...). It is not allowed to place stickers or additional devices on them. Painting an helmet can affect the structural characteristics and the resistance of the protective devices.

Decision: Accepted

Proposal 8 - Declaration of the Club manufacturers Team - The teams must be declared before the end of the Administrative controls.

Proposal 9 - Number plates stickers

The stickers must be printed according to the FIM ISDE Graphic charter and provided by the local organiser.

Decision: Accepted

Proposal 10 - Sporting Jurisdiction in ISDE

Review the FIM Rule books and work Manual. The sporting jurisdiction must be replaced by a Race Direction system and 3 Stewards Panel (2 from the FIM and 1 from the FMNR)

Decision: Accepted

9. Study of the sporting proposals EWC Rules

Proposal 1 -062.9 Calculation of the results for the Championships and Cups

The 15 best... manufacturers' classification.

For the manufacturers' classification, only the points awarded to the motorcycle of each manufacturer, from the categories E1,E2,E3 and **EGP**, holding a FIM Licence,..

Reasons: Clarifications



Decision: Accepted

Proposal 2 -062.6.2 Team manager (add a new sentence)

A team manager must be part of a Team holding a valid FIM Team Enduro Licence.

Reasons: Clarification

Decision: Accepted

Proposal 3 -Entries and participation

The total number of participants at each event is 150 (**EnduroGP**, Enduro 1,..

The maximum entry fee must be ~~250 EUR for male riders, 180 Euros for females riders~~ (to be defined per classes with ABC)- and must be paid at the latest 15 days before the start of each event. The payment will be made electronically via a web platform. This amount will be paid through the FMN of the rider or by the rider or his team, directly to the ~~organizer~~ **promoter**. The ~~organizer~~ **promoter** can accept the entry payment...

GP	400.00 €
E1	200.00 €
E2	200.00 €
E3	200.00 €
J	200.00 €
Y and W	150.00 €

Reasons: According to the pre-agreement with ABC Communication

Decision: rejected, the fees will be the same as in 2015. To be clarified with ABC

Proposal 4 - 062.12.1 and 062.12.1.1 (new article)

062.12.1 Allocation of numbers (second paragraph)

Riders who want a specific number (a number above 5 and below 100) must make a request to the ~~promoter~~ **FIM administration** before 15 ...

062.12.1.1 EnduroGP Selected riders

The EnduroGP category will consist of up to 16 riders.



For the EGP Classes, the riding numbers and the composition of the class will be defined by the CEN Bureau, who will decide on the selection criteria.

The E1, E2, E3 FIM World Champions will be promoted to EnduroGP riders.

Depending on the places available, the FIM CEN Bureau may register one or more additional wild card entrants during the season.

The list of the EnduroGP riders will be published by FIM and the promoter prior to the season.

Reasons: According to the EnduroGP Project

Decision: The rule is postponed

Proposal 5 -Classes

EnduroGP: The motorcycles must be from E1, E2 or E3

Reasons: According to the EnduroGP Project

Decision: Accepted

Proposal 6 -062.23.1 (to be defined)

EnduroGP	White background	Black Numbers
Ew	Purple background	White Numbers (068.2)

Reasons:

Decision: Postponed

Proposal 7 -062.34.1 Starting order by event

The riders will start class by class in the following order: **Scratch of the-Enduro 1-2-3, then Junior, Youth, Women**

1 st	event: Enduro 1, 2, 3, Junior, Youth, Women's
2 nd	event: Enduro 2, 3, 1, Junior, Youth, Women's
3 rd	event: Enduro 3, 1, 2, Junior, Youth, Women's
4 th	event: Enduro 1, 2, 3, Junior, Youth, Women's
5 th	event: Enduro 2, 3, 1, Junior, Youth, Women's



- ~~6th event: Enduro 3, 1, 2, Junior, Youth, Women's~~
~~7th event: Enduro 1, 2, 3, Junior, Youth, Women's~~
~~8th event: Enduro 2, 3, 1, Junior, Youth, Women's~~
~~9th event: Enduro 3, 1, 2, Junior, Youth, Women's~~
~~10th event: Enduro 1, 2, 3, Junior, Youth, Women's~~

The foll order will be used for the Super Test : Youth, Junior, Women, then Scratch of the Enduro 1-2-3 (the support race riders will be inserted according to the Race Direction's decision)

~~except that the Youth will always start first, followed by the Juniors and the Womens'~~

Reasons: clarification

Decision: Accepted

Proposal 8 -062.35 Preparation for the start

Cameras or any additional devices, including the holders, are forbidden on the helmets.

Reasons: harmonisation of the rules with those of SuperEnduro and ISDE

Decision:

Proposal 9 -Clarifications from Heinrich Schmidt

- 062.5.11 Procedure at the **FIM** Race Direction Meetings (page 16),
 - 062.5.12 Publication of the **FIM** Race Direction decisions (page 16),
 - 062.5.13 Minutes of the **FIM** Race Direction Meetings (page 16),
- and some more and also in the Table of Contents in the rule book.

Reasons: clarification

Decision: Accepted

Proposal 10 - Rule for walking the tests

Riders may not walk the tests prior to Thursday Morning. In the case of infringement of the rule, the riders will be sanctioned according to the FIM Disciplinary and Arbitration Code.



Reasons: reduction of costs for the teams and to make the EWC fairer. Less stones are moved on the tests.

Decision: Not accepted as this is impossible to manage.

Proposal 11 (page 69):

The paddock will be open on Wednesday at 15h00

The organiser and the FMNR must return the contract and pay the promotion fee proposed by the promoter by 1st November of the year preceding the season.

GPs outside the EU, the freight for the timekeepers, the ABC material and the EGP riders will be managed by ABC. All the information will be stipulated in the contracts sent by the promoter.

The cost of the hotel rooms will not be borne by the organisers or the promotor.

Reasons: EnduroGP project

Decision: Accepted.
.....

Proposal 12 - 062.38 Servicing

There must be...refuelling.

At the last TC, only the riders will be authorised to work on his own motorcycle. Any outside assistance is forbidden.

~~Only the rider may change the tyres~~ The change of tyres is only permitted and he can only do this at the last time check of the day in the working area (assistance is authorized for taking off and replacing the wheel of the motorcycle).

Motorcycles can be cleaned at the time checks and servicing **and at the last TC of the day**. The use of pressure cleaning devices is forbidden.

Decision: The proposal is rejected.

Proposal 13 - Followers

At the maximum one official follower per pilot will be admitted. This declared follower must be holder of an official FIM Assistant licence. He must wear the bib provided by the promoter from the start of the event. Only the official followers and riders will be permitted in the paddock and will have access to the entrance and exit areas of the tests.

Decision: ABC will manage the situation with bib identification.



Proposal 14 - Meetings

Riders' briefings, meetings with riders, meetings with officials can be organised by FIM and/or by the promoter. These meetings can be close meetings decided by FIM.

Decision: Accepted

Proposal 15

Define entry fees for the national support races and colour of the number plates.

Decision: TBD

Proposal 16: (clarification) 062-52 Procedure at the TC and pre-finish

Proposal 17: Art. 062.5.9.2 and SuperEnduro

Payment, administrative controls, by the promoter.

Decision: Accepted

Proposal 18 from Maurizio Micheluz. Art. 062.51.2

.....if for logistical reasons, the finish cannot be at the entry of the PARC FERME, this decision will be ratified by the FIM RACE DIRECTION and an official communication will be posted on the official board

Decision: Accepted

10. 2016 Provisional Calendars

The FMS and the organiser of the EWC Grand Prix that should be held in Agadir (MAR) must get a signed agreement with the FRMM so that the event can be confirmed.

MAXXIS FIM SuperEnduro World Championship:

Date	Place	Country	FMNR	Women Cup
05 December 2015	Lodz	Poland	PZM	
02 January 2016	Riesa	Germany	DMSB	
16 January 2016	Milan	Italy	FMI	X
20 February 2016	Villa Gesell	Argentina	CAMOD	
27 February 2016	Belo Horizonte	Brazil	CBM	
12 March 2016	Prague	Czech Republic	DMSB	

MAXXIS FIM Enduro World Championships:

Date	Place	Country	FMNR	EGP	E1	E2	E3	EJ	EY	EW
8-10 April	Agadir	Morocco	FMS	X	X	X	X	X	X	
15-17 April	Gouveia	Portugal	FMP	X	X	X	X	X	X	
20-22 May	Grevena	Greece	AMOTOE	X	X	X	X	X	X	
10-12 June	Heinola	Finland	SML	X	X	X	X	X	X	X
17-19 June	Enkoping	Sweden	SVEMO	X	X	X	X	X	X	X
01-03 July	Gordexola	Spain	RFME	X	X	X	X	X	X	X
15-17 July	Fabriano	Italy	FMI	X	X	X	X	X	X	
9-11 September	Cahors	France	FFM	X	X	X	X	X	X	X

Logistic for Morocco, the info will be released by ABC prior end of November.

FIM International Six Days' Enduro:

Date	Place	Country	FMNR
11-16 October 2016	Circuito Navarra	Spain	RFME

11. Meetings with the Managers, manufacturers and Organisers

The next meeting will be held in Milan during the EICMA.

12. Miscellaneous

Infomega will invest in order to have better displays. ABC Communication will have new TV displays too.

The 2016 Training Camp should be in France after the GP of France.

Prospection is ongoing for the 2017 ISDE.

13. Closing the meeting

The CEN should inspect a new race in Sweden.

The CEN members are invited to contact their organisers in order to build the 2017 calendar

FMP would like to enter a date: 7-8-9 April Portugal - place tba



The organiser of Zschopau (Germany) is now interested in entering the EWC series. Chile, Pucon could also be interested, as well as a club in Argentina, Patagonia. There are also few clubs interested in the USA, South Africa and France.

Seminars:

Place	Date	Seminar	FMNR	Instructor
Geneva, Switzerland	12-Feb-16	CEN - Superlicence - Clerk of the Course Enduro World Championship	FIM	Jean-Guillaume Meiller
Uppsala, Sweden	5-Mar-16	CEN - Clerk of the Course / Sporting Steward	SVEMO	John Collins
Warszawa, Poland	27-Feb-16	CEN - Clerk of the Course / Sporting Steward	PZM	Michal Sikora
Rugby, England	19-Mar-16	CEN - Clerk of the Course / Sporting Steward	ACU	John Collins
Paris, France	19-Mar-16	CEN - Clerk of the Course / Sporting Steward	FFM TBC	Jean-Pierre Ipuay

The CEN Director expressed his concerns about the involvement and the contribution of the members in the CEN Commission. There are no proposals coming to the Bureau. The composition of the CEN should be reviewed.