



June 5/6/7, 2026

# ***SUPPLEMENTARY REGULATIONS***

Organization : Moto Club Lozérien



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### **Article 1: Description**

On June 5/6/7, 2026, the MOTO CLUB LOZERIEN and AMV organize the 40th TREFLE LOZERIEN - AMV with the assistance of the City of Mende, the Community of communes Coeur de Lozère, the Regional Council of Occitanie and the Departemental Council of Lozère.

This event will be held in accordance with the regulations of the French Federation of Motorcycling (FFM), governing all-terrain rallies and Enduro races to which all competitors agree to abide by the mere fact of their registration.

This regulation has been approved by the FFM under visa No. 26/0052

**The TREFLE LOZERIEN AMV is an event of the FFM calendar so, only the FFM racing licences will be accepted to take part to the event.**

The race, 90% off-road, has a total length of about 600 km over three days and may be subject to change before final approval.

The three circuits will be:

Friday June 5th, 2026	Margeride ( <i>Margeride mid-mountains</i> )
Saturday June 6th, 2026	Gévaudan Aubrac
Sunday June 7 <sup>th</sup> , 2026	Gorges du Tarn ( <i>Tarn river canyons</i> )

**There will be 15 special stages and will include:**

- Enduro tests (individual or group starts)
- In line stages on earth or tarmac

### **Article 2: Organisation Committee**

The event is organized by the Board and the members of the Moto Club Lozérien

#### **Composition:**

<b>President</b>	BOULET Philippe
<b>Vice-President</b>	SALLES Xavier
<b>Treasurer</b>	ROBIN Eric
<b>Secretary</b>	DIDES Alexandre
<b>Communication</b>	CAPELLIER Blandine
<b>Circuits</b>	* PEHULET Bruno - FABRE Geoffrey – NASSIVERA Yannick - ROCHE Arnaud - SOUCHON Xavier * BONZI Arnaud – ROBIN Eric – DIDES Alexandre – KERMES Jeremy * OSMONT Clément - TRAUCHESSEC Stéphane - TARDIEU Rémy – TRENEULE Hervé – BALESTRI François – MINET Baptiste
<b>Road signs removers</b>	A team of 5 to 8 persons from a special stage to the next
<b>Equipments</b>	HILAIRE Farid - PLANCHON Stéphane

**Special stages** \* FABRE Arthur – GONZALES Jean-Philippe  
\* PRADEILLES Mathieu – CAUSSE Damien – VIALA Arnaud  
\* DUPONT Hervé  
\* FORESTIER Francis  
\* JAFFUEL Bruno

**Secretariat's address:** MOTO CLUB LOZERIEN  
ZAE de Causse d'Auge – 19 rue de l'Octroi  
48000 MENDE Tel.: 04 66.49.23.30  
www.moto-lozere.com mcl@moto-lozere.com

### **Article 3: Officials**

<b>Clerk of the course</b>	SALLES Jérôme	Licence n°: OFF 036915
<b>Jury:</b>		
<b>President</b>	SALLES Xavier	Licence n°: OFF 294463
<b>Members</b>	FORESTIER Francis	Licence n° OFF 294468
	MARTINEZ Jean-Marie	Licence n°: OFF 130966
<b>Technical stewards:</b>	ASTIER Joël	Licence n°: OFF 002451
	POUGNET J-Claude	Licence n°: OFF 254247
<b>Technical Organiser:</b>	BOULET Christian	Licence n°: OFF 025074

### **Article 4: Programme**

#### **Thursday June 5<sup>th</sup> 2026**

Documentations: **At the “Espace Evénements Georges Frêche”, Place du foirail in MENDE**

Technical scrutineering: **Parking de La Vabre in MENDE**

#### **Friday June 6<sup>th</sup> 2026**

Start of the 1<sup>st</sup> leg at 8 am **Place du foirail in MENDE**  
Finish of the 1<sup>st</sup> leg at 3 pm **Parking de La Vabre in MENDE**

#### **Saturday June 7<sup>th</sup> 2026**

Start of the 2<sup>nd</sup> leg at 8 am **Place du foirail in MENDE**  
Finish of the 2<sup>nd</sup> leg at 3 pm **Parking de La Vabre in MENDE**

All the riders invited by the organizer to the “Fan zone” for interviews and autographs are obligated to appear on the podium or risk losing their prizes.

A demonstration by students from the MCL motorcycle school on the Vabre special stage will take place on Saturday before the first competitor.

Morning start will be given in the Friday overall classification for riders 1 to 24.

## Sunday June 7<sup>th</sup> 2026

Start of the 3<sup>rd</sup> leg at 7.00 am **Place du foirail in MENDE** (*in reverse order of the Nbr*)  
Finish of the 3<sup>rd</sup> leg and final check at 4 pm **Parking de La Vabre in MENDE.**

Morning start will be given in the descending order of the Saturday overall classification for riders 1 to 24.

Thierry Castan Trophy after the arrival of the third leg on the site of La Vabre, outside ranking (**Compulsory for the first 30 riders in the general scratch classified after 2 days - see Article n ° 23**)

Final General classification of the event and award ceremony at 8:00 pm at the **Municipal Theatre, Place du foirail in MENDE.**

### **Article 5: Official Notice board and Results**

On Parc ferme and paddock at the "Espace Evénements Georges Frêche" Place du foirail in Mende: Friday June 5<sup>th</sup>, Saturday June 6<sup>th</sup> and Sunday June 7<sup>th</sup> 2026

**Official results:** will be available on the Trefle Lozerien AMC website: <https://www.inscriptions-trefle-lozerien-amv.com>

## **II - GENERAL TERMS**

### **Article 6: Entries**

The number of entries is limited to 650.

To proceed with the registration of the Trèfle Lozérien AMV 2026 you will need:

- Create your profile on the club website: [www.moto-club-lozerien.com](http://www.moto-club-lozerien.com) indicating all your contact details before the opening of entries
- Opening of engagements are **Saturday February 7<sup>th</sup> 2026 at 11 p.m.**

The day of registration:

- Go to the website [www.moto-club-lozerien.com](http://www.moto-club-lozerien.com) and connect to his profile;
- Click on the Trèfle Lozérien AMV tab;
- Follow the instructions and fill in their bank details CB or IBAN only those selected will be debited with the amount of the registration;
- If you are selected for the Trefle Lozerien AMV 2026, you will receive within 15 minutes, a confirmation by email and text.

Online reservations are personal and non-exchangeable.

**The data of your profile on the club's website before the event must be correctly completed. In the event of clearly incomplete entry of one of the fields, the reservation may be rejected.**

The remaining places will be awarded (against paying fee) to priority riders and partners of the event at the sole discretion of the Organising Committee.

No request for registration sent by post, telephone or fax will be taken into account. There will be no lottery drawing.

The Organising Committee reserves the right to refuse the entry of a competitor without having to explain why (Article 74 of the CSI).

Race numbers will be awarded at the discretion of the organizing club.

The Organization will offer 50 entries numbered from 900 to 950 to journalists and sponsors of the event. The assignment of these numbers will be at the sole discretion of the Organising Committee.

The beneficiaries will be able to start at any time in the morning behind the 4 riders in the same minute but in the special stages they will have to start only after the seeded riders or when the stage manager will order him to start.

They will not appear in the daily rankings or in the general classification of the event, and will not claim bonus payments or trophies.

### **Article 7: Entry Fees - Insurance**

Entry fees are fixed at 480 Euros. The entry will be effective only after receipt of the full payment.

Entry fees include the insurance premium guaranteeing the rider's liability towards a third party. The insurance will take effect from the moment of departure and will cease at the end of the event or from the moment of withdrawal or disqualification.

The insurance of the event is subscribed with the company:

FILHET-ALLARD  
Rue Cervantès – Mérignac  
33735 BORDEAUX Cedex 9

### **Article 8: Withdrawal - Refund**

In the case of withdrawal the entry fees will be reimbursed (deducted made of 10€ of administration costs) as follows:

- 100% until 30 days prior to the event;
- 50% less than 30 days prior to the event;
- **No reimbursement at less than 7 days prior to the event.**
- Only upon sending a letter or mail to this address: *mcl@moto-lozere.com* accompanied by a medical certificate, the postmark serving as proof, or the date of receipt of the email.

Under no circumstances a rider can exchange his entry with another rider.

In case of cancellation of the 2026 event, entries will be reimbursed and the Event Committee will keep 10 € for administration costs.

### **Article 9: Amendments to the Regulations - Bulletins - Interpretations**

The Clerk of the Course is responsible for the application of this regulation and its provisions during the duration of the event. Any protest on this application will be sent for instruction and the Jury's decision.

Similarly, any case not provided for by the said regulation will be reviewed by the Jury, which has sole power of decision.

Any modifications or additional provisions will be announced by dated, numbered bulletins, which will be integral part of the regulation. These bulletins will be posted at the secretariat, the headquarters and the Notice board of the event. They will also be communicated as soon as possible directly to the participants.

### **Article 10: Waivers to the FFM Enduro Championship regulations**

With regard to the running of the event, the applicable rules are those of the French Enduro Championship with regard to its Articles 7 to 17 and 19 to 25, except as follows:

ARTICLE 9: The number plates are provided by the organizer.

ARTICLE 14: External assistance is allowed except during special stages.

ARTICLE 16: The allocation of race numbers will be at the sole discretion of the organizer and cannot lead to a protest. Starts will be given 4 by 4 riders every minute.

ARTICLE 20: Signposting - blue on the 1<sup>st</sup> day, white on the 2<sup>nd</sup> day, red on the 3<sup>rd</sup> day.

ARTICLE 21: Refuelling is only allowed at the Time Controls and areas indicated by the organizer.

ARTICLE 24: Summary of sanctions.

Early Check-in without penalty at the last Time Control (TC) of each leg (entrance Parc Ferme).

## **III – COMPETITORS' DUTIES**

### **Article 11: Capacity**

The number of competitors allowed to take the start is limited to 650.

### **Article 12: Documentation**

**Administrative checks will take place exclusively on Thursday, June 4<sup>th</sup>, 2026 from 9.30 am to 7.30pm.**

**Establishment of individualized schedules for the administrative checks will be set-up. Your schedules will be communicated to you by email or SMS.**

**All health measures will be applicable depending on the regulations in force on the dates of the event.**

No checks will be carried out the morning of the event.

Competitors must imperatively submit themselves to the administrative checks with the following documents (in original):

- the compulsory FFM sporting licence named "LJB2 Special Classic events" is available on the FFM's website and are compulsory for foreign riders who do not hold an FFM annual licence,
- the medical certificate is to be signed by a doctor and necessary for licence application, and can be downloaded on the FFM website, on <https://pratiquer.ffmoto.org/licence-une-manifestation>
- foreign competitors holding an FFM license will benefit from the insurance coverage associated with that license. A detailed document can be requested from the event secretariat.
- driver's license, or CASM and BSR for 50cc category drivers with no driver's license;
- the original registration document of the motorbike;
- the valid motorbike insurance certificate;

- In the case of a standard garage insurance certificate that does not specify the registration number, it must be accompanied by a document from the insurer certifying that the motorcycle is indeed insured for the named user.
- If the motorcycle is loaned, the insurance certificate must include the name of the registered owner.

### **Article 13: Technical inspections**

**The technical scrutineering will take place exclusively on Thursday, June 4th, 2026 from 9.30 am to 7.30pm.**

**Establishment of individualized schedules for your scrutineering. Your schedules will be communicated to you by email or SMS.**

**All health measures will be applicable depending on the regulations in force on the dates of the event.**

**The rider has 30 minutes after administrative checks to bring their motorcycle to the technical inspection.**

The motorbikes used must have been duly received by Service des Mines either by type or on an individual basis.

Electric enduro bikes should be homologated to travel on public roads.

All riders, medical personnel, and track officials will be equipped with a GPS unit mounted on their motorcycles. This device, connected to race control, serves the dual purpose of ensuring participant safety and verifying compliance with the organizer's instructions, including maintaining traffic flow on the designated course and adhering to speed limits. Any breach of these rules may result in penalties, up to and including disqualification.

Following the administrative checks, the competitors will have to undergo the technical inspection which will concern:

- the noise: 109 decibels 2 maxi,
  - the vehicle's compliance,
  - the marking of the frame, the centre engine cases, the engine, the wheels hubs,
  - the lighting,
  - the helmet, only the ECE 22/05 and 22/06 standards will be recognized
  - pectoral and dorsal protections: (see FFM enduro technical regulation).
- <https://pratiquer.ffmoto.org/sites/default/files/documents/pdf/2023/11/OK%20-%20REGLES%20TECHNIQUES%20GENERALES%20ENDURO%202024.pdf>

Wearing pectoral and dorsal protection is mandatory. CE and FFM. standards are mandatory\*

For protections not bearing the FFM label, they must comply with the following standards:

- pectoral: EN 14021 standard,
- dorsal: EN 1621-2 standard,
- integral vest (pectoral and dorsal integrated): EN 14021 and 1621-2 standard,
- Inflatable jacket: EN 1621-4 standard,
- Tear-offs are prohibited.
- **On board cameras are forbidden** (Go-Pro type, etc...) except derogation from the Clerk of the Course.

Painted parts may not be changed during the event. A check at the end of each leg will take place to control the presence of these marks. The absence of even a single one will result in the immediate disqualification of the rider.

The rider must ensure that all the marks have been affixed during the technical inspections.

## **Article 14: Verifications during the race – Final inspection**

Checks may be carried out at any time during the event by the organizer, both in terms of compliance with the official route and the conformity of the vehicle.

For this purpose, many "Marshalls" will ride along the circuit to witness any offense to the regulation. Their report will give the Jury all power of decision regarding the penalty given to rider going up to disqualification.

At the exit of the last stage of the third leg, a motorcycle control will be carried out.

If the vehicle is identical with the one presented at the start (a technical inspection already having been carried out at the finish of each leg), the rider will be able to leave directly with his motorbike after this final check.

Without this being an obligation, a complete and detailed verification of the cylinder capacity may be undertaken at the absolute discretion of the Clerk of the Course. In this case, the designated riders must drive their vehicle in a place defined by the organizer, all disassembly and reassembly will be carried out under the sole responsibility of the rider who, in addition, must provide the mechanic, the necessary tools and all parts needed for reassembly. Riders who do not agree to submit to this verification will be excluded.

After checks and in case of non-compliance, the penalties provided for in this Regulation will be applied.

## **Article 15: Traffic**

The TREFLE LOZERIEN AMV taking place entirely on roads open to traffic, **the competitors will have to conform strictly to the rules of the French Code de la route and traffic laws.** Failure to comply with this Article will result in the immediate penalty up to disqualification of the rider.

Any pilot who does not respect the markings or who does not pass over the structures made by the organizer, for example the footbridges for crossing waterways, will be excluded from the event.

**Training:** In the event of participants being witnessed, during the days preceding the event, to train on places selected by the organizer for the running of special stages or on private grounds without previous agreements of the owner or on marked circuits, these will be refused to the start and their entry fees will not be refunded. In addition, any rider (on a motorcycle, in a car or bicycle) being witnessed on the spot of a special stage whose location has not been revealed by the organizer, will be refused to the start of the following day or days.

**Tires:** In order to avoid any significant degradation of the circuits used, with a view to respect the environment, front and rear FIM or Trail tires will be mandatory (the non-conformity of the tire leading to start refused or up to disqualification).

## **Article 16: Advertising**

Competitors are allowed to show any advertising on their motorcycle; however, they must use the number plates provided by the organization. They must be affixed to the motorcycles in the spaces reserved for this purpose **without any modifications** or masking the advertisements of the organization.

## **Article 17: Accident**

Any competitor who has suffered an accident must imperatively report it to the Race Direction on the day of the accident if possible and in any case before the 3<sup>rd</sup> day of the race, at 8 pm.

**He will have to request a declaration of accident signed by the Moto Club Lozérien which will have to be sent within five days to MARSH SAS.**

The injured rider must:

- request the contribution of **MARSH SAS** if there are significant costs;
- pay bills (doctor, ambulance, pharmacy, surgery, etc ...);
- get refund by the Social Security;
- send Social Security slips to **MARSH SAS**;
- send the certificate of the employer to **MARSH SAS** to justify the loss of salary;
- provide a certificate of aptitude for the resumption of motorcycle sport at the FFM for resumption of competition.

### **MARSH SAS**

Tour Ariane

La Défense 9

92088 PARIS LA DEFENSE CEDEX

Tel : 01 87 21 27 50

Mail : [assurances.sportsmecaniques@marsh.com](mailto:assurances.sportsmecaniques@marsh.com)

Any non-declared accident to the Race Direction (not having been subject to an accident notification) cannot be considered as an accident occurred during the event. The rider will not be able to benefit from the guarantees covered by his licence.

## **IV – RUNNING OF THE EVENT**

### **Article 18: Parc Ferme – Working Park - Start**

The Paddock A, place du foirail, is open from Thursday, June 4<sup>th</sup> from 8 to 12 a.m. One or two other paddocks will be set up.

To be accepted in the Parc Ferme, the motorbikes will have to be equipped with an autonomous support system (side stand, triangle ...). **Wood shaft support is strictly prohibited to prevent cascading falls in the park.**

**Electric motorcycles will be stored in a designated and marked area within the Parc ferme. A powder fire extinguisher, provided by the rider, must be placed in this area.**

The Parc Ferme, guarded overnight, will be installed on the parking lot of La Vabre in Mende, from Thursday afternoon to Sunday morning.

**A SRA additional antitheft system** (U, chain, disk lock, ...) **is mandatory.** Any engine start in the Parc ferme will be sanctioned by a penalty up to disqualification.

Between the Parc Ferme and the start line, each competitor will have 10 minutes in the working park.

The starting orders will be defined by the organizer. Starts will be given in order of ascending numbers on the first and second day, and in reverse order of numbers on the third day.

Motorcycles must be equipped with 3 number plates provided by the organizer.

The start of motorcycles will be given every day on the Place du Foirail in groups of 4 riders every minute. In the minute following the start signal, the rider must start his engine on the starting line, and cross, under the impulsion of the engine, another line located 20 meters from the start line.

If a rider is not on the start line when the starting signal is given, he will not be penalized, provided he brings his motorcycle to the start line, turns it on, and crosses the 20 meters line in the minute following the starting signal.

Any minute late on the line will be turned into a penalty, as well as any engine start requiring more than a minute. Similarly, a rider who does not cross the 20-meter line within one minute of the starting signal will be penalized with 10 seconds (see summary of penalties, article 23). He will be able from this moment to start his machine by any means at his convenience after the 20 meters line without outside help.

A rider who fails to start his engine, or if he stops in the area between the two starting lines, shall not return to the starting area after the one minute delay. He should push his motorcycle in the minute in the direction of the race and cross the 20 meters line in order not to disturb the other riders.

Every morning, after the start of the last competitor, the Parc ferme of the La Vabre car park will no longer be watched. Assistants or riders not taking the start will have to pick up their vehicles. The organization will not be held responsible for damage or theft.

### **Article 19: Time controls – Passage controls**

At the start of the event each competitor will receive a time card on which are shown the imparted times to reach each TC and for the check at PC.

All controls (TC, PC) will be indicated by means of signboards.

The exclusion time is set at **30 minutes** beyond the ideal time at any Time Control (TC).

For obvious safety measures and ease in the classifications, **the riders commit to report their withdrawal for any reason whatsoever to the Race Direction as soon as possible**. Riders who do not respect this clause may be denied departure the next day, as well as any subsequent participation in the race.

### **Article 20: Special stages**

There will be five per day.

For safety reasons, some special stages may be recognizable on foot only, but spectators and support personnel will be prohibited.

For the start of the special stages:

- Day 1, for plates numbered 1 to 24, the start will be in ascending order of numbers;
- Day 2, for plates numbered 1 to 24, the start will be in order of the overall standings from Friday;
- Day 3, for plates numbered 1 to 24, the start will be in order of the overall standings from Saturday.

### **Enduro test**

The timing will be done by transponder. Departures can be given individually or in groups depending on the special stage. The times achieved in each special race expressed in minutes, seconds and 100th of a second will be taken into account for the ranking. Competitors will start the special stage in ascending order of numbers on Friday and Saturday from number 1 to 24, and on Sunday in descending order of numbers from number 24 to 1. In case of any changes, the Race Director will inform the competitors by posting at the PC.

### **In line test**

They will be contested on trails where start and finish will be judged in different places. Their profile will be patterned like off-road hill climbing events. The time spent in special races will be taken into account for the ranking. The rider will have to follow the signposted route otherwise he will be penalised by a disqualification. Competitors will start the special stage in ascending order of numbers on Friday and Saturday from number 1 to 24, on Sunday in descending order of numbers from number 24 to 1. In case of any changes, the Race Director will inform the competitors by posting at the PC.

### **Group start tests**

For group starts, drivers will be placed on the pre-grid in ascending order of their numbers on Friday and Saturday. On Sunday, they will be placed in descending order of their numbers, or as by the decision of the Clerck of the Course.

For mass starts departures, a fixed time will be applied for those who do not do execute all the laps.

### **Article 21: Itinerary - Refuelling – Followers**

The **itinerary** will be marked by ribbons fixed on the course, the arrows being used only for the marking of towns and villages and intersections that can lend to confusion. Each day will be marked in a different colour:

- blue on the 1<sup>st</sup> day, white on the 2<sup>nd</sup> day, red on the 3<sup>rd</sup> day.

**Refueling points** will be located on each circuit every 60 to 90 km;

Additional refueling points will be set up by the organizers at specifically designated locations to allow for battery changes on electric enduro motorcycles. Mechanics working on the electric motorcycles will be equipped with powder fire extinguishers and must provide their identification to the organizers.

The organizer does not provide electrical charging stations.

All ancillary operations mentioned in the rules of the FFM Enduro Championship will be authorized, but these may be carried out by the rider or his mechanic.

**Followers are strictly forbidden** under penalty up to disqualification of the assisted rider.

### **Article 22: Assistance**

For the Trèfle Lozérien AMV, private assistance is allowed, within the limits of the places and times defined in the regulations.

Any "commercial" and/or "paid" assistance must be approved by the Organising Committee. Otherwise, any rider who receives assistance of this type will be excluded from the event.

## **Article 23: Thierry Castan Trophy**

The Thierry Castan Trophy is an off-classification event contested on Sunday after the finish. **Participation in this event is mandatory for the first 30 riders in the overall scratch ranking after the 2 first days.**

**Failure to participate in this Trophy will necessarily result in the cancellation of bonus payments.**

Refuelling is allowed between the arrival of the last special race of day 3 and the Thierry Castan trophy.

## **Article 24: Summary of penalties**

Recce of special races by any means other than pedestrian .....	Up to disqualification
Recce of special stages by means not listed by the Organization.....	Up to disqualification
Non-affixed advertising of organizer (rider or motorcycle) .....	Start refused
Late on start line.....	1 mn/minute late
20-meters line not crossed following regulations .....	10 seconds
Turning on the engine in the starting area before Steward's signal .....	1 minute
Non-payment of entry fees.....	Start refused
Missing sporting licence .....	Start refused
Failure to respect the route .....	Up to disqualification
Missing Passage Control (PC).....	Up to disqualification
Turn on engine in the Parc Ferme .....	Exclusion
Missing identification marks .....	Up to disqualification
Refusal to submit to the final check.....	Up to disqualification
Delay of more than 30 minutes at Time Control.....	Exclusion
Cylinder capacity different from the entry category .....	Up to disqualification
Too much noise at the start.....	Start refused
Missing lighting at the start.....	Start refused
Refuelling out of the imposed zones.....	Exclusion
Failure to respect the route of the special stages.....	Up to disqualification
Training on private ground without agreement of the organizer or on marked circuit... ..	Up to disqualification
Failure to comply with traffic laws .....	Up to disqualification
Non-conformity of the tires at the start.....	Start refused
Non-conformity of the tires during the event (includ. Castan Trophy) .....	Up to disqualification
Excessive speed or dangerous driving in inhabited places .....	Up to disqualification
Non-participation in the Thierry Castan Trophy while the rider is ranked in the top 30 in the scratch final standings .....	Cancellation of prize money

**Disqualification:** Any disqualified rider will remain so permanently and under no circumstances may perceive a prize whatever it may be.

**Exclusion:** any excluded rider will remain so for the day during this penalty is imposed. The rider will lose the benefit of that day and cannot therefore be classified in the general three days' score. However, the start of the next day or day after remains open.

## **V - PROTESTS - APPEALS - RANKINGS - AWARDS**

### **Article 25: Protests - Appeals**

Protests must be made in writing and handed to the Clerk of the Course or a Sporting Steward member of the Jury.

They must be accompanied by the amount provided for in the regulations of the FFM Enduro Championship (Art.30 - 75€). This amount will be refunded if the merits of the protest have been acknowledged.

When a complaint involves the dismantling of the engine, it must be accompanied by a deposit of € 75 for 2 T engines and € 150 for 4 T engines. This sum will be reimbursed if the dismantled machine turns out not to be compliant, or paid to the pilot forced to dismantle if the conformity is recognized.

Only the regularly entered rider has the right to protest.

A protest against a decision made by the Jury following the report of a technical inspection must be submitted immediately after the decision by the concerned competitor.

Protest against the validity of an entry must be submitted no later than 1 hour after the closing of Administrative and Technical operations.

Protests against an error or an irregularity committed during the event, against non-compliance of a vehicle, must be made prior to arrival at the final time control of the 3<sup>rd</sup> day of the competitor in question.

Protest against the ranking must be presented no later than 1/2 hour (30 minutes) after the official display of the results.

### **Article 26: Classifications**

Penalties will be expressed in hours, minutes, seconds, hundredths of a second. The final classification will be established by adding the times achieved in the ranking events, with the penalties incurred during road sections and with all other penalties expressed in time.

The one which has the smallest total will be the winner of the general classification, the following being second and so on. In case of a tie, will be declared the winner the one who will have achieved the best time of the first special stage. In case of a new tie, would be considered the time of the next, and so on.

Rankings by category (trophy 50 cm<sup>3</sup>, women's, veterans (aged of 37 years old minimum on the January 1<sup>st</sup> of the event), super veterans (aged of 47 years old minimum on the January 1<sup>st</sup> of the event), gentlemen, electric, junior category, Espoir, Elite) and classes (for elites and national only) will be established in the same way:

E1 and N1: 100 cm<sup>3</sup> to 125 cm<sup>3</sup> - 2 stroke and 175 cm<sup>3</sup> to 250 cm<sup>3</sup> 4 stroke  
E2 and N2: 126 cm<sup>3</sup> to 250 cm<sup>3</sup> - 2 stroke and 290 cm<sup>3</sup> to 450 cm<sup>3</sup> 4 stroke  
E3 and N3: 290 cm<sup>3</sup> to 500 cm<sup>3</sup> 2 stroke and 475 cm<sup>3</sup> to 650 cm<sup>3</sup> 4 stroke

The 50 cm<sup>3</sup> Trophy is reserved for the riders under 18 years will be a no premium classification.

The Junior category is reserved for the riders under 23 years old minimum on the January 1<sup>st</sup> of the event.

The Espoir 125 cm<sup>3</sup> 2 stroke category is reserved for the under 20 years old minimum on the January 1<sup>st</sup> of the event riders driving a 125 cm<sup>3</sup> 2 stroke motorcycle.

Electric motorcycles will only be included in the overall event classification. No specific or separate classification will be established for this category.

Numbers 900 to 950 will not be classified and will not receive any bonus payment or reward.

### **Article 27: Awards**

The awards ceremony of the 40<sup>th</sup> TREFLE LOZERIEN AMV will take place at the Espace évènement Georges Frèche in Mende, place du Foirail, Sunday June 7<sup>th</sup> 2026 at 8 pm.

For the race							
	By category	By category	By category	By category	By category	By category	Overall Ranking
	VET1 VET2 GENT	NAT	ELITE	JUNIOR	FEMALE ESPOIR	50 cc ELEC	
Clt							
1	200	200	1000	700	600	Prize	5500
2	150	150	800	500	400	Prize	3700
3	100	100	600	300	200	Prize	2400
4							1500
5							1200
6							1000
7							Prize
8							Prize
9							Prize
10							Prize

Price money will be awarded as soon as 10 drivers will be classified in the class or category for which they were awarded.

**IMPORTANT  
RIDERS WHO WILL NOT ATTEND AT THE AWARD CEREMONY WILL LOOSE THE  
BENEFIT OF PRICE MONEY AND TROPHIES THAT WOULD BE GRANTED.**

## REMINDERS

**Noise:** the limit is identical to that of the FFM Enduro regulation (Art.7).

CAUTION, IN A CONCERN OF SUSTAINABILITY OF THE DISCIPLINE, ANY ENGINE OBVIOUSLY TOO NOISY WILL BE IMMEDIATELY EXCLUDED OR REFUSED AT START.

**Tires:** only are permitted FIM enduro or trail tires.

**“1 event” sporting licences:** valid for the 3 days of the event, they will be issued only on presentation of a medical certificate of no contraindication to the practice of motorcycling sport dating less of three months.

**Only the FFM sporting licences are allowed. Licences for “Special Classic Event” are to be taken on the FFM website and are mandatory for foreign riders who do not have an FFM license, the medical certificate to be signed by a doctor is required when applying for the license is to be downloaded from the website of the FFM (<https://pratiquer.ffmoto.org/licence-une-manifestation>),**

**50 cc Trophy:** reserved for riders aged under 18 years without license, holders of CASM and BSR.

**Withdrawals:** for obvious reasons of safety and ease in the establishment of rankings, the riders are committed to report as soon as possible to the Race Direction their withdrawal for any reason whatsoever.

Riders failing to comply with this clause may be denied start the next day as well as further participation in the race.

**Entry:** the entry fee is fixed at 480 Euros.

**In case of cancellation of the 2026 event, entries will be reimbursed and the Event Committee will keep 10 € for management fees.**

**Awards:** the total distributed amount is 23.400 € (see summary table Article 27 of this Regulation)

The Organization will send no bonus payment by post. The absence of the honoured rider at the award ceremony will automatically cause the loss of bonus payments which were allotted to him.

must be reported to the organization **1 MONTH PRIOR THE EVENT BY REGISTERED LETTER.** After this time, no fees will be refunded.

