



FIM Europe
EUROPEAN EXTREME ENDURO CUP
REGULATIONS

Fime Europe Enduro & Rally Commission

DEFINITION

Extreme Enduro events are controlled start events which are a test of endurance and reliability. Competitors will be required to complete a number of laps within a time set by the organizers. The duration and length of events will be stated in the Supplementary Regulations.

1. GENERAL

The FIME organizes the European Extreme Enduro Cup in according to the rules of the FIME Sporting Code, the FIME and FIM Rules, the FMNR Rules, by the Official appointed by the FMNR and confirmed in the S.R. and by the FIM Europe **Official** and with particular reference to Supplementary Regulations produced by each organizer.

Technical rules will be as FIME Motocross or Enduro Technical Rules.

The European Extreme Enduro Cup will consist of a number of rounds each year which shall be published in the FIME Calendar.

Each Organizer must pay the current Inscription fee of 200 € to the FIME.

1.1 Participation

All the riders must hold a valid FIM/FIME or National Enduro/Motocross license and starting held from FNMN, confirming insurance by FMN starting permission (in case of Fim/Fime licence), and be a minimum age of 16 years.

There will be only a class: Overall.

1.2 Supplementary Regulations

The Supplementary Regulation (SR) shall contain important local details on such matters as the course, average speeds, safety conditions, entry fee, etc. The organizers must show the FIME and promoter logos in the SR of each race.

1.3 Classes

Overall class

1.4 Class Numbers

Allocated by organiser on each event.

1.5 Entries

A Entry Form must be completed in every detail, signed by each rider and shall clearly identify. Each completed entry form, together with the entry fee, shall be forwarded to the Organiser. Any information concerning entry form, sending of inscription, payment of entry fee, must be identified in the Supplementary Regulations.

Also any kind of information about limit of entries, track, price giving, etc., etc., must be in the SR.

2 TECHNICAL

2.1 Motorcycles

Subject to the Supplementary Regulations any motorcycle which complies with the FIME Motocross, Enduro and Baja technical rules may be allowed. No trial bikes are allowed.

2.2 Tyres

Tyre type is optional or as stated in the Supplementary Regulations.

2.3 Numbers

Every rider must place on their number plates the numbers and stickers of any sponsors agreed upon by the Organizer and foreseen in the Supplementary Regulations or by the official board. These logos/stickers and numbers must be used without alteration or obscuring.

Bibs may be supplied by the organizers.

2.4 Administrative and technical inspections.

At administrative inspection the rider must submit his FIM, FIME or National Rider's Licence, Driving Licence (if required in the S.R.), confirmation of entry fee payment, filled entry form, starting permission from FMNs. At the preliminary examination (details of which will be given in the S.R.), the following parts will be marked as described below, in such a way as to ensure their identification:

- Frame (main)
- Silencer

All riders must sign on according to the time specified in Supplementary Regulations of each event and present their machine and clothing for inspection .

2.5 Noise Control (if there expected)

Machines must be checked following the Rules of FIME (2 METRE MAX METHOD).

Same noise level for all, enduro or motocross. Rules Noise level must be in SR.

3 PROCEDURE

3.1 Course

Total length or time: fixed in the S.R.

3.2 Outside Assistance

Assistance and outside assistance and receiving spare parts or tools will only be allowed in the Pit/Refueling Area, except when provided on the course by the organizers. No outside assistance is authorized outside the designated areas mentioned above. The penalty for not respecting this rule is exclusions (or other penalties given as provided for in the FIME/FIM Disciplinary and Arbitration Code). Riders may work on their bikes on the track with tools and parts carried with them.

It is forbidden to use air or electrically powered tools (except battery-powered tools). The penalty for any use of electric or pneumatic tool is exclusions (or other penalties given as provided for in the FIME/FIM Disciplinary and Arbitration)

3.3 Start

The start must be set out so that riders will start in groups which will be decided by the organizers e.g. capacity classes (mass start). The number of riders in each group will be decided by the organizer and due regard to course layout and the approval of the permit issuing authority. The organizers must ensure that the entire entry must be able to start together and leave the start area before earlier riders start subsequent laps. UNLESS an adequate filter system can be incorporated to allow riders to join the course without impeding existing competitors. In all circumstances there must be a dead engine/le mans start. This may limit the size of entry.

The procedure of start is explained in the SR and /or at a preliminary rider's briefing.

Any rider who fails to start their machine at the allotted start time for their group will be credited for that original start time regardless of the actual time that they start.

Also individual start with running engines, after order in qualification should be allowed.

3.4 Timekeeping

Timekeeping equipment must be handled under the supervision of an official timekeeper.

In order to carry out his duties a timekeeper must use:

An apparatus functioning automatically with a printer synchronized with the real time and registration time to 1/100 second. Photoelectric cells or transponder linked to the chronometer will activate the start and finish of the time. The apparatus must be efficient and accurate to work under the conditions for which it is to be used. A monitor, linked

directly to the timekeeping system shall indicate the time registered by the rider as he crosses the finish line. A timekeeper officiating at an international meeting must have at his disposal a reserve chronometer with the real time to check the readings of instruments being used. It is compulsory to use a system of electronic timing. Riders must accept any type of Timekeeping system approved by the Referee.

3.4 Timekeeping

Timekeeping equipment must be handled under the supervision of an official timekeeper who is approved by the FMNR.

It is compulsory to use a system of electronic timing. Riders must accept any type of Timekeeping system approved by the FMNR. Ny other information is given by the S.R.

3.5 Lap Scoring Area

An area must be designated which allows riders to pass through single file gates where their number will be recorded on the completion of every lap. Where there is more than one class the organizer may set alternative durations to suit the varying abilities. The organizers may stipulate that riders have to stop. Specifications of lap scoring area must given in the SR.

3.6 Finish

After the specified time/number of laps, the riders will be diverted through the lap scoring area and then from the course. In mass start event the finish of the race is when the leading rider, crosses the finish line after the allocated time has elapsed.

3.7 Finishing Order – see S.R.

3.8 Ties - see S.R.

3.9 Checks

The start/finish will be the only time check, OR others fixed in the S.R.. There should be adequate marshals/route checks on the course to prevent course cutting.

3.10 Marshals

Organizers should place marshals at strategic points around the course to monitor safety and ensure control of event.

3.11 Refueling

A suitable and restricted area must be marked out adjacent to the course as a Pit Area. Access to this area must be restricted to marshals, riders and authorized helpers. The Organizer MUST establish a fire point, clearly indicated and with the appropriate fire

extinguishers present. Each rider shall ensure that his refueling crew, have a fire extinguisher at the refueling area. 'No Smoking' signs should be displayed. The use of an environmental mat is compulsory during any refueling.

REFUELING MAY ONLY BE CARRIED OUT IN THE DESIGNATED AREA. THE ENGINE MUST BE STOPPED DURING REFUELING. NO SMOKING ALLOWED.

3.12 Fire Extinguishers

Organisers must ensure that fire precautions are in place.

3.13 Prizes and Awards

Each Organizer must provide Prizes and Awards.

All racers must collect their prizes/awards at the Prize ceremony or will face a fine of 100 €. This is providing the Prize Ceremony is held within 90 min's of the arrival at the finish of the last racer. If the ceremony is not started within this time the rider may leave without penalty.

At each event the following Awards/ Prizes will be presented:

- The 3 best riders places in the overall ranking

3.14 CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS

POINT SCORING

The twenty best riders classified in the overall classification regardless of category or class provided they have all been required to complete the same course will be awarded points according to the following scale at the end of each day of competition

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

WINNERS

The winner, the European Extreme Enduro Cup is the rider with the highest number of points. In case of a tie, the rider with the most victories and than highest places in the

scoring days will be placed first and so on until the statement is broken. If the draw subsists the winner will be the rider with the higher score in the last day.

3.15 Disqualification Penalties (or other penalties as provided for in the in FIME Disc and Arbitration Code).

- Smoking in the Pit/Refueling area.
- Outside assistance except in the Pit Area.
- Refueling other than in Pit/Refueling Area.
- Refueling with engine running.
- Changing machine during event.
- Course cutting.
- Failing Sound Control Test.
- Riding in opposite direction to the course.

3.16 Protests

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIME and the Supplementary Regulations and be accompanied by the currently fixed fee 130 eur or the equivalent amount in local currency (convertible), returnable if the protest is justified.

Protests must be submitted no later than as follows: 30 minutes after the arrival of the last rider of each class, if the protest is against a rider or a machine

Any protest, for the first or second day, must be presented to the FMNR Referee and/or the FIME Delegate/Representative within 30 minutes after the provisional results have been displayed on the official notice board.

- One hour after receiving the written reply of the Officials of FMNR
- No protest can be made against a decision of the Officials, but in certain cases an appeal may be lodged as prescribed in the FIME Disciplinary and Arbitration Code.

3.17 Fines and Protest Fees

The FMNr will keep an account of all fines and protest fees received, and will send the account and the amount collected to the FIME on the conclusion of the meeting.

3.18 Interpretation of Regulations

The interpretation of these regulations and the S.R. is the responsibility of the Officials nominated by the FMNr, who is also empowered to deal with any matter not provided therein. In second instance, and facts relating to the classification of FIME CUP, any appeal will be examined and decided by the FIME Referee.

The FIM Europe Enduro Commission shall nominate an **Official**, chosen among the Commission members and, if possible, member of FMNR . In that case all the costs are in charge of organizers.

3.19 Compliance with Regulations

Every rider by entering or being entered or nominated, thereby acknowledges that he is bound by the FIME Sporting Code & Rules, Supplementary Regulations of the event and Final Instructions to be hereafter issued, to all of which he undertakes to submit and moreover renounces any rights to have recourse to any arbitrations or tribunal not provided for in the said Rules and Regulations.

4 Ecological Area

Each organizer will be obliged to provide a special area for the safe storage of waste oil, tyres, batteries and/or any other material regarded as environmentally hazardous. Such area shall be in the paddock/service areas and shall be clearly identified. It is compulsory to use an environmental mat for service and replenishment at the service areas.

5 Medical Services

At all events qualified First Aid personnel must be in attendance with full first aid equipment including a stretcher. There must be a minimum of TWO ambulances or ONE ambulance and ONE other suitably identified vehicle, which must be equipped with and able to carry a stretcher. At least must attend at the event one type A ambulance. One vehicle must always be available at the event. The attendance of a Doctor is compulsory.

Approved by FIME Enduro & Rally Commission – 28th October 2017