



SuperMoto European Championship Regulations 2018

update 01/April 2018

General Undertakings and Conditions

All riders, teams, officials and other parties participating in the FIM Europe S1, S3, or SM Junior SuperMoto European Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the:

1. FIM Europe Sporting Code
2. FIM Europe SuperMoto Regulations
3. FIM Motocross Technical Regulations
4. FIM Europe Disciplinary and Arbitration Code
5. FIM SuperMoto Circuit Standards
6. FIM Environmental Code
7. FIM Medical Code
8. FIM Anti-Doping Code
9. FIM Europe Annuaire
10. XIEM Organiser's Manual

of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the " FIM Europe SuperMoto European Championship Regulations").

The FIM Europe SuperMoto European Championship Regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail.

It is the responsibility of each rider and/or team to ensure that all persons involved with their entries observe the FIM Europe SuperMoto European Championship Regulations at all times. The responsibility of the rider, or any other person having charge of an entered motorcycle at any time during an event is joint and severally with that of the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, **Grid**, Repair and Signalling Zone or on the circuit, must carry an appropriate pass at all times during the event.

Actions judged by the officials responsible to be contrary to the FIM Europe SuperMoto European Championship Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the event in question - are subject to disciplinary actions as provided by the Arbitration and Disciplinary Code.



1 TITLE AND GENERAL

1.1 FIM Europe SuperMoto European Championship

Each year, the FIM Europe holds a FIM Europe SuperMoto European Championship for riders and manufacturers.

The manufacturers classification is valid only for the S1 class.

The FIM Europe SuperMoto European Championship is organised according to the rules of the FIM Europe Sporting Code, Chapter 10.

A series of SuperMoto events counting towards the FIM Europe SuperMoto European Championship will be organised. Each event must be inscribed in the Calendar.

An event may be cancelled, moved to another place or replaced by another event.

1.2 FIM Europe SuperMoto European Championship events

1.2.1 General

FIM Europe SuperMoto European Championship events begin at the scheduled time for technical and sporting verifications and end when all of the following have occurred:

- a) The final results have been approved by the FIM Europe Jury;
- b) All deadlines for lodging protests/appeals have expired; and
- c) All technical, sporting and anti-doping controls have been concluded.

If a protest is lodged, the results will not become official until a decision is taken by the FIM Europe Jury.

If an appeal is lodged against the decision of the FIM Europe Jury, the results will not become official until a decision is taken by the FIM Europe Disciplinary Commission.

All officials, marshals and medical staff must remain fully operational at the circuit – available to the FIM Europe Jury until the end of the protest/appeal period.

FIM Europe SuperMoto European Championship events must be staged on circuits that have been approved by the FIM or FIM Europe and comply with the FIM Europe SuperMoto European Championship Regulations.

No event may be organised before all the necessary legal authorisations have been obtained by the organiser.

Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event.



The insurance amount coverage of the third party insurance provided by the organizer must be in accordance with the corresponding FIM Europe requirements and valid for the days of the event (Friday-Saturday-Sunday). In case of modified event (e.g – two days event, the insurance must be valid for the two days).

1.3 Classes

FIM Europe SuperMoto European Championship events will consist of the following classes:
S1, S3 and SM Junior.

The format and the eligible classes for a given event will be stated in the calendar upon confirmation from the promoter and the SuperMoto Commission.

S4 class riders will use only the slide section of the circuit (all asphalt section) without the sky-section (the section with the artificial obstacles, jumps, etc.).

1.4 Support Races

Support races are permitted. However, these support races, as well as any other activities such as the vehicular use of the circuit during the event, including demonstrations or exhibitions, must at all times receive prior authorisation from the FIM, FIM Europe and FIM Europe Championship Promoter. Authorisation from the FIM/FIM Europe or the Promoter does not imply nor include any FIM Europe involvement in and/or liability for these support races/activities which are not run under the aegis and the responsibility of the FIM Europe.

Priority must at all times be given to the FIM Europe SuperMoto European Championship programme. If necessary, the FIM Europe Jury can change the time schedule of these support races and/or other activities or cancel them.

2 RIDERS

2.1 Licences

Participation in the FIM Europe European SuperMoto Championships is restricted to the holders of a valid:

- FIM Europe SuperMoto European Championship licence (annual or one event),
- FIM Europe Promosport license (valid only for class SM Junior, annual or one event),
- **other CONU SuperMoto license (starting permission also required)**

For further information please refer to FIM Europe Sporting Code, article 10.1.1



2.2 Age of Riders

Licences for riders are issued for the FIM Europe European SuperMoto Championship, only when the minimum age has been attained as below:

- class S1 **15 years**
- class S3 **14 years**
- class SM Junior **10 years**

The maximum age in S1 and S3 classes is 50 years. The maximum age for class SM Junior is 15 years.

The limit for the minimum age starts on the date of the rider's birthday and the limit for the maximum age finishes at the end of the calendar year in which the rider reaches the age of 50.

2.3 Rider apparel

It is the responsibility of each rider to select a helmet and apparel which will provide appropriate protection.

Although the FIM approves materials, it does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgement in the selection of helmets and apparel for protection and durability.

The following apparel must be worn by riders in all events:

2.3.1 Helmets

Helmets must be in accordance with the FIM SuperMoto World Championship Regulations. Helmets must be marked with one of the official international standard marks mentioned in the FIM SuperMoto World Championship Regulations. Long hair must be contained within the helmet.

2.3.2 Eye protection

Eye protection must be in accordance with the FIM SuperMoto World Championship Regulations, and must be worn at the start of each practice, qualification or race.

2.3.3 Equipment and Protective clothing

FIM Technical rules, art. 01.65, edition 2018

Riders must wear a complete leather suit (one piece), minimum thickness 1.2mm, with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc.



Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.

Riders must also wear leather gloves and boots, which with the suit provides complete coverage from the neck down.

Leather substitute materials may be used, providing they have been checked by the Chief Technical Scrutineer.

2.3.4 FIM Europe SuperMoto European Championship logo (valid for S1)

Riders must display the FIM Europe S1 SuperMoto European Championship logo (50mm x 50mm) on the upper front torso or shoulder area of their leathers.

2.3.5 Family name of the rider

The family name of the rider must appear on the back of their leathers **or bib (if worn)**

The use of back protectors is recommended.

2.4 Rider/mechanic appearance

All riders and mechanics must present a clean and neat appearance.

Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.

Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in the waiting zone and the pit lane.

Mechanics are encouraged to display the FIM Europe SuperMoto European Championship on uniform shirts.

3 COURSE

3.1 Course specifications

The current FIM Standards for SuperMoto Circuits (SM Standards) are to be used in regards of the FIM Europe SuperMoto European Championship with the following additions:

- (a) **There must be a solid fence, minimum 2m. high separating the Paddock area and the circuit area.**
- (b) **There will be no Waiting Zone area. However, the access from the Paddock to the Pitlane and from the Paddock to the Grid (if not at the same spot) must be**



clearly identified and secured. Official timekeeping clock must be installed at the Access Point “Paddock to Grid”. Security control and technical checks etc. will be done before a motorcycle is entered to the Grid area / Pitlane area.

- (c) Practice start zone(s) will be defined at each circuit at a spot(s) selected by the Promoter, the Clerk of the Course and the Jury President on the asphalt section of the course. The area will be marked with a board (minimum 75x75cm, saying “Practice Start Zone”), placed outside of the asphalt area, and with a straight paint line (50x15cm), preferably in white color.

The Starting grid for the riders of classes S1 is 3 riders per row.

The riders from S3 and SM Junior classes can start 3 riders per row or 4 riders per row depending on the decision of the FIM Europe Jury president in coordination with the Championship promoter and the Organizer.

3.2 Safety

See FIM Standards for SuperMoto Circuits (SM Standards).

3.3 Inspection

See FIM Standards for SuperMoto Circuits (SM Standards).

3.4 Homologation

The FIM Europe Homologation of the circuit or the FIM Homologation of the circuit in case of combined events, prepared according to the FIM requirements is valid for the period stated in the FIM/FIM Europe Homologation documents. Refer to article 10.8 of the FIM Europe Sporting Code. The homologation documents will be prepared by the FIM Europe Jury President in cooperation with the Championship Promoter and the Clerk of the Course. If available, the FIM Europe Jury President must receive in advance a copy of the last FIM or FIM Europe inspection report and homologation documents.

4. MOTORCYCLES AND CLASSES

4.1 Motorcycles

The events are open to motorcycles as defined in the FIM Technical Regulations, Appendix 01, Motocross Technical Regulations.

4.2 Classes

The recognised classes for the FIM Europe SuperMoto European Championship is as follows:

S1: Championship for motorcycles of Cat. I, Group A1, over 175cc up to 250cc for 2-stroke engines and over 290cc up to 450cc for 4-stroke engines.

S3: Championship for motorcycles of Cat. I, Group A1, over 100cc up to 125cc for 2-stroke engines and over 175cc up to 250cc for 4-stroke engines.



SM Junior: Championship for motorcycles of Cat. I, Group A1, over 64cc up to 85cc for 2-stroke engines and over 85 up to 150cc for 4-stroke engines.

5. SUPPLEMENTARY REGULATIONS

The Supplementary Regulations (SR) must be published in English and must be approved by the FMNR and the FIM Europe and subsequently ratified by the FIM Europe Jury.

The SR must be drawn up in conformity with the standard model established by the SMC/FIM Europe.

The electronic draft copy must be sent to the FIM Europe Administration no later than two months before the date of the event for approval by the FIM Europe. The FIM Europe, FMNR and the organizer must also publish these SR on their respective websites as soon as they have been approved.

At the latest two months before the date of the event, the FMNR must send an electronic copy of the approved SR to all Federations having riders liable to participate in the event in question

No amendment may be made to the SR after its approval by the FIM Europe or the FMNR and after the opening date for entries. However, in exceptional circumstances, an amendment to the SR may be authorised provided that it is approved by the FIM Europe or the FIM Europe Jury and subsequently brought to the attention of all persons concerned.

6. OFFICIALS AND PROCEDURES

6.1 General

The management and supervision of events, as well as the judicial procedure, are the responsibility of the officials appointed by the FIM Europe or the FMNs.

The FIM Europe and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.

Official's FIM licences are only issued after the officials have proved to be competent according to the special requirements for each discipline. The relevant FIM Commissions organise seminars obligatory for certain officials.

The FIM Europe has the right to renew or cancel an appointment whenever necessary. It is recommended that officials who hold an FIM licence speak English and/or French fluently.

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



The Clerk of the Course must present to the FIM Europe Jury President a list of all Officials of whom the number of the FIM licence must be mentioned.

All officials and marshals must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest.

See also the FIM Europe European SuperMoto Championship, Chapter 40 of the Sporting Code.

The International Jury, together with the promoters' representative and the organizer, can extend up to 10 minutes more the duration of a free practice session and time practice session. The new durations of FP and TP must be noted in the Electronic briefing form and the SRs of the event.

6.1.1 Officials holding a FIM Licence

Any of the following officials, when on duty at FIM Europe European SuperMoto Championship, must be a holder of the appropriate FIM official's licence valid for the current year:

- FIM Europe Jury president;
- FMNR Jury Member;
- Clerk of the Course;
- Chief Technical Steward;
- Chief Timekeeper;
- Environmental Steward;
- Promoter's Representative
- Chief Medical Officer.

6.1.2 Jurisdiction

With the exception of the FIM Europe Jury President, all FIM licence holders, holders of a FIM laissez-passer, officials and their assistants, and all other persons involved in the event are subject to the authority of the Clerk of the Course.

6.2 FIM Europe Jury president

The FIM Europe SuperMoto Commission will appoint the FIM Europe Jury President

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

The FIM Europe Jury President has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes unless he is acting as a Member of the FIM Europe Jury.

The authority and duties of the FIM Europe Jury President include but are not limited to:



- The FIM Europe Jury President exercises supreme control of the event and is responsible for ensuring that all FIM Europe regulations are observed.
- The FIM Europe Jury President shall call meetings of the FIM Europe Jury and the Event management before the first official practice session and at the end of each day of official practices and/or races.
- The FIM Europe Jury President is responsible for the communication with the members of the FIM Europe Jury and the Event management.
- The FIM Europe Jury President has the right to invite any guests to the FIM Europe Jury Meetings, when appropriate.
- The FIM Europe Jury President must ensure that the decisions of the FIM Europe Jury conform to the rules of the Sporting Code, to the regulations published by the FIM Europe and the Supplementary Regulations of the event.
- The FIM Europe Jury President must ensure that all parties concerned, as well as the members of the FIM Europe Jury, receive written notification of any judicial decision pronounced by the FIM Europe Jury as soon as possible.
- At the end of the event, the FIM Europe Jury President, together with the Clerk of the Course, must sign the official classification of the event.
- FIM Europe Jury President must collate all the official reports and results of the event and forward them together with his report to the FIM Europe Secretariat.
- FIM Europe Jury President must send his report on the event, using the official FIM Europe Report File, to the FIM Europe Secretariat within 72 hours of the finish of the event. This file shall contain: his report, details of any protests submitted together with the fees collected, a copy of the third party insurance, the official results, the official programme of the event and other official documents as requested in the file.

6.3 Promoter's Representative

The official Championship Promoter will appoint the Promoter's Representative.

The authority and duties of the Promoter's Representative include but are not limited to:

- The Promoter's Representative must be present at least 24 hours before the start of practices and remain after the event until the completion of his duties.
- Accompanied by the FIM Europe Jury President, the FMNR Jury Member, the Clerk of the Course and the Chief Medical Officer, the Promoter's Representative must assist in the inspection the circuit and safety installations before practice begins (= circuit control).



- The Promoter's Representative may make recommendations to the FIM Europe Jury which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event. Such decisions will be discussed during the meetings of the FIM Europe Jury, during the meetings of the Event management, or whenever considered necessary for the safety of the riders, officials or spectators.

6.4 FMNR Jury Member

The FMNR is limited to one FMNR Jury member.

The FMNR Jury Member has no responsibility for the organisation of the event.

The authority and duties of the FMNR Jury Member include but are not limited to:

- Ensuring that the event is conducted according to the Regulations and reporting any infringement to the FIM Europe Jury.
- Must attend the meetings of the FIM Europe Jury and the Event management

6.5 Clerk of the Course

The Clerk of the Course is appointed by the FMNR.

The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties include but are not limited to:

- The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.
- The Clerk of the Course must present a copy of the third party insurance policy of the organiser to the FIM Europe Jury President.
- The Clerk of the Course must ensure that the circuit, track or venue 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.
- The Clerk of the Course must 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. injury, suspension, disqualification, or any other ban on riding (According to information given by the FIM Europe Secretariat or the FIM Europe Championship Promoter).
- The Clerk of the Course may make recommendations to the FIM Europe Jury which affect or vary from the published programme, such as the postponement, stopping or abandonment of



the event.

- In exceptional circumstances occurring during a practice session and/or a race, the Clerk of the Course may on his own initiative take decisions which affect or vary from the published programme, such as the duration, stopping and re-running of a practice session/race, the disqualification of a rider.
- The Clerk of the Course can postpone the start of an event for an urgent case of safety or for any other case of "force majeure" or proceed with the improvement of the conditions of the circuit, track or venue, stop an event prematurely or cancel part of or the entire event.
- The Clerk of the Course can prevent a rider or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
- The Clerk of the Course must ensure that the FIM Europe rules are respected; he may propose penalties to the FIM Europe Jury.
- The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- The Clerk of the Course must notify the FIM Europe Jury of all decisions to be taken or already taken, and of any protest handed over to him.
- The Clerk of the Course must collate the reports and results from all officials and all other information necessary to present his report to the FIM Europe Jury, and to have the provisional results of the event approved.

6.6 Chief Technical Steward

The Chief Technical Steward, appointed by the FMNR, shall in particular:

- Verify the machines and equipment in accordance with the FIM Regulations and the Supplementary Regulations.
- Draw up a technical report and hand a copy to the Clerk of the Course
- If requested to do so by the FIM Europe Jury, attend meetings, but without voting rights.

6.7 Chief Timekeeper

The Chief Timekeeper and the timekeepers shall in particular:

- Be qualified to use the timekeeping system of the event.
- If requested to do so by the riders, examine their results and show them the recording of their lap times.



- Produce the official results in accordance with the FIM Europe Regulations and hand a copy to the Clerk of the Course.
- If requested to do so by the FIM Europe Jury, attend meetings, but without voting rights.

6.8 Environmental Steward

The Environmental Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular:

- Ensure that the FIM Environmental Code is respected.
- To report to the Clerk of the Course any infringement to the FIM Environmental Code.
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM Europe Jury on all aspects of the event which may have potential environmental consequences.
- Draw up a report on the basis of a check-list prepared by the relevant Commission and send it to the FIM Administration and hand a copy to the Clerk of the Course.
- Give his recommendations to the FIM Europe Jury.
- If requested to do so by the FIM Europe Jury, attend meetings, but without voting rights.

6.09 Chief Medical Officer

The Chief Medical Officer, appointed by the FMNR, shall be responsible for all medical aspects and shall, in particular:

- Ensure that the FIM Medical Code is respected.
- Should be familiar with the circuit and the organisation of the medical services at which he is appointed.
- Must attend the circuit control together with the Clerk of the Course one day prior to the first practices.
- Inspect all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
- Inspect all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.



- Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
- Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
- Give information and recommendations to the FIM Europe Jury on injured riders and all aspects of the event which may have potential medical consequences.
- Draw up a report on the basis of a check-list prepared by the relevant Commission and hand a copy to the Clerk of the Course.
- If requested to do so by the FIM Europe Jury, attend meetings, but without voting rights.

6.10 FIM Europe Jury

The FIM Europe Jury is composed of the FIM Europe Jury president and the FMNR Jury member.

Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Europe Jury president will exercise a casting vote.

The quorum for a meeting of the FIM Europe Jury is **two** persons.

The meetings of the FIM Europe Jury are chaired by the FIM Europe Jury president.

The FIM Europe Jury will meet at any time required during the event; at least before the first official practice session and at the end of each of day of official practices and/or races.

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

The FIM Europe Jury has the competence to pronounce ex officio sanctions against riders, team staff, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship.

The authority and duties of the FIM Europe Jury are:

- To ensure the smooth and efficient running of the event, in consultation with the FIM Europe Championship Promoter.
- To approve all the official results of the event.
- To impose penalties for any infringements of the Regulations.
- To impose penalties for any voluntary or involuntary action or deed accomplished 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.



- 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.
- 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.
- To adjudicate on any protest relating to infringements of the Regulations.

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

- warnings;
- fines, subject to a maximum of 800 Euro
- time and/or point penalties;
- drop of positions;
- disqualification;
- Stop and Go penalties
- suspension for a period not exceeding 30 days starting from the date of the offence.
- loss of right to participate in the Championship, which may be applied to one or more events;

or refer the case to the FIM Europe Disciplinary Commission to impose a higher penalty that it is empowered to.

Any person or organization affected by a disciplinary decision of the FIM Europe Jury has the right to appeal this decision. This appeal must be presented to the FIM Europe Disciplinary Commission in accordance to the FIM Europe Disciplinary and Arbitration code (article 4).

6.11 Minutes of meetings

The Minutes of all the FIM Europe Jury meetings must be written in English.

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

The Minutes are to be prepared by the Secretary and must be signed by him/her and the FIM Europe Jury President.

The FIM Europe Jury President. must send a copy of these Minutes to the FIM Europe Secretariat within 72 hours after the event.



6.12 Publication of a decision / Notification

All decisions of the FIM Europe Jury must be published as soon as is reasonably possible. These decisions must be published at least in English.

Any decision pronounced by the FIM Europe Jury must be notified in writing directly at the venue of the event with acknowledgement of receipt.

This notification of a decision shall always:

- State the names and the licence numbers of the Members of the FIM Europe Jury;
- State the name(s) of the party (parties) involved;
- In case of a protest, state that the protest fee has been paid by the protesting party;
- State the reasons for the action taken/protest;
- State the Articles to which the action taken/protest relates;
- State any additional information obtained during the hearing;
- State the decision of the FIM Europe Jury and its evidence and brief reasons;
- For decisions of the FIM Europe Jury: be signed by the FIM Europe Jury President, the FMNR Jury member and the Clerk of the Course,

Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:

- The party (parties) concerned by the FIM Europe Jury decision must sign for receipt on a copy of the notification / acknowledgement of receipt.
- The name of the person who receives the notification. His position/function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt.
- The copy of the notification of the FIM Europe Jury, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Europe Jury President.

In the case of the following infractions, the notification of a decision shall be different:

- Course cutting: disqualification from the respective practice/race
- Non respect of the waved yellow flag: a loss of 10 positions for the rider in question (Statement of fact, to which no protest is possible)
- Non respect of the medical flag: a loss of 10 positions for the rider in question



(Statement of fact, to which no protest is possible).

In the above mentioned cases, the following procedure will apply:

- The rider(s) will be notified orally
- The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty
- The rider can appeal the decision within 30 minutes after the publication of the results (only in the case of course cutting).

7. STARTING NUMBERS

Every rider participating in the FIM Europe European SuperMoto Championship, classes S1 and S4, will be allocated a permanent starting number for the season by the FIM Europe Championship Promoter or by the FIM Europe SuperMoto Commission for classes S3 and SM Junior.

8. ENTRIES

8.1 Acceptance of entries

A maximum of 60 entries may be accepted for each round of the FIM Europe SuperMoto European Championship for the S1 Class.

A maximum of 32 entries may be accepted for each round of the FIM Europe SuperMoto European Championship for the S3 and SM Junior classes.

The FIM Europe Championship Promoter will establish the entry lists for the different classes.

In case of event with SM Junior and S3 classes only, the FMNR will establish the entry lists.

All the selected riders will be guaranteed a start, provided they:

- 1) Are in possession of a valid FIM Europe **or other CONU** SuperMoto European Championship licence or FIM Europe Promosport License;
- 2) Have been authorised by their FMN to participate in the event; such authorisation is not to be unreasonably withheld;
- 3) Have requested – in writing to the FIM Championship Promoter or the FMNR (for S3 and SM Junior classes only) – an entry before the closing date of the event for class S1.
- 4) Are aged according to the article 2.2 for the corresponding class.



The FIM Europe Championship Promoter may appoint one or more "Replacement Riders", who are not guaranteed an opportunity to participate nor obliged to attend. They will be eligible to replace riders among the riders entered who do not appear at the event.

For these "Replacement Riders" the listed entry conditions 1), 2), 3) and 4) also apply. Moreover, the rider(s) in question will also have to have completed a FIM Europe SuperMoto European Championship entry form. These entry forms must be collected by the FIM Europe Championship Promoter.

Riders must use the official FIM Europe SuperMoto European Championship entry form on which all the requested information regarding the rider, team, sponsor and make of motorcycle must be indicated.

Provisional entries can be made by e-mail or fax. It is recommended that a provisional entry indicates the following information:

- EMN number; FMNR; date and venue of the event in which the rider wishes to enter;
- Name and first name of the rider;
- FMN and European Championship licence number of the rider (if the licence has already been issued);
- Date of birth and nationality of the rider;
- Motorcycle and team of the rider.

Provisional entries must always be confirmed with the duly completed official entry form.

The provisional entries for class S1 and the entry forms must be sent to the FIM Europe Championship Promoter. Riders may be required to sign an individual entry form during the administrative control.

The closing date for entries for the first event of the FIM Europe S1, S3 and SM Junior SuperMoto European Championship is **30 days** before the event.

As of the second event, the closing date for entries is 15 days before each event.

8.2 Non-participation in an event

Riders who have entered a FIM Europe SuperMoto European Championship event and who subsequently cannot take part, are subject to the provisions of the Sporting Code, Art. 120.5. The FMN of any rider who does not inform both the FIM Europe, the organisers and the promoter of their inability to attend, or who do not provide an acceptable reason, will be fined € 300.- by the FIM Europe.

A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the Clerk of the Course of the reasons for his non-participation.



During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the FIM Europe Jury.

9. FIM Europe LAISSEZ-PASSER

Not applicable for FIM Europe European SuperMoto Championships.

10. PRELIMINARY VERIFICATIONS

10.1 Administrative control

Riders may be required to present their FIM Europe **or CONU** SuperMoto European Championship licence or FIM Europe Promosport License (valid only for the SM Junior Class), starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FMNR/Organisers.

Before the start of the official practices of the event, the representative of the FIM Europe SuperMoto European Championship Promoter must report to the FIM Europe Jury whether all the riders present at the event:

- 1) Are in possession of a valid FIM Europe **or CONU** SuperMoto European Championship licence;
- 2) Have been authorized by their FMN to participate in that event;
- 3) Have duly completed the official FIM Europe SuperMoto European Championship entry form.

The FIM Europe Championship Promoter must prepare an updated entry list and give it to the Clerk of the Course before the start of the administrative control.

The FIM Europe Championship Promoter must also verify that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.

The report (confirmation) of administrative control must be presented to the FIM Europe Jury by the representative of the FIM Europe Championship Promoter before the start of the official practices of the event.

10.2 Technical verifications

During the event, riders are allowed to use only those motorcycles (maximum two of the same the same make, type and cylinder capacity) presented at scrutineering.



Prior to practice, a technical control (including weight and sound control) must be carried out in accordance with the procedure and the times fixed in the FIM Europe SuperMoto European Championship Regulations and/or the Supplementary Regulations of the event.

The technical verifications must be held on the site of the event.

During these technical verifications, a rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.

Each rider must present one motorcycle in his name and number at scrutineering. There are two possibilities for a second motorcycle, which must be of the same make, type and cylinder capacity as the first one:

- 1) Riders may present at scrutineering a second motorcycle in their name and number;
- 2) Teams may present at scrutineering a second motorcycle to be used by two or more riders. In this case, the team presenting the motorcycle, must inform the Technical Stewards of the names and numbers of the riders eligible to use this motorcycle.

For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per machine. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

The maximum limit of the sound level **before practice, during practice and before race** is fixed at:

- 117 dB/A (115 + 2 for measurement precision - measured with a Type 1 or Type 2 sound meter).

As of 2019 the following sound limits will apply:

- **114 dB/A (112 + 2 for measurement precision - measured with a Type 1 or Type 2 sound meter).**

Riders may change motorcycles at any time except during a race.

The final choice of motorcycle to be used in a race must be made before the motorcycle enters the Starting Grid Area.

At any time during the event, on request of the Chief Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

At all times during the event, a rider will be responsible for keeping his motorcycle and/or equipment in conformity with the rules.



On-board cameras and associated equipment as well as transponders of the FIM Europe Championship Promoter are not considered as telemetry.

The FIM Europe Jury can disqualify at any time during the event a motorcycle, the construction or condition of which is considered to be or may become a source of danger.

The Technical Stewards must always remain available throughout the event from the beginning of the Technical Verifications until the protest time of the last Race has expired.

10.2.1 FIM Europe SuperMoto European Championship logo and sticker

All riders must display the FIM Europe SuperMoto European Championship logo on the upper front torso or shoulder area of their leathers. The logos for the various classes will be provided and communicated by the Championship Promoter.

The FIM Europe SuperMoto European Championship sticker must always be displayed in one corner of the front and both side number plates.

The FIM Europe SuperMoto European Championship logos and stickers will be supplied by the FIM Europe Championship Promoter.

10.2.2 Additional Technical specifications

In addition to the Motocross Technical Rules, the following specifications will apply for motorcycles entering the FIM Europe European SuperMoto Championship:

- At the first event of the European Championship: a front red number plate with white numbers is compulsory for, and must be displayed by the reigning European Champion when competing in the class in which he won his European Title.
- From the second event on, a front red number plate with white numbers is compulsory for, and must be displayed by the current leader of the Championship.
- With exception of a red front number plate with white numbers, riders have the free choice of colour for number plates and colours. There must be a clear colour distinction between the colour of the background and the colour of the number. Reflecting numbers are forbidden.
- A safety device (pin or lock nut) should be installed on the brake pad fixture.
- The safety wire used on the bolts of the brake callipers, must be visible.
- On 4-stroke engines, an oil catch tank of 0.5 litres minimum, properly fastened, or a closed breather system must be installed.
- One or several leak-proof catch tanks must be provided for the radiator water and the breather system of the fuel tank. These catch tanks must be emptied before each start.



- The only authorised cooling liquid is water.
- The safety wire used on oil and water filter caps, as well on drain plugs, must be visible.
- Motocross, enduro or trial tyres are prohibited.
- The maximum tread depth on the front and/or back tyres used must be 10 mm in the middle.
- Additional tread grooves, cuts, etc. are allowed on the front and/or back tyres.

For the motorcycles of the SM Junior class, the following wheels can be used:

65cc MW(mini wheels) Front 12 inch/Rear 12 inch
65cc SW (standard wheels) Front 14 inch/ Rear 12 inch

85cc SW(small wheels) Front 17 inch/ Rear 14 inch
85cc LW (large wheels) Front 19 inch/ Rear 16 inch
85cc MW(mini wheels) Front 12 inch/Rear 12 inch

10.2.3 Tyres

For the classes S3 and SM Junior the choice of brand of SuperMoto tyres, as well as their number to be used during an event are free of choice.

VALID ONLY FOR S1 CLASS

During a FIM Europe S1 SuperMoto European Championship event, the participants shall only use the tyres distributed by the Official Tyre Supplier, appointed by the FIM Europe Championship Promoter.

A maximum of seven (7) tyres is allowed per event. This maximum total quantity indistinctly includes front and rear tyres.



For each event the Official Tyre Supplier will supply for front and rear, maximum two specification of “dry” tyres and one specification of “wet” tyres. All competitors will have equal access to these tyres.

The Official Tyre Supplier will give a written explanation of the markings and the general characteristics of the different types of tyres to the FIM Europe Jury President. The tyre specifications report must be added to the to his report.

Only tyres intended for SuperMoto application are permitted. Other tyre types, such as Motocross, Enduro or Trial tyres are prohibited.

The maximum tread depth of the front and/or rear tyres used must be 10 mm in the centre of the tread width.

Additional tread grooves, cuts, etc. are allowed on the front and/or rear tyres.

During free practices, timed practice, warm up, **SuperPole** and races, no motorcycle may enter the track without the front and rear tyres being marked with an adhesive sticker, supplied by the FIM Europe Championship Promotor, displayed on the left side of each tyre.

The sticker will show an identification number for each rider and each European Championship event.

A total of seven (7) stickers will be handed to each rider according to a timetable decided by FIM Europe Jury. However, these stickers will be distributed before the end of the Technical Verifications of the event. The stickers must be distributed by the Chief Technical Steward or a nominated person by him at the technical control. The Chief Technical Steward must prepare a list with the individual stickers number, the name and starting number of the rider who receives them. Every rider (or his representative) must sign this list upon receiving their stickers. The report for the stickers distribution must be presented to the FIM Europe Jury President before the beginning of the first practice.

After delivery of the stickers, the rider will be responsible for their safekeeping and use. Any abuse may give rise to sanctions according to these Regulations.

The stickers must be applied by the team to the left sidewall of the tyre. A Technical Steward of the FMNR will check that all the motorcycles that go out on the circuit are fitted with tyres carrying the correct sticker.

Any case of use of motorcycles fitted with tyres without valid stickers will immediately be reported to the FIM Europe Jury, which will take appropriate action.

Any motorcycle fitted with tyres without a valid sticker will be considered not in conformity with the regulations and the rider may be disqualified from the event.



If, in the opinion of the FIM Europe Jury, the violation is unintentional and/or was caused by a race incident, it may decide to impose an alternative penalty.

At any time during the event, and upon the request of the FIM Europe Jury President or the Clerk of the Course, the rider shall be able to give a precise account of the number of tyres he has used.

In exceptional cases, should the sticker be damaged or applied in the wrong way, up to two (2) extra stickers may be provided at the sole discretion of the FIM Europe Jury President. However, the damaged sticker must be returned to the FIM Europe Jury President and/or the tyre it was applied to, must be absolutely intact.

In case that a sticker is applied on the wrong side of a NEW tyre (NOT USED TYRE), the rider will receive a warning and will be allowed to enter the circuit.

In case that a sticker is applied on the wrong side of a USED tyre (A TYRE THAT HAS BEEN USED IN A PREVIOUS SESSION), the rider will be asked to apply a NEW sticker on the CORRECT SIDE of the tyre in order to enter the circuit.

In case of rain, there will be no restriction on the number of tyres that can be used during that time. Consequently, the tyres must then not be marked with a sticker. These decisions will be taken by the FIM Europe Jury and communicated to the riders and officials.

10.2.4 On-board Cameras

Riders may be required by the FIM Europe Championship Promoter to carry on-board cameras.

The cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.

When a motorcycle is equipped with on-board cameras, the weight of the camera and associated equipment will count towards the total minimum weight of the motorcycle. These cameras and associated equipment are not considered as telemetry.

Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.

An on-board camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

10.3 Special Medical Examination

At any time during an event, at the request of the FIM Europe Jury President or International Medical Panel delegate (if nominated), a special medical examination may be carried out by an Official Doctor, or another doctor nominated by the Chief Medical Officer.



Any rider who refuses to submit himself to such special medical examination shall be disqualified from the event, and his case notified to his FMN and to the FIM Europe for the possible application of a penalty.

11 MEETINGS

11.1 MEETING WITH THE ORGANISERS

A meeting with the organisers will be held on Friday, generally at 17:00, after the circuit control.

The Members of the FIM Europe Jury, as well as the Chief Medical Officer, are expected to attend this meeting.

Also invited to attend this meeting are: the Secretary of the Meeting, the Chief Timekeeper and the Chief Technical Steward, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Press Officer, representatives of the FIM Europe Championship Promoter and the organisers, etc.

If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the event.

11.2 EVENT MANAGEMENT

11.2.1 The Event Management is composed of the FIM Europe Jury President, the Representative of the FIM Europe Championship Promoter and a Representative of the Organizer.

11.2.2 The FIM Europe Jury President and the Representative of the FIM Europe Championship Promoter each have voting right. The Representative of the Organizer has no voting right. The FIM Europe Jury President will exercise the casting vote.

11.2.3 The Event Management will manage the event and is:

- a) To ensure the smooth and efficient running of the event.
- b) To make recommendations to the Organizer to improve the smooth and efficient running of the event.
- c) To bring to the attention of the Organizer any matter that is in contradiction to the Regulations.

11.2.4 The meetings of the Event Management are chaired by the Representative of the FIM Europe Championship Promoter.

11.2.5 The Event Management will meet at any time required during the event, but at least:

- a) At the end of the first day of the event (= the day when the administrative control and the technical verifications start).



- b) At the end of each following day.
- c) At the end of the event.

12. EVENT FORMATS

There will be three different event formats for the S1 European SuperMoto Championship. The event formats depend on the number of riders present at the event:

The recognized formats are as follows:

- FORMAT A more than 41 riders, up to 60 riders for class S1
- FORMAT B more than 32 riders, up to 40 riders for class S1
- FORMAT C up to 32 riders for class S1

In case of combined events with more than 1 FIM Europe class, e.g. S1, S3, SM Junior, the Format applied will not affect the classes S3 and SM Junior format.

13. BALLOT

Valid for:

- FORMAT A more than 41 riders, up to 60 riders for class S1
- FORMAT B more than 32 riders, up to 40 riders for class S1

13.1 After the end of the Technical verifications on Saturday, the FIM Europe Jury president and the Clerk of the Course, assisted by the Representative of the Championship Promoter will draw a ballot for the allocation of the riders into two Groups – Group 1 and Group 2.

13.1.1 For the first event of the season, the Allocation of the riders will go in the following model:

- The riders will be allocated to practising Groups “1” and “2” according to their standings in the previous year’s FIM Europe S1 SuperMoto European Championship and presence at the event. The best rider present will qualify in Group “1”, the second best rider present in Group “2”, the third best rider present in Group “1”, and so on. A ballot will decide upon the riders having no overall places from the previous year’s Championship.

13.1.2 As of the second event of the season:

- The riders will be allocated to practising Groups “1” and “2” upon their standings in the current year’s FIM Europe S1 SuperMoto European Championship and presence at the event. The best rider present will qualify in Group “1”, the second best rider present in Group “2”, the third best



rider present in Group "1", and so on. A ballot will decide upon the riders having no overall places from the current year's Championship.

Riders may not change Group.

Should there be an odd number of riders to divide, Group "1" will consist of one more sidecar crew than Group "2".

For FORMAT C (S1 riders up to 32,) and for classes S3, S4 and SM Junior there will be no Ballot.

14. PRACTICE STARTS – NEW FOR 2018

During the practice sessions and the Warm up session on Sunday, practice starts are permitted after passing the chequered flag at the end of practice sessions and warm-up session when it is safe to do so, off the racing line and only in the designated Practice Start Zone(s) and following the procedure as described below:

Infringement of this rule and procedures by a rider will incur an instant fine (250 euro) and further penalties may be applied.

Procedure for Practice Starts

"1. After the chequered flag at the end of a session (practice sessions and the Warm up session on Sunday), a track marshal will be positioned on the side of the track indicating the Practice Start Zone(s). The Zone will be off the racing line, on the opposite side of the track to the normal racing line.

"2. Yellow flags will be waved at the marshal post(s) before the Practice Start Zone, to alert riders that bikes may be stopped ready for practice starts.

"3. Riders may make practice starts only when there are no stationary bikes in front of them. That is, the riders most forward in the Practice Start Zone make their starts first, followed by the riders behind them, and so on.

"4. Only one practice start from each Practice Start Zone is allowed. It is not permitted to make a practice start, then stop further up the track and make another practice start from the same Zone.

"5. Riders who do not wish to make a practice start may continue slowly on the racing line, on the opposite side of the track to the Practice Start Zone."

It is absolutely forbidden to make practice starts during the compulsory Warm up lap before each race.

15. FREE PRACTICE

Participation in Free Practices is optional.



Mass starts are forbidden. **Riders must start the Free practice session from the PIT LANE.**

All Free Practice session/s must be timed, with the results displayed on the monitors, and be communicated to the press.

S1 Format A	S1 G1	Max. 30 riders	1 session	20 minutes
	S1 G2	Max. 30 riders	1 session	20 minutes
S1 Format B	S1 G1	Max. 20 riders	1 session	20 minutes
	S1 G2	Max. 20 riders	1 session	20 minutes
S1 Format C	One group	Max. 32 riders	2 sessions	20 minutes
S3	One group	Max. 32 riders	2 sessions	20 minutes
SM Junior	One Group	Max. 32 riders	2 sessions	15 minutes

16. RIDERS' BRIEFING

A briefing with the riders may be held at the starting grid, generally on Saturday.

The Members of the FIM Europe Jury are expected to attend the riders' briefing.

Representatives of the FIM Europe Championship Promoter and the organisers, the Chief Flag Marshal, the team managers and all riders participating in the event should attend.

The Secretary of the Meeting and the Chief Medical Officer may also attend this briefing.

During this briefing, matters relating to the circuit and safety and race procedures will be discussed, **as well as an explanation of the Practice Starts procedure and Zone(s) will be made.**

After the briefing, there will be a demonstration of the complete start procedure.

It is the responsibility of each rider and team to attend the briefing, be aware of all information given and follow all instructions issued.

17. TIME PRACTICE

The riders will have one Time Practice session.

Riders must start the Time practice session from the PIT LANE.



The results of the Time Practice session must be displayed on the monitors, and communicated to the press.

FORMAT A more than 41 riders, up to 60 riders for class S1, G1 and G2

S1 G1	Max. 30 riders	1 session	30 minutes
S1 G2	Max. 30 riders	1 session	30 minutes

Positions from 1 to 14 (14 riders) from TP in each Group directly Qualify for the Races on Sunday.

Positions from 1 to 3 (3 riders) from TP in each Group must participate in the SuperPole session after the WarmUp Practice on Sunday morning.

Position from 15 to 30 (16 riders) go to Last Chance Race

FORMAT B more than 32 riders, up to 40 riders for class S1, G1 and G2

S1 G1	Max. 20 riders	1 session	30 minutes
S1 G2	Max. 20 riders	1 session	30 minutes

Positions from 1 to 10 (10 riders) from TP in each Group directly Qualify for the Races on Sunday

Positions from 1 to 3 (3 riders) from TP in each Group must participate in the SuperPole session after the WarmUp Practice on Sunday morning.

Position from 11 to 20 (10 riders) go to Last Chance Race

FORMAT C up to 32 riders for class S1

S1	Max. 32 riders	1 session	30 minutes
-----------	----------------	-----------	------------

The order in which riders take their starting position for the Races is based on their respective results in Time Practice.

The riders will take their grid positions according to their results in the Time Practice (grid positions 1 to 32).

The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.

The Races must be timed, with the results displayed on the monitors and communicated to the press.



In case of ties, the second best times will be taken into consideration.

S3 up to 32 riders

S3	Max. 32 riders	1 session	30 minutes
-----------	----------------	-----------	------------

SM JUNIOR up to 32 riders

SM Junior	Max. 32 riders	1 session	20 minutes
------------------	----------------	-----------	------------

The order in which riders take their starting position for the Races in classes S4, S3 and SM Junior is based on their respective results in Time Practice.

The riders will take their grid positions according to their results in the Time Practice (grid positions 1 to 32).

The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.

The Races must be timed, with the results displayed on the monitors and communicated to the press.

In case of ties, the second best times will be taken into consideration.

The results of Time Practice must be homologated by the FIM Europe Jury.

18. Last Chance Race (LCR)

Valid only for S1 class, Format A and Format B

Format A (more than 41 riders, up to 60), LCR

For the Last Chance Race (LCR) are eligible the riders classified at positions 15 to 30 in each Group (G1 and G2), maximum 32 riders.

The grid positions for LCR are made on the following model: the fastest rider at position 15 (no matter from which group) gets the pole position for the LCR. 2nd position is for the rider who is at position 15 from the other group. 3rd position is for the rider classified at position 16 from the TP of the group of the pole position winner and so on.

Last Chance Race Format A	Max. 32 riders	X laps approximately 20 minutes of racing
--------------------------------------	----------------	---



From LCR qualify for the races on Sunday the first 4 riders (finishing order).

The winner of LCR goes to position 29 in the Sunday's Grid and the remaining 3 are allocated correspondingly positions 30-31-32

Positions 5 and 6 are considered Reserve riders (who can participate in the S1 Warm Up Session on Sunday).

Format B (more than 32 riders, up to 40 riders), LCR

For the Last Chance Race (LCR) are eligible the riders classified at positions 11 to 20 in each Group (G1 and G2), maximum 20 riders.

The grid positions for LCR are made on the following model: the fastest rider at position 11 (no matter from which group) gets the pole position for the LCR. 2nd position is for the rider who is at position 11 from the other group. 3rd position is for the rider classified at position 12 from the TP of the group of the pole position winner and so on.

Last Chance Race Format B	Max. 20 riders	X laps approximately 20 minutes of racing
--------------------------------------	----------------	---

From LCR qualify for the races on Sunday the first 12 riders (finishing order).

The winner of LCR goes to position 21 in the Sunday's Grid and the remaining riders from LCR are allocated the remaining positions (up to 32) based on their finishing order from the LCR.

Positions 13 and 14 are considered Reserve riders (who can participate in the S1 Warm Up Session on Sunday).

For the LCR is valid the same starting procedure like the Races on Sunday, as described later in these regulations.

19. PROMOTION ACTIVITIES FOR THE PUBLIC

19.1 Autograph Session

Riders may be required to participate in an autograph session arranged by the FIM Europe Championship Promoter.

19.2 Presentation of the riders

A short presentation of the riders is recommended.



20. WARM-UP

The riders will have one Warm-Up session.

A maximum of 32 riders may take part in the Warm-Up in case we have Format C for the S1 Class, (up to 32 riders), for classes S4, S3 and SM Junior. Participation is optional.

In cases of Format A or B for the S1 class, the maximum number of riders 34 are allowed to take part in the Warm-up session **(32 qualified riders plus the 2 Reserve riders)**

This Warm-Up must be timed, with the results displayed on the monitors, and communicated to the press.

If, for unforeseen reasons, no qualification results are obtained on Saturday, then the Sunday Warm-Ups may be treated as Qualifying sessions. The FIM Europe Jury will decide upon any modifications to the time schedule and qualifying criteria.

SUPERPOLE Valid only for S1 class, Format A and Format B

The 3 fastest riders of the Time Practice in each Group (total 6, 3 from each Group) will take part in the SuperPole (SP) session, except for reasons of force majeure approved by the International Jury. The SuperPole will be run immediately after the Warm Up session according to the following model:

Approximately 10 minutes running time, maximum 6 riders in order to define starting grid positions 1-6 for the Races.

Every rider (from the 6) will make two laps, starting the first one (the “warm up” lap) from the Pitlane exit under the release signal from the Promoters representative or the Clerk of the Course. The time achieved in the second lap of a given rider will be taken in consideration for the SuperPole results (and the definition of the top 6 grid positions). The release order of the riders must be according to their respective times from the Time practices in the two groups, the slowest of them starting first (order: 6-5-4-3-2-1).

If a rider, classified in the first 3 of Time Practice in each Group, does not participate in the SuperPole, he will not be replaced. The riders will qualify for their starting positions in the Races according to their best result in the SuperPole. In case of ties, the second best times will be taken into consideration. A rider who does not score any result in the SuperPole will be placed last in the results. If there are several riders concerned, then their times set in the Time Practice at each Group will determine the order in which they will be placed. All the remaining riders (positions 7 to 32) keep their position on the starting grid.

The results of the SuperPole must be displayed on the monitors, and communicated to the press.



Grid positions for the Races are made on the following model: Fastest rider in the SuperPole (SP) gets the pole position, followed by the second fastest rider in the SP who goes on P2 and so on up to P6. P7 at the starting grid is for the fastest rider on P4 from the TP, no matter from which group, followed by the fastest rider on P4 from the TP of the other Group, who goes to P8 on the grid. P9 is for the rider classified 5th in the Group of the grid position P7 and so on.

21. RACES

Each FIM Europe SuperMoto European Championship event will run two Races according to the following model:

	<u>Finishing positions</u>	<u>Result</u>
Race (maximum 32 riders/X laps)	1 to 20	score European Championship points

Races duration:

S1	X laps equal to approximately 20 minutes of racing
S3	X laps equal to approximately 20 minutes of racing
SM Junior	X laps equal to approximately 15 minutes of racing

The distance to be covered in each race, will depend on the race conditions at each circuit. Generally after the Saturday Time Practices, the FIM Europe Jury will decide upon the race distance to be run.

21.1 Starting order

S1 class Format A

Grid positions from 1 to 6	Based on the results from the SuperPole
Grid positions from 7 to 28	Allocated to the direct qualifiers from TP in G1 and G2 – positions 4 – 14 in each Group. P7 at the starting grid is for the fastest rider on P4 from the TP, no matter from which group, followed by the fastest rider on P4 from the TP of the other Group, who goes to P8 on the grid. P9 is for the rider classified 5th in the Group of the grid position P7 and so on.
Grid positions from 29 to 32	Allocated to the first 4 finishers of Last



	Chance Race The winner of LCR goes to position 29 in the Sunday's Grid and the remaining 3 are allocated correspondingly positions 30-31-32
--	---

S1 class Format B

Grid positions from 1 to 6	Based on the results from the SuperPole
Grid positions from 7 to 20	Allocated to the direct qualifiers from TP in G1 and G2 – positions 4 – 10 in each Group. P7 at the starting grid is for the fastest rider on P4 from the TP, no matter from which group, followed by the fastest rider on P4 from the TP of the other Group, who goes to P8 on the grid. P9 is for the rider classified 5th in the Group of the grid position P7 and so on.
Grid positions from 21 to 32	Allocated to the first 12 finishers of Last Chance Race The winner of LCR goes to position 21 in the Sunday's Grid and the remaining riders from LCR are allocated the remaining positions (up to 32) based on their finishing order from the LCR.

The Reserve riders in both Formats are eligible to participate in a given race in cases when a qualified rider from position 1-32 is not able to participate in the race in question.

The 2 reserve riders must be present with their motorcycles **at the entrance from the Paddock to the Starting Grid Area** before each race.

In case a qualified rider's **motorcycle** fails for any reason to be present at **their** position at the **Starting grid, 7 minutes before the start of the Warm Up Lap** the first Reserve rider is eligible to participate in the given Race.

In case two qualified riders **motorcycles** fail for any reason to be present at **their** positions at the **Starting grid, 7 minutes before the start of the Warm Up Lap**, the two Reserve riders are eligible to participate in the given Race.

The Reserve riders will take positions 33 and 34 on the grid. First Reserve rider will take position 33 and the second reserve rider – position 34.

The initial positions of the absent qualified riders will remain vacant.

A Reserve rider who participated in Race 1 is not guaranteed to participate in Race 2.



Valid for S1 Format C (up to 32 riders), S4, S3 and SM Junior

The order in which riders take their starting position for the Races is based on their respective results in Time Practice.

The riders will take their grid positions according to their results in the Time Practice (grid positions 1 to 32).

The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.

The Races must be timed, with the results displayed on the monitors and communicated to the press.

22. START PROCEDURES

THE FOLLOWING START PROCEDURES ARE VALID FOR THE OFFICIAL RACES AS WELL AS FOR THE LAST CHANCE RACES IN ALL FORMATS AND CLASSES FORESEEN.

ARTICLES THAT CONCERN THE PARTICIPATION OF THE RESERVE RIDERS DOES NOT APPLY FOR THE LCR.

22.1 START PROCEDURE WITH LIGHTS – NEW FOR SEASON 2018

The final choice of motorcycle to be used in a race should be made before the motorcycle enters the Starting Grid Area.

The start procedure for the Races is the following:

As of 17 minutes before the start of the WARM UP LAP:

The entrance from the Paddock to the Starting Grid is OPEN.

The motorcycle that will be used in the race by a rider must be pushed to its allocated position at the starting grid, with engine dead, by a team member or the rider themselves.

Valid for S1: Reserve riders can wait, under the supervision of a nominated official, at the entrance from the Paddock to the Starting Grid Area in order to replace a rider who fails to participate in the race in question.

As of 7 minutes before the start of the WARM UP LAP:

The entrance from the Paddock to the Starting Grid is CLOSED for motorcycles.



The penalty for arriving late on the Starting Grid is disqualification from the race in question.

Valid for S1: Reserve rider(s) must take their position(s) < 33 and/or 34 > on the Starting grid

A maximum of 32 riders may take their positions on the starting grid.

Tyre warmers may be used on the starting grid. They must be powered by a portable type generator and have a maximum output of one kilowatt. Only one generator per motorcycle may be used.

Adjustments to the motorcycles can be made. Refuelling is forbidden.

Only the riders, their team manager, two mechanics per rider, one holder of the team umbrella, one umbrella holder of the FIM Europe Championship Promoter, the commentator, the television crew, photographers and the essential officials are allowed on the starting grid.

No helmets are to be worn at this time.

4 minutes before the start of the WARM UP LAP

Display of the 4-minute board + sound or whistle signal.

The motorcycles of all the riders must be on the starting grid.

The generators must be disconnected. The tyre warmers must be removed from the tyres. Generators, tyre warmers and other equipment must be removed from the starting grid.

Everyone except the riders, one mechanic and umbrella holder per rider, the photographers, the television crew and the essential officials must leave the starting grid.

If a rider has a mechanical problem on the starting grid and the motorcycle cannot be repaired on the starting grid, he must push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it.

The rider, whose motorcycle is pushed into the PIT LANE and being repaired there, loses the right to participate in the compulsory Warm Up and his initial starting position. He may start the race from the pit lane.

2 minutes before the start of the WARM UP LAP

Display of the 2-minute board + sound or whistle signal.

The riders put on their helmets, start their engines and prepare for the compulsory warm-up lap.



All adjustments to their motorcycle must be completed.

The mechanics, the umbrella holders and photographers must leave the starting grid. Only the riders, the television crew and the essential officials are allowed on the starting grid.

If a rider has a mechanical problem and the motorcycle cannot be started on the starting grid, he must push his motorcycle into the pit lane, where he and/or his mechanics may attempt to repair it.

Any riders, whose motorcycles are in the Pit Lane area, lose the right to participate in the compulsory Warm Up and their initial starting positions. They may start the race from the pit lane.

1 minute before the start of the WARM UP LAP:

Sound or whistle signal.

The television crew must leave the starting grid.

Only the riders and the necessary Officials are authorised on the starting grid.

Any rider who is unable to start his motorcycle, must leave the starting grid and push his motorcycle into the pit lane, where he and/or his mechanics may attempt to start it.

Any riders, whose motorcycles are in the Pit Lane area, lose the right to participate in the compulsory Warm Up and their initial starting positions. They may start the race from the pit lane.

Procedure for the Warm-Up lap:

A nominated official walks down the starting grid from row 1 to the end, stopping at each row and holding two red flags crossed. Upon his signal, the riders of that row start the two compulsory warm-up laps.

If a rider stalls his engine, they must remain on the starting grid and raise their arm. Immediately after all the riders have left for the compulsory warm-up lap, they must leave the starting grid and push their motorcycle into the pit lane, where they and/or his mechanics may attempt to start it.

The rider (s) in question must remain in the pit lane and must start the Race from there.

Start practices and unnecessary stops are not allowed during the Warm-Up lap.

At the end of the compulsory Warm-Up lap:

The Clerk of the Course will stand at the front of the starting grid displaying a red flag.



A nominated official will stand at the back of the starting grid with a green flag and display it when the grid is complete.

Any rider who encounters mechanical problems during the warm-up lap must go to the pit lane and make repairs. He cannot return to the starting grid.

On returning to the grid the riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position and keep their engines running.

Once a rider has taken his allocated position on the starting grid, he cannot change it, return to the pit lane or receive assistance prior to the start.

When all the riders have taken their starting position a nominated official at the rear of the starting grid will raise the green flag.

If by 30 seconds before the start, all the riders are not on their starting position, the Clerk of the Course may order the start to go ahead.

Any rider who arrives back from the warm-up laps after a nominated official at the rear of the starting grid has raised the green flag, will be considered a "late arrival".

Late arriving riders at the grid will lose their initial position at the starting grid and must take a position at the rear of the grid. They must stop behind the a nominated official and start the race from there (the row following the last row of riders).

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means.

Any rider who is unable to start his motorcycle within a reasonable time, must obey the instructions of the officials and push his motorcycle to the back of the starting grid. If he still succeeds in starting the engine, he must take the start from this position.

15 seconds before the start:

The Clerk of the Course moves to the side of the track, holding up the red flag.

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He must remain there until the start has been given.

If by then he has succeeded in starting the motorcycle, he can start from that position. However, he must wait for the orders of a nominated official to take the start of the Race.



If he still did not succeed in starting the motorcycle when the start has been given, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.

Any failure to obey the instructions of the officials may result in a penalty or disqualification.

As of then:

As of then, the Clerk of the Course puts down the red flag and the start light sequence begins.

A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.

Riders still in the pit lane must wait until the marshal situated at this exit, upon a signal from the Clerk of the Course/ a nominated official lowers the red flag in order to authorise any riders still in the pit lane to leave.

22.2 Start Procedure with flags

Whenever it is not possible to start the race by means of the red light, flags will be used to give the start.

The same start procedure (as mentioned above) will be maintained until 15 seconds before the start of the Race.

As of then:

The Clerk of the Course moves to the side of the track, holding up the red flag.

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He must remain there until the start has been given.

If by then he has succeeded in starting the motorcycle, he can start from that position. However, he must wait for the orders of the Clerk of the Course or a marshal to take the start of the Race.

If he did not succeed in starting the motorcycle, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.

Any failure to obey the instructions of the officials may result in a penalty or disqualification.

As of then the Clerk of the Course puts down the red flag and holds up the green flag. He will lower the green flag between the next 5 and 10 seconds upon which the Race starts.

22.3 Anticipated start



Anticipation of the start is defined by the motorcycle moving forward when the red lights are on or when the green flag has not been lowered yet.

Upon recommendation of the Clerk of the Course, the rider concerned will be penalised with a "Stop and Go" penalty.

22.4 "Stop and Go" penalty

Upon recommendation of the Clerk of the Course, a board displaying "STOP & GO" as well as his riding number, will be shown at the finish area to the rider who made the false start.

During the race, the rider in question must go to the designated "Stop and Go" penalty zone. He must bring his motorcycle to a stop (the engine must not be turned off) and remain stationary for a full 5 seconds. He may then rejoin the race. This procedure is under the strict control of designated marshals.

Failure by the rider in question to stop, after having been shown the "STOP & GO" board three times, will result in that rider being shown the black flag.

If more than one rider is penalised, the riders will be signalled to stop on subsequent laps. The order of "Stop and Go" penalties will be based on the results that determine the riders' starting positions for the Race in question with the faster rider stopping first.

In the case of a rider failing to respond to the instruction to stop in the "Stop and Go" penalty zone, and there being more than one rider penalised, no subsequent rider will be signalled to stop until the previous rider has stopped or been shown the black flag.

In the case of a re-started race, the above regulations will also apply.

In the case where the marshals have been unable to carry out the "Stop and Go" procedure before the end of the race, the rider in question will be inflicted with a time penalty of 15 seconds.

23. STOPPING OF A PRACTICE/RACE

The Clerk of the Course is authorised to prematurely stop any Free Practice session, Time Practice, Last Chance Race, SuperPole or Race for urgent and/or safety reasons or other cases of "force majeure". In that case, a red flag will be displayed to the riders.

If a Race is stopped before 2 laps have been covered, there will be a complete restart.

Riders will return to the area indicated by the officials and the restart will take place as soon as possible after the red flag was displayed. Changing of motorcycles will not be allowed.



If a Race is stopped before 50% of the racing distance has been covered, there will be a complete restart. Riders will return to the paddock and the restart will take place as soon as possible after the red flag was displayed. Changing of motorcycles will be allowed. The final choice must be made when the riders enter **to Starting Grid.**

If one or more riders are deemed to be at fault for the race being stopped, the Clerk of the Course may recommend to the other Members of the FIM Europe Jury to exclude them from taking part in the restart or to penalise them with loss of starting grid position. In that case, the rider(s) concerned must start from the row following the last row of riders.

If a Race is stopped after 50% of the racing distance has been covered, the race will be considered complete.

The finishing order will be based on the placing of the riders in the lap before the red flag was displayed.

The Clerk of the Course may recommend to place one or more riders deemed to be at fault for the race being stopped behind riders having completed an equal or greater number of laps.

24. RIDER BEHAVIOUR AND ASSISTANCE DURING PRACTICE, QUALIFYING AND RACES

Riders must at all times adhere to the provisions of the FIM Europe SuperMoto European Championship Regulations.

Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.

Riders must report any underlying medical disorder or injury they may have to the CMO.

At any time during the event, on request of the Chief Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

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

Unsporting, aggressive or reckless behaviour from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers' and promoters' staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the FIM Europe Jury.

Riders may be held responsible for the actions of their team members.



Riders and team members are forbidden to ride any motorized vehicles (fuel or electricity powered), bicycles, roller-skates (all types) and skateboards (all types), on the track outside the official practice/qualifying sessions and races.

Riders must obey the official flag/light signals and the boards which convey instructions.

Riders must carry “on-board” cameras when requested by the FIM Europe Championship Promoter.

Riders are responsible for attending all riders’ briefings and being aware of all information and instructions issued. Team members are encouraged to attend the riders’ briefing.

All body jewellery is to be taped over or removed during on-track competition.

The use of a portable music player is not allowed at any time during on-track competition.

During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the FIM Europe Jury.

Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants (organisers’ and promoters’ staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the FIM Europe Jury.

Any outside assistance on the course to the riders is forbidden during the Free Practices, Time Practice, SuperPole and/or the Races unless it is provided by a marshal carrying out his duty in the interests of safety. Infractions will be penalised by the FIM Europe Jury.

Marshals may assist riders by lifting motorcycles and moving them to a safe place. Any repairs or adjustments must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to re-start their motorcycles.

Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the FIM Europe Jury.

Riders should use only the course. However, if they accidentally leave the course during the Free Practices, Time Practice and/or the Races, they may continue by safely re-entering the course, without gaining an advantage or putting another participant or official in danger, from the closest point to where they left the course.



Course cutting is forbidden. The penalty for attempting to gain an advantage by course cutting will be disqualification from the respective Time Practice and/or the Races. Further penalties may be imposed by the FIM Europe Jury.

A pit lane must be reserved for repairs and signalling during the practices and races. Only mechanics, signallers, representatives of the Industry and essential officials bearing valid passes are permitted in this area.

Riders entering the repair zone – **the PITLANE** should ride in a responsible manner within the pit lane. They should not ride at an excessive speed and not overtake any other riders.

Riders may enter the pit lane to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the FIM SuperMoto World Championship Regulations. Refuelling is permitted, but must be done with engines dead.

No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the pit lane.

During the Free Practices, Time Practice, **SuperPole** and/or the Races, consultation between team members and riders is restricted to the pit lane. Riders who stop along the course to consult with others may hinder the progress of other riders, and such action will be considered as outside assistance.

Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and on-board cameras, pit board messages displayed in approved areas and “body language” communication by the rider. Radio communication with riders is strictly forbidden.

Adjustments to the motorcycle may be carried out on the starting grid until 2 minutes before the start of the warm-up lap.

Riders entering the pit lane must come to a complete stop. Violators will be disqualified from the Time Practice and/or the Race in question.

Riders who stop their engines in the pit lane may be assisted in re-starting their motorcycles.

Riders returning slowly to the pit lane or paddock should take care to avoid the racing line and interfering with other riders.

Riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position.



Motorcycles must be centred in the rider's position on the starting grid. Riders may not start in an angle.

Riders may not use any starting aid devices (starting blocks, other elevating devices, etc.) at the start.

Valid for the SM Junior class only: if a rider uses any starting aid devices, his initial starting position will be changed and he/she must start the race from the last row.

Once a rider has taken his position on the starting grid, he cannot change it.

Riders who arrive too late on the Starting Grid for the Races will be disqualified from the race in question.

If a rider has mechanical problems before the start of the warm-up lap and the motorcycle cannot be repaired on the starting grid, he must push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it. **The rider in question loses the right to participate in the Warm Up lap and loses his initial starting position. The rider in question must stay in the pit lane and must start the Race from that position, after receiving the clearance signal from the Clerk of the Course or other nominated official.**

Any rider who encounters mechanical problems during the warm-up lap must go to the repair zone and make repairs. He cannot return to the starting grid. **The rider in question must stay in the pit lane and must start the Race from that position, after receiving the clearance signal from the Clerk of the Course or other nominated official.**

When a rider takes his starting grid position after the warm-up lap, he must keep his engine running, he cannot return to the pit lane or receive assistance prior to the start.

Any rider who arrives back from the warm-up lap after **the designated marshal** at the rear of the starting grid has raised the green flag, will be considered a "late arrival". He will lose his initial position at the starting grid and must take a position at the rear of the grid and start the race from there (the row following the last row of riders).

If a rider has mechanical problems when he has taken his position on the starting grid after the warm-up lap, he must remain on his motorcycle and raise his arm. If the rider in question is unable to start his motorcycle within a reasonable time, he must obey the instructions of the officials and remove his motorcycle to the back of the starting grid where he may make further attempts to start it. If he succeeds in starting the engine, he must take the start from this position.

If by 15 seconds before the start of the Race, a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. He must then immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid where he may



make further attempts to start it. If he succeeds in starting the engine, he must take the start from this position.

If he still did not succeed in starting the motorcycle when the start has been given, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.

Riders taking the start of the Race from the pit lane may then start the Race upon instruction of a **qualified official (designated marshal), nominated by the Clerk of the Course** situated at the pit lane exit.

A rider is not permitted to attempt to delay the start by any other means than mechanical problems.

A rider may not anticipate the start or he will be penalised by a "Stop and Go".

Any rider who has been penalised by a "Stop and Go" will be shown the "STOP" board together with his riding number. He must then go to the designated "Stop and Go" penalty zone during the race. He must bring his motorcycle to a stop and remain stationary for a full 5 seconds. He may then rejoin the race.

When crossing control lines, the rider must always be in contact with the motorcycle.

A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the Clerk of the Course of the reasons for his non-participation.

25. OFFICIAL SIGNALS

Official time board signals shall be given by means of a white board with a large black number on both sides, indicating the time. These boards must have been produced to a high standard and be clearly readable.

Signal	Meaning
Boards, 4, 2 minutes (4', 2' / At the start)	4, 2 minutes until the start of the Warm Up Lap
Practice Start Zone	Start of the zone for practice starts

Official "STOP and GO" procedure board signals to a rider shall be given by means of a black board with "STOP & GO" in white lettering and a white number or with "STOP" in white lettering and a white arrow. These boards must have been produced to a high standard and be clearly readable.



Signal	Meaning
--------	---------

Board, STOP & GO with a rider's number on it	Rider concerned to go to the "Stop and Go" penalty zone.
---	--

Board, STOP with an arrow on it	Rider concerned to stop at this spot in the "Stop and Go" penalty zone.
------------------------------------	---

Official start light signals will be given as follows:

Signal	Meaning
--------	---------

Red light, switched on (At the start)	The start will be given within the next 5 seconds. (When the red light is on, the start procedure enters it final phase.)
--	--

Red light switched off (At the start)	Start.
--	--------

Official flag signals shall be given by means of a flag measuring 750 mm high by 600 mm wide as follows:

Signal	Meaning
--------	---------

Red flag	All riders must stop racing and go to the area indicated by the officials.
----------	--

Black flag and a board with rider's number on it	Rider in question to stop racing and leave the circuit using the repair and signalling zone or access from the circuit to the paddock.
--	--

Yellow flag, held stationary	Danger ahead, ride cautiously.
------------------------------	--------------------------------

Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore jumps should not be attempted.
--------------------	---

Yellow and red striped flag	Oil, water or another substance is affecting adhesion on this section of the track.
-----------------------------	---

Medical flag	Safety vehicle or personnel on the course, ride slowly. Riders must roll each jump individually with no overtaking until past the area of concern.
--------------	--



(A medical flag must be available at each flag marshal post)
--

Blue flag, waved	Warning, you are about to be lapped.
(The blue flag must be used by supplementary flag marshals, specialised for this flag only).	

Green flag	Course clear for the start of the race or start of the Race.
(The green flag will be used for starting the Race whenever it is not possible to start by means of the start light procedure.)	

Black and white chequered flag	End of the Practices, the Warm-Up, the Race.
--------------------------------	--

The non-respect of the waved yellow and/or the medical flag with a diagonal red cross by a rider (riders) will be sanctioned with a loss of 10 positions for the rider(s) in question. Such an action will be considered as a statement of fact to which no protests are possible.

The Pantones for the colours are as follows :

Black:	Pantone Black C
Blue:	Pantone 286C
Red:	Pantone 186C
Yellow:	Pantone Yellow C
Green:	Pantone 348C
White:	Pantone White C

The minimum age for Flag Marshals is 18 years. They are appointed by the FMNR/organiser and must participate in a briefing with the Clerk of the Course and/or a qualified official nominated by him.

For each Flag Marshal's post, the Organiser must establish a list with the names of the marshals occupying the post. This list is to be given to the Clerk of the Course, who will hand it over to the **FIM Europe Jury President** before the start of the official practices.

The marshals must be identified by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that they cannot be confused with the flags.

There must be a minimum of two marshals per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider in the interests of safety. One or more additional marshals are recommended at jumps.

After an event, the Flag Marshals must remain available until protest/appeal time has expired.

26. CROSSING OF CONTROL LINES

The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.



27. VERIFICATIONS AND CONTROL AFTER A RACE

The technical control must be carried out in accordance with the procedure fixed in the Technical Rules and the times fixed in the CMS Regulations and the Supplementary Regulations of the event.

27.1 Control of the sound levels after each Race

Immediately after each Race, three motorcycles, chosen at random by the FIM Europe Jury President, may be checked for compliance with sound level regulations. Other motorcycles may also be checked.

Any rider whose motorcycle is above the maximum allowed post-race sound limit of:

- 118dB/A (115 + 2 for measurement precision + 1 for degradation accepted during the race - measured with a Type 1 or Type 2 sound meter)

115dB/A **As of 2019:**
(113 + 2 for measurement precision + 1 for degradation accepted during the race - measured with a Type 1 or Type 2 sound meter)

- whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified - will be penalised by losing 5 positions in the race in question.

Subject to rules governing outside assistance, riders may freely change their silencers but their motorcycles must be checked for compliance. Therefore the Chief Technical Steward, his staff and his equipment must be available throughout the event.

27.2 Final verification

Immediately after the prize-giving ceremony, the motorcycles of the first three riders of the overall standings of the respective class must be placed in the closed park.

The motorcycles must remain in the closed park for 30 minutes after the arrival of the winner, under the control of the technical stewards, in case of a protest or should further examination be required.

27.3 Cost for a motorcycle control following a protest

The cost of dismantling a motorcycle will be € 130.-. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.



27.4 Fuel control

A fuel control may be carried out at any time during an event, according to Art. 63.05 of the FIM Motocross Technical Rules.

For the FIM Europe SuperMoto European Championship, only fuel corresponding to the FIM Motocross Technical Rules will be authorised.

A rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all Championship points earned. This rider will also be liable for the reimbursement of the full costs of the test and further penalties may be imposed.

All requests for fuel control following a protest must be accompanied by a deposit of € 800.- paid to the FIM Europe Jury or the FIM Europe (supplementary controls).

Any new requests for control must be presented to the FIM Europe within 5 days of the reception date of the results of the preceding control notified in conformity with Article 5.6 of the FIM Disciplinary and Arbitration Code.

After the last control:

- The winning party will have its deposit reimbursed;
- The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it had already paid.

27.5 Anti-doping and alcohol tests

Anti-doping and alcohol tests may be carried out according to the FIM Medical Code. A rider who tests positive will be disqualified from the whole event. Further penalties may be imposed.

28 RESULTS

28.1 Procedure

The winner of a Race is the rider who crosses the finish line first. The riders still racing will then be stopped when crossing the finishing line.

The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.

When crossing control lines, the rider must always be in contact with the motorcycle.

Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.

All the riders participating in the race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they



cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result. The procedure to determine the classification in the results of riders who do not complete the lap within 5 minutes after the arrival of the winner will be according to the number of laps completed, and in the event of a tie, according to their finishing order at the end of the preceding lap.

If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.

Under any other circumstances, such as mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.

The winner of the event is the rider who has obtained the most points; the runner-up will be the rider who has obtained the second best number of points, and so on, irrespective of the number of races they have finished.

If a tie exists, the points scored in the second race will determine the order of placing in the final standings of the event of those riders who scored points.

The overall results will be completed with those riders who have not scored any European Championship points. They will be ranked by adding their positions obtained in the two races. Of these riders, the rider who has obtained the smallest overall placing will be placed first behind those riders who have scored points. He will be followed by the 2nd placed non-point scoring rider and so on.

If a tie exists, the position in the second race will determine the order of placing in the final standings of the event of those riders who did not score any points.

All results must be homologated by the FIM Europe Jury.

The results will not become official until the time limits for protests have elapsed.

If a protest is lodged, the results will not become official until a decision has been taken by the competent bodies.

If an appeal is lodged against the decision of the FIM Europe Jury, the results cannot be considered as definitive until a final decision has been taken by the competent body.

NEW FOR SEASON 2018 VALID ONLY FOR THE RIDERS IN S1 CATEGORY

28.2 THE EUROPEAN SUPERMOTO LITES TROPHY



28.2.1 A new, separate classification for the riders in S1 class will be established for every race and every event during the season by the name of European SuperMoto Lites Trophy 2018 (ESLT18) .

28.2.2 The classification for the ESLT18 is a separate classification, based on the classification (for every race) of the S1 riders.

28.2.3 Not eligible to receive classification for the ESLT18 are the riders who fall into one (or more) of the following criteria:

- **RANKED IN THE TOP 8 OF THE WORLD CHAMPIONSHIP 2017 AND 2016**
- **RANKED IN THE TOP 5 OF THE EUROPEAN CHAMPIONSHIP 2017**
- **THE THREE RIDERS OF A NATIONAL TEAM WHO HAS EVER WON A SUPERMOTO OF NATIONS**
- **THAT HAVE EVER WON A EUROPEAN OR WORLD SUPERMOTO TITLE (EXCEPT S4, S3 AND SMJ TITLES)**
- **OVER 30 YEAR OLD**

The promoter is responsible to prepare the list and the classification for the riders eligible for ESLT18 for every event.

28.3 Presentation and publication

The results must include at least the following information:

- FIM Europe, FMNR, Organiser/Moto Club and Championship logo;
- Title of the Event;
- EMN number;
- FMNR;
- Date and venue of the event;
- Class;

- Position, number, name and first name of the riders;
- FMN of the rider;
- Nationality of the rider;
- Motorcycle of the rider;
- Team of the rider (if the Team is holder of a valid FIM or FIM Europe Team Licence);
- The number of laps and times of all riders;
- The number of classified riders;
- Championship points earned by the rider;
- The winner's average speed;
- The name of the rider making the best lap in the race, his time and average speed;
- The name and signature of the FIM Europe Delegate and the Clerk of the Course;
- Publication time of the results.



The FIM Europe Jury President is responsible for the transmission of the results of each FIM Europe SuperMoto European Championship event as soon as possible to the FIM Europe Secretariat via email.

29. POINTS FOR THE CHAMPIONSHIP

Points will be awarded to riders in each European Championship Race **(as well as for the ESLT18)** according to the following scale:

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

All organised events counting towards the corresponding European Championship **(as well as for the ESLT18)** will be taken into consideration. However, the FIM Europe Sporting Council or, if necessary, the FIM Europe Management Council is entitled, upon proposal from the SuperMoto Commission and in exceptional circumstances, to make a decision deviating from this principle.

For the first event of the FIM Europe European SuperMoto Championship **(as well as for the ESLT18)** : the provisional point standings will be identical to the overall point standings of the event in question.

As of the second event of the FIM Europe European SuperMoto Championship **(as well as for the ESLT18)** , the riders will be ranked according to the total number of points they have scored. In case of ties, please see procedure below.

The winner of the European Championship is the rider who has obtained the most points from all the Races of the European Championship, irrespective of the number of Races he has completed.

The winner of the European SuperMoto Lites Trophy 2018 is the rider who has obtained the most points from all the Races during the ESLT18 events, irrespective of the number of Races he has completed.

In case of ties, the number of better placings will be taken into account.

If a tie still exists, the points scored in the last Race of the European Championship/ **ESLT18** will determine the order of placing in the final standings. If necessary, the points scored in the last but one Race of the European Championship/ **ESLT18** will determine the order of placing in the final standings, and so on...



For the Manufacturers' FIM Europe S1 European SuperMoto Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to their position in each Race of the European Championship.

In case of ties for the Manufacturers' FIM Europe S1 European SuperMoto Championship, the same conditions as for the riders will apply to determine the winner of the European Championship.

In the case where a rider participates on motorcycles of different Manufacturers, it is the make of the motorcycle with which he has obtained the most points that will appear next to his name in the final standings, without, however, modifying the calculation for the Manufacturers' FIM Europe S1 European SuperMoto Championship.

The FIM Europe SuperMoto European Championship/ **ESLT18** standings cannot be considered definitive until the time limits for protests and appeals have elapsed, all protests and appeals have been settled and a final decision has been taken by the competent bodies.

The FIM Europe SuperMoto European Championship winner is obliged to attend the official FIM Europe Prize-Giving Ceremony in case such is organized.

No points are allocated for the Last Chance Race.

30. PROTESTS AND APPEALS

Any person or group of persons (rider, entrant, manufacturer, official, etc.), recognized by the FIM Europe and concerned by a decision taken under the authority of the FIM Europe, may ask for redress for the consequences of that decision.

All protests must be lodged to the FIM Europe Jury.

Generally, protests against the eligibility of a rider, entrant or a motorcycle entered, must be made before the start of the official practice.

Any other protests must be lodged immediately after the reason for the protest is known.

Protests against results must be presented within 30 minutes following the announcement of the results.

Protests must be lodged according to the FIM Europe Disciplinary and Arbitration Code and the Supplementary Regulations of the event and be accompanied by a fee **of € 350.-** or the equivalent amount in local currency, returnable if the protest is justified.



If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 130.-. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

Protests entailing a fuel control must be accompanied by an additional deposit of € 800.-.

Anybody who has lodged a protest according to the FIM Europe Disciplinary and Arbitration Code and the Supplementary Regulations of the event may request to have access to any element (written or printed matters and/or official TV images-if available) that allowed the FIM Europe Jury to take its decision. Such a request must be made in writing within 30 minutes after reception of the decision of the FIM Europe Jury.

If this information is required in order to formulate an appeal against a decision of the FIM Europe Jury, the time limit for acceptance of the appeal must be extended until 30 minutes after this information has been provided.

An appeal against the decision of the FIM Europe Jury may be lodged according to the FIM Europe Disciplinary and Arbitration Code to the FIM Europe Disciplinary Commission. This appeal must be presented 5 days at the latest after the notification of the FIM Europe Jury, accompanied by deposit of €650. with registered mail or personally to the FIM Europe office.

An appeal against the decision of the FIM Europe Disciplinary commission may be lodged to the CDI. This appeal must be presented 5 days at the latest after the notification of the FIM Europe Disciplinary Commission decision (Security deposit for appeal: € 1'200).

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

31. LAP OF HONOUR

If requested by the FIM Europe Championship Promoter, the winner of each **S1** Race will be expected to make a lap of honour, conditions and weather permitting.

32. PRIZE-GIVING CEREMONY

The official Prize-Giving Ceremony must be held immediately after the last race of the event, conditions and time permitting.

The following persons must take part in the Prize-Giving Ceremony:

- a) The rider winning the event (with motorcycle);
- b) The second placed rider in the event (with motorcycle);



- c) The third placed rider in the event (with motorcycle);
- d) The team manager of the rider winning the event;
- e) If not already in a), b) or c), the rider leading in the points standings.

Any infraction of this rule will be penalised by the FIM Europe Jury.

During this official Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played and the national flags of the first three riders may be hoisted at the same time.

33. PRESS CONFERENCE

The first three riders in each FIM Europe S1 SuperMoto European Championship (overall standings), and other riders may be invited at the discretion of the FIM Europe Championship Promoter, must participate in the post-race press conference, which must be held immediately after the Prize-Giving Ceremony, conditions and time permitting. Any infraction of this rule will be penalised by the FIM Europe Jury.

The following timetables are not considered definite and the starting times of the sessions are for informational use only in order to serve as a model. The final timetables for every event will be announced after the deadline for the entries.

S1 Timetable FORMAT A

More than 41 riders up to 60 riders

Friday			
11:00 – 13:00		Administrative and technical control and verification	
14:00 – 18:00			
15:00		Circuit Control	
17:00		Meeting with the organizers	
Saturday			
08:00 – 08:45		Administrative and technical control and verification	45 minutes
08:45 - 09:15		Distribution of tyre stickers and transponders	15 minutes
09:00		Groups Ballot (G1 and G2)	
09:15		Jury meeting 1	
09:45		Riders Briefing	
10:30 – 10:50	S1 G1	Free Practice (max. 30 riders)	20 minutes
11:05 – 11:25	S1 G2	Free practice (max. 30 riders)	20 minutes
13:00 – 13:30	S1 G1	Time Practice (max.30 riders)	30 minutes
13:45 – 14:15	S1 G2	Time Practice (max.30 riders)	30 minutes
15:55	LCR S1	Access Paddock to Grid OPENS	
16:05	LCR S1	Access Paddock to Grid CLOSES	
16:12	LCR S1	Start of Warm up lap	
16:15	LCR S1	Start of Last Chance Race (approximately 20 minutes of racing)	



16:45		Camera on Board	
17:00		Jury meeting 2	
Sunday			
09:30 – 09:50	S1	Warm Up (32 riders + 2 Reserve riders)	20 minutes
10:30		Autograph session (if required)	30 minutes
11:45	S1 R1	Access Paddock to Grid OPENS	
11:55	S1 R1	Access Paddock to Grid CLOSES	
12:02	S1 R1	Start of Warm up lap	
12:05	S1 R1	Start of Race 1 (approximately 20 minutes of racing)	
14:30	S1 R2	Access Paddock to Grid OPENS	
14:40	S1 R2	Access Paddock to Grid CLOSES	
14:47	S1 R2	Start of Warm up lap	
14:50	S1 R2	Start of Race 2 (approximately 20 minutes of racing)	
		Podium ceremony S1 and ESLT18 (immediately after the race)	
15:45		Jury meeting 3	

S1 Timetable FORMAT B

More than 32 riders up to 40 riders

Friday			
11:00 – 13:00		Administrative and technical control and verification	
14:00 – 18:00			
15:00		Circuit Control	
17:00		Meeting with the organizers	
Saturday			
08:00 – 08:45		Administrative and technical control and verification	45 minutes
08:45 - 09:15		Distribution of tyre stickers and transponders	15 minutes
09:00		Groups Ballot (G1 and G2)	
09:15		Jury meeting 1	
09:45		Riders Briefing	
10:30 – 10:50	S1 G1	Free Practice (max. 20 riders)	20 minutes
11:05 – 11:25	S1 G2	Free practice (max. 20 riders)	20 minutes
13:00 – 13:30	S1 G1	Time Practice (max.20 riders)	30 minutes
13:45 – 14:15	S1 G2	Time Practice (max.20 riders)	30 minutes
15:55	LCR S1	Access Paddock to Grid OPENS	
16:05	LCR S1	Access Paddock to Grid CLOSES	
16:07	LCR S1	Start of Warm up lap	
16:15	LCR S1	Start of Last Chance Race (approximately 20 minutes of racing)	
16:45		Camera on Board	
17:00		Jury meeting 2	
Sunday			
10:00 – 10:20	S1	Warm Up (32 riders + 2 Reserve riders)	20 minutes



10:30		Autograph session (if required)	30 minutes
11:45	S1 R1	Access Paddock to Grid OPENS	
11:55	S1 R1	Access Paddock to Grid CLOSES	
12:02	S1 R1	Start of Warm up lap	
12:05	S1 R1	Start of Race 1 (approximately 20 minutes of racing)	
14:30	S1 R2	Access Paddock to Grid OPENS	
14:40	S1 R2	Access Paddock to Grid CLOSES	
14:47	S1 R2	Start of Warm up lap	
14:50	S1 R2	Start of Race 2 (approximately 20 minutes of racing)	
Podium ceremony and ESLT18 (immediately after the race)			
15:45		Jury meeting 3	

S1 Timetable FORMAT C

up to 32 riders

Friday			
11:00 – 13:00	All classes	Administrative and technical control and verification	6 hours
14:00 – 18:00			
15:00		Circuit Control	
17:00		Meeting with the organizers	
Saturday			
08:30 – 10:00	All classes	Administrative and technical control and verification	
09:45 – 10:20	All classes	Distribution of tyre stickers and transponders	
10:30		Jury meeting 1	
10:45	All classes	Riders Briefing	
11:30 – 11:50	S1	Free Practice 1 (max. 32 riders)	20 minutes
13:30 – 13:50	S1	Free Practice 2 (max 32 riders)	20 minutes
15:40 – 16:10	S1	Time Practice (max.32 riders)	30 minutes
16:15		Camera on Board	
16:30		Jury meeting 2	
Sunday			
10:00 – 10:20	S1	Warm Up (max. 32 riders)	20 minutes
10:30		Autograph session (if required)	30 minutes
11:45	S1 R1	Access Paddock to Grid OPENS	
11:55	S1 R1	Access Paddock to Grid CLOSES	
12:02	S1 R1	Start of Warm up lap	
12:05	S1 R1	Start of Race 1 (approximately 20 minutes of racing)	
14:30	S1 R2	Access Paddock to Grid OPENS	
14:40	S1 R2	Access Paddock to Grid CLOSES	
14:47	S1 R2	Start of Warm up lap	
14:50	S1 R2	Start of Race 2	



		(approximately 20 minutes of racing)	
		Podium ceremony S1 and ESLT18 (immediately after the race)	
15:45		Jury meeting 3	

Official Logo:

