



MOTO GUZZI FAST ENDURANCE EUROPEAN CUP SPORTING REGULATIONS RR 035 2021

Version_Feb-09-2021

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RR 035 1.0 TITLE AND GENERAL

These Regulations shall apply to MOTO GUZZI FAST ENDURANCE EUROPEAN CUP 2021 rounds (hereinafter referred to as the “CUP”). By entering one or more the Cup rounds each rider undertakes to comply with these and other FMI (Italian Motorcycling Federation) Regulations, as applicable. The calendar is published at <http://www.fim-europe.com/open-calendar-road-racing/>. These Events will run under jurisdiction of the FIM EUROPE Sporting, Disciplinary and Arbitration Code, the FIM EUROPE Road Racing rules (RR01 and RR02) and the FIM Europe Technical Rules RR 035 TR.

The Cup shall consist of 6 races, to be held according to the schedule published on the FMI website. The Cup shall in any case be considered valid if at least three rounds are held.

RR 035 2.0 CIRCUITS

RR 035 3.0 OFFICIALS (according to the FIM EUROPE Sporting Code)

The Event must take place on a permanent circuit. The Event must be held under the Requirements of the national **Circuit Racing** Homologation. **The homologation report had to be send to FIM Europe together with Supplementary Regulations 60 days prior the event.** The Road Racing Commission is entitled to verify that the national homologation requirements meet RR 07 FIM Europe Standards for RR Circuits. In case the standards are considered not sufficient, then an inspection by FIM Europe Official is required.

RR 035 3.1 President and Members of the Jury and FIME Steward Panel

- JURY - The Jury President is appointed by the FIM EUROPE/RRC. The second Jury member is delegated appointed by the FMNR.
- FIME STEWARD PANEL – It consists of three members. The jury president is the chief of the stewards’ panel and FMNR Delegate is a second member. A third Member may be chosen from the FMNs delegates. All these persons must hold an FIM or FIM Europe Sporting Steward license for the respective discipline. The following persons are members of the International Jury but without voting rights:
 - Head of Organization permanent:
 - Clerk of the Course:
 - Secretary of the meeting:
 - Chief of Technical Inspection:
 - Chief of Timekeeper:
 - Chief Medical Officer:
 - Environmental Stewart:

RR 035 3.2 FMN Delegates

An FMN delegate must be appointed by his FMN and must be a holder of an FIM or FIM EUROPE "Sporting Steward" license. (See art. 50.6 of the FIM EUROPE Sporting Code). He is entitled to attend, as observer, the open meetings of the Jury and will receive all the official papers of the Event.

RR 035 3.3 Clerk of the Course

The Clerk of the Course must be appointed by the FMNR and must be a holder of a valid FIM or FIM EUROPE "Clerk of the Course" license.

RR 035 3.4 Other Officials

The FIM EUROPE may appoint a Technical Director who is responsible for ensuring that Technical Regulations are correctly enforced and supervising the technical control and protests of a technical nature. If there is no Technical Director, the Chief Technical Official has the same task and responsibility. The Chief Technical Official and Chief Timekeeping Official must be appointed by the FMNR and must hold an FIM or FIM EUROPE International Official's license, in accordance with the criteria for qualification as laid down in the FIM EUROPE Sporting Code Art. 40.2.1.

RR 035 3.5 Language

The English language will be used to communicate.

RR 035 4.0 CONDUCT OF COMPETITION

Each competition involves the participation of one motorbike ridden by a pair of riders. No minimum number of eligible teams shall be required in order that the competition may be conducted.

RR 035 5.0 RACE DISTANCE

The races shall last 60 minutes, on weekends where two races will take place, race 1 and race 2. The races shall last 90 minutes, on weekends when the single races will take place.

The end of the competition shall be signalled by the chequered flag, to be waved upon instruction of the Clerk of the Course at the end of the competition time in front of the leading rider.

The Jury shall, in case of need and at any rate at its sole discretion, have the right to deviate from such competition time. Any such exceptions shall apply to all competitors who started in the race.

RR 035 6.0 ENTRIES

RR 035 5.1 GENERAL

Championship entries must be submitted by 11 April 2021 according to the procedures provided on the FMI website at www.federmoto.it. One-event entries may be submitted. The one event entries to the Cup must be submitted as a "Team", according to the procedures set out on the website at www.federmoto.it, at least 15 days before the event to which they are referred, and must be accompanied by payment of the applicable entry fee. Payment must be

made by bank transfer (with a copy of the receipt to be attached to the entry form). Any entries received after the aforesaid deadline and/or not accompanied by payment of the entry fee will not be accepted. Teams who are at any rate present at the time of the event shall be entered directly at the racetrack, until the grids are filled.

RR 035 5.2 ENTRY FEE

The entry fee for a double event (Varano and Magione) is € 450.00 per Team per event, while the fee for single events (Vallelunga and Misano) is € 350.00 per Team per event. The entry fee for the entire Cup is € 1,250.00 per Team.

RR 035 7.0 STARTING NUMBERS

RR 035 6.1 GENERAL

Each Team shall specify the Starting Number requested and shall have the right to keep it throughout the season. Each Team that participated in the 2020 Trophy shall have the right to keep the number used previously. This right shall expire on 1 April 2021 if on such date the Team has not registered for the 2021 edition of the Cup. If the same number is requested by more than one Team, the number shall be assigned to the first Team that submits its entry.

Each Team must ensure that the starting number assigned by the Comitato Moto d'Epoca FMI is shown on its motorbike.

RR 035 8.0 LICENCE

RR 035 8.1 GENERAL

To take part in the Cup riders must hold a: NATIONAL ROAD RACING LICENCE (ANNUAL or ONE EVENT) and starting permission issued by his FMN.

RR 035 8.2 ELITE LICENCE (ONLY FOR ITALIAN RIDERS)

Riders holding an Elite Licence shall not be allowed to enter the Championship. Elite Licence holders may only enter individual competitions, but no points shall be awarded towards the Cup ranking.

RR 035 8.3 WILD CARDS

The Comitato Moto d'Epoca FMI shall reserve the right, at its sole discretion, to allow teams defined as "Wild Cards" to take part in the Cup competitions. These Teams shall be included in the Race Results but shall not be awarded points in the Cup Ranking.

RR 035 9.0 ELIGIBLE RIDERS

RR 035 8.1 GENERAL

Italian riders and riders from FIM Europe member FMN's (National Motorcycling Federations) holding a National Licence and start permission by their own FMN shall be eligible for participation in the Cup. Riders over 75 years of age as at 1 January 2021 shall NOT be allowed to participate in the Cup, even if they hold a licence issued by a foreign Federation.

RR 035 10.0 INDENTIFICATION ARMBANDS & CHECKING OPERATIONS

RR 035 10.1 INDENTIFICATION ARMBANDS

- a) Upon handing over the competition accreditation papers, the Organisers shall provide each rider with an "Identification Armband".
- b) The Armband shall have a different colour for each of the two riders. The colour assigned to each rider must remain the same until the end of the Event.
- c) During Scrutineering, each rider must inform the Technical Stewards of the armband colour they will be wearing during Official Practice and Race.

RR 035 10.2 TECHNICAL CONTROL

Only motorbikes defined in the Cup Technical Regulations may participate in the Cup competitions. Prior to entering the racetrack, each motorbike of each Team must be submitted to the technical control by FMI Technical Stewards.

RR 035 11.0 PRACTICE SESSIONS

Each rider must participate in at least one of the sessions listed in the Official Event Timetable. Two timed practice sessions shall be held for each of the two riders entered by each Team. Each practice session has a duration from 20 minutes minimum. There shall be no minimum qualifying time, but each rider shall be required to complete at least three laps and have his time taken at least once.

RR 035 12.0 STARTING GRID

At the end of the last timed practice session, the starting grid consisting of the teams qualified for the competition shall be drawn up based on the average best lap time set by the two riders of the Team during the qualifying rounds.

RR 035 13.0 CHANGING RIDERS WITHIN THE TEAMS

Only in case of force majeure, a change of the team composition can exceptionally be done by written. Riders may be changed within the Teams with other qualified riders up to one hour before the start of the race. Such a change must be communicated to the International Jury which will give approval and instructions for an eventual change of armbands and bracelets. In the absence of any change, the list confirmed after the last qualifying practice sessions will automatically become valid.

Teams changing their composition after publication of the provisional starting grid will have their position recalculated on the final grid, according to the riders' time.

Thereafter, no changes of any kind shall be allowed. Any infringement to this rule shall cause the offending Teams to be disqualified from the event.

RR 035 14.0 BRIEFING

All riders shall be required to attend a briefing session. The day, time and place of the briefing session shall be set out in the Supplementary Regulations or shall be notified by appropriate communication to be provided by the Race Management Committee.

The briefing session must in any case be held at least two hours before the start of the Race and the Clerk of the Course or one of his appointees shall be responsible for checking attendance. At the end of the briefing session, each Team shall be required to inform the Clerk of the Course of the name of the first rider who will start in the race.

Failure to participate in the briefing session shall be sanctioned with a fine to the riders and one-minute penalty to the Team.

RR 035 15.0 STARING PROCEDURE

RR 035 15.1 GENERAL

The starting procedure shall be the “Le Mans” procedure. In the event that the race take place in several sections, this procedure must be complied with in every section of the competition. The starting procedure shall be as follows:

- a) Riders designated by each Team as first starters must leave the pits and line up at an angle behind the starting line 20 minutes before the scheduled starting time. They shall have 3 minutes to leave the pit lane, after which the pit lane shall be closed. If a rider will arrive at the exit of the pit lane too late, he shall start for the warm-up lap from there without further penalty.
- b) The motorbikes shall be placed on the starting grid at an angle of 30° behind the starting line and close to the pit wall. The motorbikes shall be at a distance of five metres from each other, with the first one to be placed 1 metre from the starting line. Each motorbike shall be held in place by an assistant. Not more than two assistants may be present on the starting grid for each rider.
- c) Ten minutes before the start of the race, the “5 minutes” signal shall be displayed on the starting line and riders must get on their motorbikes. Eight minutes before the start of the race, the “3 minutes” signal shall be shown. From this moment, any technical operation on the motorbikes shall be forbidden and one of the two assistants must leave the grid. Six minutes before the start, only the assistant holding the motorbike shall be allowed to stay on the starting grid. Five minutes before the start, the riders shall start the warm-up lap, including riders waiting in the pit lane, after which all riders shall position themselves back on the starting grid.
- d) At the centre of the racetrack, on the starting line, a Track Marshall holding a red flag shall wait for the riders on the starting grid and shall not leave until the Clerk of the Course begins the starting procedure. A second Track Marshall holding a green flag and a red flag shall be placed at the end of the starting grid:
 - He shall use the green flag to signify that the starting grid is OK;
 - He shall use the red flag to stop a rider who is late in taking position behind the car of the Clerk of the Course, showing him the point at the end of the grid from which he may start. One minute before the start, the riders shall position themselves on the other side of the track facing their motorbikes. The track shall be completely cleared out except for the riders, the Track Marshals and one “Assistant” per motorbike. At the scheduled starting time, the Clerk of the Course on the starting grid shall give the start signal by using the national flag. The riders shall cross the track on foot, position themselves on their motorbikes and start.

- e) Riders may not rely on the support of their “Assistant” to start their motorbikes. If a rider fails to start his motorbike, he can be aided by his “Assistant” only after all the other riders have started, after the Clerk of the Course’s appropriate signalling. Failure to comply with this provision shall result in disqualification from the event. Any other infringement of the starting procedure shall be sanctioned with one-minute penalty.

RR 035 16.0 PIT STOPS

Riders may enter the pit lane during the competition to make repairs to their motorbikes. Repairs must be carried out inside the service pits designated for the Cup.

During pit stops, engines must be turned off at all times. Throughout the event, a 60 km/h speed limit shall apply in the pit lane. Checks shall be performed and penalties shall be inflicted on anyone failing to comply with such speed limit. Any rider found to have exceeded the speed limit during practice shall be sanctioned with a fine in accordance with the FMI Motorcycle Event Regulations. During the competition, failure to comply with the speed limit shall be sanctioned by inflicting a one-minute penalty on the team.

If for any reason a rider fails to stop in front of his pit, he may go back in the opposite direction with the engine turned off after having gone past the last pit.

RR 035 17.0 PRACTICE AND RACE BEHAVIOUR

RR 035 17.1 STOPPING ON THE TRACK

In the event a rider stops on the track, he must strictly comply with the instructions given by the Track Marshal, under penalty of exclusion from the race. If the rider wishes to bring the motorbike back to the pit — provided that the circuit allows it — the provisions of Article 16.2 of these Sports Regulations shall apply. Alternatively, he may proceed with the repair by relying on the equipment at his disposal without relying on any external support. Under no circumstances may he push the vehicle along the track. In case of breakdown on the starting straight in the area in front of the pits, a rider may, under the supervision of a Track Marshal, make it back to the pits from the pit lane exit with the engine turned off. He must push his motorbike in the opposite direction until he reaches his own pit. Once he has entered the pit lane, he may be assisted by two mechanics.

RR 035 17.2 BEHAVIOUR FOLLOWING A FALL

In the event that a rider needs to be taken to the medical centre, he may only be allowed to return to his motorbike after authorisation from the Race Physician. He must be accompanied at all times by a Track Marshal.

RR 035 17.3 BEHAVIOUR DURING THE RACE

Each rider may not drive for more than 15 + 5 minutes and in any case may not remain on the track for a total time exceeding two-thirds of the race length (40 minutes for one-hour races and 60 minutes for one-and-a-half-hour races), under penalty of exclusion. At the end of every 15-minute race period, the Clerk of the Course shall display the “CHANGE” panel on the finish line. This panel shall remain on display for 5 minutes. Rider changeover shall, for each team, take place WITHIN the 5-minute period in which the aforesaid sign is displayed. However, a rider changeover after the “CHANGE” sign has been displayed for a Team that is already in the pit lane and a Team’s motorbike entering the pit lane before the “CHANGE” sign is removed

shall be considered as valid, even if the actual rider changeover takes place after the sign has been removed. If a rider remains on the track for up to 5 minutes after removal of the "CHANGE" sign, a one-minute penalty shall be inflicted. If a rider remains on the track for more than 5 minutes after removal of the "CHANGE" sign, a five-minute penalty shall be inflicted. In any event, the maximum riding time rule shall apply. Riders must always and in any case comply with the signals given using flags, light signals and instructions written on signs.

RR 035 17.4 CHANGE BETWEEN THE RIDERS

Without prejudice to the provisions set out in article 16.1.3 above, any changeover between the two riders of each Team must take place in the pit lane, in the section designated for each Team, with the ENGINE TURNED OFF. During the Moto Guzzi Fast Endurance Trophy race, the pits where the riders taking part in the Trophy are allocated must have the shutter closed or raised up to a maximum of one metre from the ground.

While the "CHANGE" sign is being displayed:

- a) Only the riders taking turns riding shall be allowed to stay in the changeover area. No one else shall be allowed to stay in such area, including individuals belonging to the same Team, and no one shall be allowed to cross the pit lane. Offenders shall be required to leave the pit lane and their pass shall be withdrawn;
- b) Any technical support operations must, regardless of their extent, be carried out exclusively inside the service boxes designated for to the Cup;
- c) The riders shall wait for the changeover near the pit lane wall where the changeover area is located and may only move forward when the rider from whom they are taking over arrives. Track Marshals and designated FMI Officials shall ensure compliance with this rule. Failure to comply with the above rule shall cause a 5-minute penalty to be inflicted on the offending Team.

RR 035 17.5 PENALTIES DURING THE RACE

If penalties are inflicted on a rider during the race, they shall be notified to the Team as soon as possible.

RR 035 17.6 RACE NEUTRALISATION

If during the race an accident, weather conditions or any other event cause safety to be in jeopardy and make it impossible for the race to continue to be run smoothly, the Clerk of the Course can neutralise the race by deploying a safety car (or more safety cars if available) along the track. From this moment on, the red flags with a diagonal white cross shall be displayed (or other appropriate signal as disclosed during the briefing session) at the Flag Marshals' boxes.

In this case, riders shall be required to proceed in a single row, without overtaking each other. It should be noted that overtaking a safety car is strictly forbidden. A rider overtaking during the safety procedure shall be inflicted a 1-minute penalty.

During the race neutralisation procedure, riders may stop at the pits. After stopping at the pits, riders shall be required to proceed in a single row towards the pit lane exit and may return to the track only when the green light located there is lit. The green light shall be left on for 10 seconds after the safety car has gone past the pit lane exit, after which the latter shall be closed

again (red light). Riders who fail to leave the pit lane within such a timeframe shall be required to wait for the next lap.

The safety car shall return to its place once the Clerk of the Course has decided that safety conditions are back to normal. The time elapsed during the safety car procedure shall be considered as race time.

If a safety car is not available, then the provisions under Article 16.1.6 - Interruption of race shall apply.

RR 035 17.7 INTERRUPTION OF RACE

In the event that the race is interrupted by red flag, all motorbikes must be taken to the Parc Fermé; no technical operation shall be allowed to be performed on the motorbikes while in the Parc Fermé. The location of the Parc Fermé shall be defined during the briefing session.

In case a decision to restart the race must be made, the Clerk of the Course must notify the new starting time as soon as possible. The Clerk of the Course may decide whether the race can be resumed behind the safety car or if the starting procedure must to be repeated (pace lap, warm-up lap, starting grid, etc.).

If the race is interrupted less than three laps after the start, all teams may participate in the restart, including damaged motorbikes, subject to the approval of the Technical Steward.

If the race is interrupted after completion of more than three laps after the start, but before two thirds of the scheduled time or distance, then all motorbikes that took part in the start and did not withdraw shall be allowed to participate in the restart.

After a stop at the Parc Fermé (except for motorbikes that are in such conditions as being unable to be transported), the Clerk of the Course shall inform the participants about the procedure to be followed. If a new start is not possible, the results achieved shall be considered.

If more than two thirds of the total time or distance of the race have elapsed, then the race shall be considered as completed. If a second start cannot be arranged and more than three laps but less than two thirds have been completed, the results achieved shall be considered, with half of the Championship score being awarded.

RR 035 17.8 END OF RACE

- a) When the scheduled time elapses, the chequered flag shall be displayed to the first rider. Three minutes after the chequered flag has been shown, no rider may leave the pit lane and enter the track. Accordingly, the red light shall be turned on at the end of the pit lane or a red flag shall be displayed.
- b) In case the leading rider is about to cross the finish line near a lapped rider, the chequered flag and the blue flag shall be displayed together and the lapped rider shall be required to complete the lap until he is shown the chequered flag again in order that he may be included in the ranking.

RR 035 17.9 RACE RESULTS

Race results shall be based on the order in which the riders cross the finish line and the number of laps completed. In order to be included among the riders who completed the race and be included in the race results, a rider must:

- Have crossed the finish line (not in the pit lane). The rider must be in contact with his motorbike;
- Have crossed the finish line after the winner within 6 minutes of the latter's arrival;
- Have completed at least 75% of the laps completed by the winner.

RR 035 17.10 EARLY TERMINATION OF THE RACE

In case of early termination of the race, the ranking shall be drawn up as set out in paragraph 16.7 of these Regulations.

RR 035 17.11 REPAIRING A MOTORBIKE FOLLOWING BREAKDOWN DURING RACE

In the event that a motorbike experiences a breakdown during the race and is stranded along the track, a recovery vehicle shall be used if the facility allows it. The motorbike shall be transported to the Parc Fermé, where it will be possible to collect it for repair after the Technical Stewards have performed their checks. The availability of such vehicle shall be notified during the briefing session.

RR 035 18.0 PARC FERMÈ AND TECHNICAL CHECKS

RR 035 18.1 PARC FERMÈ

At the end of practice or of the race and in case of withdrawal, riders must take their motorbikes to the Parc Fermé. Motorbikes may be collected only upon 30 minutes having elapsed after the end of the race and only with the consent of the designated FMI Official. If a team abandons the race, its motorbike may be collected from the Parc Fermé 30 minutes after the team abandoned the race and not after the arrival of the first-ranked rider. Collection must however be authorised by the Technical Marshal.

RR 035 18.2 TECHNICAL CHECKS

During the "Parc Fermé" procedure, the Technical Marshals shall perform such technical checks as they deem most appropriate for the motorbikes of the top 3 teams of the ranking, plus two other ranked motorbikes drawn by lots. Any failure to comply with the Technical Regulations detected during the "Parc Fermé" checks shall result in automatic exclusion from the Race Ranking.

RR 035 19.0 TIMEKEEPING

Timekeeping shall be carried out using "transponders". It shall be the rider's responsibility to enter the track with the motorbike fitted with a transponder, which shall be provided by the timekeeping service. Each rider must ensure that the transponder is correctly positioned. Exchanging transponders between riders shall be strictly forbidden and shall result in exclusion from the event.

RR 035 20.0 POINTS SCALE AND RANKING

RR 035 20.1 GENERAL

At the end of each race, each Team shall be provided with a summary of the times scored, with a final ranking being drawn up on the basis of penalties. It should be noted that if the number of participants exceeds the approved track capacity and, therefore, more than one start is

required, then competitors shall be divided into two or more heats on the basis of the times recorded. Partial rankings shall be reconciled and a single final ranking shall be drawn up. Scores shall be awarded to the top 15 ranked teams as follows: 20, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

RR 035 20.2 PRICE-GIVING CEREMONIES

At the end of each race, two prize-giving ceremonies shall be held on the Circuit podium, one for the Teams competing for the Trophy ranking and one for the Teams not included in the ranking (including Wild Cards). In both ceremonies the top 3 ranked Teams shall be awarded by handing over a Cup to each of the two riders belonging to each Team. Riders who fail to show up on the podium within 10 minutes after the time notified by the Organisers (and in any case stated in an appropriate Notice posted on the Official Notice Board of the event) shall — save for a reasoned justification — lose their right to receive the Cup, which shall in fact not be handed over. An additional Cup shall also be awarded to the rider who completed the fastest lap during the race.

RR 035 20.3 ADDITIONAL PRICE-GIVING CEREMONIES

At the sole discretion of the Organisers and/or Sponsors, further Partial Rankings may be processed and possible “Special” prizes may be awarded.

RR 035 20.0 CUP RANKING

RR 035 20.1 GENERAL

The Trophy ranking shall be determined by the sum of the merit points gained by each Team in all 5 races included in the schedule or in any case in all the races attended. No difference in points shall apply.

RR 035 20.2 FINAL CUP AWARD CEREMONY

At the end of the five Trophy races, a final prize-giving ceremony shall be held. The final prize-giving ceremony place, date and procedure shall be notified during the course of the competitive season.

RR 035 21.0 PROTEST

All protests must be submitted in accordance with the FIM EUROPE Disciplinary and Arbitration Code together with a fee of 350,00 EURO. An appeal against the decision of the Race Direction must be addressed to the FIME Steward panel. It must be submitted within 30 minutes after the notification of this decision and must be accompanied by a fee see Appeal fee according the FIME Yearbook for a Technical protest art. RR01.19 (FIM EUROPE Road Race Rules) will apply.