



# Senior European SuperMoto Cup

## Regulations 2021

### General Undertakings and Conditions

All riders, teams, officials and other parties participating in the Senior European SuperMoto Cup undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the:

1. FIM Europe Sporting Code
2. Senior European SuperMoto Cup 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 "Senior European SuperMoto Cup Regulations").

The Senior European SuperMoto Cup 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 Senior European SuperMoto Cup 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 Senior European SuperMoto Cup 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 Senior European SuperMoto Cup**

Each year, the FIM Europe holds a Senior European SuperMoto Cup for riders.

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

A series of SuperMoto events counting towards the Senior European SuperMoto Cup 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 Senior European SuperMoto Cup events**

#### **1.2.1 General**

Senior European SuperMoto Cup 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 Stewards Panel.

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.

Senior European SuperMoto Cup events must be staged on circuits that have been homologated by the FIM and comply with the Senior European SuperMoto Cup 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

Senior European SuperMoto Cup events will consist of the following class:

- **Senior**

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

### 1.4 Support Races and Combined events

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 Senior European SuperMoto Cup programme. **In case of a combined event with FIM S1GP and S2 European SuperMoto Championship priority must always be given to the S1GP program.** 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 and Cups is restricted to the holders of a valid:

#### for class Senior

- European SuperMoto Championship licence (annual or one event),
- other CONU SuperMoto license (starting permission also required **unless license is also valid as a starting permission**)

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

### 2.2 Age of Riders and Participation eligibility

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

- **class Senior** **40 years**

**The maximum age is 50 years.**

## 2.3 EQUIPMENT AND PROTECTIVE CLOTHING DURING PRACTICE AND RACE

**The FIM Europe cannot be held liable for any injuries that a rider or passenger may sustain from the use of a specific item of equipment or protective clothing.**

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 current FIM Technical Regulations, article:

#### 01.70 RECOGNISED INTERNATIONAL HELMET APPROVAL MARKS

The following articles from the current FIM Technical Regulations must also be observed during the events counting for the SuperMoto European Championship:

#### 01.67 WEARING OF HELMETS

#### 01.69 HELMET OPERATIVE INSTRUCTIONS

Long hair must be contained within the helmet.

### 2.3.2 Eye protection

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

#### 01.65.04 Eye protection

Riders/passengers shall wear goggles. The use of glasses, helmet visors and "tear offs" or "roll offs" is also permitted. The material used for glasses, goggles and visors must be made of shatter-proof material. Helmet visors must not be an integral part of the helmet.

Eye protectors which cause visual disturbance (e.g. scratched) must not be used.

### 2.3.3 Equipment and Protective clothing

#### FIM Technical rules, edition 2021

#### art. 01.65.01, Clothing and protectors

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

Moreover, it is compulsory that riders/passengers wear a back protector complying with EN 1621-2, CB ("central back") or FB ("full back"), Level 1 or 2.

Sections of the leather suit not directly subject to 'crash' damage may use a small limited area or strip not made of leather.

#### art. 01.65.02, Footwear

Footwear, in a good condition, made of leather or other materials having equivalent properties, shall be worn and have a minimum height of 30 cm.

#### art. 01.65.03, Gloves

All disciplines riders/passengers shall wear gloves made of leather or other materials having equivalent properties.

### **2.3.4 Senior European SuperMoto Cup logo**

Riders may display the FIM Europe Logo

### **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).

## **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 Senior European SuperMoto Cup 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 SM Junior and S3 European SuperMoto Championship.

### **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 Homologation of the circuit, in the case of combined events, is also valid for the Senior European SuperMoto Cupevents. The homologation must be executed in accordance with the FIM requirements and procedures and is valid for the period as stated. Refer to article 10.8 of the FIM Europe Sporting Code. The homologation documents will be prepared by the CoC.

## 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 Senior European SuperMoto Cup is as follows:

**Senior:** 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.

## 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 not 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 Senior European SuperMoto Cup, will be allocated a permanent starting number for the season by the FIM Europe Championship Promoter.

## **8. ENTRIES**

### **8.1 Acceptance of entries**

A maximum of 32 entries may be accepted for each round of the Senior European SuperMoto Cup.

The FIM Europe SMC will establish the entry list.

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;
- 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 Europe Championship Promoter an entry before the closing date of the event
- 4) Are aged according to the article 2.2 and **meet the eligibility criteria for the Senior 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 Senior European SuperMoto Cupentry form. These entry forms must be collected by the FIM Europe Championship Promoter.

Riders must use the official Senior European SuperMoto Cupentry 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:

- IMN 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 closing date for entries for the first event is 15 days before the event.

As of the second event, the closing date for entries is 5 days before each event.

## 8.2 Non-participation in an event

Riders who have entered a Senior European SuperMoto Cupevent 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, starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FMNR/Organisers/**Promoter**.

Before the start of the official practices of the event, the representative of the Senior European SuperMoto Cup the 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 Senior European SuperMoto Cup 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. 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 Senior European SuperMoto Cup 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:

- 114 dB/A

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 Senior European SuperMoto Cup logo and sticker**

#### **If available:**

All riders may display the Senior European SuperMoto Cup 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 Senior European SuperMoto Cup sticker must always be displayed in one corner of the front and both side number plates.

The Senior European SuperMoto Cup logos and stickers **may** 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 filler 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.

### 10.2.3 Tyres

**During a Senior European SuperMoto Cup event, participants may use SuperMoto tyres from any brand and specification they prefer at any amount.**

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.

### 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 Delegate 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 meeting is held jointly with the FIM Jury meeting.**

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

## 12. EVENT FORMAT

GENERALLY A EVENT FROM THE SENIOR SUPERMOTO EUROPEAN CUP WILL CONSIST OF THE FOLLOWING SESSIONS:

2 FREE PRACTICES  
1 TIME PRACTICE  
1 WARM UP  
2 RACES (NUMBER OF LAPS APPRIXIMATELY EQUAL TO 20 MINUTES OF RACING)

All practice sessions and the warm up will be not less than 15 minutes and maximum than 25 minutes.

In case of a low number of riders, the Senior class can be combined with another FIM Europe or national class. In this case, the Free Practices, the Timed practice, Warm Up and Races will be held together for the Senior and the other class, but the classification from the Races will be done separately. For the ease of running of the event, the overall results/times/positions of all riders who took part in the timed practice for the two combined classes will serve as the starting grid positions for the races.

**An event can consist of 2 racing days (two rounds per weekend for a total of 4 races) which score points for the championship (Saturday 2 races and Sunday Races). In this case, the program of the weekend is as follows:**

### **SATURDAY**

1 FREE PRACTICE  
1 TIME PRACTICE  
2 RACES (NUMBER OF LAPS APPRIXIMATELY EQUAL TO 20 MINUTES OF RACING)

### **SUNDAY**

1 WARM UP  
2 RACES (NUMBER OF LAPS APPRIXIMATELY EQUAL TO 20 MINUTES OF RACING)

**Starting grid positions for Sunday races are based on the best lap time achieved by a rider in the corresponding class during any of the two races (the races can be considered as timed practices for this purpose). The rider who made the best lap time in any of the two races on Saturday will receive the pole position, followed by the rest of the rest of the riders.**

## **14. PRACTICE STARTS**

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. The penalty for making practice starts during the compulsory Warm up lap is disqualification from the race in question.

## **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.

<b>Senior</b>	One group	Max. 32 riders	2 sessions	15 to 25 minutes

## 16. RIDERS' BRIEFING

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

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.

<b>Senior</b>	Max. 32 riders	1 session	15-30 minutes
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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.

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

## **18. PROMOTION ACTIVITIES FOR THE PUBLIC**

### **18.1 Autograph Session**

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

### **18.2 Presentation of the riders**

A short presentation of the riders is recommended.

## **19. WARM-UP**

The riders will have one Warm-Up session.

A maximum of 32 riders may take part in the Warm-Up. Participation is optional.

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-Up may be treated as Qualifying sessions. The FIM Europe Jury will decide upon any modifications to the time schedule and qualifying criteria.

## **20. RACES**

Each Senior European SuperMoto Cup 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:

<b>Senior</b>	X laps equal to approximately 20 minutes of racing
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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 Starting order

**The order in which riders take their starting position for the Races on Saturday is based on their respective results in Time Practice or in the case of double racing weekend based on the on the best lap time achieved by a rider in the corresponding class during any of the two races (the races can be considered as timed practices for this purpose) on Saturday.**

The riders will take their grid positions according to their results in the Time Practice/Saturday races (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**  
(a short start procedure can be used upon decision of the Jury, that is identical to the following one after the display of the two minutes board is displayed.)

### 22.1 START PROCEDURE WITH LIGHTS

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.

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

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.

**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/repairs on the motorcycles can be made. Refuelling is forbidden.**

**No helmets are to be worn at this time.**

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

#### **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.

**All the motorcycles of the riders participating in the race must be on the starting grid at their positions.**

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

#### **4 minutes before the start of the WARM UP LAP**

**The CoC and Clerk of the Course stand in front of the first row of riders.**

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 **for repairs**, lose their right to participate in the compulsory Warm Up as well as their initial starting positions. They have to 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 have to start the race from the pit lane.

### **Procedure for the Warm-Up lap:**

**The Clerk of the Course** 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 lap.

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.

**Once a rider has started his Warm-up lap, he must continue in the direction of the course.** Start practices and unnecessary stops are not allowed during the Warm-Up lap. Upon decision of the Jury (in case of rain and low temperatures) there might be 2 Compulsory warm up laps. All rules valid for and during one warm up lap are valid also in the case of two warm up laps. This information is to be announced to the riders/teams before entering the starting grid area.

### **At the end of the compulsory Warm-Up lap:**

The **CoC** will stand at the front of the starting grid displaying a red flag.

The **Clerk of the course** 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 **an 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 **CoC** may order the start to go ahead.

Any rider who arrives back from the warm-up laps after **an 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 **an 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.

**Riders who do not succeed in returning to the starting grid or pitlane before the start of the race will be disqualified from the race in question.**

#### **15 seconds before the start:**

The **CoC** 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 CoC** 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 **CoC/Clerk** of the Course lowers the red flag in order to authorise any riders still in the pit lane to leave.

**Riders who have not succeeded in returning to the starting grid or pit lane before the start of the race are disqualified from the race in question.**

## **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 **CoC** 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 **CoC** 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 CoC, the rider(s) concerned will be penalised by the Jury with a time penalty of 20 seconds which will be added to his/their total racing time at the end of the Race in question, irrespective of the number of the number of laps he has/they have completed.

The rider(s) in question will be shown a board displaying "JUMP START/+ 20 SECONDS" with his/their starting number(s) during 3 laps at the finish line.

The teams in the pit lane will be informed of the penalty by means of the TV results screen with the message : "Jump start # (number of each rider in question) + 20 seconds".

Only "official" video evidence can be used to demonstrate an anticipated start. Any "private/team" videos will not be taken into account by the Jury .

## **23. STOPPING OF A PRACTICE**

The **CoC** is authorised to prematurely stop **any Free Practice session, Time Practice or Warm Up session** for urgent and/or safety reasons or other cases of "force majeure". In that case, a red flag will be displayed to the riders.

The riders then have to follow instructions of officials and go directly to the pit lane where they can receive assistance or change motorcycles (in some cases).

The Practice session will be continued as soon as possible, upon the discretion of the CoC; time, conditions and weather permitting. In all cases, every attempt will be made to run the total duration of the session in question.

The rider(s) deemed being at fault for the stopping of the Practice, Qualifying Practise or Warm-up may be excluded by the Jury from taking part in the remainder of the session.

## **24. STOPPING OF A RACE**

The CoC is authorised to prematurely stop any Race (also LCR) session 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**

If a Race is stopped before 2 laps have been completed, 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.**

Only riders who are "on track" (actively taking part in the Race or who are involved in a racing incident) at the moment of the stopping of a the Race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.

The rider(s) deemed being at fault for the stopping of the Race may be excluded by the Jury from taking part in the restart.

### **If a Race is stopped before 50% of the racing distance has been covered but after 2 laps have been covered**

If a Race is stopped after 2 laps and before 50% of the race distance have been covered, there will be a complete restart.

Riders must follow instructions of the Officials and return to the paddock. 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 the starting grid.

The rider(s) deemed being at fault for the stopping of the Race may be excluded by the Jury from taking part in the restart or be penalised 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**

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.

In that case, full championship points will be awarded.

The Jury may place rider(s) deemed being at fault for the stopping of the Race behind riders having completed an equal or greater number of laps.

## **25. RIDER BEHAVIOUR AND ASSISTANCE DURING PRACTICE, QUALIFYING AND RACES**

1. Riders must at all times adhere to the provisions of the FIM Europe Regulations.
2. 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.
3. Riders must report any underlying medical disorder or injury they may have to the CMO.
4. 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.
5. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
6. 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 Jury .
7. Riders may be held responsible for the actions of their team members.
8. Riders and team members are forbidden to ride any motorised vehicles, bicycles, city rollers, roller skates or skateboards, etc. on the track outside the official practice/qualifying sessions and races.
9. Riders must obey the official flag signals and the boards which convey instructions.



10. Riders have to carry “on-board” cameras on their motorcycles when requested by the FIM Europe Championship Promoter.

11. Riders are responsible for attending all riders’ briefings and being aware of all information and instructions issued in electronic briefings (if any). Team members are encouraged to attend the riders’ briefing and/or read the electronic briefings.

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

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

14. 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 Jury .

15. Riders not performing up to competition level may be excluded from the event by the Jury .

16. 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 Jury .

17. Riding without eye protection is prohibited at all times. However, in adverse weather conditions riders may take off their goggles but it is strongly recommended that they get a new set of goggles in the pit lane during the next lap.

18. Riders must always start the Free Practices, the Time Practices, the Warm-Up from the pit lane.

19. When the riders are on the course, consultation between them and team members 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.

20. 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.

21. Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. Any infraction of this rule may be penalised.

22. 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.

23. 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 Jury .

24. Riders must use only the marked track (course). However, if they accidentally leave the course, they may continue at reduced speed, not accelerating in an unsafe manner, until they can re-enter the course safely. They must re-enter the course, without gaining an advantage, at the closest point to where they left it.

25. Riders who have accidentally left the course and are off course accelerating in an unsafe manner or cutting part of the course may be determined to have gained an advantage without having gained a position.

26. It will be the duty of the Jury to make the determination as to whether a rider gained an advantage by accidentally leaving the course and re-entering.

27. The penalty for gaining an advantage while off course during practices will be the loss of the fastest lap in the respective practice for the rider in question. Further penalties may be imposed.

28. The penalty for gaining an advantage while off course during races will be the loss of the number of positions gained plus one additional position in the final results of the respective race for the rider in question. If no positions were gained, the penalty will be the loss of one position.

29. Course cutting is forbidden. Should the Jury determine that a rider left the course with the intention to gain an advantage, then the rider in question will be disqualified from the respective practice/race. Further penalties may be imposed.

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

31. Riders may enter the pit lane to receive assistance or 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 Technical Rules Motocross. Refuelling is permitted, but must be done with engines dead.

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

33. When a rider is on the course, he must always enter the pit lane by the pit lane entrance. When a rider "misses" the pit lane entrance, he must continue in the direction of the course for another lap. Entering the pit lane by the pit lane exit will be considered as attempting to gain an advantage by course cutting for which the penalty will be disqualification from the respective practice, qualification or race. If necessary, further penalties may be imposed.

34. Riders entering the pit lane should ride in a responsible manner. They should not ride at an excessive speed, not overtake any other riders and must always come to a complete stop. In the latter case, violators will be disqualified from the practice/race in question.

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

36. Riders are not allowed to have a spare motorcycle in the pit lane during a warm-up lap and/or race. Having a spare motorcycle in the pit lane at that time will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.

37. Riders who enter the paddock during a race will not be allowed to rejoin that race.

38. Riders returning slowly to the pit lane or paddock should ride carefully, avoid the racing line and not interfere with other riders.

39. Riders are allowed to do practice starts in the designated start practice zone(s) at the end of the Free and Time Practice sessions and Warm-Up. It is prohibited to make any practice starts during the compulsory Warm-Up lap before a Race.

40. One practice start only per rider is allowed in each practice start zone. It is prohibited to make a practice start, then stop further up the track and make another practice start in the same zone.

41. Riders may make a practice start only when there are no stationary motorcycles in front of them. The riders most forward in the practice start zone make their starts first, followed by the riders behind them, and so on.

42. Once the rider has made his practice start, he continues at slow speed to the next practice start zone or the exit of the track.

43. Riders who do not wish to make a practice start continue slowly on the racing line on the side of the track, opposite to the practice start zone and proceed to the exit of the track.

44. A rider must take his position on the starting grid with the motorcycle he is going to use for the race in question.

45. 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.

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

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

48. Riders who want to enter the starting grid after the access from the paddock to the starting grid has been closed will be disqualified from the race in question.

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

50. 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 his right to participate in the compulsory warm-up lap, as well as his initial starting position. He must stay in the pit lane and

start the Race from that position after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.

51.If a rider stalls his engine before/during the start of the warm-up lap, he must remain on his position and may attempt to restart. If he can restart the motorcycle within reasonable time, he can do the warm-up lap. If the motorcycle cannot be restarted within reasonable time, he must remain on his motorcycle and raise his arm. Immediately after all the riders have left for the compulsory warm-up lap, he must push his motorcycle into the pit lane, as ordered by the officials, where he and/or his mechanics may attempt to repair it. The rider in question loses his right to participate in the compulsory warm-up lap, as well as his initial starting position. He must stay in the pit lane and start the Race from that position after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.

52.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. The rider in question must stay in the pit lane and start the Race from the pit lane after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.

53.Riders who do not succeed in returning from the warm-up lap to the start grid or pit lane before the start of the race, will be disqualified from the race in question.

54.When a rider takes his assigned 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.

55.Any rider who arrives back from the warm-up lap after the Clerk of the Course 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).

56.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.

57.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.

58.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.

59.Riders taking the start of the Race from the pit lane may then start the Race upon instruction of the Clerk of the Course or a qualified official nominated by him, situated at the pit lane exit.

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

61. A rider may not anticipate the start or he will be penalised with a time penalty of 20 seconds at the end of the Race in question, irrespective of the number of the number of laps he has completed.

62. The rider in question will then be shown the “JUMP START/ + 20 SECONDS” board together with his riding number during 3 laps. His team in the pit lane will be informed by means of the TV results screen with the message : “Jump start # (number of the rider) + 20 seconds”.

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

64. After having crossed the finish line, riders must continue at race speed until they have passed the “END FINISH ZONE” board **or the first corner after the finish line** and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.

65. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.

66. 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 CoC of the reasons for his non-participation.

67. The riders concerned and other participants invited at the discretion of the FIM Europe Championship Promoter) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised by the Jury .

## 26. 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. For the dimensions and outlook of the boards, flags etc. Please refer to FIM S1GP Rules edition 2021

Signal	Meaning
4, 2 minutes (4', 2' / At the start) (at the start)	4, 2 minutes until the start of the compulsory Warm Up Lap
Practice Start Zone <b>With a painted straight line at one side of the track</b>	Start of the zone for practice starts

END FINISH ZONE (at the finish)	Riders must continue at race speed until they have passed this board. Slowing down abruptly or stopping before is not allowed unless it is ordered by an official.
JUMP START + 20 seconds With the riders number	The rider in question has been inflicted a 20 seconds time penalty for anticipating the start

Official start light signals, provided by **the Championship promoter** will be given as follows:

Signal	Meaning
Red light, switched on (At the start) (When the red light is on, the start procedure enters its final phase.)	The start will be given within the next 5 seconds.
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.
All mass false starts will be indicated by waving a red flag.	The red flag is superior to all other flags.

Black flag and a board with rider's number on it	Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock.
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Yellow flag, held stationary A yellow stationary flag will be displayed for maximum 5 minutes at the beginning of the first free practice session and during the compulsory warm up lap(s)	Danger ahead, ride cautiously.
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Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore jumps should not be attempted.
The waved yellow flag is superior to the stationary yellow flag.	

Yellow and red striped flag	Oil, water or another substance is affecting adhesion on this section of the track.
This flag must be visible on both sides and must be available on every flagmarshal's post	
Medical flag (White with diagonal red cross)	<b>Medical staff on the track, proceed with extreme caution.</b> 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, must be visible on both sides and is superior to the both types of yellow flag.	
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 and will be displayed during the compulsory warm up lap(s) before each <b>Race</b> .	
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.

Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).

The non-respect of the waved yellow and/or the medical flag by a rider (riders) will be considered as a statement of fact to which no protests are possible.

**The non-respect of the waved yellow and/or the medical flag by a rider (riders) will be sanctioned with a loss of 2 positions in the respective practice/race for the rider(s) in question for the first violation and 10 positions loss in case of a second violation.**

**If the offence occurs during a Race awarding points, the points gained will correspond to the new position (with penalty added).**

**(Ex: 15 riders present: the rider who did not respect the waved yellow and/or the medical flag signal during the Race finished 11<sup>th</sup>:**

- **First offence: position 11 (10 points) + 2 positions = position 13 (8 points)**
- **Any additional offence during the same event: position 11 (10 points) + 10 positions = position 21 (0 points) for the rider in question).**

The Pantones for the colours of the flags as follows :

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

## **27. FLAG MARSHALS**

The minimum age for Flag Marshals is 18 years. They are appointed by the FMNR/organiser and must have participated 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 Delegate 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 mistaken with the flags.

The uniform shirts or bibs will be provided by the Championship Promoter.

As a principle, there should be a minimum of two marshals available 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.

However, the position and occupying of each post will be decided by the CoC, the Clerk of the Course, the FIM Chief Flag Steward (when appointed at the event) and the Chief Flag Marshal during the circuit control. If deemed necessary, the position and occupying of a post may be modified at any time.

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

## **28. 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.

## **29. 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.



### **29.1 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.

A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.

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

115dB/A (114 dB/A + 1 dB/A for degradation accepted after the race).

- 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.

### **29.2 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.

### **29.3 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.

### **29.4 Fuel control**

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

For the FIM Europe SuperMoto European Championship, only fuel corresponding to the current 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.

## **29.5 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.

## **30 RESULTS**

### **Procedure**

All official outings of the riders on the circuit must be timed, with the results displayed on monitors and communicated to the press.

Timing shall continue until:

- a) 5 minutes after the end of each practice or timed qualifying session;
- b) 5 minutes after the arrival of the winner of the race in question.

The winner of a race is the rider who crosses the finish line first.  
(having in mind that all possible penalties have been given to the riders e.g. time penalties, positions penalties or disqualifications)

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

The riders who follow the winner 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.

All the riders participating in a 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.

All results must be homologated by the 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 is taken by the competent body.

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

### **31. 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 official timekeeper is responsible for the transmission of the results of each Senior European SuperMoto Cupevent as soon as possible to the FIM Europe Secretariat via email.

## **32. POINTS FOR THE CHAMPIONSHIP – EVENT, PROVISIONAL and SEASON**

### **32.1 EVENT**

Points will be awarded to riders in each European Championship Race according to the following scale:

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

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 Race 2 will determine the order of placing in the final standings of the event of those riders who scored points.

These results will be completed with those riders who have not scored any points. They will be ranked by adding their positions of Race 1 and Race 2. 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 Race 2 will determine the order of placing in the final standings of the event of those riders who did not score any points.

### **32.2 PROVISIONAL AND SEASON**

1.All organised events counting towards the corresponding Senior European SuperMoto Cup will be taken into consideration for the provisional standings.

2. For the first event of the Senior European SuperMoto Cup: the provisional point standings will be identical to the overall point standings of the event in question.

3. As of the second event of the Championship, the riders will be ranked according to the total number of points they have scored.

4. In case of ties in the provisional standings of the Championship, the number of better placings will be taken into account.

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

6. For the final standings of the Championship will be taken in consideration all possible results that a given rider has achieved and after two "worst" results are subtracted regardless of the race in which the rider obtained them (non-participation in a given race is also considered as a "worst" result). The winner of the Senior European SuperMoto Cup is the rider who has obtained the most points during all the Races of the Championship, irrespective of the number of Races he has completed and after subtracting the two worst results.

7. In case of ties for the final standings of the Championship, the same conditions as for the provisional standings will apply to determine the winner of the Championship.

8. The final Championship 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.

### 33. **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 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 Arbitrary and disciplinary code.

If the Members of the Stewards Panel confirm the decision of Jury , the appeal is rejected. In this case, the decision of the Stewards Panel is final. No further appeal is possible.

#### **34. LAP OF HONOUR**

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

#### **35. 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.

### **36. PRESS CONFERENCE**

The first three riders in each FIM Europe Senior European SuperMoto Cup (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 .