



**FIM Europe
EUROPEAN CROSS COUNTRY CUP
REGULATIONS**

FIM Europe Enduro & Rally Commission

DEFINITION

Cross Country events are controlled group start events which are a test of endurance and reliability. Competitors will be required to complete a number of laps within a time set by the organizers (not less than 2 hours). The duration of events will be stated in the Supplementary Regulations.

1. GENERAL

The FIM Europe organizes the **individual** European Cross Country Cup in according to the rules of the FIM Europe Sporting Code and the FIM Europe and FIM Rules, and by the Official appointed by the FIM Europe Enduro & Rally Commission and with particular reference to Supplementary Regulations produced by each organizer. Bikes and quads will ride in separate races.

Bike and Quad Technical rules will be as FIM Europe Motocross or Enduro Technical Rules.

The European Cross Country Cup will consist of a number of rounds each year which shall be published in the FIM Europe Calendar.

Each Organizer must pay the current Inscription fee to the FIM Europe.

Length of track must be at least 7 km.

1.1 Participation

All the riders must hold a valid FIM Europe or National Enduro/Motocross license and starting held from FNMN, confirming insurance, and be a minimum age of 15 years.

Juniors age– riders under 23 years (or who will be 23 years in the year of competition). Senior age - rider over 40 years (or who will be 40 years in the year of competition).

1.2 Supplementary Regulations

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

1.3 Classes

Junior - motorcycles from 100 cc to 250 cc 2T + from 175 cc to 450 4T
Open - motorcycles from 100 cc to 500 cc 2T + from 175 cc to 650 4T
Senior - motorcycles from 100 cc to 500 cc 2T + from 175 cc to 650 4T
Women - motorcycles from 100 cc to 500 cc 2T + from 175 cc to 650 4T Quad
- 2x4 4x4, manual or automatic gearshift

If a class is less than 5 participants the class is cancelled and the riders will be classified in the other class. (does not apply to quads)

1.4 Class Numbers

Allocated by organiser on each event. Each rider has to arrive on the technical inspections with correct background color and numbers in place.

1.5 Entries

A FIM Europe Entry Form must be completed in every detail, signed by each rider and shall clearly identify for which class the entry is valid. Each completed entry form, together with the entry fee (The entry fee for each event will max 80 euro per day of event, including all taxes), shall be forwarded to the Organiser.

The entry form may be sent by email, fax or post. The organiser must display on a Web site identified in the Supplementary Regulations, the Provisional Entry list – 15 days before the event.

If entries are to be limited, the maximum number and method of limitation (i.e. in order of receipt, by ballot etc.) will be stated in the Supplementary Regulations.

2 TECHNICAL

2.1 Motorcycles

Subject to the Supplementary Regulations any motorcycle/quad which complies with the FIM/FIM Europe Motocross, Enduro and Baja technical rules may be allowed.

2.2 Tyres

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

2.3 Numbers

The number plates for each category are or must be stated in the Supplementary Regulations:

Category	Number plate	Numbers
Juniors	Green	White
Open	Red	White
Senior	Blue	White
Quad	Yellow	Black
Women	Purple	White

Every rider must place on their number plates the numbers and stickers of any sponsors agreed upon by the Organizer and foreseen in the Supplementary Regulations or by the FIM Europe/Promoter contract. These logo's/stickers and numbers must be used without alteration or obscuring.

Bibs may be supplied by the organizers.

2.4 Administrative and technical inspections.

At administrative inspection the rider must submit his FIM Europe or National Rider's Licence, Driving Licence (if required in the S.R.), confirmation of entry fee payment, filled entry form, starting permission from FMNs.

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

2.5 Noise Control

Machines (at least 30%) must be checked following the Rules of FIM Europe (2 METRE MAX METHOD).

3 PROCEDURE

3.1 Course

Must be 'off-road' and the minimum time allowed shall be 2 hours and not exceed 4 hours. For quad race time must not be for a minimum of 1,5 hour and not than 3 hours.

3.2 Outside Assistance

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

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

3.3 Start

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

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

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

3.4 Timekeeping

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

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

An apparatus functioning automatically with a printer synchronized with the real time and registration time to 1/100 second. Photoelectric cells or transponder linked to the chronometer will activate the start and finish of the time. The apparatus must be efficient and accurate to work under the conditions for which it is to be used. A monitor, linked directly to the timekeeping system shall indicate the time registered by the rider as he crosses the finish line. A timekeeper officiating at an international meeting must have at his disposal a reserve chronometer with the real time to check the readings of instruments being used. It is compulsory to use a system of electronic timing. Riders must accept any type of Timekeeping system approved by the Referee.

3.5 Lap Scoring Area

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

3.6 Finish

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

3.7 Finishing Order

The overall winner and winner of any respective classes will be the rider who has completed the most laps after the allocated time. In case of force majeure the race may be completed with a 75% allocated time. To be classified the rider must complete 50% of the laps completed by the winner.

3.8 Ties

Will be decided on the laps completed and the individual times of each rider.

3.9 Checks

The start/finish will be the only time check. There should be adequate marshals/route checks on the course to prevent course cutting.

3.10 Marshals

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

3.11 Refueling

A suitable and restricted area must be marked out adjacent to the course as a Pit Area. Access to this area must be restricted to marshals, riders and authorized helpers. The Organizer MUST establish a fire point, clearly indicated and with the appropriate fire extinguishers present. Each rider shall ensure that his refueling crew, have a fire extinguisher at the refueling area. 'No Smoking' signs should be displayed. The use of an environmental mat is compulsory during any refueling.

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

3.12 Fire Extinguishers

Organisers must ensure that fire precautions are in place.

3.13 Prizes and Awards

Each Organizer must provide Prizes and Awards.

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

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

- The 3 best riders places in each Class.
- The 3 best riders for quad class.

3.14 CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS

POINT SCORING

The twenty best riders classified in each class and the twenty best riders in overall classification will be awarded with points according to the following scale at the end of each day of the competition.

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

WINNERS

The winner, the European Cross Country Cup of a class, or a category, is the rider with the highest number of points. In case of a tie, the rider with the most victories and than highest places in the scoring days will be placed first and so on until the statement is broken. If the draw subsists the winner will be the rider with the higher score in the last day.

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

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

3.16 Protests

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

Protests must be submitted no later than as follows:

- 30 minutes after the arrival of the last rider of each class, if the protest is against a rider or a machine

Any protest, for the first or second day, must be presented to the Fime official within 30 minutes after the provisional results have been displayed on the official notice board.

- One hour after receiving the written reply of the Fime official to a request made according to Art. 01.48.
- No protest can be made against a decision of the Fime official, but in certain cases an appeal may be lodged as prescribed in the FIM Europe Disciplinary and Arbitration Code.

3.17 Fines and Protest Fees

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

3.18 Interpretation Of Regulations

The interpretation of these regulations and the S.R. is the responsibility of the Fime Referee, who is also empowered to deal with any matter not provided therein.

3.19 Compliance with Regulations

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

4 Ecological Area

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

5 Medical Services

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

Approved by FIME Enduro & Rally Commission

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