



FIM Europe Tout Terrain-Rally Cup 2022

1 GENERAL

The FIM Europe organizes the FIM Europe Tout Terrain Rally Cup 2022 according to the rules of the FIM Europe Sporting Code and the FIM Europe and FIM Rules, by the Jury made from the FIM Europe appointed member, Clerk of the Course, and one third member appointed at the event and with particular references to any Supplementary Regulations produced by each organizer.

The European TT Rally Cup will consist of a number of four/five rounds (the number of rounds may vary in number each year but there will be a maximum of 5). Each race must be length at minimum of 700 km and at least 3 days.

Riders entry fee must be not more then 150 euro per day/race. Any parallel events must be authorized by the FMNr.

Insurance for the race is made by the organizers following the specifications of the Fim Europe Sporting Code.

2 PARTICIPATION

To participate in the FIM Europe TT- Rally Cup a rider must hold a regular driving licence and a proper National licence of his Federation and starting permission.

Motorcycles and quads and their equipment must comply with the National legal requirements for Road Traffic of the country in which the vehicle is registered and with any other rules specified in the Supplementary Regulations.

Riders must conform to the traffic regulations in force in each locality crossed during the competition. Any competitor convicted of an offence against such regulations may, after an enquiry be disqualified or have others penalties imposed by the C.o.C. and confirmed by the International Jury an provided in the FIM Europe arbitration and Disciplinary Code and in the TT Rally Rules.

All motorcycles must comply with FIM Europe/FIM Technical regulations.

Riders must wear appropriate equipment, including any protection established by the FIM Technical Code, in addition to Mobile phone in waterproof packaging (able to phone out and receive calls) which will be open with a loud sound, GPS and extra batteries for hours autonomy

3 SUPPLEMENTARY REGULATIONS

The Supplementary Regulations (SR) shall contain important local details on such matters as the course, average speeds, safety conditions, entry fee etc...

Any modifications or additional provisions shall be announced by additives which will be dated, numbered and signed. These additives will form an integral part of the SR and shall be posted on the official notice board for the Rally. They shall also be communicated directly to the competitors in the shortest possible time.

The organizers must show the FIM Europe logo in the SR of each race.

SR must include the official web address and on that web-page must be present

- 1) Supplementary Regulations and all possible modifications
- 2) Entry list of riders including the class and other details
- 3) all other important documents of the race

4 JURISDICTION

A Jury composed in conformity with the dispositions of the FIM Europe Sporting Code will supervise the event.

The FIM Europe Enduro Commission nominates the Jury President or a referee.

5 ROAD BOOK

The road book has been conceived in order to indicate the road to follow and the main dangers.

Any reconnaissance of the track is forbidden, on pain of exclusion from the race.

The information given by the road opener team will be communicated to competitors during the briefings and by bill posting.

The official itinerary of the Rally is described in the road book given to the competitors and must be completely followed, on pain of a penalty which may lead as far as to the exclusion from the race.

6 CLASSES

M1: under 290cc

M2: 300-390cc

M3: 400- 475cc

M4: 480-600cc single cylinder

M5: 650-750cc single cylinder

M6: 650 – 1300cc bicylinder

Q: Quad

S: SSV

Details by the SR.

7) RACE**7.1 NUMBERS**

Riders, before the first race of the season, must email the promoter with numbers they choose and promoter will inform the organizers of each rally to respect the numbering.

The number will be constant and can only be changed each year.

The rider maintains the number even in case of a bike change

7.2 STARTING POSITIONS AND RACE START.

Motorcycles will be the first to start the race. After a period of 10 minutes Quads will start, while the first SSV will follow in time to be decided by the C.O.C., but no less than thirty (30) minutes after the last Quad has left the start line. Than the cars at a minimum of 30 minutes.

The first Stage start order will be decide by the C.O.C. or by results of prologue. Prologue is not compolsory. If there is no prolog the advance must be given to riders who has Cup-points before event.

After each Leg, the start order will be set by the standing of rally results, motorcycles and Quad will be first, then cars.

If one race has different routes for bikes-quads and SSV, this margin can change.

7.3 ROUTES AND TRAFFIC

The race will take place on roads open to public traffic, except the Selective Stages, the Prologue will be closed to traffic of other vehicles. Competitors are required throughout the race to obey the National road rules and the maximum permissible speed set by them, and should show proper attention to regular users of the road. Especially for vehicles passing through residential areas, a designated maximum speed limit of 50 kilometers is set, unless the local road codes and signs provides lower limit

In each case, the penalties can reach up to and exclusion from the race.

The route control and speed control will be checked by GPS tracking system, and will be monitored during and after the race, competitors routes will be checked for any violations.

7.4 VEHICLES ARRIVING TO THE START AREA

Vehicles must be presented at the start area, one hour before the start of the race; otherwise the organizer may fill the position with another crew or competitor and will not be given permission to start. In this case, the rider which did not appear at the start area, he get for first delay 1) a maximum penalty from all selective sectors plus ohe hour and 2) for second delay excusion.

7.5 MISSED CHECK POINT PENALIES (CP)

The penalty for missing a check point (CP) is set at 30 minutes for each violation. The penalty can be changed by the Clerk of the Course, and confirmation of the recorded tracks of the participants.

7.6 SELECTIVE STAGE PENALTIES

Selective stage penalties will result from the total time on selective stage.

Maximum penalty for SS: maximum time of stage+ 1 hour +CP penalties+TC penalties

7.7 PENALTIES LIAISON STAGES

Liaison Stage penalties for motorcycles, Quad and are strictly proportional to the delay or early arrival, i.e. minute penalty for every minute late or early arrival.

A penalty is considered as a late start of each day, stage, or liaison stage, in relation to the scheduled time set by the organizers.

The starting times of both Liaison and Special stage will be strictly on time and without delay, by minutes procedure.

Maximum Liaison Stage penalty: maximum time+ 1 hour +CP penalties

7.8 PENALTIES FOR SPEED LIMITS

For exceeding the speed limit in areas of control and speed limit set by the Road Book:

For excess of to 10 km/h: **½-minute penalty (0:00:30") for each kilometer exceeding the speed limit**, for each speed limit given in the Road Book, taking into account the higher speed point.

For excess of to 20 km/h: **minute** penalty for each kilometer exceeding the speed limit, for each speed limit given in the Road Book, taking into account the higher speed point.

For excess from to 30 km/h: **2 minutes** penalty for each kilometer exceeding the speed limit, for each speed limit given in the Road Book, taking into account the higher speed point.

For excess over 40 km/h: Exclusion from the race.

If the speed limits are exceeded repeatedly: The competitor or crew will be exclusion from the race, even if the excess speed is less than 40 km/h

7.9 OTHER PENALTIES

The C.o.C. taking into account, the penalties set by the General Regulation TT Rally or penalties set by the General Regulation of resistance, and after agreement with the Jury President, may impose penalties that can reach as far as exclusion from the race.

– If rider or crew calls for help via mobile phone for direction assistants, the penalty is minutes. If one or more calls are made, the maximum penalty is set, assuming that the competitor has not completed the special stage.

Abandonment of a Stage

Each rider / each crew has the right to not finish a liaison or special stage as many times as he wants, but on the condition that he starts the race day. Riders, who complete ALL the special stages, and ALL of the liaisons without abandonment, will be classified above the others. Their classification will be above someone who was not able to finish a stage; this includes classification for race day and for the final classification.

If a competitor does not start a day of competition, he will receive an additional penalty of 3 hour ' but has the right to do so only once in the race, so he can be legible for classification and not considered out of the race (i.e. abandon the race, not just the stage).

Whoever does not start or more race days, is considered to have abandoned the race, but reserves the right to participate in all stages of the race for his personal pleasure.

Time limits

The time limit on liaisons is +50% of the ideal time. From then on, it is considered that the competitor has abandoned the liaisons stage. The time limits for the special stages, depends on each particular stage, and is announced before the race, but in any case, it cannot be longer than if the stage was traveled with an average speed of 40 km/h.

Meaning, if a competitor is traveling repeatedly slow (and not due to a temporary misfortune, like a flat tire, damage that can be repaired and he continues) will be warned by the race stewards, beyond a certain limit which will leave him behind the flow of the race and of course because of night fall, he is obliged to leave the stage and return via the local roads, in which case he will be classified as abandoning the stage. Liaison: If one rider or one crew does not complete or does not try to run liaison,

the penalty which will be imposed for classification of the day, is the maximum time for the Liaison + 3 hours .

Special Stages: If one rider or one crew does not try to run the stage, the penalty which will be imposed for classification of the day, is the maximum time for the corresponding category (Bikes & Quad) + minute penalty for the length of the specific stage in kilometers. (i.e. -minute penalty for each km of the special stage).

If one rider or one crew does not complete the special stage, the penalty which will be imposed for classification of the day, is the maximum time for the corresponding category (Bikes & Quad) + 60 minute penalty.

For security reasons Intermediate timings will be enforced for both the big th liaison dirt stage of the th day, and on the large marathon special stages of the nd, th and th days. If the riders abandons the stage after a check point, the penalty will not calculated in minutes corresponding to a total length of the stage, but will be calculated after the check point that the riders has past, or EXACTLY for the rest part of the stage according his GPS track.

Any penalties must be confirmed by the Internation Jury.

8 ONTIME LIMITS IN THE RACE

The on-time position of the race is set to every day limits from the organization. If a competitor has a time larger than the set time in a CP or TC, he is automatically out of the race of that day, accepting the penalties, so they can continue to the next Stage. The out of race time may be modified by the organizers at any time upon proposal to the Race Director of the race, especially if the delay has come from a CP or TC before the middle of the race. Meaning the delay in the first TC cannot be over 30 minutes, over hour for the second TC, etc. cars that exceed these times in a Stage, can start the next Stage, with corresponding penalties from the stage that was not completed.

8.1 EARLY ARRIVAL

Early arrival is allowed only on the last liaison stage at the end of each stage of the race. It is not allowed for the rest of the liaison stages, unless the organizer decides for motorcycles riders, for safety reasons.

8.2 GPS TRACKING

Trajectories of vehicles are monitored by satellite tracking – recording systems , where they are able to calculate the correct route of the race, any violations of speed limits, stopping of the vehicle due to technical problems, and any delays due to unforeseen events as e.g. a blocked path, providing help in case of an accident, etc. in such cases the C.o.C. may decide to remove the particular delay from a rider, when it is proven that the delay was due to a unforeseen event or foreign assistance in case of injury of another competitor.

Addition to tracing system function:

- a. Instant communication with the rider;
- b. Vehicle to vehicle approach (sentinel type);
- c. Warning on system for danger;
- d. On line public version with 10 minutes or more delay (no data about route or WP displayed on public version).

9 SERVICE AND ASSISTANCE

Re-Fuelling is allowed only at Service controls indicated (with co-ordinates and route details) by the Organizer or at the stations services on the roads.

The rider may receive Outside Assistance at the Service Controls.

Only the rider can work on the motorcycles outside the indicated service controls.

The changing of tyres/wheels are unrestricted.

10 RANKINGS

For each race the rankings shall be:

- Overall
- By class – classes M1,2,3,4,5,6 and Q

Special pricing:

1. Women Special Trophy

2. Junior Special Trophy
3. Veterans
4. Classic Rally Bikes (registration years before)
5. Other Trophies e.g specific model trophies (in agreement with a Manufacturer)

11 TROPHIES

- There are cups for the 1st, 2nd and 3rd in every category.
- All participants who will finish the race will take medals, if specify in the S.R..
- Cups for overall winners in motorcycles.

12 RESULTS OF THE EVENT

The classification of the round , will be include the addition of all the penalties from Selective Stages and Liaisons, as ONE race, and not adding point classifications of the stages.

The stage (day) results must be published 1 hour before the start 1st rider on next day, last day 1,5 hours after the arrive of last rider.

Protest time for results is 1) The start time of 1st rider on next day or 2) 30 minutes after publishing in the last day.

All organizers must have on line results at least after last rider finished each stage.

13 PRIZE GIVING CEREMONY

The Prize giving ceremony will take place at Bivouac the scheduled dinner time. All riders eligible for awards must be present to this ceremony, which should take place no later than two hours after the last pilot's arrival. In case of absence, the rider will be obliged to pay a penalty of 100 Euro to the FIM Europe.

14 CALCULATION OF RESULTS FOR THE FIM Europe TT Rally Cup

There will be results produced for total results of the race.

The points awarded each day will be:

25 pts to 1st – 20 pts to 2nd – 16 pts to 3rd – 13 pts to 4th – 11 pts to 5th – 10 pts to 6th – 9 pts to 7th – 8 pts to 8th – 7 pts to 9th – 6 pts to 10th – 5 pts to 11th – 4 pts to 12th – 3 pts to 13th – 2 pts to 14th – 1 pts to 15th

In case of a tie, the rider with the most victories and then highest placings 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.

15 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.

16 SPONSORSHIP

Organizer keeps the right to put stickers on participants' vehicles. If the competitor does not want it, must pays double entry fee.

17 SAFETY EQUIPMENT

All competitors are responsible for the safety equipment given by the organization (GPS trackers,timekeeping sensors – transponders, mobile or global phones), and they had to return them back in the same condition. Carrying of any type of fuel canisters on the vehicles is forbidden. Only recommended extra tanks for Quads and bikes CE approval or prototypes that are part of the frame or the subframe(s) of the bike – quad.

Approved by FIME E&R Commission
2021, December