



RR08 FIM EUROPE STANDARDS FOR ROAD RACING Mini CIRCUITS (SRRC M) 2022

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Everything printed in **BOLD** is new or changed for **2022**.

RR 08.1 GENERAL

RR 08.1.1 Object and aims

The "FIM EUROPE Standards for Mini Road Racing Circuits" (SMRRC) lay down the conditions that must be met by a circuit in order to obtain the homologation of the FIM EUROPE.

After having examined each case individually and by considering experience gained, alternative solutions or exceptions could be admitted only in the case of an existing circuit.

RR 08.1.2 Field of application

These standards apply to all newly constructed circuits and to any modification to be made to existing circuits. A circuit hosting the European Championship must be permanent.

RR 08.2 CIRCUIT LAYOUT

RR 08.2.1 General principles

The shape of the circuit both in plan and in longitudinal profile must in principle be chosen in such a way that the average speed cannot exceed 100 Km/h for Mini Moto and 150 Km/h for mini bikes.

The ideal line (which is represented by the path of competition motorcycles) - and not the geometrical shape of the layout- is the factor, which will be used when the standards refer to straights and bends and specially to calculate the average speed on the circuit and to design its layout.

RR 08.2.2 Diagram of speeds

The diagram of speeds is a graphic representation of the variations in maximum speed on the layout of a circuit.

It is drawn up upon the basis of the following hypotheses:

The maximum speed reached in a CURVE, which has no longitudinal gradient, is dependent upon the radius of the corresponding ideal line.

The maximum speed reached in a STRAIGHT is dependent upon the accelerating distance.

RR 08.2.3 Length of the circuit

Mini Road Racing Circuits must be in principle between 450 and 1.200-meter-long for Mini Moto and between 1.000 and 3.000 meters long for Mini GP, NSF100 and Ohvale GP-0. In principle, there must be minimum two marshals at each post.

RR 08.2.4 Starting zone

The starting zone should be located in a straight of a minimum length of 40m for Mini Moto and 150m for Mini Bike. The starting line must be located at a minimum distance of 25 m for Mini Moto and 70 m for Mini Bike from the first bend.

RR 08.2.5 Curves

The connection between a straight and a circular curve or two circular curves each of a different radius, does not have to be made by means of a transition curve unless one wishes to increase the speed at the entry or exit of a curve.

RR 08.2.6 Longitudinal profile

The maximum longitudinal gradients are as follows:

Uphill	10 %
Downhill	5 %

Any change in a concave or convex slope (hump-backed) must have a transition made by an arc of a circle of which the radius must tend towards infinity.
The longitudinal uphill gradient at the starting line must not exceed 2%.

RR 08.2.7 Width of the track

The width of a track cannot be less than 6m for **Minimoto** and **8m for Mini Bike**

RR 08.2.8 Banking

Banking is the transversal gradient or slope of the track which is measured perpendicularly to the centre-line of the track.

RR 08.2.9 Banking on a straight

On a straight, the track must be banked in such a way that it allows drainage of surface water. It can either be constant (unilateral) or cambered.

RR 08.2.10 Banking in bends

The banking in a bend (the outside of the track is banked compared to the inside) is determined upon the basis of the radius of that bend and must not exceed 3 %.

RR 08.2.11 Transition of banking

The transition of the banked track must be carefully studied to:

- guarantee satisfactory lateral drainage of water
- prevent any sudden variation in transversal acceleration, which is no longer compensated by banking (dynamic)
- obtain a suitable line of sight

RR 08.3 VERGES, RUN-OFF AREAS AND KERBS

Verges (and on the outside and/or inside of bends, kerbs and run-off areas) can represent the outer parts of the transversal profile of the track.

Kerbs must be placed in the inside corners and on the outside of the corners where riders can hit the verge.

RR 08.3.2 Characteristics

Verges and run-off areas have a flat surface, which is less even than that of the track itself. They must be kept free of any debris and stones of a diameter bigger than that of the grains of the gravel beds and should preferably be grass-covered. The surface of a verge must be on a level with the profile of the track or the upper side of the kerb.

RR 08.3.3 Gravel beds

The surface of the gravel beds must be completely flat, without waves and should be on the same level as the run-off area except for the gravel bed laid down on the run-off area.

To maintain the efficiency of the gravel beds, a mixing (counter-sinking) should be carried out before each FIM EUROPE event and all debris and stones of a diameter superior to the grains must be removed.

RR 08.4 DRAINAGE OF SURFACE WATER

Proper drainage must ensure that the track, verges, run-off areas and gravel beds are cleared of any surface water.

When calculating the possible flow of water (dependent on the intensity of rainfalls, their duration and the coefficient of flow) local climatic conditions must be taken into account.

Should the installation of a gutter between the track and the first line of protection be required. It must be built in such a way that there is no bump at the surface of the verge or the run-off area: i.e. it must be recovered with a smooth metal wire mesh, or an absorbent well must be used, which can maintain the normal surface of the verge and/or of the run-off area at any time.

RR 08.5 ADDITIONAL PROTECTIVE DEVICES

RR 08.5.1 General

Additional protective devices may be permanently or provisionally used to protect non-flexible obstacles. The devices must be approved by the RRC Jury President at an event.

The following systems are homologated:

Type C

Straw bales wrapped in a fire-resistant bag (grey colour recommended)

Filling Italian Protection System (ONDA 27/33 - 20/26),

Alpina Synthetic bales,

Authorised foam bales

PKS model 5

Recticel Safeguard barrier 3 and Safeguard barrier 4

Track care barrier

Note: Coordinates of manufacturers and/or distributors of fire resistant bags can be obtained at the FIM/CCR Executive Secretariat.

Type D

Cars tyre barrier covered with conveyor belt

Type E

Cars tyre barriers

All additional protective devices must be placed against the rigid obstacle (no free space).

Reserve stock

Contingency type C protective devices may be requested in the homologation report to be available at each FIM EUROPE event.

RR 08.5.2 Homologation procedure of new additional protective devices

The description of duties can be obtained from the FIM EUROPE/RRC Executive secretariat.

RR 08.6 SIGNALS AND MARKING

RR 08.6.1 Distance signs

The approach run before a bend must be indicated by distance signs which must be positioned 50 metres before the beginning of the geometrical bend.

Maximum dimensions of the signs L X H (cm)

-vertical 50 X 150

-horizontal 130 X 60

Minimum dimensions of the figures L X H (cm) 30 X 40

Colours: black or dark blue figures on a white background.

RR 08.6.2 Start lights

An installation of 2 lights, i.e. red and yellow. The following combinations must be possible:

- Red light single
- Yellow flashing light single
- Both lights together

RR 08.6.3 Red lights around the circuit

A red light system around the circuit will be switched on by the Clerk of the Course to signal that a practice or race is stopped, is recommended. They will be complemented by the marshals' red flags. The luminous intensity must ensure a good visibility of the lights. In order to avoid sun reflection, it is desirable to cover the top.

RR 08.6.4 Pit-Lane Exit lights

In case of Pit-Lane Exit Lights, they should be red, flashing blue and green. The exit must be controlled by these signs and control must be permanently ensured by an official.

RR 08.6.5 Yellow Flashing lights around the circuit

Each circuit on which night races are organised can be equipped with light signals fixed to each of the marshals' posts.

RR 08.6.6 Marking

On each side of the track, a continuous white line between 8 and 10 cm wide, must be painted on the very edge of the verge or of the kerbs, except at the entrance and at the exit of the pit-lane where an interrupted white line must be painted.

Direction lines on the axle of the track must be avoided.

RR 08.7 CIRCUIT INSTALLATIONS AND FACILITIES

RR 08.7.1 Paddock

The surface of the paddock can allow heavy vehicles traffic.

Any marking of roadways, unauthorised zones, and parking spaces must ensure that vehicles allowed in the paddock are rationally parked.

If the paddock is located on the inside of a race track, it should be possible to gain access via a bridge or tunnel (clearance : 4,5 metres) by private cars, ambulances, etc. at all times.

The following minimum installation requirements must:

- toilets: 10 of which 3 for ladies
- Showers with hot water: 5 of which 2 for ladies
- A Riders'-info
- A first aid post
- A medical service post
- There can be Drinking booths, catering or Restaurant
- The paddock must be supplied with 220 and 380 V electricity
- A number of firefighting service must be placed in the Paddock

Electricity outlets:

The minimum totals of electricity outlets should be in the following areas:

	220v (16 amp)	380v (32 amp)	
Paddock working area		50	10

These figures again are only guidelines and the greater the number of outlets the easier access can be. It is desirable that no vehicle is ever further away than 50m from an electricity supply. The further leads have to stretch through a paddock the greater the power loss through the cables, as well as a greater chance of cable damage and accident.

The total amount of KVA needed is difficult to ascertain, but on average a minimum of 5KVA should be assigned to every vehicle in the paddock. (This does not take into account electricity used within the pit boxes.)

Waste oil/fuel containers

Containers must be located evenly throughout the working area and should be easily accessible to teams.

Waste disposal units

Must be located evenly throughout the paddock area.

Maintenance

Waste oil/fuel containers and waste disposal units must be emptied or replaced at least once a day. Toilets and showers must be kept clean and serviced throughout the event.

A technician for all the main services should remain on site throughout the event and be easily contacted.

RR 08.7.2 Technical control areas

Inside or near the riders' paddock, a zone must be reserved for personnel carrying out administrative checks and Technical control. This zone must meet the following specifications:

- it must be fenced, and covered if possibly
- the surface must be flat
- weighing material must be provided
- access must be strictly controlled – specially in Park Ferme / Closed park area

A board for official notices must be set up on the edge of this zone. The board must have a surface of at least 2m² (2x1m). Any official notice must be suitably protected from inclement weather.

RR 08.7.3 Pit-Lane Entry

The longitudinal and transversal profiles must be the same as those of the track itself.

RR 08.7.4 Signalling platform

A platform for signalling must be built between the pit-lane and the verge at the track edge.

Dimensions to be respected:

- width of the verge track side : 2 m
- width of the platform : 1.2 m
- length : the pit-lane must extend a further 25 m in front of the first pit and beyond the last pit
- level of the ground in the lane: 35 cm higher than the pit lane
- protective concrete wall track side.

There must be an opening of at least 2 m in width in the wall and in the whole infrastructure of the signalling platform. This opening must be located at the level of the start/finish line. The passage must be in principle fitted with a sliding door which must be joined to the wall.

About 50 meters after the start line, a platform of at least 1 m high, surrounded by a handrail, must be installed. This platform must be built so that the starter can easily watch the complete starting grid. The control of the starting lights must be made from here.

RR 08.7.5 Pit-Lane Exit

The pit-lane exit must be controlled with a set of lights or with one officials.

RR 08.7.6 Starting Grid

The Position on the starting grid must be indicated on the track with an approved paint as follow:

Positions on the starting grid must to be shown with a white line painted on the track (dimensions 80 X 8 cm). The starting grid shall be drawn up in the following way:

- the width available on the starting line will be divided into lanes taking the number of riders per row into account and the interval with the riders on the second row.
- the minimum width available is: – for solo machines: lane of 3,00 m

- Pole position: 1 m. behind the start line will be decided by the inspector during the homologation of the circuit.
- In the length of the track between each row: 9 m.
- Machines must be positioned "in echelon" on the grid in staggered lines thus leaving the space in

front of each machine free in the preceding row (“corridor”). The interval may be 1 or 2 m between each rider on the same row.

RR 08.7.7 Closed Park Area

Of a 50 m² minimum surface area. This Closed Parc area should be positioned, if possible, as close as much near the Technical Control area. This Closed Park must be fenced-off and must only have one controlled entrance/exit point.

RR 08.7.8 Race Management

The Race Control post is the supervision and control centre.

This post must be located near the starting line and must have a separate exit onto the track or onto the pit-lane.

The room used, must be accessible to authorised personnel only.

A radio transmitter/receiver for the internal network must be installed in the control post.

RR 08.7.9 Race Control and Safety Centre

The centre works under the responsibility of the Clerk of the Course, but maintains freedom of action. An appointed official is in command of the centre. This person must be a specialist in telecommunications. It is imperative for the Centre to know every detail of the circuit, the exact location of all observation posts, emergency service vehicles and ambulances.

Furthermore, the Centre must control:

- the telecommunications with the observation posts
- ordering of the emergency service vehicles
- ordering of the ambulances
- liaison with the main medical centre or minimum a doctor
- liaison with the Clerk of the Course

RR 08.7.10 Communications Service

The following communication networks must be installed:

- Telephone: There can be a telephone connection with the outside network from the race control post and from the press room.
- Radio: There must be an internal network linking-up the medical service vehicles with the medical centre
- Loudspeakers: There can be an address system for the public and the riders' paddock. Any information given by loudspeaker must be in several languages and at least in the two official FIM EUROPE languages.

RR 08.7.11 Timekeeping post and results office

The timekeeping post must be as sound proofed as possible and must allow perfect viewing conditions.

Timing equipment must be able to record lap by lap times and be accurate to 100th of a second.

The results office must be arranged in such a way that the time of each rider for each lap may be calculated immediately.

The results office which if possible will be situated in a nearby but separated room from the time keeping post, must contain typewriters and a copying machine (with back-up machines).

RR 08.7.12 Jury Room

A room must be reserved for the meetings of the International Jury. This room must be close to the race control.

The room must be accessible to riders who wish to ask questions or put in protests to the race directors during the event or possibly to the Jury.

The following equipment must be installed as well:

- one monitor connected to the timekeeping, if possibly
- one table and chairs for at least 8 persons
- one refrigerator with soft drinks
- adequate heating or air-conditioning facilities is strongly recommended

RR 08.7.13 Spectators Facilities

The installations for the public must comply with the laws of the country and the local building standards with particular attention to:

- the spectators' stands (overcrowding, exits), recommended
- car parks
- first aid services, it can be the doctor
- public conveniences
- fire-fighting services
- restaurants

Zones near the track, from where spectators may see the race properly should be foreseen. These zones must be situated in areas which do not represent any danger, i.e. inside bends.

RR 08.7.14 Circuit maintenance

Proper circuit maintenance is essential for safety and upholding of the homologation licence.

Regular checks are necessary for:

- the cleanliness of the track and the condition of its surfacing;
- all edges and verges must be at level with the track edge and all areas behind the kerbs must be filled up and levelled. The grass must be cut short and all dry grass must be removed. All vegetation must be removed, in particular in the run-off areas, in front of the guard-rails and walls as well as in the gravel beds;
- the tightening of bolts on guard-rails;
- repairs to damaged protective devices;
- repairs to kerbs or their replacement/removal;
- inspection and cleaning of water drainage;
- keeping the service roads in good condition;
- painting the delimitation lines of the tracks and the pit-lane;
- keeping the visibility by cutting trees or other vegetation;
- control of telephone and TV lines;
- maintenance of buildings belonging to the circuit infrastructure.

A rapid-intervention vehicle must be in attendance with all the necessary material to immediately repair any protective device during the event or after an accident.

RR 08.7.15 Podium

The podium must be visible and protected at the prize giving ceremony by installing a temporary protection line at quite a distance away from the podium, in order to allow a large number of photographers to work efficiently.

RR 08.8 OBSERVATION POSTS

RR 08.8.1 Number and location

The number and location of observation posts will be determined according to the characteristics of the circuit and the following points :

- no section of the circuit must be left unobserved
- each post must be able to make visual communication with the previous and the next ones. If this is not possible, additional posts must be set up with extra personnel to meet this requirement
- each post must be able to communicate with the race control

RR 08.8.2 Protection

The posts adjacent to the track must, in their simplest design, have a sufficient stabilised area, protected from the vehicles which are on the track and must protect officials and equipment from bad weather.

RR 08.8.3 Equipment

Each post can be indicated by signboard clearly visible from the track. It is recommended this board to be with yellow background and black signs. The signs should be "F" and the number of the turn.
At each post, the following equipment must be available:

1. General equipment

- A radio connection with race management and/or race control centre.
- A set of official flags :
All the flags must have the following dimensions: 100 cm horizontal X 80 cm vertical.
The "Pantone" reference for the colours in brackets must be respected:
 - 1 green (348 C)
 - 1 with 3 yellow and 2 vertical red stripes, each stripe with same width (Yellow C, Red 186 C)
 - 1 blue (286 C) Light blue (298C) is recommend for 2014 and will be mandatory for 2015
 - 1 white
 - 2 yellow (C)
 - 1 red (186 C)
 - 1 black flag
 - 1 black flag with an orange circle 40 cm Ø
 - 1 white flag with a diagonal red cross (Red 186C) whose stroke width is between 10 and 13 cm.
 - 1 black board (70 cm x 50 cm) which enables the race numbers of a rider to be attached with a set of changeable white numbers 1 to 99. (Stroke width minimum 4 cm and minimum 30 cm of height)..
- One 15 litres and two 4 litres containers filled with calcium carbonate or a similar substance which can absorb oil.
- Fire-fighting service: Preferably 2 fire extinguishers of 5 to 6 Kg who are inspected for readiness use.

2. Additional equipment for the marshal post on the finish line

- chequered Black/White flag(s)
- 1 "drop of position" yellow board (100 cm horizontal x 80 cm vertical) which enables the race number of a rider to be attached and which enables to indicate the number of position to be dropped. A "+" sign as well as one set of black numbers, whose stroke width is minimum 4 cm and height minimum 30 cm, must also be provided.
- Board indicating the countdown of the laps.

RR 08.9 EMERGENCY EQUIPMENT

RR 08.9.1 Medical Service

This service is recommended to be in accordance with the FIM EUROPE Medical Code.

RR 08.9.2 Fire-Fighting services

A fire-fighting service must be provided on the track, in the pits and in the riders' paddock.

Each observation post along the track can be provided with portable fire extinguishers

RR 08.10 NUMBER OF VEHICLES ADMITTED

The maximum number of solo machines allowed in a group start for a race will be calculated in the homologations report.

RR 08.11 INSPECTION AND HOMOLOGATION PROCEDURE

RR 07.11.1 Inspection

An inspection is a visit by a delegate of the FIM EUROPE RRC who has to:

- Establish the level of permanent safety of a circuit and its conformity with the SRRC Mini and make eventual recommendations required for homologation.
- Either verify all conditions of permanent and provisional safety as well as the services required for the safe conduct of an event.
- Or grant an homologation licence.

RR 08.11.2 Compulsory conditions for inspection and homologation

FIM EUROPE Championships/Prizes must be held on circuits homologated by FIM EUROPE/RRC, as stipulated in the regulations of each Championship.

An inspection is compulsory for:

- a) Any new circuit to be used for a Championship/Prizes Events;
- b) Existing circuits which have been or have not been used the 3 previous years;
- c) Existing circuits that have already been used for Championship/ Prizes Events, but have undergone changes substantially affecting the course or the safety installations;
- d) Existing circuits, for which the homologation licence has been suspended;
- e) The circuits for which the previous homologation is coming to expiry;
- f) A circuit on which a truck race took place.

RR 08.11.3 Inspection requests

- All inspections must be requested by the FMN
- The FIM EUROPE Road Racing Commission (RRC) will appoint the inspector.
- The inspection must take place as early as possible
- On the basis of the importance of the work to be carried out, the Inspector may decide to carry out one or several intermediate inspection(s).
- Homologation becomes effective after the final inspection.

RR 08.11.4 Documents to be submitted with an inspection request

An inspection request must include the complete file of the circuit and its outbuildings. This must allow the appointed inspectors the possibility to make a detailed study before the visit.

The circuit file must include the following documents and information:

1. Drawing of the track, including the position, race control post, buildings, facilities, access roads, pits, paddock and location of the starting line, ambulances, medical centre, heliport, fire-fighting vehicles and track marshals' posts.
2. Drawing of the pits, medical centre and paddock area.
3. Detailed drawing of all buildings .
4. Profile of the track axle
5. Transversal sections of the track and lateral zones (as far as at least the second line of protection), at the level of the starting line and at the centre of the most important corners
6. Additional information :
 - Systems for internal and external communication;
 - Location, distance and specialisation of hospitals;
 - Description of the medical services, Equipment, Personnel;
 - Description of the fire-fighting, Service, Equipment.
7. The form "Circuit Homologation Report" must be filled in and given to the inspector upon their arrival at the circuit.

Note: All drawings must be clearly visible and on the A-3 format (297x420 mm).

RR 08.11.5 Expenses for inspections

The FMNR will cover the expenses using the method of payment established by the FIM EUROPE.

RR 08.11.6 Inspection procedure

At all inspections inspector has to examine all the installations and safety equipment of the circuit and make recommendations, where required, to ensure that these and the necessary services are conform to the FIM EUROPE Mini SRRC.

No vehicle must go on the track during the inspection, except in inevitable cases, when it is a public road, or if works are in progress on the track or its surroundings.

The EC Mini RR RRC inspection system for Track. An FMN can apply for the following approvals:

Inspection (not Homologation) is performed by RRC Jury President with Event Race Director / CoC at all RRC events every day in the morning at the start of the day based on the remaining Homologation Report and it may be a RRC or FMN Homologation / Approval (No cost)

A) Normal RRC Inspection for Track Homologation is made by a designated RRC inspector (cost between 300.00 > 600.00 euro + annual to FIME 100.00 euro). RRC has for many years been due to this difficult relationship of inspection/homologation of RR track Only had 2 people in the RRC for this inspection. Tasks are usually done over 2 days including travel time

B) Inspection of track the day before for an event for RRC Homologation of track (cost one extra day for jury president 150.00 euro + annual to FIME 100.00 euro)

C) Inspection (not Homologation) of the track the day before the start of an event (usually Friday afternoon) in relation to FMN approval (cost no)

B & C is created to ensure low cost in a construction phase or downtime in the discipline of the RRC. In addition, relationships such as One event track.

RR 08.11.7 Homologation report

A report will be made after the final inspection. It will refer to the works to be carried out and to the safety measures to be taken before each FIM EUROPE event.

RR 08.11.8 Objections to inspectors' recommendations

Whenever an inspection report, as agreed by the inspector, is officially sent by the Executive Secretariat to the FMN of a particular circuit, this FMN will have a maximum of three weeks to comment on the report. In the absence of any comment, the report will be considered as final.

Should, after this three-week period, a persistent disagreement remains between the inspector and the particular FMN about any point of the report, the RRC chairman will examine and finally settle the matter.

RR 08.11.9 Modifications to the inspection report

During a FIM EUROPE event, any request for modifications to the inspection report must be approved by the Jury President in consultation with the Clerk of the Course.

Before a FIM EUROPE event, any request for modifications to the inspection report must be approved by the FIM EUROPE official in charge of circuit inspections.

RR 08.11.10 Homologation licence of a circuit

A homologated circuit will receive a FIM EUROPE circuit licence. The period of validity of homologation is determined by the inspector and will be written in the final inspection report and on the licence. It can never exceed 3 civil years.

It is obvious that the FIM EUROPE homologation licence of a circuit refers to 2 and 3 wheeled motorcycles. It is not valid for cars or karts.

RR 08.11.11 Grades of the Mini circuit licence

Grade C = FIM Europa Mini Bike Road Racing Championship
Grade D = FIM Europa Mini Bike Road Racing Cup

RR 08.11.12 Suspension of the homologation licence

The FIM EUROPE official in charge of circuit inspections can suspend a homologation licence in the following cases:

- Deterioration of the permanent safety measures
- Deterioration of the surface quality
- Deficiency or insufficiency of additional protective devices
- Deterioration of the circuit facilities
- Lack of maintenance of the circuit