



FIM Europe E-Bike Enduro Rules **2023**

GENERAL REGULATIONS

01.1 GENERAL

01.1.1 Definition

An E-Bike is a two-wheeled vehicle operating with two sources of energy: human energy (pedalling) and an electric energy (motor), which provides assistance only when the rider pedals. This type of vehicle is also known as Pedelec or Electrically Assisted Mtb.

A pedelec/E-Bike must have operating pedals, an electric engine that can assist the propulsion and a mounted battery of the frame or integrated or optional both ways.

01.1.2 Competition

The FIM Europe organises the Individual European E- Bike Enduro Cup according to the rules of the FIM Europe Sporting Code in addition to the following.

The European E-Bike Enduro Cup will consist of a single one day event.

The purpose of these competition is to test the reliability of the E-Bike and the skill of the participating riders who must cover the entire distance under the prescribed conditions.

The technical rules and the rules of the event are those specified in these rules and the FIM Europe Sporting Code, unless otherwise specified in the Supplementary Regulation.

The Supplementary regulation can have adaptations imposed by the local authorities and for the National Championship.

01.1.2 Rounds

Any FIM Europe E-Bike Cup, may -with the authorisation of the FIM Europe E-Bike Commission- include a National Championship. The machines in the National Championship must comply with FIM Technical Rules.

In this case the participants of the European Championship should start before the participants of the NC, in order defined in art. 01.17.1

01.1.3 Participation

To participate in the E-Bike European Cup a rider must be holder of a valid **FIM Europe licence** and starting permission.

01.2 COURSE

The course must be practicable in all kinds of weather for any E-Bike. The total distance to be covered in the European Rounds must be not less than 50 Km.

The total time for a day of competition should not exceed 5h 00m.

These rules concerning the course can be adapted to be according with the requirements of the local authorities. In this case the organising FMN must give knowledge of it to the other FMN's.

01.3 PUBLICATION OF SUPPLEMENTARY REGULATIONS (SR)

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

Two copies of the SR for an event must be sent to the FIM Europe Secretariat at least two month's before the event. In the situation where the FIM Europe Secretariat does not receive the SR within the specified time frame of two months, the FMNR responsible for the event will be fined 130 €.

Once approved, a copy of the SR will be returned to the FMNR and a copy will be sent to the Jury President. The SR must also be sent to all FMN's and Commission members at least 30 days before the event.

The organizers must show the FIM Europe-logo in the supplementary rules of each race.

01.4 JURISDICTION

01.4.1 Jury

An International Jury composed in conformity with the dispositions of the FIM Europe Sporting Code (see art. 50) will supervise the event.

The FIM Europe E-Bike Commission nominates the President of the Jury.

The second member of the Jury is proposed by the FMNR. Should the Jury be required to make a disciplinary or arbitration decision, a third member of the Jury shall be selected by the FMN delegates present, among themselves. This third member shall be as far as possible neutral.

01.4.2 Licence

All the members of the Jury must be holder of a FIM or FIM Europe Sporting Steward licence for E-Bike, and will have the same obligations as defined in the FIM Europe Sporting Code.

01.4.3 Costs

The travel and the accommodation cost of the Jury President are supported by the FIM Europe.

01.4.4 Jury Meetings

The first Jury Meeting must be held the day before the start of the Technical Verification and the last one after the prize giving ceremony. If a Jury report states that an event is not being run in accordance with the FIM Europe rules, it is possible, by decision of the E-Bike Commission, to inflict a penalty up to 200% of the inscription fee.

01.4.5 FMN-Delegates and Manufactures Observer

FMN-Delegates In accordance with the FIM Europe Sporting Code art 50.6.

One representative, elected by the motorcycle manufacturers and who is holder of an FIM/FIM Europe Manufacturer's licence will be admitted as an Observer to the open Jury Meetings.

01.5 PRIZES

0.1.5.1 Race prizes

The prizes at each individual round will be at discretion of the organizer, but must be a minimum of three in each individual classification with more than five participants. For less number of participants in a class there need only be a minimum of one prize each.

At the end of the year there will be medals for the first three places in each individual classification.

01.5.2 Presence to ceremony

All riders eligible for awards must be present to this ceremony, which should take place no later than two hours after the last rider's arrival. In case of absence, the rider will be obliged to pay a penalty of 100 Euro to the FIM Europe. If he does not pay this penalty before the next event, he will be disqualified from that event and may also face disciplinary action if it should be the last round of the Championship, through their FMNs.

If the Prize-giving ceremony does not take place within the stipulated two hours, the rider is allowed to leave without any penalty.

01.6 CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS

01.6.1. Point scoring

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

20 p. – 1st, 17 p. – 2nd, 15 p.-3rd, 13 p. – 4th, 11 p. – 5th, 10 p. – 6th, 9 p. – 7th, 8 p. –8th, 7 p. – 9th, 6 p. – 10th, 5 p. – 11th, 4 p. – 12th, 3 p. – 13th, 2 p. – 14th, 1 p. – 15th

In case of ties in the results at the end of a day, the riders concerned will each receive the time to be awarded for this place, and the next classified rider will receive the time according to his position.

For example:

Rider A 28'20" – 20 points, Rider B 28'20" – 20 points, Rider C 30'00" – 15 points

For final classification, it is only possible for a rider to gain points in one category and class during a year.

01.6.2 Winners

The winner, the European Individual Champion of a class, or a category, is the rider with the highest number of points, considering art 01.1.2. and art 01.7.1. 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 race.

01.6.3 Overall European winner

The overall European Champion is the rider with the highest overall championship points score.

The individual classification is established by adding the correspondent points of each races.

The winner of the Overall European Championship is the rider with highest number of points. In case of a tie, the rider with the most victories 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 race.

01.7 PLACINGS AND RESULTS (PREMATURE STOPPAGE)

If any event is stopped prematurely by the Jury it cannot be re-run.

If any event is stopped before the majority of riders have completed at least half the total distance, the event will be declared null and void.

If any event is stopped at a later stage the Jury shall decide whether the event is null and void or declare such results and awards as they consider justified according to the circumstances.

01.8 ENTRIES

01.8.1 Entry form

The entry form shall clearly identify for which class the entry is valid.

The entry form may be sent by email, fax or post and must be received 20 days before the event and payment of entry fee must be done 20 days prior to the event. The organiser must display on a Web site identified in the Supplementary Regulations, the Provisional Entry list – 15 days before the event.

01.8.2 Entry Fees

The maximum entry fee per rider for Round is € 30,00 and must be paid at the latest 20 days before the start of the event.

01.8.3 Number of entries

Any meeting may be cancelled if the number of entries received is insufficient.

The Organizer and/or the FMNr is also entitled to set a limit to the number of entries to be accepted and the number will be published in the S.R.

If there are too many inscriptions, the method used by the organizer to select the entries will be stipulated in the S.R. Priority must be given to riders, who have, up to the closing date for entries, obtained points in previous Championship events during the current season, and riders who were placed among the first six in the Championship of the previous year.

Any cancellation confirmed by a written justification will have the entry fee totally reimbursed providing the absence is confirmed at least three days before the administrative inspections.

The reimbursement shall be given to the official delegate if present, or sent electronically back to the riders or Federation within 15 days of the event. This reimbursement fee may have bank expenses deducted.

01.8.4 Closing date and refusal of entries

In accordance with the FIM Europe Sporting Code.

01.9 CATEGORIES AND CLASSES

01.9.1 Classes

There will be three classes:

E1: E-Bike equipped with a motor with a maximum continuous rated power of 250W. **Maximum assistance speed limit of 25 km/h.** No throttle. Its maximum weight is 30kg.

E2: E-Bike equipped with a motor with a maximum rated continuous power over 250W. No assistance limit. No throttle. Its maximum weight is 34kg.

E3: E-Bike equipped with a motor with a maximum rated continuous power over 250W. No assistance limit. Throttle admitted. Cut out switch. Maximum weight 40kg.

01.9.2 Categories

There will be four categories in E1:

E1J (riders born from 1997 to 2004)

E1 (riders born from 1982 to 1996)

E1S (riders born before 1.1.1982)

E1W (Women riders)

There will be one category in E2.

There will be one category in E3.

Category E2 and E3 will not count for the overall classification.

01.9.3 Class numbers

E1J from 101

E1 from 201

E1S from 301

E1W from 401

E2 from 501

E3 from 601

01.10 PRELIMINARY EXAMINATION

01.10.1 Administrative & Technical Verifications

Preliminary Inspections (Administration & Technical) should be carried out under the time indicated in SR.

The timetable should be published by the Organiser on a Web site identified in the Supplementary Regulations – 15 days prior to the event.

At administrative inspection the rider must submit his Rider's Licence, confirmation of entry fee payment, completed entry form, Starting permission, Proof of Insurance from their FMNs.

Riders are required to sign a declaration certifying that the frame, engine and battery pack of their vehicle comply with the original distributed on the market.

The rider is allowed to change any unmarked parts anywhere on the course.

01.10.2 Protective Equipments

01.10.2.1 Helmet

Wearing an helmet with a chin strap is mandatory.

The riders must wear an helmet with one of the following specifications: EN1078, 22/05 P, 22/06 P, Snell M 2015M 2020 D(USA)/R(EU), JIS T 8133:2015 Type 2

EN1078 Full Face is mandatory on Special Tests.

Wearing a mask or goggles is recommended. Tear-offs are prohibited.

01.10.2.2 Back protection

Wearing back protection is mandatory. This protection can be worn by the rider directly on the body or integrated into the backpack used throughout the event.

Back protection must comply with EN.1621-2.

Competitors are responsible for their safety and must always wear personal protective equipment in accordance with the FIM regulations when on their E-Bikes.

01.11 EXAMINATION OF E-BIKES DURING THE MEETING

The Officials may control, at each time check, one or more marked parts on every machine.

If any marking is missing or if a doubt exists, the officials in charge at the time check will mark the part concerned with a different colour paint or with a non removable sticker and at the final control of the day, the Clerk of the Course will examine the machine and submit a report to the International Jury, on the action taken. If a violation is found, the rider concerned will be excluded.

Each machine shall, prior to being allowed to leave the working area, be in a complete condition to the satisfaction of the Technical Steward. All work to satisfy this requirement will be carried out in the working area with no additional time allowance being given.

In the Class E1, during the technical verification, If the assistance speed limit found by the steward is above 25 km/h with a tolerance of 2 km/h, therefore the e-bike won't be authorized to start until the e-bike reaches the appropriate assistance speed limit. During or after the race, if the assistance speed limit found by the steward is over than 25 km/h with a tolerance of 2 km/h, the rider will be disqualified. In case of protest against the results of the maximum assistance speed limit control, a second test will be performed by a second official technical steward.

01.12 CHANGE OF E-BIKE

After the closing date for inscriptions, any change in the make or the class of the E-Bike will be subject to a written application, fully stating the reasons. Application for a change must reach the Clerk of the Course

not later than 24 hours before the official examination time of the machine and must be approved by a decision of the International Jury.

01.13 STARTING

01.13.1 Order of starting

For all event of the Championship the starting order shall be as follows:

1 E3

2 E2

3 E1

4E1S

5E1J

6 E1W

The numbers of riders starting at the same time can be between 2 and 4 depending on the numbers of participants and the conditions of the course.

From the second event onwards the riders will start class by class in their respective classes following the order determined by the provisional classification of the previous rounds.

01.13.2 Starting procedure

At the beginning of the race, the starting signal will be given at the exact time a rider is due to start. Within one minute after the starting signal has been given, the rider must start and cross the starting line.

01.13.3 Delayed start

If a rider is not on the starting line when the signal to start is given, he will not be penalised as long as he brings his E-Bike to the starting line and crosses the second line within one minute after the signal for his start was given. Riders arriving more than one minute late at the starting line will be penalised 1 minute per minute late. The minute in which the riders arrive at the start line will be considered as the new start time and before the minute expires, they must observe the start procedure

01.13.3 Missed start

Riders being late more than 15 minutes late will be classified as retired and will not be allowed to start.

01.14 RECHARGING

Recharging the batteries is allowed during the race.

The use of an environment mat, or other effective device, is obligatory to be used where servicing of machines is permitted by the organiser. The penalty for breach of this regulation will be a fine of € 70,- for each offence.

The minimum dimensions of the mat will be at least equal to the wheelbase of the E-Bike and of the width of the handlebars. This mat will be composed of a waterproof sole and of an absorbent textile.

01.15 UNAUTHORISED CONTACTS

It is forbidden for riders, under penalty of exclusion, to be accompanied anywhere on the course or to receive or transmit communications by radio.

01.16 RETIREMENTS

Any rider who has retired from the meeting must obliterate the number plates or remove them and must not continue the route in the company of, or in proximity to any other rider. If this rule is broken, the rider may be suspended and any rider(s) he accompanied may be excluded.

01.17 ROUTE MARKING

01.17.1 Official route

The official route, which must not be left for any reason whatsoever, will be marked. The official distances must be considered to be correct. If a rider fails to follow the official route which is indicated on route cards or if he drives against it, he may be excluded or penalized by time.

01.17.2 Definite route

In those cases where the riders must follow a very definite route (i.e. on grassland, rough terrain, footpaths, etc), the organisers must indicate the route precisely and very clearly.

Where the organiser requires riders to pass through a specific area perhaps for reasons of security or to prevent environmental/land damage, this area should be marked with tape on either side OR can be marked with arrows on each side of this area. The arrows must point inward towards the direction the rider must take.

Where such areas are specifically marked, the riders must pass through the tapes or arrows and any rider not doing so will be penalised.

Where such areas are specifically marked, a clearly identified Marshal shall always be present.

The Marshal/Marshals shall ensure that the markers or tape remain in place and also that riders take the intended direction.

Riders must follow the marked route and any deviation to gain advantage render them liable to penalty.

01.17.3 Indications

Samples of the signs or indications used for the route marking must be displayed in the starting area. The signs or indications used for the route marking must be made of waterproof material.

01.18 INSURANCE (Third party)

The FMNR shall take steps to ensure that all riders are covered against accidents involving a third party.

01.19 IMPASSABLE SECTIONS

If, in the course of the meeting, the Clerk of the Course decides that a section of the course has become impassable or that its condition is such that it cannot be negotiated without outside assistance, he may take the entire section which is impassable, before reaching the following time check, out of the meeting and adjust the points accordingly. The Jury will ratify this decision.

01.20 TIME CHECKS

The time checks will be indicated by white flags placed on both sides of the track, depending on the place at the time checks, 50 to 200 m before the time registration and the 2 yellow flags placed at the time registration on the transponder line. These flags will be placed so that they are at all times clearly visible to the riders.

The time checks without servicing and without assistance will be indicated by white flags with a black cross placed in the same way as the time checks.

Time checks will be set up:

At the exit of the starting area at the beginning of the race.

At the entrance to the paddock.

At intermediate points selected by the organiser and the location of which, together with the prescribed driving time between these check points, will be indicated on the route card; distances will be given in kilometres measured carefully and correctly.

In case of force majeure (e.g. worsening weather conditions) the Clerk of the Course may change the time schedule to one of the slower schedules immediately before the start or before each lap.

01.21 TIMEKEEPING

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

The organiser of events must ensure that they have appointed timekeepers who have satisfactory equipment and experience to carry out the timing of event. If Organisers can not meet these requirements, they will be obliged to appoint timekeepers from other Organisations or Federations who have the necessary expertise and have been approved by the appointed member of Commission.

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

01.21.1 At the special tests

An apparatus functioning automatically with a printer synchronised 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 digital display panel, linked directly to the timekeeping system shall indicate the time registered by the rider as he crosses the finish line.

01.21.2 At the time checks

An apparatus functioning automatically with a printer synchronised with the real Time and registering time to second. Photoelectric cells or transponder linked to the chronometer is recommended.

The apparatus must be efficient and accurate to work under the conditions for which it is to be used.

A clock synchronised to the chronometer and placed at the yellow flag will indicate the time to the riders.

01.21.3 Reserve Chronometer

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 have an independent timing back up timing system. JP must check this at the first meeting with organiser.

It is compulsory for the organizers to provide "live timing" on the web site which will be indicated in the Supplementary Regulations of each event.

01.21.4 Acceptance Timekeeping System

Riders must accept any type of Timekeeping system approved by the International Jury.

01.22 TIME CARDS AND ROUTE CARDS

01.21.1 General

Time cards and route cards for the race will be issued at the preliminary examination.

Riders will be responsible for getting their time cards marked at all time checks, and route checks. Time cards must be handed in at the end of the race or at the end of each lap.

Deliberate failure to do so will result in the rider's exclusion.

It is also possible use other Time recording systems, that have been approved by the FIM Europe E-Bike Commission and written in the SR of the event.

If such a time recording system that has been approved does not require the use of Time cards, all penalties and references in relation to time cards and procedures etc will be determined accordingly the SR and the Jury decisions.

Time cards will show the prescribed running time for each section.

01.21.2 Fails in marked time check

Any rider who fails to get his time card marked at a time check, or intends to deceive the organisers by altering or obliterating any entry on his time card, or using another rider's card will be excluded.

01.21.3 Time card lost

Any rider who accidentally loses his time card must obtain another from the official in charge of the next time check. This new card must be used at that check point and at all the following checks.

01.21.4 Time check missed

A rider who misses a time check will be excluded.

01.22 INDICATION OF TIME CHECKS

The time checks will be indicated by white flags placed on both sides of the track 200 mt. before the control table and yellow flags placed 20 m before the control table. These flags will be placed so that they are at all times clearly visible to the riders.

The time checks without service and without assistance will be indicated by white flags with a black cross placed on both sides of the track 70 m before the control table and by yellow flags placed 20 m before the control table. These flags will be placed so that they are at all times clearly visible to the riders.

01.23 PROCEDURE AT TIME CHECKS

A time clock synchronised with the time check clock will be positioned at the yellow flag located 20 metres before the control table. After the rider has passed the yellow flag with his E-Bike he must immediately present his time card to the control table or on demand to an official.

The arrival time at the Time Check is the time the rider or the front wheel of his E-Bike has crossed the line marked by the 2 yellow flags.

Riders are forbidden to stop between the yellow flag and the control table and will be penalised for so doing, 1 minute in addition to any other time penalties.

A rider may pass the final time check at the entrance to the paddock before the scheduled time without penalty. At each time check, the organiser must keep a check list on which are inscribed, in chronological

order, the numbers of the riders who pass as well as their times in hours and minutes. Pre-printed passage control lists, are not authorised. In case of dispute, the check list will be considered official.

01.24 CALCULATION OF TIME CHECK PENALTIES

Each section between time checks constitutes a test in itself. Riders who do not respect the time permitted between one time check and the next, will be penalised 1 minute per minute early or late arrival according to the time check clock.

01.25 TIME LIMIT

A rider who arrives at a time check more than 30 minutes (60 minutes for women class) after his original starting time for the race, including the time allowance for travel between each time check passed is automatically excluded. However, the rider may, under his own responsibility, continue in the event until the Jury takes the final decision.

01.26 CLAIMS TO SPECIAL TIME ALLOWANCE

If a rider can prove to the FIME Jury that he was delayed by abnormal circumstances beyond his control, such as a delay occasioned because he had to stop to render first aid in the case of a serious accident, an allowance may be granted. Alleged balking caused by another rider cannot be accepted as an abnormal circumstance. If after investigation the FIME Jury is satisfied that a rider stopped to assist a seriously injured rider in a Special Test, the FIME Jury may award a time to the rider who stopped. The FIME Jury may, at sole discretion give the rider a Special Test time that permits him to keep the same position scored in the end of the race without that special test. In addition, after an investigation, the FIME Jury could take the same action if they believe that an unexpected incident has occurred that the rider could not predict or control. These could be: track failure, track blockage due to unexpected construction faults, or other force majeure. However, this only applies if such an unexpected incident has also been reported by an Official on the Event.

01.27 ROUTE CHECKS

In addition to having his time card marked at all time checks, the rider must present his card for marking at any official route check. Such route checks, which may or may not be marked on the route card will be indicated by blue flags placed on either side of the road 200 metres before the route check. If the rider does not stop, he will be excluded. A rider without a stamp card must obtain one from the official in charge at the passage control.

At each route check, the organiser must keep a check list indicating the passage of each rider by number and in order of arrival note if possible the time the rider passes through.

Any rider who does not hand in a completed stamp card or whose passage is not recorded on each check list will be excluded.

01.28 SPECIAL TESTS

The special tests should be completely free of any riding tracks. If this is not the case the Jury can demand the Organiser to change the course. This is not easy for some organisers since they use training areas

The total time of special tests foreseen for the competition shall be at least 30 minutes.

The location and the length of the tests must be published 48 hours before they take place and must be marked not later than 24 hours before they will be needed.

The Jury must approve all tests.

In any case, a minimum of four tests per race must remain (with the exception of force majeure on the day of the event).

01.28.1 Enduro Tests

These tests shall be in a form of a Cross Country test. The distance for these tests should be minimum 3 km provided that the safety measures described in the rules are strictly observed. Under no circumstances will the location of these tests be secret.

The riders will have the possibility to get to know the test in advance by walking around it. They will be timed during the consecutive laps. No practising will be allowed and the penalty for practising is exclusion.

Enduro tests laid out as a Cross style test can be timed during the first lap, unless if the jury decides that this might be dangerous and that should be timed during the second lap.

01.29 START OF A SPECIAL TESTS

The start of a special test must be marked with a "start" sign and the end with a "finish" sign, and the course itself marked. A white starting line will be marked on the ground and the start signal will be given by the timekeeper or some other official appointed for this purpose or by means of a signalling instrument (e.g. semaphore).

The time of the special test is registered when the rider crosses the finish.

Stop prohibition for riders at the exit of the speed-test. The riders may only stop after having crossed a line posed 30 meters after the test's finish. The 30 metres' line must be clearly marked.

01.30 LIST OF PENALTIES

01.30.1 Time

- Not crossing the starting line within one minute after the starting signal has been given: 10 Seconds
- For every minute late in arrival at start line: 1 minute
- Stopping between yellow flag and control table at time check: 1 minute
- Late or early arrival at a time check. For every full minute: 1 minute per minute

- Enduro tests Timed to: 1/100 sec.
- Involuntary exit from the route of the test and not returning to the place from where the exit was made: 3 minutes added to the time made by the rider.

01.30.2 Disqualification (or other penalties given as provided for in the FIM Europe Disciplinary and Arbitration Code).

- Missing marking, or official substitute marking.
- Behaving contrary to the Sporting Code in the paddock
- Being more than 15 minutes late at the start
- Being accompanied by another rider (01.29).
- Driving outside the marked route; driving in the wrong direction, not observing the marked route
- Altering a time card and/or punch card or using another rider's card
- Missing a time check
- Late arrival at a time check exceeding 30 min. after original starting time
- Missing or not stopping at a route check
- Practising on the course of special tests
- Voluntary leave the test course or short-cuts the track

01.31 ACCEPTANCE OF OFFICIAL DECISIONS

Every rider must accept all official results measurements, distances and decisions, and authorises the organisers to publish them in the manner they see fit. He also agrees that any advertising he publishes in connection with the competition, or is published in his name, will be true, accurate and not misleading. The rider also consents not to publish any advertising concerning the results until the official results have been issued by the organiser, and that in the event of any alteration in the official awards owing to protests or other cause, he will only publish the awards or results as thus amended.

01.32 REQUESTS FOR EXPLANATION

Any request for explanations concerning the results of the race must be addressed in writing to the International Jury within the time prescribed.

01.33 PROTESTS

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM Europe and the Supplementary Regulations and accompanied by the fee published by the FIM EUROPE (Year 2021 – 350€) – 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 at the paddock of the last rider of each class, if the protest is against a rider or a machine.

-Any protest must be presented to the International Jury within 30 minutes after the provisional results have been present to the Jury.

-One hour after receiving the written reply of the International Jury to a request made according to Art. 01.33.

-No protest can be made against a decision of the Jury, but in certain cases an appeal may be lodged as prescribed in the FIM Europe Disciplinary and Arbitration Code.

01.34 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.

01.35 INTERPRETATION OF REGULATIONS

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

01.36 RESULTS

The daily complete results of the European Championship should be published as soon as possible.

The results must be sent to the FIM Europe Secretariat immediately after the meeting.