



## S4 European SuperMoto Cup Regulations 2024

### General Undertakings and Conditions

All riders, teams, officials and other parties participating in the FIM Europe S4 European SuperMoto Cup (further referred as *S4 Cup*) undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the:

1. FIM Europe Sporting Code
2. FIM Europe 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
11. **FIM Fuel Regulations**
12. **FIM Sound Regulations**

of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the "S4 Cup Regulations").

The S4 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 S4 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 S4 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 S4 European SuperMoto Cup**

Each year, the FIM Europe holds:

- a) **S4 European SuperMoto Cup** for riders,

The S4 Cup is organised according to the rules of the FIM Europe Sporting Code, Chapter 10.

A series of SuperMoto events counting towards the S4 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.

S4 SuperMoto Cup is a SuperMoto event that is organized only on asphalt circuits, generally on the slide section of the circuits, without any artificial or natural obstacles typical for the sky section, as defined by the FIM SuperMoto Circuit Standard.

### **1.2 S4 Cup events**

#### **1.2.1 General**

The S4 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 Race Direction;
- 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 Race Direction.

If an appeal is lodged against the decision of the FIM Europe Race Direction, 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 Race Direction until the end of the protest/appeal period.

The S4 Cup events must be staged on circuits that have been homologated by the FIM and comply with the S4 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**

The S4 Cup events will consist of the following class:

- **S4**

The format and the eligible class (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/or other activities, 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 Cup 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 European SuperMoto Cup programme. In case of a combined event with FIM S1GP, priority must always be given to the S1GP program. If necessary, the FIM Europe Race Direction can change the time schedule of these support races and/or other activities or cancel them.

**Riders who have been entered in an event in any of the FIM Europe classes of the S4 Cup are not allowed to participate in any support races or any other activities implying any vehicular use of the circuit during the same event.**



## **2 RIDERS**

### **2.1 Licences**

Participation in the FIM Europe S4 Cup is restricted to the holders of a valid:

#### **S4 class**

- **Promotional European SuperMoto Cup 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 European SuperMoto Cup, only when the minimum age has been attained as below:

- **class S4** **15 years**

**The maximum age in S4 class is 50 years.**

The limit for the minimum age starts on the date of the rider's birthday and the limit for the maximum age finishes at the end of the calendar year in which the rider reaches the age of 50.

The Promoter is responsible for any clarifications and checks required in order to define the eligibility for participation of a given participant.

### **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 Cup:

#### 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 during all time competition (practice, qualification, warm up, warm up lap or races).

The use of helmet visors, roll-offs or tear-offs is also allowed. However, in adverse racing conditions during a Race riders may take off their goggles but it is strongly recommended to get a new set in the pit lane during the next lap.

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

### 2.3.3 Equipment and Protective clothing

FIM Technical rules, edition of the current year

#### 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 wear unmodified full upper body protection (front and back)**

It is compulsory that all protective devices are clearly marked with the relative norms and comply with the following standard:



- EN 1621-2, Level 1 or 2, for the back: CB (Central Back) and FB (Full Back)
- EN 1621-3, Level 1 or 2, for the chest

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.

In addition to the Motocross Technical Rules, additional technical specifications will apply for motorcycles entering European SuperMoto Cups.

Please refer to Article 01.51 of the current FIM Technical Rules for Motocross.

### **2.3. S4 European SuperMoto Cup logos**

**Riders may display the FIM Europe S4 European Cup SuperMoto logo (50mm x 50mm) of the corresponding class on the upper front torso or shoulder area of their leathers.**

### **2.3. 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 4-toe shoes are prohibited in the waiting zone and the pit lane.



Mechanics are encouraged to display the European SuperMoto Cup class on 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 S4 European SuperMoto Cup.

#### **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 S4 Cup events. 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 FIM Race director.

## **4. MOTORCYCLES AND CLASSES**

### **4.1 Motorcycles**

The events are open for motorcycles as defined in the FIM Technical Regulations, Appendix 01, Motocross Technical Regulations.

### **4.2 Classes and capacities**

The recognised classes for the S4 European SuperMoto Cup is as follows:

**S4:** Cup 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.



### **Number plates:**

Background colour and number colour scheme is free, with a clear distinction between the two colors\*. Riders starting numbers must be displayed on all three number plates – front and two side.

\*The red front number plate in each class is reserved for the 2023 Champion in the first race and after that for the current standings leader of the given class. The display of the red number colour plate is **compulsory** in the above mentioned cases.

The motorcycle's front number plate may display the Cup Logo and **additional logos as requested by the Cup promoter.**

## **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 Race Direction.

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 4ing 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 Race Direction 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, FIM Europe or the FMNs.

The FIM, 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 Delegate 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 Cup, Chapter 40 of the Sporting Code.

The FIM Europe Race Direction, 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 if required. 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 Cup, must be a holder of the appropriate FIM official's licence valid for the current year:

- FIM Europe Delegate
- FIM Race Director;
- FIM Chief Steward,
- FMNR Steward;
- FIM Technical Director
- 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 Delegate, 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 FIM Race Director.

## **6.2 FIM Europe Delegate**

The FIM Europe SuperMoto Commission will appoint the FIM Europe Delegate

If the FIM Europe Delegate is prevented from arriving at the event in time, the FIM Europe will decide on his replacement.

The FIM Europe Delegate 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 Race Direction.

The authority and duties of the FIM Europe Delegate include but are not limited to:

- The FIM Europe Delegate exercises supreme control of the event and is responsible for ensuring that all FIM Europe regulations are observed.
- The FIM Europe Delegate shall call meetings of the FIM Europe Race Direction or these meetings will be held jointly with the FIM Race Direction meetings before the first official practice session and at the end of each day of official practices and/or races.



- The FIM Europe Delegate is responsible for the communication with the Stewards,
- The FIM Europe Delegate has the right to invite any guests to the FIM Europe Race Direction Meetings, when appropriate,
- The FIM Europe Delegate must ensure that the decisions of the FIM Europe Race Direction 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 Delegate must ensure that all parties concerned, as well as the Stewards, receive written notification of any judicial decision pronounced by the FIM Europe Race Direction as soon as possible.
- At the end of the event, the FIM Europe Delegate, together with the Clerk of the Course, must sign the official classification of the event.
- FIM Europe Delegate 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 Delegate 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 FIM Race Director**

The FIM Motocross Commission (CMS) will appoint the FIM Race Director.

If the FIM Race Director is prevented from arriving at the event in time, the FIM Delegate will decide on his replacement.

The FIM Race Director 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 Race Direction.

The authority and duties of the FIM Race Director include but are not limited to:

The FIM Race Director must be present at least 24 hours before the start of practice and remain after the event until the completion of his duties.

The FIM Race Director must inspect the circuit and safety installations



before practice begins (= circuit control).

The FIM Race Director may make recommendations to the Race Direction 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 FIM Race Director 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.

#### **6.4 Promoter's Representative**

The official Cup 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 Delegate, the FMNR Steward, the FIM Race Director, the Clerk of the Course and the Chief Medical Officer and other officials, 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 Delegate 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 Race Direction or whenever considered necessary for the safety of the riders, officials or spectators.

#### **6.5 FIM and FMNR Stewards**

The FMNR is limited to one FMNR Steward.

There will be a Panel of two Stewards:

- The FIM Chief Steward
- The FMNR Steward



The FIM Chief Steward is appointed by FIM Motocross Commission (CMS).

Each Steward has one vote. Decisions are based on simple majority. In case of a tie, the FIM Chief Steward will exercise the casting vote.

The Stewards have no responsibility for the organization of the event and their only duty is to give a verdict on appeals lodged against decisions of the FIM Europe Race Direction.

The authority and duties of the Stewards include but are not limited to:

- Ensuring that the event is conducted according to the Regulations and reporting any infringement to the FIM Europe Race Direction.
- Adjudicating on any appeal against the decisions of the Race Direction

The FIM Chief Steward must ensure that the decisions of the FIM Stewards panel conform with the Rules of the Rules of the Sporting Code, to the Regulations published by FIM Europe and the SRs of the event, also he must insure that all parties concerned receive a written notification of any Judicial decision pronounced by the Stewards Panel as soon as possible.

## **6.6 Clerk of the Course**

The Clerk of the Course is appointed by the FMNR.

The Clerk of the Course must at all times work in coordination with the FIM Race Director.

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 Race Direction 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. suspension, disqualification, or any other ban on riding (According to information given by the FIM Europe Secretariat or the FIM Europe Cup Promoter).

- The Clerk of the Course may make recommendations to the FIM Europe Race Direction 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 Race Direction.
- 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 Race Direction 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 Race Direction, and to have the provisional results of the event approved.

## **6.7 FIM Technical Director and FMNR 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 Race Direction, attend meetings, but without voting rights.

The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Motocross Commission.

The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.

The FIM Technical Director works in cooperation with the FIM Race Director, the FIM Europe Delegate and the Chief Technical Steward.

The authority and duties of the FIM Technical Director include but are not limited to (Please, also refer to the FIM Technical Code):

- a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Race Director and FIM Europe Delegate and present proposals to resolve such concerns.
- b) The FIM Technical Director will hold a briefing with the technical stewards prior to the technical verifications.
- c) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
- d) Data provided by a rider/motorcycle may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Technical Director must remain strictly confidential.
- e) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Europe Delegate.
- f) The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights.

## **6.8 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 Race Direction, attend meetings, but without voting rights.

## **6.9 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 Race Direction 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 Europe Administration and hand a copy to the Clerk of the Course.
- Give his recommendations to the FIM Europe Race Direction.
- If requested to do so by the FIM Europe Race Direction, attend meetings, but without voting rights.

## **6.10 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 Race Direction 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 Race Direction, attend meetings, but without voting rights.

## **6.11 FIM Europe Race Direction**

The FIM Europe Race Direction is composed of the FIM Europe Delegate, the FIM Race Director and the Clerk of the Course.

Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Europe Delegate will exercise a casting vote.

The quorum for a meeting of the FIM Europe Race Direction is two persons.

The meetings of the FIM Europe Race Direction are chaired by the FIM Europe Delegate or in case of combined events by the FIM Delegate.

The FIM Europe Race Direction 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 Race Direction will hear any protests that are lodged during the event.

The FIM Europe Race Direction 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 Cup.



The authority and duties of the FIM Europe Race Direction are:

- To ensure the smooth and efficient running of the event, in consultation with the FIM Europe Cup 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 Race Direction 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;
- suspension for a period not exceeding 30 days starting from the date of the offence.
- loss of right to participate in the Cup, 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 Race Direction has the right to appeal this decision. The appeal must be presented to the FIM Stewards panel 30 minutes at the latest after the notification of that decision.

Appeals against a disciplinary decision taken by the Race Direction will be dealt by the FIM Stewards Panel



**In case of an event, not combined with S1GP, standard International Jury system is to be used.**

#### **6.12 FIM Stewards Panel**

- The FIM Stewards Panel is composed of:
  - The FIM Chief Steward
  - The FMNR Steward.
- The quorum for a meeting of the FIM Stewards Panel is one person.
- Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Chief Steward will exercise a casting vote.
- The meetings of the FIM Stewards Panel are chaired by the FIM Chief Steward.
- The FIM Stewards Panel will meet at any time required during the event.
- The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.
- The FIM Stewards Panel may pronounce the following penalties provided for in the FIM 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.-
  - Time and/or point penalties
  - Drop of positions
  - Disqualification
  - Suspension for a period not exceeding 30 days starting from the date of the offence
  - Loss of right to participate in the Cup, which may be applied to one or more events

or refer the case to the International Disciplinary Court to impose a higher penalty that it is empowered to.
- An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision.

### 6.13 Flag Marshals

**Flag Marshals are appointed by the FMNR/organiser.**

**It is recommended that Flag Marshals be holder of an FMNR Flag Marshal's licence. The minimum age for Flag Marshals is 18 years.**

**Flag Marshals must have participated in a briefing with the Chief Flag Marshal, the Clerk of the Course 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 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.

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 occupation of each post will be decided by the FIM Race Director, the Clerk of the Course, and the Chief Flag Marshal during the circuit control. If deemed necessary, the position and occupation of a post may be modified at any time.**

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

### 6.14 Race Direction Meetings

During its first meeting, the Race Direction shall approve the following matters:

- Amendments, if any, to the SR after the closing date for entries verifying that all the riders and participants engaged have been informed thereof.
- Report of the Secretary to the Race Direction stipulating that officials with any responsibility for the running of the event are in possession of their respective licences and authorisations.
- Report of the FIM Europe Cup Promoter Representative to the Race Direction stipulating that all riders and participants entered have duly completed the official entry form and that they are in possession of their respective licences and authorisations from their FMN.
- Report from the Clerk of the Course showing all steps to be taken to ensure the



orderly running of the event.

- Report and control of the safety standards of the event;
- Control and approve any amendments of requests of extra safety measures as mentioned in the inspection report.
- Control of the official permission from the local authorities to run the event and of the third party insurance policy of the organiser.
- Report to the Race Direction by the Representative of the FIM Cup Promoter.

### **6.15 Minutes of meetings**

The Minutes of all the FIM Europe Race Direction /FIM Stewards panel 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 Race Direction 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 Race Direction President.

The FIM Europe Delegate must send a copy of these Minutes to the FIM Europe Secretariat within 72 hours after the event.

### **6.16 Publication of a decision / Notification**

All decisions necessary for the running of the event as well as the results must be published as soon as it is reasonably possible. These decisions must be published in English.

Any judicial decision pronounced by the FIM Europe Race Direction or the FIM Stewards Panel must be notified to the party (parties) involved directly at the venue of the event or, failing that, addressed by registered letter with acknowledgement of receipt.

Except for cases below, this document/notification of a decision shall:



- a) State the names and the licence numbers of the Members of the Race Direction/FIM Stewards Panel.
- b) State the name(s) of the party (parties) involved.
- c) In case of a protest, state that the protest fee has been paid by the protesting party.
- d) State the reasons for the action taken/protest.
- e) State the articles to which the action taken/protest relates.
- f) State any additional information obtained during the hearing;
- g) State the decision of the Race Direction/FIM Stewards Panel and its evidence and brief reasons.
- h) For decisions of the Race Direction: shall be signed by the FIM Delegate;
- i) For decisions of the FIM Stewards Panel: shall be signed by the FIM Chief Steward.

Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:

- a) The party (parties) concerned by the Race Direction/FIM Stewards Panel decision must sign for receipt on a copy of that decision/ acknowledgement of receipt.
- b) For decisions of the Race Direction: shall be signed by the FIM Delegate.
- c) For decisions of the FIM Stewards Panel: shall be signed by the FIM Chief Steward.
- d) The name of the person who receives the decision. His position/ function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt.
- e) The copy of the decision, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Delegate.

In the case of the following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different:

**A. Any time during the event:**

| <b>Offence (in alphabetical order)</b>    | <b>Penalty</b>   |
|---|--|
| <b>Cutting the course:</b>                | <b>Disqualification from the respective Practice/Race.</b> |
| <b>Entering the pit lane by the exit:</b> | <b>Disqualification from the respective Practice/Race.</b> |

|  |  |
|--|--|
| Entering the pit lane and not coming to a complete stop:   | Disqualification from the respective Practice/Race.                          |
| Entering the pit lane by the pit lane exit:  | Disqualification from the respective Practice/Race.                          |
| Non-conformity of the rider's motorcycle / General:  | Disqualification from the respective Practice/Race.                          |
| Non-conformity of the rider's motorcycle / Failing a sound test:   | Loss of 5 positions in the respective Practice/Race (*).                     |
| Non-respect of the waved yellow and/or medical flag(s) / First offence during an event                               | Loss of 2 positions in the respective Free Practice/Time Practice/Race (*)   |
| Non-respect of the waved yellow and/or medical flag(s) / Any additional offence during the same event                | Loss of 10 positions in the respective Free Practice/Time Practice/Race (*). |
| Radio communication between a rider and his team:  | Disqualification from the respective Practice/Race.                          |
| Receiving any assistance to control, restart or repair the motorcycle along the course (except in the pit lane):     | Disqualification from the respective Practice/Race.                          |
| Receiving any assistance on the course other than from a marshal in the interest of safety (except in the pit lane): | Disqualification from the respective Practice/Race.                          |
| Refuelling on the course:  | Disqualification from the respective Practice/Race.                          |
| Receiving signals along the course, (except from the pit lane box/trackside):  | Disqualification from the respective Practice/Race.                          |
| Stopping to consult with others on the course (except in pit lane):  | Disqualification from the respective Practice/Race.                          |

(\*) Positions and points corresponding to the new position in case of a race awarding points.

#### B. During the Free Practices/Time Practices/Warm-Up:

| Offence (in alphabetical order)                     | Penalty   |
|---|---|
| Hindering or impeding the progress of other riders: | Loss of the fastest lap time in the respective Free Practice/Time Practice/Warm-Up. |
| Leaving the course and gaining an advantage:        | Loss of the fastest lap in the respective Free Practice/Time Practice/Warm-Up.      |

| Offence (in alphabetical order)                  | Penalty  |
|--|--|
| Stopping on the course without any valid reason: | Loss of the fastest lap in the respective Free Practice/Time Practice/Warm-Up. |

**C. On the starting grid:**

| Offence  | Penalty   |
|--|---|
| Arriving late in the starting grid zone (cut-off point: 7 minutes before the start of the Warm-Up lap):        | Disqualification from the respective Qualifying Race/Race.  |
| Arriving back from the Warm-Up lap in the starting grid zone after the start has been given:                   | Disqualification from the respective Qualifying Race/Race.  |
| Refuelling:  | Disqualification from the respective Qualifying Race/Race.  |
| Riders who have mechanical problems, cannot start or stall their engine (before the start of the Warm-Up Lap): | Loss of participation in the Warm-Up lap and starting position in the respective race and obligation to take the start from the pit lane. |
| Returning to the paddock after having taken a position on the starting grid:                                   | Disqualification from the respective Qualifying Race/Race.  |

**D. During the Warm-Up Lap:**

| Offence  | Penalty  |
|--|--|
| Arriving late from the Warm-Up lap to the starting grid (after the raising of the green flag): | Loss of starting position in the respective race and obligation to take the start from the pit lane. |
| Entering the pit lane:   | Disqualification from the respective Qualifying Race/Race.   |
| Having a spare motorcycle in the pit lane:   | Disqualification from the respective Qualifying Race/Race.   |
| Refuelling:  | Disqualification from the respective Qualifying Race/Race.   |
| Riders who encounter mechanical problems:  | Loss of starting position in the respective race and obligation to take the start from the pit lane. |
| Stopping anywhere on the course to do a practice start:  | Disqualification from the respective Qualifying Race/Race.   |



**E. During the Start Procedure (After the Warm-Up lap):**

| <b>Offence (in alphabetical order)</b>  | <b>Penalty</b>   |
|---|--|
| <b>Anticipating the start:</b>  | <b>15 second time penalty to be added to the rider's total racing time at the end of the race in question.</b>               |
| <b>Changing motorcycle:</b>   | <b>Disqualification from the respective Qualifying Race/Race.</b>  |
| <b>Changing position at the starting grid:</b>  | <b>Disqualification from the respective Qualifying Race/Race.</b>  |
| <b>Not following the instructions of an official after the green flag has been raised (riders with mechanical problems at the start):</b> | <b>Disqualification from the respective Qualifying Race/Race.</b>  |
| <b>Riders who encounter mechanical problems or stall their engine and cannot start their engine in reasonable time:</b>                   | <b>Loss of starting position in the respective race and obligation to take the start from the back of the starting grid.</b> |
| <b>Receiving assistance after having taken a position at the starting grid:</b>   | <b>Disqualification from the respective Qualifying Race/Race.</b>  |
| <b>Returning late from the warm-up lap to the starting grid or pit lane before the start of the race:</b>                                 | <b>Disqualification from the respective Qualifying Race/Race.</b>  |
| <b>Returning to the paddock after having taken a position on the starting grid:</b>   | <b>Disqualification from the respective Qualifying Race/Race.</b>  |

**F. During the Races:**

| <b>Offence (in alphabetical order)</b>   | <b>Penalty</b>  |
|--|---|
| <b>Having a spare motorcycle in the pit lane:</b>                                | <b>Disqualification from the respective Qualifying Race/Race.</b>     |
| <b>Leaving the course and gaining an advantage without gaining any position:</b> | <b>Loss of 1 position in the respective Qualifying Race/Race (*).</b> |

| <b>Offence (in alphabetical order)</b>                               | <b>Penalty</b>  |
|--|---|
| <b>Leaving the course and gaining an advantage and/or positions:</b> | <b>Loss of one position plus the number of positions gained in the respective Qualifying Race/Race (*).</b> |



- (\*) Positions and points corresponding to the new position in case of a race awarding points.

**G. In the case of a Re-Start:**

|   |   |
|---|---|
| <b>Not succeeding in bringing the motorcycle in the starting grid zone:</b> | <b>Disqualification from the respective Qualifying Race/Race.</b> |
|---|---|

In the above-mentioned cases, the following procedure will apply:

- a) The rider(s) will be notified orally by the FIM Race Director when he (they) finishes (finish) the race.
- b) The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty.
- c) 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 European SuperMoto Cup, will be allocated a permanent starting number for the season by the FIM Europe Cup Promoter.

## **8. ENTRIES**

### **8.1 Acceptance of entries**

A maximum of 32 entries may be accepted for each round of the S4 Cup in each class.

The FIM Europe Cup Promoter will establish the entry lists for S4 class.

All the selected riders will be guaranteed a start, provided they:

- 1) Are in possession of a valid FIM Europe or other CONU license for the corresponding class they participate in,
- 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 Cup 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 corresponding class



The FIM Europe Cup 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 the registration process in the correct way.

**Riders must use the official S4 Cup ENTRIES SYSTEM that can be found on: <http://www.s1gpentries.com/> 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. 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 Cup 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 in a given class is 30 days before the event.**

**As of the second event, the closing date for entries is 15 days before each event.**

## **8.2 Non-participation in an event**

Riders who have entered an European SuperMoto Cup event 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 Race Direction.



## 9. Passes

The S4 Cup is covered by a contract signed by the FIM Europe.

Therefore, and for security and practical reasons, only passes issued by the FIM Europe Contractual Partner are valid for the European SuperMoto Cup.

General Rules concerning passes and passes usage :

1. **Passes are issued for exclusive use by the person named on the pass or to whom the pass has been assigned. The lanyard is considered part of the pass and must be worn with the pass around the neck.**
2. **Transfer, misuse of, or failure to display the pass as described may be cause for disciplinary action or revocation.**
3. **Passes can be revoked at any time without refund of the pass fees.**
4. **Any person holder of a valid pass issued by the FIM Cup Promoter without the proper pass in his or her possession may be required to pay the applicable fee to receive the appropriate pass for access to the event.**

## 10. PRELIMINARY VERIFICATIONS

### 10.1 Administrative control

Riders may be required to present their FIM Europe or CONU SuperMoto license, valid for the S4 European Cup, 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 Promoter must report to the FIM Europe Race Direction whether all the riders present at the event:

- 1) Are in possession of the proper valid FIM Europe or CONU SuperMoto licence;
- 2) Have been authorized by their FMN to participate in that event;
- 3) Have duly completed the entry registration process.

The FIM Europe Cup 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 Cup 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 Race Direction by the representative of the FIM Europe Cup 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 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.

**During these technical verifications, a rider must present for verification his helmet, his full upper body protection equipment and leather outfit/ plus bib if used by the rider.**

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:

### **S4**

The maximum limit of the pre-race sound level is fixed at:

112 dB/A + 2 dB/A tolerance (for all engine types).

As of 2025: 109 dB/A + 2 dB/A tolerance (for all engine types).



#### NOTES:

- The values that have to be respected after the race take into account the degradation of the silencer (i.e. the limit is raised of 1 dB/A).
- The values already take into account the accuracy of the method.
- No deductions for ambient temperature, pressure or altitude are allowed.
- The measured noise value shall not be rounded down to the nearest whole number.

Riders may change motorcycles at any time except during a race.

**No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.**

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 Cup Promoter are not considered as telemetry.

The FIM Europe Race Direction 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 European SuperMoto Cup logo and sticker**

##### **S4**

All riders **may** display the **S4** European SuperMoto Cup logo on the upper front torso or shoulder area of their leathers.



The S4 European SuperMoto Cup sticker may be displayed in one corner of the front and both side number plates. **See diagram attached.**

The S4 European SuperMoto Cup logos and stickers **may** be supplied by the FIM Europe Cup Promoter.

### 10.2.2 Additional Technical specifications

In addition to the Motocross Technical Rules, additional technical specifications will apply for motorcycles entering FIM SuperMoto World Cups. Please refer to Article 01.51 of the current FIM Technical Rules for Motocross.

### 10.2.3 Tyres

1. The Official Tyre Supplier will be nominated by the FIM Cup Promoter.
2. For each event the Official Tyre Supplier may supply for front and rear a maximum of two (2) specifications of “dry” tyres and one (1) specification of “wet” tyres each. All competitors will have equal access to these tyres.
3. **In cases where an equal access to these tyres cannot be guaranteed to all competitors, the FIM Europe Race Direction, in cooperation with the FIM Cup Promoter and the Official Tyre Supplier, will decide upon the equal number of each specification of tyres that must be made available to each rider and the distribution method for the event.**
4. At each event, the participants shall use only those tyres distributed by the Official Tyre Supplier at the event in question.
5. The Official Tyre Supplier will apply a sticker with an identification number for the event in question on the left sidewall of each tyre.
6. The Official Tyre Supplier will have a written explanation of the markings and the general characteristics of the different types of tyres available for the FIM Race Director.
7. At the beginning of the event, the Official Tyre Supplier must have available for the FIM Race Director one (1) sample of each type of tyre that will be used at the event.
8. Only tyres intended for SuperMoto application are permitted. Other tyre types, such as Motocross, Enduro or Trial tyres are prohibited.
9. The maximum tread depth of the front and/or rear tyres used must be 10 mm in the centre of the tread width.

10. Additional tread grooves, cuts, etc. are allowed on the front and/or rear tyres.
11. During Free Practices, Timed Practice, Warm-Up, Warm-up lap and Races, no motorcycle may enter the track without the front and rear tyres being marked with an adhesive sticker, supplied by the FIM Cup Promoter and displayed on the left side of each tyre.
12. The sticker will show an identification number for each rider and the event in question.
13. The Official distributing the stickers must prepare a list with the starting number and name of each rider and the identification number of the stickers he received.
14. Every rider (or his representative) must sign this list upon receiving his stickers. The list must be presented to the Race Direction before the beginning of the first official practice.
15. After delivery of the stickers, the rider will be responsible for their safekeeping and use. Any abuse may give rise to sanctions according to these Regulations.
16. The stickers must be applied to the left sidewall of the tyre. A Technical Steward of the FMNR will check that all the motorcycles that go out on the course are fitted with tyres carrying the correct sticker.
17. Any case of use of motorcycles fitted with tyres without valid stickers will immediately be reported to the FIM Race Director, who will take appropriate action.
18. Any motorcycle entering the track fitted with tyres without a valid sticker will be considered not in conformity with the Regulations and the rider may be disqualified from the Practice, SuperPole, Warm-Up or Race in question.
19. If, in the opinion of the FIM Race Director, the violation is unintentional and/or was caused by a race incident, he may decide to impose an alternative penalty.
20. In exceptional cases, should the sticker be damaged or applied in the wrong way, up to two (2) extra stickers may be provided at the sole discretion of the FIM Race Director. However, the damaged sticker must be returned to the FIM Race Director and/or the tyre it was applied to must be absolutely intact.
21. In case a sticker is applied on the wrong sidewall of a new tyre (a tyre that has not been used yet), the rider concerned will receive a warning from the FIM Race Director and he will be allowed to enter the track.
22. In case a sticker is applied on the wrong sidewall of a used tyre (a tyre that has been used in a previous session), the rider concerned will be ordered the FIM Race Director to apply a new sticker on the left sidewall of the tyre in order to enter the track.
23. In case of rain, there will be no restriction on the number of tyres that can be used during that time. Consequently, the tyres must then not be marked with a sticker.





These decisions will be taken by the Race Direction and communicated to the riders and officials.

24. At any time during the event, and upon the request of the FIM Delegate or FIM Race Director, riders shall be able to give a precise account of the number of tyres they have used.

#### **In addition**

25. A maximum of six (6) tyres is allowed per event. This maximum total quantity indistinctly includes front and rear tyres.
26. A total of six (6) stickers will be handed to each rider according to a timetable decided by FIM Race Director. However, these stickers will be distributed before the beginning of the first official practice of the event.

#### **10.2.4 On-board Cameras**

Riders may be required by the FIM Europe Cup 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 Cup Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

#### **10.2.5 Filming with “On-Board” Cameras**

1. Riders may be required by the FIM Europe Cup Promoter to carry “on-board” cameras. In that case, the FIM Europe Cup Promoter must provide the names of the riders who will be carrying “on-board” cameras to the FIM Race Director.
2. The FIM Europe Cup Promoter, rider and Team in question assume full responsibility and the FIM Europe shall not be held liable in case of any incidents in connection with the use of these cameras.
3. When a motorcycle is equipped with “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.



4. Cameras and other equipment will be supplied to the designated riders/ teams in due time before the first practice.
5. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
6. An “on-board” camera (other than the one from the FIM Europe Cup 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 Race Direction 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 SUPERMOTO EUROPEAN CUP WILL CONSIST OF THE FOLLOWING SESSIONS:**

**2 FREE PRACTICES**

**1 TIME PRACTICE**

**1 WARM UP**

**3 RACES**

**All practice sessions and the warm up will be not less than 10 minutes and maximum than 25 minutes.**

## 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>S4</b> |  | Max. 32 riders | 2 sessions | <b>20 minutes</b> |
|-----------|--|----------------|------------|-------------------|

## 16. RIDERS' BRIEFING

All the information related to the event will be sent to the riders and officials by e-mail.

In addition to the “electronic briefing”, there will be a demonstration of the complete start procedure.

## 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>S4</b> | Max. 32 riders | 1 session | <b>20 minutes</b> |
|-----------|----------------|-----------|-------------------|

The order in which riders take their starting position for the Race 1 and Race 2 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) for Race 1 and for Race 2.

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.



## 19. PROMOTION ACTIVITIES FOR THE PUBLIC

### 19.1 Autograph Session

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

### 19.2 Presentation of the riders

A short presentation of the riders is recommended.

## 20. 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-Ups may be treated as Qualifying sessions. The FIM Europe Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

## 21. RACES

Each European SuperMoto Cup event for a given class will run three Races according to the following model:

|                                    | <b><u>Finishing positions</u></b> | <b><u>Result</u></b>         |
|------------------------------------|-----------------------------------|------------------------------|
| Race<br>(maximum 32 riders/X laps) | 1 to 20                           | score European<br>Cup points |

Races duration:

|           |  |
|-----------|--|
| <b>S4</b> | X laps equal to approximately 20 minutes of racing |
|-----------|--|

**The number of laps per race in the S4 class cannot be more than 20**



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 Race Direction will decide upon the race distance to be run.

## **21.1 Starting order**

The order in which riders take their starting position for the Races is based on their respective results in Time Practice, Race 1 and Race 2.

**For Race 1: The riders will take their starting positions according to their results in the Time Practice (grid positions 1 to 32).**

**For Race 2: The riders will take their starting positions according to their results in the Time Practice (grid positions 1 to 32).**

**For Race 3: The riders will take their starting positions according to their results in Race 2 (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**

### **22.1 Starting Grid Procedure**

The final choice of motorcycle to be used in a race must be made before the motorcycle enters the starting grid.

#### **22.1.1 15 minutes before the start of the Warm-Up lap**

The entrance to the starting grid is open.

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



The motorcycle that will be used in the race by the rider must be pushed by a team member or the rider himself to its allocated position on the starting grid, with engine dead.

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 to 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 Cup Promoter, the commentator, the television crew, photographers and the essential officials are allowed on the starting grid.

#### **22.1.2 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 present on the starting grid.

The penalty for arriving late on the starting grid is disqualification from the Race in question.

### **22.1.3 Warm-Up Lap**

Before a Race, the riders must make a compulsory Warm-Up lap.

### **22.1.4 4 minutes before the Warm-Up lap**

The FIM Race Director and Clerk of the Course stand in front of the first row of riders.

A 4-minutes board will be displayed and there will be a 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, he must push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it. It is no longer allowed to make any repairs on the starting grid. Any infraction of this rule will be considered as outside assistance for which the penalty will be disqualification of the rider concerned for the race in question. However, the rider and/or his mechanic may still make adjustments.

Riders whose motorcycle has been pushed in the pit lane for repairs lose their right to participate in the compulsory warm-up lap, as well as their initial starting position. They have to start the Race from the pit lane.

### **22.1.5 2 minutes before the Warm-Up lap**

A 2-minutes board will be displayed and there will be a 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 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.



Riders whose motorcycle has been pushed in the pit lane for repairs lose their right to participate in the compulsory warm-up lap, as well as their initial starting position. They have to start the Race from the pit lane.

#### **22.1.6 1 minute before the Warm-Up lap**

There will be a sound or whistle signal.

The television crew leaves 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 raise his arm, immediately leave the starting grid and push his motorcycle into the pit lane, where he and/or his mechanics may attempt to start it.

Riders whose motorcycle has been pushed in the pit lane for repairs lose their right to participate in the compulsory warm-up lap, as well as their initial starting position. They have to start the Race from the pit lane.

#### **22.1.7 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 compulsory warm-up lap.

If a rider stalls his engine, he must remain on the starting grid and raise his arm. Immediately after all the riders have left for the compulsory warm-up lap, he must leave the starting grid and push his motorcycle into the pit lane, where he and/or his mechanics may attempt to start it. The rider in question has to remain in the pit lane and start the Race from there.

Once a rider has started his warm-up lap, he must continue in the direction of the course. Stopping on the course and practice starts are not allowed.

#### **22.1.7 At the end of the Warm-Up lap**

The FIM Race Director 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, the Clerk of the Course 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 FIM Race Director may order the start to go ahead.

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".

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 have to stop behind the Clerk of the Course and start the race from there (the row following the last row of riders).

If a rider has mechanical problems or stalls his engine at the starting grid, he has to 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, has to 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 has to take the start from this position.

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

### **Start Procedure (With Lights)**

Red lights will be used during the start procedure.

#### **22.1.8 15 seconds before the start**

The FIM Race Director moves to the side of the track, holding up the red flag.

If a rider has mechanical problems or stalls his engine 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 has to 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 has to wait for the orders of the Clerk of the Course - or an Official nominated by him - to take the start of the Race.

If he still did not succeed in starting the motorcycle when the start has been given, he has to 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 of the rider for the Race in question.

#### **22.1.9 As of then**

The FIM Race Director 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 have to wait until the marshal situated at the exit, upon a signal from the FIM Race Director/Clerk of the Course - or an Official nominated by them -, 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.

#### **22.2.1 Start Procedure (With Flags)**

Whenever it is not possible to start the race by means of the red lights, flags will be used to give the start.

The same start procedure (as mentioned in 5.21) will be maintained until 15 seconds before the start of the Race.

#### **22.2.2 As of then**

The FIM Race Director moves to the side of the track, holding up the red flag.

If a rider has mechanical problems or stalls his engine 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 immediately has to obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He has to 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 has to wait for the orders of the Clerk of the Course - or an Official nominated by him - to take the start of the Race.

If he still did not succeed in starting the motorcycle when the start has been given, he has to 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.

Finally, the FIM Race Director 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.

Riders still in the pit lane have to wait until the marshal situated at the exit, upon a signal from the FIM Race Director/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.

### **22.3 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 FIM Race Director, the rider(s) concerned will be penalised by the Race Direction with a time penalty of **15** 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/+ **15** 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) + **15** 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 Race Direction.

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

The FIM Race Director 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 FIM Race Director; 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 Race Direction from taking part in the remainder of the session.

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

The FIM Race Director is authorised to prematurely stop any Race for urgent and/or safety reasons or other cases of "force majeure". In that case, a red flag will be displayed to the riders.

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## **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 must follow the instructions of officials and go directly to the pit lane where they can receive assistance. Changing of motorcycles is not allowed.

A restart will take place as soon as possible at the discretion of the FIM Race Director. At all times, a minimum of 10 minutes from the time the race was stopped will be given to prepare in the pit lane before the restart.

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 Race Direction from taking part in the restart.

Before the restart, riders must make a compulsory warm-up lap.

*4 minutes before the Warm-Up lap*

A “4 MINUTES” board will be displayed and there will be a sound or whistle signal.

The generators must be disconnected. The tyre warmers must be removed from the tyres. All team staff must stand back in their pit box and leave the pit lane corridor. Any assistance to the riders is stopped.

All the riders taking the restart must line up the pit lane corridor.

A rider who is not ready by this time must return to the pit box where he can receive assistance. He cannot make the Warm-up Lap and must take the restart from the pit lane.

Riders “on track” who did not succeed in bringing their motorcycle in the pit lane by this time will be excluded from the restart.

*2 minutes before the Warm-Up lap*

A “2 MINUTES” board will be displayed and there will be a sound or whistle signal.

All the riders must be lined up in the pit lane corridor. Any assistance to a rider is prohibited. The penalty for violation of this regulation is disqualification from the restart.

If a rider has a mechanical problem in the pit lane corridor, he must push his motorcycle in the pit box where he can receive assistance. He cannot make the

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Warm-up Lap and must take the restart from the pit lane.

*1 minute before the Warm-Up lap*

There will be a sound or whistle signal and the FIM Race Director will stand in front of the pit lane exit holding up a red flag.

The riders in the pit lane corridor start their engines and prepare for the compulsory Warm-Up Lap.

The Clerk of the Course at the back of the pit lane corridor will raise the green flag.

If a rider has a mechanical problem at this point in time, he must raise his arm and push his motorcycle in the pit box where he can receive assistance. He cannot make the Warm-up Lap and must take the restart from the pit lane.

*As of then*

The FIM Race Director moves to the side of the pit lane exit and lowers the red flag and the riders in the pit lane corridor leave the pit lane one by one to make the compulsory Warm-Up Lap.

All the other riders remain in the pit lane and take the restart from there. If several riders are concerned, they will be lined up according to their starting order.

The FIM Race Director will stand at the front of the starting grid holding displaying a red flag.

At the end of the compulsory Warm-Up Lap, each rider takes his initial starting position and the start procedure continues as in Art. 5.20.5.

**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.

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The rider(s) deemed being at fault for the stopping of the Race may be excluded by the Race Direction 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 and full Cup points will be awarded.

The finishing order will be based on the placing of the riders in the lap before the red flag was displayed.

The Race Direction 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**

### **2.8 Rider Behaviour and Assistance**

1. Riders must at all times adhere to the provisions of the FIM Europe Regulations.
  2. **All riders, mechanics and Team members must present a clean and neat appearance.**
  3. **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 restricted areas.**
  4. 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.
  5. Riders must report any underlying medical disorder or injury they may have to the CMO.
  6. **Any rider who refuses to submit himself to a special medical examination will be excluded from the event and his FMN, the Race Direction and the FIM Europe will be notified about this.**
  7. 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.
  8. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
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9. 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 Race Direction.
  10. Riders may be held responsible for the actions of their team members.
  11. 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.
  12. Riders must obey the official flag signals and the boards which convey instructions.
  13. Riders have to carry "on-board" cameras on their motorcycles when requested by the FIM Cup Promoter.
  14. **The FIM Europe Cup Promoter, rider and Team in question assume full responsibility and the FIM shall not be held liable in case of any incidents in connection with the use of these cameras.**
  15. Riders are responsible for being aware of all information issued in the riders' electronic briefing which will be sent to the e-mail address provided by them and/or any other rider's briefing held at the event. Therefore, riders are also responsible to provide their correct personal e-mail address and to take care that e-mails can be delivered.
  16. All body jewellery is to be taped over or removed during on-track competition.
  17. The use of a portable music player is not allowed at any time during on-track competition.
  18. 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 Race Direction.
  19. Riders not performing up to competition level may be excluded from the event by the Race Direction.
  20. **No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.**
  21. 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 Race Direction.
  22. **Riders must obey the official flag, light and the board signals which convey instructions.**
  23. Riders are responsible for being aware of their surroundings at all time while on the course. They must obey all official signals and directions given to them or they may be sanctioned by the Race Direction.
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24. 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.
  25. Riders must always start the Free Practices, the Time Practices, the Warm- Up and the SuperPole from the pit lane. For the Free Practices, the Time Practices, the Warm- Up: riders will line up in orderly fashion as they arrive in the pit lane. It is forbidden to pass ahead of the others. Riders leave the pit lane for their practice session/Warm-Up one at a time without overtaking another rider before arriving onto the track.
  26. 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.
  27. 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.
  28. 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.
  29. Marshals may assist riders by lifting motorcycles and moving them to a safe place. **Any repairs, adjustments or attempts to restart the motorcycle** must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to **repair or** restart their motorcycles.
  30. **Receiving medical treatment while on-course during a race, outside of the scope of evaluating the rider’s ability to continue, will be considered outside assistance and the rider will not be allowed to continue that race.**
  31. 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 Race Direction.
  32. **In accordance with the FIM Medical Code, Art. 09.3.3 Medical fitness to Race, injured riders must be assessed by the Chief Medical Officer (CMO) before they can resume or return to the competition.**
  33. Riders must use only the marked 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.
  34. Riders who have accidently 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.
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35. It will be the duty of the Race Direction to make the determination as to whether a rider gained an advantage by accidentally leaving the course and re-entering.
  36. 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.
  37. 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.
  38. Course cutting is forbidden. Should the Race Direction 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.
  39. 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. **Apart from riders, persons under the age of 16 are not allowed.**
  40. **Pit lane signals to riders must be given from the pit box side directly facing the course. Signalling from any other spot in the pit lane in any other direction from the pit lane box is prohibited and will be considered outside assistance for which the penalty will be disqualification from the respective practice, qualification or race.**
  41. 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.
  42. No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the pit lane.
  43. 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.
  44. 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.
  45. Riders who stop their engines in the pit lane may be assisted in re-starting their motorcycles.
  46. **Once a rider has started his warm up lap, he must continue in the direction of the course. Any infraction may be penalised by the Race Direction.**
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47. 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.
  48. Riders who enter the paddock during a race will not be allowed to re-join that race.
  49. Riders returning slowly to the pit lane or paddock should ride carefully, avoid the racing line and not interfere with other riders.
  50. 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.
  51. 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.
  52. Riders may make a practice start only when there are no stationary motorcycles in front of them. The rider most forward in the practice start zone makes his start first, followed by the rider behind them, and so on.
  53. 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.
  54. 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.
  55. A rider must take his position on the starting grid with the motorcycle he is going to use for the race in question.
  56. 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.
  57. Motorcycles must be centred in the rider's position on the starting grid. Riders may not start in an angle.
  58. Riders may not use any starting aid devices (starting blocks, other elevating devices, etc.) at the start.
  59. 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.
  60. Adjustments to the motorcycle can be carried out on the starting grid until 2 minutes before the start of the warm-up lap.
  61. 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.
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62. 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.
  63. 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.
  64. 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.
  65. 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.
  66. 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).
  67. 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.
  68. 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.
  69. 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.
  70. 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.
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71. A rider is not permitted to attempt to delay the start by any other means than mechanical problems.
  72. A rider may not anticipate the start or he will be penalised with a time penalty of **15 seconds** at the end of the Race in question, irrespective of the number of the number of laps he has completed.
  73. The rider in question will then be shown the “JUMP START/ + **15 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) + **15 seconds**”.
  74. When crossing control lines, the rider must always be in contact with the motorcycle **otherwise the lap will not be counted in his result.**
  75. After having crossed the finish line, riders must continue at race speed until they have passed the “END FINISH ZONE” board 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.
  76. 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.
  77. 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 FIM Race Director of the reasons for his non-participation.
  78. The riders concerned (**top three positions in the overall standings in the event, the leader leading in the point standings and other participants invited at the discretion of the FIM Europe Cup Promoter**) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised by the Race Direction.
  79. **Teams, their staff and riders must avoid any verbal/written public declaration which could damage or negatively affect the European SuperMoto Cup. Accordingly, it is an obligation for all riders, Teams and Teams staff and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the FIM Europe, the FIM Europe Cup Promoter or which may be contrary to the integrity of the European SuperMoto Cup or the sport.**
  80. **Public pronouncements which harm irresponsibly the lawful interest of the European SuperMoto Cup or which are contrary to its integrity or the sport shall include, but not be limited to:**
    - a) **Public statements or comments to the media that irresponsibly attack, disparage, disrepute or damage the FIM Europe and the FIM Europe Cup Promoter;**
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- b) **Public comments that members and riders of the team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the FIM Europe and the FIM Europe Cup Promoter are expressly covered by this regulation;**
  - c) **It is understood that responsible expressions of legitimate disagreement with the FIM Europe, the FIM Europe Cup Promoter European SuperMoto Cup policies are not prohibited.**
81. **Before leaving a venue/facility, it is the responsibility of riders/teams to deposit all their waste fuel, fuel drums, motor oils, coolants, tires, batteries, black water and all other hazardous wastes in the proper hazardous waste disposal area provided by the venue/facility. Should proper hazardous waste disposal containers not be available on-site, riders/teams must transport such items from the venue/facility for proper disposal.**

## 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 2023**

| <b>Signal</b>  | <b>Meaning</b>   |
|--|--|
| 4, 2 minutes<br>(4', 2'<br>(prior to the warm up lap)                | 4, 2 minutes until the start of the compulsory Warm Up Lap   |
| Practice Start Zone<br>With a painted straight line across the track | Start of the zone for practice starts  |
| END FINISH ZONE<br>(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 + 15 seconds<br>With the riders number                    | The rider in question has been inflicted a 15 seconds time penalty for anticipating the start  |

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

| Signal  | Meaning  |
|---|--|
| Red light, switched on<br>(At the start)<br>(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<br>(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. |
|--|--|

|   |                                |
|---|--------------------------------|
| Yellow flag, held stationary  | Danger ahead, ride cautiously. |
| A stationary yellow 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) |                                |

|  |   |
|--|---|
| 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<br>(White with diagonal red cross)   | Medical staff on the track, proceed with extreme caution. 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 <b>stationary</b> during the compulsory warm up lap(s) before each Race. |                                      |

|   |  |
|---|--|
| 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 as follows:

- First offence during an event: loss of 2 positions in the respective practice/race (positions and points corresponding to the new position in case of a race awarding points);
- Any additional offence during the same event: loss of 10 positions in the respective practice/race (positions and points corresponding to the new position in case of a race awarding points); for the rider(s) in question.

The penalty will not be carried over to the next event.

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 11th:

- 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).

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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. 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.

## **28. 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.

### **28.1 Control of the sound levels after each Race**

Immediately after each Race, three motorcycles, chosen at random by the FIM Europe Delegate, 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.

### **Valid for S4 (4 strokes engines)**

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

**115dB/A**

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.

The maximum limit of the post-race sound level is fixed at:

112 dB/A + 2 dB/A tolerance + 1 dB/A for degradation accepted after the race (for all engine types).

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As of 2025: 109 dB/A + 2 dB/A tolerance + 1 dB/A for degradation accepted after the race (for all engine types).

### **Valid for S4 (2 strokes engines)**

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

**115dB/A**

The maximum limit of the post-race sound level is fixed at:  
112 dB/A + 2 dB/A tolerance + 1 dB/A for degradation accepted after the race (for all engine types).

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.

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.

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## **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 Fuel Regulations**.

For the FIM Europe SuperMoto European Cup, only fuel corresponding to the current **FIM Fuel Regulations** will be authorised.

A rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all Cup 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 Race Direction 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.

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(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 Race Direction.

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 Race Direction, 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 Cup 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;
- Cup 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 Cup promoter's nominated timekeeper** is responsible for the transmission of the results of each S4 European SuperMoto Cup event as soon as possible to the FIM Europe Secretariat via email.

## **32. POINTS FOR THE CUP – EVENT AND SEASON**

### **32.1 EVENT**

Points will be awarded to riders in each European Cup 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> |

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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 3 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, Race 2 **and Race 3**. 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 3** will determine the order of placing in the final standings of the event of those riders who did not score any points.

## **32.2 SEASON RESULTS**

**1. For the final standings of the Cup will be taken in consideration all possible results that a given rider has achieved during the event. The winner of the European SuperMoto Cup is the rider who has obtained the most points.**

**2. In case of ties for the final standings of the Cup, the same conditions as for the event standings will apply to determine the winner of the Cup.**

## **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 Race Direction.

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.

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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 Race Direction to take its decision. Such a request must be made in writing within 30 minutes after reception of the decision of the FIM Europe Race Direction.

If this information is required in order to formulate an appeal against a decision of the FIM Europe Race Direction, 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 Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision and must be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the appeal is justified.

If the Members of the Stewards Panel confirm the decision of Race Direction, 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 Cup Promoter, the winner of each Race in any class 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;
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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 Race Direction.

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 SuperMoto European Cup (overall standings), and other riders may be invited at the discretion of the FIM Europe Cup 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 Race Direction.

### **37. ANTI-DOPING TESTS**

1. Anti-doping tests may be carried out according to the FIM Regulations. For details of the procedure to be followed, please refer to the FIM Anti-Doping Code of the current year.

2. A rider who tests positive will be disqualified from the whole event and forfeit all points and trophies earned. Additional penalties may be imposed.

### **38. ALCOHOL TESTS**

1. Alcohol tests may be carried out according to the FIM Regulations.

2. Further to an FIM alcohol testing procedure, if the result of the confirmatory test is above the permitted threshold, for details of the procedure to be followed, please refer to the FIM Medical Code of the current year, Art. 09.1.1 I. and appendix N "FIM Alcohol Testing Procedure".

Logos:

Upon request to the Cup promoter

For anything, not covered in the following regulations, the current FIM S1GP Regulations and FIM technical regulations may be used, where applicable.

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