



---

# SPORTING REGULATIONS 2019

---

Published on December 30th, 2019

Introduction .....	3
General.....	3
Calendar .....	3
Teams.....	4
Riders .....	4
Number of Entries .....	4
Entry Procedure.....	4
Entry Fee .....	4
Closing Date.....	5
Cancellations .....	5
Promotion .....	5
Armbands.....	5
Pass/Tickets.....	5
Licence .....	6
Insurance.....	6
Health and Safety .....	6
EEC Leader boards – Teams & Riders.....	6
Points per round - Category and Scratch Ranking .....	7
Bonus Points 2019 .....	8
Final ranking.....	8
Practice & Qualifying Sessions .....	8
“T” Bikes.....	9
Change of Motorcycles .....	9
Changes in Teams .....	9
Briefing.....	9
Starting Grid .....	10
Starting Procedure.....	10
First Signal – 20 Minutes Before Start.....	10
Sighting Lap .....	10



Second Signal - 5 Minutes Before Start .....	11
Fourth Signal - 1 Minute Before Start + Helmet Sign .....	11
<b>Pit Stops .....</b>	<b>11</b>
<b>Refuelling and Rider Changes.....</b>	<b>12</b>
<b>BOXES.....</b>	<b>13</b>
Fuel Storage .....	13
Fire Extinguishers.....	13
Fire Points .....	13
Welding.....	13
Generators.....	13
Electrical Supply.....	13
Rubbish Removal .....	14
<b>PRACTICE &amp; RACE .....</b>	<b>14</b>
Stopping on the Track .....	14
Time on Track and Relay .....	14
Penalties During the Race.....	15
Stop & Go Procedure .....	15
Neutralisation of the Race.....	15
Abandonment of Motorcycle .....	16
Finish of the Race.....	16
End of Race Procedure .....	16
Verification of Motorcycles.....	17
Drug and Alcohol Testing .....	17
Race Results .....	17
Timekeeping.....	17
Retirement.....	18
Protests.....	18
Application of the Regulations .....	18
Waiver of Recourse .....	18
Cancellation of the Race.....	18
Responsibilities .....	18
<b>Flags and Lights .....</b>	<b>18</b>
<b>Interpretation of the Regulations.....</b>	<b>19</b>
<b>Officials Roles and Responsibilities .....</b>	<b>19</b>
<b>Supplementary Regulations (SR) and Final Instructions (FI).....</b>	<b>19</b>
<b>Means of Propulsion.....</b>	<b>19</b>



# FIM EUROPE ENDURANCE CLASSIC CUP

## Introduction

A series of motorcycle races will be organized counting for Teams and Riders

The present regulations are aimed at defining a series of races named FIM Europe Endurance Classic Cup (EEC)

This championship is organized in accordance with the current provisions to which all participants adhere by their participation

Upon registration, each rider will declare to be free of all engagements or obligations towards third parties, as such allowing him or her to respect the terms of these regulations in their entirety

## General

The overall control and interpretation of these regulations is entirely the province of the organisers of the "FIM EEC" and Race Meeting FIM Officials and/or delegates whose decisions in all matters concerning these regulations must be considered final in all circumstances

All teams must keep a copy of all regulations in the pit box for the duration of the race weekend for reference

The organisers reserve the right to make minor changes prior to the event but will contact all teams if changes are made

Any contact with the organizer of the race during the race weekend will be done at the race secretariat

## Calendar

	<i>Sunday Ride Classic</i>	<i>Speed Week</i>	<i>Bikers Classics</i>	<i>Endurance Legends</i>	<i>Misano</i>
	<b>11-12 May</b>	<b>7-8 June</b>	<b>6-7 July</b>	<b>TBC</b>	<b>11-12 October</b>
Circuit	Paul Ricard	MotorSport Arena	Franchorchamps	Donington Park	Marco Simoncelli
Place	Le Castellet	Oschersleben	Spa	Donington	Misano
Free Practice (Eur)	10 May	None	4 July	None	None
Official Free Practice	10 May	7 June	5 July	TBC	11 October
Qualification	10 May	7 June	5 July	TBC	11 October
Race	11 May	8 June	6 July	TBC	12 October



## Teams

A ranking for the teams participating in the FIM Europe Endurance Classic Cup will be counted by adding the race points of all the EEC rounds. This classification will reward the Teams in each class

- CLASSIC
- MAXI CLASSIC
- FORMULA
- OPEN

## Riders

Riders must be over the age of 18 and be in possession of a license from their National Federation and in good standing with the rules of the events in which they will participate.

There is no age limit or access restriction for any rider.

## Number of Entries

The subscriptions will be closed once the maximum number of teams for the practice sessions has been reached.

	<i>Sunday Ride Classic</i>	<i>Speed Week</i>	<i>Bikers Classics</i>	<i>Endurance Legends</i>	<i>Misano</i>
Training	48	56	60	60	52
Official Practice	48	56	60	60	52
Qualification	48	56	60	60	52
Race	48	50	60	50	52

## Entry Procedure

- Teams wishing to participate in the FIM Europe Endurance Classic Cup (EEC) should complete and submit the entry form on the EEC [info@eelc.eu](mailto:info@eelc.eu)

## Entry Fee

- Registration priority will be given to the teams participating to the entire FIM Europe Endurance Classic Cup 2019 up to 22 working days before the event.
- Registration fees must be paid to the bank account number mentioned in the "Welcome Pack" appendices or on the registration form, no later than 3 weeks before the date of the event.
- The team entry will be approved upon receipt of payment.
- A request will only be considered as accepted following confirmation from the organisation.



- Any team not having participated in the practice sessions without valid reason will not be refunded and will not recover its deposit.
- The pit box rental is included in the entry fee.
- A licence needs to be left as a warranty upon collection of the transponder.
- A deposit of 50€/£ to cover the armbands needs to be paid in cash. If the equipment is returned in good shape, this deposit will be refunded in its entirety, except if the team has been penalised with a fine during the race.

## Closing Date

- Closing date for entries is three weeks before the event

## Cancellations

- In case of cancellation, the team has to inform the event organisation in writing.
- The entry fees will be refunded, however an administrative charge of:
  - 30% will be retained if the team cancels 1 month prior to the event
  - 50% will be retained if the team cancels 15 days prior to the event.
- There will be no refund for teams cancelling within 2 weeks prior to the event.

## Promotion

- Teams should be aware that their names and details might be included in promotional purposes for the FIM, the EEC and the organiser's rounds within it.

## Armbands

- Each rider will wear a coloured armband that will distinguish the riders of the team
- Rider coloured arm bands may differ from each event and organiser

## Pass/Tickets

- The details of the pass will be indicated in the registration confirmation document or the Particular Regulation sent to the Team Manager
- Teams and competitors are responsible for the integrity of the passes / tickets within their team
- Teams and competitors are also responsible for the behaviour of their guests



## Licence

- FIM Europe Cup Endurance Classic Cup 2019 races will not require an "Inter" license.
- FIM affiliated country licenses will be accepted for 2019, accompanied by a valid departure authorization, issued by the national federation and in compliance with all sections of the EEC entry form.
- One-event licenses are available in some countries and must be accompanied by a medical certificate valid for two (2) weeks prior to the event.
- !!! Some countries have not made an agreement with the AU on repatriation insurance. (See § Insurance below).

## Insurance

Competitors should still obtain a copy of own Start Permission for all FIM Europe Cup Endurance Classic Cup 2019 races and, if necessary, be ready to produce a copy during the Technical Control Card signing process.

For day licenses, competitors will prove that they are insured against the risk of personal accident in accordance with the FIM Sporting Code + additional cover for medical treatment and repatriation costs.

## Health and Safety

All competitors and their associated persons must at all times comply with all the health and safety requirements applicable in the paddock and displayed on the Race Office notice board

## EEC Leader boards – Teams & Riders

- Teams and riders participating in the EEC will be classified per Class and per Rider for each race
- For each race, there will be a general and category ranking, a Scratch podium and by category.
- For teams and riders the points will be those obtained in each race
- The rankings will also present the following information:
  - The name of the team
  - The brand of the bike
  - The names of the riders with whom the team scored points



## Points per round - Category and Scratch Ranking

- Points per class will be awarded provided that three (3) competitors finish the race in that class.
- For each race the scratch points and categories will be awarded according to the following grid:

Ranking	2H race Points	Final Ranking
1	10	30
2	9	24
3	8	21
4	7	19
5	6	17
6	5	15
7	4	14
8	3	13
9	2	12
10	1	11
11		10
12		9
13		8
14		7
15		6
16		5
17		4
18		3
19		2
20		1



## Bonus Points 2019

- Each team (Team) that will start will be awarded a bonus point as soon as the bike starts.
- "Bonus" points will be multiplied by 2 if the Team starts at 3 events of the Championship.
- These same "Bonus" points will be multiplied by 3 if the Team starts all the rounds of the Championship.

		<i>Sunday Ride Classic</i>	<i>Speed week</i>	<i>Bikers Classics</i>	<i>Endurance Legends</i>	<i>Misano</i>
Bonus Points Per Round	Bonus Points x 1	1	1	1	1	1
Coefficient 3 Rounds 2019	Bonus Points x 2					
Coefficient Complete Championship 2019	Bonus Points x 3					

## Final ranking

- The ranking of the "FIM Europe Endurance Classic Cup" will be based on the sum of the points of the four (4) best race results 2019 + the bonus points of all races 2019.
- A trophy will be awarded to the first 3 teams in each category.

## Practice & Qualifying Sessions

- It is compulsory for each rider to participate in the practice sessions of the event
- In order to obtain the right to participate in the race, each rider will have to set a minimum qualification time in at least one session of the event
- This minimum time corresponds to 130% of the average of the three best times of the series and the class for that round
- In case of rain and upon decision of the Clerk of the Course, the minimum times may be adapted to 150% of the average of the three best times of the series
- If a rider participates in a 2-rider team and is not able to reach the minimal qualifying time in his session, he will allowed to ride in the third practice session
- 2-rider teams with both riders qualified will not be allowed to take part in this third session
- The list of qualified riders will be communicated half an hour after the end of the last qualifying session.
- A provisional starting grid for the teams will also be published based on the average of the best lap times made by the riders of each team during one of the qualifying sessions
- In the event of a tie, the average of the 2nd best times will be taken into account and so on if the tie remains
- During the night sessions (where applicable), each rider has to complete at least three (3) laps. The non-participation of a driver will be liable to a "Stop & Go".
- The night sessions do not count towards the qualifications





- Participation in the “warm-up” is not compulsory

## “T” Bikes

- Teams are allowed “T” bikes (i.e. spare bikes) but the following applies;
  - All T bikes must pass Technical Inspection and possess Eligibility as detailed in the 2019 EEC Eligibility document
  - “T” bikes must have a clearly visible “T” preceding both side numbers on the machine
  - “T” bikes may be used in Practice and Qualifying sessions but a team may only have one machine out on circuit at any time
  - Lap times for “T” bikes will not be recorded for qualifying positions. Accordingly T bikes must not be fitted with transponders
  - “T” bikes may only be in the same class as the Team entry
  - If machines "1" and "T" show different characteristics, the team's ranking taken into account will be the highest class of machines. (E.g. Moto 1: MAXI CLASSIC, "T" CLASSIC motorcycle, the class classification taken into account will be MAXI CLASSIC) If the proposed bike is a FORMULA or OPEN, it must be equipped with 18-inch tires to be allowed to take part in the competition.

## Change of Motorcycles

- Please note that to be included in the results, any machine change can only be made on a machine of the same class as the team.
- Replacement machines must pass the technical inspection and be eligible as described in the EEC 2019 eligibility document.

## Changes in Teams

- Team changes, always between qualified riders, will be allowed until one hour after the "warm-up".
- The team manager must submit to the jury of the event the driver confirmation form duly completed and signed one hour after the "warm-up".
- After that time, no modification of any kind will be allowed.
- Each infringement to this rule will be liable to a Stop & Go penalty.

## Briefing

- A compulsory briefing for all riders will be organised.
- In addition to the riders, the team manager who will have to inform the rest of the team will represent each team.
- The date, time and place of this meeting will be indicated in the Supplementary Regulations.
- An attendance check will take place at the entrance of the briefing room.
- The result of this check will be handed over to the Clerk of the Course immediately after all the riders have left.



- Any team failing to or partially failing to attend the briefing will receive « Stop & Go ».
- Important: The team must register 2 cell/mobile contact numbers and contact names for these numbers to the event organiser, and each number must be active throughout the weekend.

## Starting Grid

- At the jury meeting which follows the last qualifying practice session, a starting grid will be drawn up.
- This starting grid will be comprised from the teams qualified for the race based on the average of the best time produced by the team's riders during the qualifying sessions
- The average will be calculated according to the best time of each driver during the two (2 pilots) or three (3 pilots) qualifying sessions.
- Motorcycles not equipped with an autonomous starter will be placed at the back of the starting grid

## Starting Procedure

- The starting procedure is of the "Le Mans" type or at an angle
- In the event of a race interruption and in the event a restart has to be given, the procedure will need to be repeated

The starting procedure is as follows:

### First Signal – 20 Minutes Before Start

- The riders have to leave the stands and be lined up at an angle behind the starting line 20 minutes prior to the scheduled starting time
- The riders have 5 minutes to leave the pits after which the pit lane will be closed
- If a rider does not leave the pit lane within 5 minutes, he will start the warm-up lap from the pit lane and will be penalized with a "Stop & Go".
- Under no condition may a motorcycle be pushed to the starting grid

### Sighting Lap

- The sighting lap is compulsory.
- Teams that do not perform the sighting lap will start from the pit lane at the start of the green light at the pit exit, will be penalised with a "Stop & Go"
- Pilots conduct a sighting lap and must place their machines on the starting grid aligned at a 45 ° angle along the track behind the starting line. (Le Mans type) at the location assigned to them.
- In the event that a competitor joins the pitlane after his Sighting lap, that the intervention is performed in the opening times of the pit-lane (green light) and that he carries out the warm-up lap, he will be authorized to join his qualifying spot on the starting grid.



## Second Signal - 5 Minutes Before Start

- 5 minutes before the start of the warm-up lap, the “5 minutes” panel will be displayed on the starting line.
- Riders will have to stand on the opposite side of the track in front of their motorcycles

## Third Signal - 3 Minutes Before Start

- 3 minutes before the start of the warm-up lap, the “3 minutes” sign will be displayed. As from this moment, no technical intervention to the motorcycle is allowed
- Only TWO assistants per rider can stay on the starting grid
- Should a rider need to work on his motorcycle, he will need to push it to the pit lane
- Tyre changes and repairs can be made on the starting grid until the "3 minutes" sign is presented
- Working on a motorcycle on the grid after the “3 minutes” board has been displayed will be sanctioned with a one-minute penalty

## Fourth Signal - 1 Minute Before Start + Helmet Sign

- 1 minute before the start of the warm-up lap, only ONE mechanic holding the machine will be allowed to remain on the starting grid. The “1 Minute board” will be displayed on the grid. All other helpers leave the track
- Green flag waved to start the warm-up lap, the riders set-off for one (1) warm-up lap, after which the riders will once again place their machines as specified earlier on the starting grid
- Riders stand on the opposite side of the track in front of their motorcycles
- A red flag held by a commissary will wait for the riders on the starting grid and remain in position until the marshal positioned at the end of the starting grid waves the green flag.
- After the start, the mechanics immediately leave the track, taking the grid marker and the stands with them

## Pit Stops

- Riders may enter the pit-lane during the race to make adjustments to their machines, refuel, oil fill, change tyres or brake pads
- Only such work can be carried out in the pit lane on the working area in front of the boxes, engine switched off during.
- A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Controls will be held and one minute penalties will be issued to all those who do not respect the speed limit (marker in the pit-lane entry).
- Any rider found to have exceeded the limit during qualifying, will be subject to the cancellation of their best lap time made during these qualifications. During the race, any speed excess will be penalised with a “Stop & Go”.
- During Pit Stop, only four (4) accredited persons are allowed to work on the machine, top up the oil, change the wheels, clean the headlights, the windshield, etc. If the runner participates in the intervention, he will be included in these 4 persons.



- In the event of loss or failure of the transponder, only an official is authorised to make the change
- When work on the motorcycle is performed inside the pit box, the number of people working on the motorcycle is not limited
- If for any reason a rider overruns the stop in front of his pit box, he can return in the opposite direction, engine switched off, once he has passed the last pit box
- Only accredited members of teams with adequate official passes are allowed into the area in front of their pit box immediately before working on the bike. They must leave this area as soon as the work is completed. Apart from working on the motorcycle, team members cannot stay in the pit lane
- To start again, the rider being on the bike, 2 people are allowed to push the motorcycle or the rider can also use the starter

## Refuelling and Rider Changes

- Refuelling systems must be submitted to the technical control for approval.
- The number of people attending the refuelling is limited to two (2) refuellers and one (1) fireman all equipped with an outfit covering all parts of the skin.
- The rider must get off his bike before the start of the refuelling procedure.
- It is mandatory to stop the engine and the machine must be placed on a stand during refueling.
- The machine must be placed on a stand when changing the driver.
- During refueling, no further action can be performed on the motorcycle.
- Refueling is the last intervention allowed before the pilot resumes the start.
- If additional mechanical intervention is required after refueling, this will be done inside the team box. Any infraction at this point will be sanctioned by a "Stop & Go" penalty.
- At the start of the official practice, each team must appoint one person for fire safety duties. This person must be equipped with a reliable fire extinguisher against fuel fires and no refuelling will be allowed without the presence of this person.
- All persons involved in refueling, including the person in charge of the fire extinguisher, and any other person within one meter (1) of the motorcycle must wear fireproof clothing, a full-face helmet with the visor closed. This procedure is applicable during the practice sessions and the race.
- The stand commissioner must be present during refueling.
- Only gravity filling is allowed to transfer fuel into the tank of the motorcycle. When the person in charge of the refueling releases the opening handle of the refueling derrick, the fuel must automatically stop flowing.
- Refueling can only be done with a quick refill container, the opening being done either by a trigger or by pressing the can against the tank cap, this manoeuvre is performed by the attendant in charge of refuelling. In the case where the motorcycle is equipped with two filling plugs, one of them must be rendered inoperative.
- A tank change is prohibited on the pit-lane but allowed in the box provided that the connection and activation system of the second tank has been checked and approved during scrutineering.



- When filling the derricks systems, the persons in charge of this work must also wear their protective clothing.
- When transporting fuel, it is mandatory to use a metal container with a seal.
- It is explicitly forbidden to smoke in front of or behind the boxes (10 meters).
- In the event that a rider performs a double stint, he will have to get off and then get back on his bike before returning to the track.

## BOXES

### Fuel Storage

- Under no circumstance is more than 50 litres of fuel to be stored within any pit box per team, at any one time

### Fire Extinguishers

- All competitors / team crew / using the paddock will need to supply a minimum of 2 x 2kg dry powder extinguishers
- The extinguishers must be visible at all times and have an in-date certificate attached
- The extinguishers must remain in the pit box but within easy reach of the pit box apron

### Fire Points

- Fire points are located within the Paddocks and all team members must be familiar with their location
- All Fire points are alarmed and extinguishers should not be removed unless needed in an emergency

### Welding

- The use of welding equipment within the paddock area is strictly forbidden

### Generators

- Generators must be placed in a safe working area. All cables used from generators or the electrical supply, must be covered by a proprietary cable protector at all times
- The use of generators should be kept to a minimum during night-time hours and may be under curfew at some venues from 11pm until 9am

### Electrical Supply

- Teams and competitors are required to have all electrical equipment tested prior to use



## Rubbish Removal

- All competitors and team members are responsible for the removal of their own rubbish from parking and camping areas

## PRACTICE & RACE

### Stopping on the Track

- In the event of stopping on the track, no rider may, under any condition, move away from his machine, under penalty of disqualification.
- In case of breakdown, it is strictly forbidden for the driver to push his motorcycle in the opposite direction of the race, except in the pit lane.
- No outside help will be allowed; the rider will have to handle the situation with the tools at hand.
- The route to follow in the event of a breakdown will be defined during the briefing. By using these routes, the rider can not benefit from any outside help and will have to respect the instructions of the stewards. If, for any reason, a rider decides to take another route than the one defined at the briefing, he will be disqualified.
- If a rider decides to push his motorcycle along the planned route, he can not remove any of the protective elements intended to enter the track (gloves, helmet, etc.).
- In the event of a standstill failure, the rider may, under the supervision of a marshal, return by the pit exit in the opposite direction, pushing his motorcycle with the engine stopped until reaching his box. Once the rider has entered the pit lane, he may be assisted by two mechanics.
- If the team wishes, they can ask for help so that the rider and his bike are brought back by a vehicle made available by the organizers. In this case, both will be placed as close as possible to the entrance to the pit lane, or in front of the technical verifier's office (and location will be specified at the briefing). From this moment, two people from the team will be allowed to bring the machine back to the pits under the supervision of an official.
- His turn will be counted in his end-of-run total.
- If several teams request such assistance following a problem involving a certain number of riders, the teams will be assisted according to the order on the starting grid.
- The number of vehicles available on the track will be clearly indicated at the briefing.
- No other help than that of the organizers will be allowed.

### Time on Track and Relay

- There is no time-relay constraint, only a total of track time per rider and a minimum of 5 pit stops outside the Stop & Go for the Team
- The minimum and maximum times per rider are:
  - 2-Rider Teams:
    - The maximum time on track for a rider will be 160 minutes
  - 3-Rider Teams:
    - The maximum time on track for a rider will be 120 minutes



- The minimum time on track for a rider will be 40 minutes

## Penalties During the Race

- If a rider incurs a penalty / penalties during the race, these will be communicated to the team manager during the race

## Stop & Go Procedure

- During the race, the rider will be requested to stop in the penalty zone in the pit lane. Stopping elsewhere in the pit lane is not permitted. He must bring his motorbike to a complete standstill and remain stationary for 20 seconds. He may then re-join the race.
- The rider must respect the speed limit (60 km/h) from the beginning of the pit lane through to the exit. In case of infringement of this speed limit, the "Stop & Go" procedure will be repeated. In the case of a second infringement of this speed limit, the black flag will be shown to the rider. The rider will be disqualified, but the bike can continue with the other rider(s).
- In the event of a restarted race, the above regulation will also apply.
- In the case of a race interrupted prior to the penalty being issued and, if there is a second part, the rider penalised for an anticipated start will be required to carry out their "Stop & Go" stop after the start of the second part of the race.
- Once the team has been notified, a board displaying the word "STOP" and the rider's number will be shown at the start line.
- Failure by the relevant rider to stop, having been shown the "STOP" board 5 times, will result in that rider being shown the black flag on his 6th passage.
- If more than one rider is penalised, the "STOP" board will be shown to another penalised rider on subsequent laps. The order of the riders will be based on the qualifying times with the fastest rider stopping first.
- If a rider incurs a "Stop & Go" penalty, then the team may have one mechanic standing by at the penalty box to assist their rider, under the direction of the marshals, with a view to re-starting his machine should the engine stall. The mechanic must not interfere with the actual "Stop & Go" procedure that is under the strict control of the Clerk of the Course
- In the event a rider fails to respond to the instruction to carry out a "Stop & Go", and there being more than one rider penalised, no subsequent rider will be signalled to stop until the previous rider has stopped or has been shown the black flag
- It is strictly forbidden for a rider carrying out a "Stop & Go" procedure to stop in the pit lane under penalty of being excluded
- In the case where a rider has been unable to carry out the "Stop & Go" penalty before the end of the race, a 1-minute time penalty will be added to the rider's race time

## Neutralisation of the Race

- In the event of bad weather conditions or exceptional occurrences (rain, fog...) the Clerk of the Course may at any given moment neutralise the race by bringing on the Safety Car.



- In that case, a specially prepared vehicle, and clearly marked with the words “Safety Car” on the sides and the rear, fitted with a flashing light on the roof, will take to the track. As from that moment the yellow flags will be waved and the SC panel will be shown at the marshals’ posts.
- The riders will then have to position themselves in a single file, without overtaking one another. As a reminder, it is strictly forbidden to overtake the “Safety Car”. A rider who overtakes under a “Safety Car” procedure will receive a one-minute penalty
- During the race’s neutralisation, the motorcycles may stop at the pits
- After stopping at the pits, riders must line up in a single file at the pit lane exit and may only re-join the track when the green light situated there is shown. It will remain lit for a 10-second period, 10 seconds after the last rider in line behind the safety car has passed pit exit. The pit lane exit will then be closed once again (red light). The riders who have not left the pit lane will then need to wait for the following passage
- Once the Clerk of the Course has announced that the track safety conditions have been resolved, the “Safety Car” exits the track and returns to its stand-by station. The “Safety Car” must firstly complete a full lap with its orange flashing lights extinguished, overtaking remaining forbidden right up until it exits the track. Once it has left the track all the yellow flags and SC panels will simultaneously be removed along the entire length of the circuit, and the pit lane exit will once again be permanently opened, 10 seconds after the last rider has crossed the exit to the pit lane.
- The time elapsed during the “Safety Car” procedure is considered as race time

### Abandonment of Motorcycle

- The abandonment by the rider of a motorcycle on the circuit, even if only for a few moments, constitutes a case of disqualification, except if this abandonment results after a fall, for the transport of the rider to the medical centre of the circuit for examination, or reasons of safety
- If the responsible Doctor considers that the rider is fit to take part in the race, the rider may return to the pit box

### Finish of the Race

- When the leading rider crosses the line within the expected time or distance, he will be shown the chequered flag.
- The flag will be shown to all the following riders
- Three minutes after the chequered flag has been waved, no rider will be allowed to leave the pit lane and return to the track
- As such the red light will be lit at the exit of the pit lane or a marshal will show a red flag

### End of Race Procedure

- At the conclusion of the race the finishers will be required to return their motorcycles to the Parc Fermé. They will be held for as long as required at least 30 minutes after the publication of the results.





## Verification of Motorcycles

- All motorcycles will be inspected for compliance with the specifications of the class in which they participate.
- Any necessary dismantling of a motorcycle shall be carried out by an accredited representative of the team and /or competitor under instructions of the Technical Control Official
- Dismantling must be commenced as soon as the engine is cool enough. There will be no facility to seal engines for dismantling at a later date
- The Eligibility Manager and / or the Jury may require that any motorcycle be disassembled, examined and retained for as long as necessary after an incident, whether in training or racing.
- All costs relating to the verification of machines are to be met by the team or competitor
- The Organisers accept no responsibility for any motorcycle or equipment left unattended
- Motorcycles, helmets and clothing must also be presented for re-inspection subsequent to any incident

## Drug and Alcohol Testing

- Procedures will be as prescribed in the current National Sporting Code

## Race Results

- The results will be based on the order in which the riders cross the line and the number of laps completed
- To be counted as a finisher in the race and be included in the results a team must have:
  - Crossed the finish line and taken the chequered flag on the race-track (not in the pit lane). The rider must remain in contact with his machine
  - Crossed the finish line behind the race winner within the limit time as specified in the Supplementary Regulations
  - Having completed at least 75% of the distance covered by the winning team in the corresponding class
  - The class result will be taken into consideration if three (3) teams are ranked.
- In case of a premature ending to the race, the procedures will follow those prescribed in the standing regulations for the host federation

## Timekeeping

- The lap timing is carried out by an electrical data recording system based on the use of the “transponders”
- It is the rider’s own responsibility to get on to the track for the practice sessions and the race with a motorcycle equipped with such a transponder, rented from the timing commission at the circuit
- The exchange or loan of a ‘transponder’ between riders is strictly forbidden



## Retirement

- Any competitor who decides to retire is requested to inform the Clerk of the Course immediately

## Protests

- Any protest has to be made in writing in a comprehensive and detailed way to the Clerk of the Course at the latest 30 minutes after the finish of the first rider as per the Technical and Sporting Regulations of the FIM Europe Endurance Classic Cup (EEC).
- In the case of a protest the deposit fee is as set by the host federation;
  - Sunday Ride Classic, Speedweek, Bikers Classics, Misano: 130€
  - Endurance Legends: £100
- In the event that the party making the protest is the winning party, the deposit will be reimbursed

## Application of the Regulations

- Each team is expected to have taken notice of these present regulations and commit to applying these during the entire event
- In case of a protest or points missing in these regulations, solely the jury will have the final right of decision

## Waiver of Recourse

- By entering the race, the riders and their teams, renounce all rights of recourse towards the organisation and its staff for any damage they might be exposed to, as also for any act or omission of the promoter and their employees

## Cancellation of the Race

- Should for any reason one race of the «FIM Europe Endurance Classic Cup» be annulled for whatever reason, the organisation cannot be held responsible, and as such the competitors will be unable to claim any indemnity
- Except in case of a force majeure, the competitors will be informed beforehand of the race cancellation and their entry fee will be refunded

## Responsibilities

- The organisation declines all responsibility in the case of damages that might occur to a motorcycle, its accessories or any other material whether it be caused through an accident, fire, theft or other

## Flags and Lights

- These will be used as described in the standing regulations for the host federation



## Interpretation of the Regulations

- In the event of any dispute regarding the interpretation of the Sporting and Technical regulations of the FIM EEC, the rules of the host federation will be followed
- The official English text will prevail

## Officials Roles and Responsibilities

- The functions will be defined in relation to the regulations of the host Federation.

## Supplementary Regulations (SR) and Final Instructions (FI)

The Supplementary Regulations (SR) & Final Instructions (FI) include all complimentary information and all details with reference to this particular competition:

- The classes participating at the race
- The number of riders allowed for each training session and race
- The schedule (administrative and technical control, practice sessions and races)
- Briefings
- Details regarding the entrance to the paddock and the track
- Flags & Lights
- Official Roles & Responsibilities

The SR & FI will be sent to all Team Managers three weeks before the competition. They will ensure that each team member is aware of them

## Means of Propulsion

A motorcycle must be driven only by its own motive power, the muscular efforts of its driver or the natural force of gravity