European MiniEnduro Cup Regulation

EDITION 2026

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GENERAL REGULATIONS

01.1 GENERAL

The FIM Europe organises the Individual FIM Europe MiniEnduro Cup..

The FIM Europe MiniEnduro Cup will consist of a number of two-day rounds (the number of rounds may vary in number each year but there will be a maximum of 3) including a Final, which may be held for one, two **or** three days. The purpose of these competitions is to test the reliability of the motorcycles and the skill of the participating riders who must cover the entire distance under the prescribed conditions.

FIM Technical Rules applies to FIM Europe MiniEnduro unless specifically stated in these regulations.

Considering that circuit racing and off-road FRHPhe-02 helmets may not be available on time for all riders participating in the 2026 Continental (European) Championships, the FIM decided that the FRHPhe-02 helmets would be highly recommended in the 2026 Continental (European) Championships and mandatory in the 2027 Continental (European) Championships.

The technical rules and the rules of the event are those specified in these rules and the FIM Europe Sporting Code, unless otherwise specified in the Supplementary Regulations of the rounds. The use of “Tear Off” lenses on goggles is prohibited. The use of “Roll Off” goggle systems where the transparent plastic film is retained within the device and not discarded is allowed. Failure to do so will result in the rider’s disqualification (or other penalties given by the Jury).

The Supplementary regulations can have adaptations imposed by the local authorities and for the Open National classes or National Championship.

01.1.1 TRADE TEAM TROPHY

To participate in the Trade Team Trophy competition, the team must make a pre- inscription entry at the administrative inspection of the first round of the year, at the latest. An official registration form must be completed with the name of the team (not riders) and returned to FIM Europe Jury President together with a registration fee of € 100,00 for the whole of the series. However, a Nation / Trade Team may still enrol after the first event at any future events except the Final, with the same procedure. If inscribed at an event after the first round an entry fee of 150 euro will apply for whole series.

The entrant of a Trade Team must keep the same name of the Team at all rounds of the CUP during the year.

A Trade Team may consist of a max 4 riders (times of 3 to count), regardless of classes, machines and categories.
It is not compulsory to have the same riders in the team at all rounds of the Championship during the year.

The entry of a Team to a CUP event, with the nominated riders, must be done at the latest at the administrative inspection of each event, by the official entry form, all riders in a Team must sign the entry form to confirm that he will ride for the named Nation / Trade Team.

The classification for the Trade Team Trophy is obtained by adding the times for the three riders of each team, regardless the class and category, in each day general classification.

The winner of each day of competition is the team with the lowest summary of times. In case of a tie, the winner will be the team with the rider in the best position. A team with less than three riders classified will be penalised three hours for each rider missing, per day.

The best Teams will score points from each day, according to art 01.8.1.
The winner of the European Trade Team competition is the team with the highest number of points. In case of a tie, the team with the most victories in the scoring days, will be placed first and so on until the statement is broken. If the draw subsists the winner will be the team with the highest score in the last day.

01.1.2 ROUNDS

Any FIM Europe Cup round, may -with the authorisation of the FIM Europe Enduro & Rally Commission- include a National Championship, but the overall number of riders in the event must not exceed 200.

In this case the participants of the FIM Europe MiniEnduro Cup should start before the participants of the Open National classes or National Championship.

The priority is for the riders that will take part to the FIM Europe MiniEnduro Cup. The classes (capacity and age) of the National race can’t be the same of the European Cup. The machines in the Open National classes or National Championship must comply with FIM Technical Rules.”

01.1.3 THE FINAL ROUND OF THE YEAR (Final)

The final round of the year is a specially organised event with two or three days of competition. If held over three days, the first day should be a prologue where the time will be included in the next days race.

01.1.4 PARTICIPATION

To participate in the European MiniEnduro Cup a rider must have a valid:

FIM Europe Enduro Championship Licence, Annual or One Event or

FIM Europe Promotional Licence, Annual or One Event or

FIM Enduro World Championship & FIM ISDE (World Trophy & Junior World Trophy) (Annual) or

FIM Enduro Junior / Youth / Women/ ISDE + Women & Clubs / Hard Enduro Junior (Annual)

A rider can participate in as many rounds as he/she wishes. For the final classification all rounds shall count.

Rider can change class during the season but, a rider can only score points in one category, and the first category in which he obtains Championship points in any season will be the only category in which he can score further points in that year.

01.1.5 APPLICATION

The application for organising the Rounds of the FIM Europe MiniEnduro Cup for a given year should be placed at the FIM Europe Enduro & Rally Commission up to MAY 31st, of the previous year.

01.2 COURSE

The course must be practicable in all kinds of weather for any motorcycle of Category 1, Group A1. The total distance to be covered in the FIM Europe MiniEnduro Rounds should not be less than 120 km for 2 days.

The total time for a day of competition should not exceed 5h 30mins, including the fifteen minutes of the last time check based on the B time.

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

The organiser will be requested to supply a plan of the course. The organiser may create a figure of 8 shaped course if they wish.

The direction of the course must be the same on both days.

01.3 PUBLICATION OF SUPPLEMENTARY REGULATIONS (SR)

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

The SR for an event must be sent to the FIM Europe Secretariat at least two month's before the event. In the situation where the FIM Europe Secretariat does not receive the SR within the specified time frame of two months, the FMNR responsible for the event will be fined 130 €.
Once approved, a copy of the SR will be returned to the FMNR and a copy will be sent to the Jury President. The SR must also be sent to all FMN's and Commission members at least 30 days before the event.
The organizers must show the FIM Europe-logo in the supplementary rules of each race.

01.4 JURISDICTION

01.4.1 JURY

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

The FIM Europe Enduro & Rally Commission nominates the President of the Jury.

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

01.4.2 LICENCE

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

01.4.3 COSTS

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

01.4.4 JURY MEETINGS

The first Jury Meeting must be held at 9.00 a.m. on the day before the first day of competition.

If a Jury report states that an event is not being run in accordance with the FIM Europe rules, it is possible, by decision of the Commission for Enduro & Rally, to inflict a penalty up to 200% of the inscription fee.

01.4.5 FMN-DELEGATES and MANUFACTURERS OBSERVER

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

01.5 PRIZES

The prizes at each individual day will be at discretion of the organizer but must be a minimum of three in each individual classification with more than three participants.

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

01.5.1

All riders eligible for awards must be present to this ceremony, which should take place no later than two hours after the last pilot’s arrival. In case of absence, the rider will be obliged to pay a penalty of 20 Euro to the FIM Europe. If he does not pay this penalty before the next event, he will be disqualified from that event and may also face disciplinary action if it should be the last round of the Championship, through their FMNs.
If the Prize-giving ceremony does not take place within the stipulated two hours, the rider is allowed to leave without any penalty.

01.6 COMPETITIONS FOR THE CUP

All classifications will be based upon the time obtained according to Art. 01.44. The riders with the lowest times are the winners in their class.

The time obtained according to Art. 01.44 is at the same time definite for the overall classification (regardless of classes).

01.7 CALCULATION OF THE RESULTS FOR THE CUP

01.7.1. POINT SCORING

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

25 p. – 1st, 22 p. – 2nd, 20 p.-3rd, 18 p. – 4th, 16 p. – 5th, 15 p. – 6th, 14 p. – 7th, 13 p. –8th, 12 p. – 9th, 11 p. – 10th, 10 p. – 11th, 9 p. – 12th, 8 p. – 13th, 7 p. – 14th, 6 p. – 15th, 5 p. – 16th, 4 p. – 17th, 3 p. – 18th, 2 p. – 19th, 1 p. – 20th

In case of ties in the results at the end of a day, the riders concerned will each receive the time to be awarded for this place, and the next classified rider will receive the time according to his position.
For example:
Rider A 28'20" – 25 points, Rider B 28'20" – 25 points, Rider C 30'00" – 20 points

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

01.7.2 WINNERS

The winner, of the FIM Europe MiniEnduro Cup of a class, or a category, is the rider with the highest number of points, considering art 01.1.2. and art 01.7.1. In case of a tie, the rider with the most victories and then highest placings in the scoring days will be placed first and so on until the statement is broken. If the draw subsists the winner will be the rider with the higher score in the last day.

01.8 PLACINGS AND RESULTS (PREMATURE STOPPAGE)

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

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

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

ENTRIES

01.9 ENTRY FORM

The digital entry form is available online at fim-europe.com/enduro and must be filled in 12 days before the event and payment of entry fee must be done 12 days prior to the event.

01.10 ENTRY FEES

The maximum entry fee per rider for each two-days Round is € 130, and for the Final (if a three days event) € 180,00 and must be paid at the latest 12 days before the start.

This amount will be settled through the FMN or by the rider directly to the organiser.
Late entries or payments must be accepted but MUST attract a penalty to be paid at administration of 50 euro. The rider who pay late or directly to the administrative checks, MUST pay € 180 (two days race) and € 230 (three day event).
The surcharge shall only be applicable if the SR have been displayed on the FIM Europe website and on the promoter website for a minimum of 30 days prior to the entry closing date.

The organiser may also state in the S.R. that all riders can pay cash at the administrative examination at each round, without any surcharge.

Any deposits take must be totally reimbursed.

01.11 NUMBER OF ENTRIES

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

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

If there are too many inscriptions, the method used by the organizer to select the entries will be stipulated in the S.R. Priority must be given to riders, who have, up to the closing date for entries, obtained points in previous Championship events during the current season, and riders who were placed among the first six in the Championship of the previous year.
Any cancellation confirmed by a written justification will have the entry fee totally reimbursed providing the absence is confirmed at least three days before the administrative inspections.
The reimbursement shall be given to the official delegate if present, or sent electronically back to the riders or Federation within 15 days of the event. This reimbursement fee may have bank expenses deducted.

01.12 CLOSING DATE AND REFUSAL OF ENTRIES

In accordance with the FIM Europe Sporting Code.

01.13 CATEGORIES AND CLASSES

Motorcycles belonging to classes (FIM Enduro Technical Rules) of Category I - Group A1, Category II - Group A1 and Category III - Group J will be allowed to participate in this competition.

01.13.1 There will be six categories

01.13.2 CLASSES and AGE

Mini-Junior

Maximum displacement 65 cc, 2-stroke or 4-stroke – male and female riders over 10 *years (counting from their birthday)* and up to 12 years (or who will be 12 years in the year of competition)

Junior

Capacity maximum 85cc 2-stroke or 4-stroke – male riders over 12 years (*counting from their birthday)* and up to 15 years (or who will be 15 in the year of competition)
Wheels: Front max 19" / Rear max 16"

50 Mini

Capacity maximum 50cc 2-stroke or 4-stroke – male and female riders over 13 years (*counting from their birthday)* abnd up to 16 (or who will be 16 in the year of competition)
Wheels: Front max 21" / Rear max 19"

125 Mini

Capacity maximum 125cc 2-stroke or 4-stroke – male riders over 14 years (*counting from their birthday)*) and up to 17 years (or who will be 17 in the year of competition)
Wheels: Front max 21" / Rear max 19"

Women Junior

Capacity maximum 85cc 2-stroke or 4-stroke – female riders over 12 years (*counting from their birthday)* and up to 15 years (or who will be 15 in the year of competition)
Wheels: Front max 19" / Rear max 16"

Women 125 Mini

Capacity maximum 125cc 2-stroke or 4-stroke – female riders over 14 years (*counting from their birthday)*) and up to 17 years (or who will be 17 in the year of competition)
Wheels: Front max 21" / Rear max 19"

01.13.3 CLASS NUMBERS

Riders can have permanent numbers for all season; numbers will be given by FIME or the promoter before first event based on class results previous year.

125 Mini	from 1 - 99
Junior	from 100 -199
Mini-Junior	from 200 -249

Women 125 Mini	from 250 - 299
Women Junior	from 300 - 399
50 Mini	from 400 – 499

01.14 INTRINSIC PARTS OF THE MOTORCYCLE

(Noise control, static method)

01.14.1 PRELIMINARY EXAMINATION

Preliminary Inspections (Administration &Technical) should be carried out under a General timetable. The timetable should indicate the time riders from each Nation must attend these inspections.
The timetable should be published by the Organiser on a Web site identified in the Supplementary Regulations – 15 days prior to the event.
At administrative inspection the rider must submit his valid rider's Licence (see 01.13.1), confirmation of entry fee payment, completed entry form, Starting permission / Proof of Insurance from their FMNs.

At the preliminary examination (details of which will be given in the S.R.), the following parts will be marked as described below, in such a way as to ensure their identification.

The parts so marked must be used throughout each day of competition and must be in their proper place at the final examination, whether or not they are essential to the running of the machine. Paint markings on wheel hubs and silencer must be heat resistant.

The substitution of the original components or disregard of these regulations are strictly forbidden. The penalty for breach of this regulation is exclusion, except Art. 01.14.2.

01.14.1.1 MARKED PARTS

Parts	Marking	Number	How or where marked
Frame (main section)	paint*	1	Right hand steering head
Wheels (hubs)	paint*	2	On each hub
Silencer	paint*	1	

* or non-removable (destructible) sticker. Marking is restricted to these four parts only.

01.14.1.2 NUMBER PLATES

The number plates for all categories are white Number Plate with black Numbers

Every rider must place on their number plates the numbers and stickers of any sponsors agreed upon by the Organizer and foreseen in the Supplementary Regulations or by the FIM Europe/Promoter contract. These logo’s/stickers and numbers must be used without alteration or obscuring.
The organiser must provide the riders with race numbers at administration. Riders must ensure they have the correct colour number plates for their class.

01.14.2

Motorcycles must pass the noise control test, carried out according to the Rules of FIM/FIM Europe (2 METRE MAX METHOD) during the preliminary examination and marked by the organiser.

For this test, the intakes of the air filter box of the machine must not be obstructed and material (sponges, cloths, foams, etc.) must not be placed inside the air filter box, except for the air filter element.

Any type of valve in the exhaust system is forbidden.

During the whole event (including before entering the Closed Park at the end of first day), the Technical Steward, under the direction of the Jury President or a Jury Member, can check any motorcycle. The time spent for this test will be granted to the rider.

If, during the test, the machine exceeds by 2 dB/A, the maximum level allowed, the rider will be penalised with 60 seconds the first time and excluded from the day's competition the second time. If a motorcycle does not pass the noise control test, the rider must immediately solve the problem before the next noise control test.

For repairs, control, etc. the following applies:
A rider wishing to repair or replace the silencer of his machine can do so at the end of the first day after the last time check and before entering the parc fermé.

The work must be carried out under the supervision of an official. The rider and one mechanic will be allowed an extra time of 30 minutes for this work. The same applies to riders who for any reason have been told by the Clerk of the Course to have their machines tested.

The rider and/or mechanic may request as many noise controls as he wishes during the 30 minutes allowance.

After 30 minutes have elapsed, the rider will be required to present his machine for testing to the noise control test official.

After the 30 minutes, if the noise level is above the required standard, he will not be allowed to start the next day.

If the silencer is changed during the day, the rider must present it to be marked with a different paint or sticker at the next time check. At the end of the day, a noise control test will be carried out during the 30 minutes allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider will be excluded.

01.14.3

The rider will sign an agreement certifying that the parts have been properly marked. This declaration must indicate the frame number.

01.14.4

Before marking the silencer, the noise level of every motorcycle will be measured according to the Rules of FIM/FIM Europe (2 METRE MAX METHOD).

01.14.5

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

of Parc Fermé and between yellow flag and a line 2m after the end of the control table on Time check.

However other than in time checks with assistance or at the final assistance area of the day the rider may only use tools and parts carried with him.

Used parts may be left in the area where the repairs were made. Failure to comply with this rule will be considered as a violation to Art. 01.26 (unauthorised contacts) and will be penalised by exclusion.

01.14.6

Other than in time checks with assistance and at the final assistance area only the rider is allowed to work on the machine. Electrical and air powered tools operated by remote connections are not allowed. However, tools powered by an internal self-contained power supply are permitted. No outside assistance is permitted, except when authorised as specified in Art. 01.25.1, 01.25.2, 01.25.3 and 01.25.4.

01.15 EXAMINATION OF MOTORCYCLES DURING THE MEETING

01.15.1 Examination of machines

The Officials may control, at each time check, one or more marked parts on every machine.
If any marking is missing or if a doubt exists, the officials in charge at the time check will mark the part concerned with a different colour paint or with a non-removable sticker and at the final control of the day, the Clerk of the Course will examine the machine and submit a report to the International Jury, on the action taken. If a violation to Art. 01.14.6 is found, the rider concerned will be excluded (see Art. 01.22.4).

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

01.15.2 Fuel control

A fuel control may be carried out at any time during an event, according to Art.63.05 of the Enduro Technical Rules. A rider whose fuel fails to meet the technical requirements will be excluded from the whole event and forfeit all Championship points gained.

This rider will also be liable to reimburse 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 CHF 1'200.– paid to the International Jury 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 Europe 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 has already paid.

01.16 RESTART

A rider who did not finish one day can re-start the following days on the following conditions:

1. The rider or mechanic must present his/her machine to the final time control within the following time limits: Not earlier than the scheduled time on his/her timecard and no later than 60 minutes after this time.

2. The frame must be the original marked before the competition (see Art. 01.16.1).

3. The motorcycle must be submitted to a complete technical inspection including the noise control test (see Art. 01.13, 01.14).

Any marked parts that have been changed must be re-marked at technical inspection.

4. The riders excluded by the Clerk of the Course can proceed as stated under points 1, 2 and 3 above and wait for the confirmation by the Jury (see Art. 01.22.4).

GENERAL ORGANISATION

01.17 CHANGE OF MOTORCYCLE

After the closing date for inscriptions, any change in the make or the class of the motorcycle will be subject to a written application, fully stating the reasons.

Application for a change must reach the Clerk of the Course not later than 24 hours before the official examination time of the machine and must be approved by a decision of the International Jury.

01.18 PARCS FERMES

01.18.1

The event is organised on a Parc Fermé (closed control) system which means that apart from the time spent on the road and the time occupied each day prior to the start, the motorcycles are placed under the supervision and under the responsibility of the local organiser.

After technical inspection the motorcycle will be placed in the Parc Fermé. They will also be placed in the Parc Fermé after the first day of racing (Saturday). On day 2 (Sunday) after the race, the motorcycle must stay available in the paddock, until the end of the protest time limit.

01.18.2

The Parc Fermé must be enclosed and fenced in to prevent unauthorised persons from entering. Its limits must be clearly marked out and supervised by a sufficient number of officials to ensure that only authorised persons may enter or have access to the machines. It must have one clearly marked entrance and one exit which leads to the **"**starting area", but no other entrances or exits. Officials in charge of the closed controls must wear a distinctive emblem recognised by all persons concerned and the riders in particular.

01.18.3

Access to any parc fermé is forbidden to everyone except the Jury members, certain officials designated for duty, promoter and riders who wish to park or take out their motorcycles. After checking in at the time check just before the parc fermé, the rider must stop the engine and push his motorcycle into the parc fermé without delay.

While proceeding from the time check to the parc fermé, it is forbidden to refuel or make any repairs on the motorcycle. Riders failing to comply with either of these requirements will be excluded (except Art. 01.14.2).

01.18.4

In the parc fermé it is forbidden for a rider, under penalty of exclusion from the meeting:

- To touch the machine of any other rider.
- To touch his own machine except to push it in or out of the parc fermé;
- To start the engine.

01.18.5

Any rider caught smoking in a parc fermé will be excluded.

01.18.6

The machines in the parc fermé must not be covered in any manner.

01.18.7

At the end of the event, day 2 (Sunday) after the race, the motorcycle must stay available in the paddock, until the end of the protest time limit.

01.19 STARTING ZONE

This zone consists of:

– Parc Fermé
– Starting Area

01.19.1

The starting area is considered as “Parc Fermé” concerning access and assistance.

Access to the starting area is strictly forbidden to anybody except for the Jury members.

A starting area which is a small enclosed area where the riders await the starting signal and where the starting line is situated at one extremity.

See plan of starting area. It is not permitted to work on the motorcycle in that area until the starting signal is given. The penalty for doing so is exclusion.

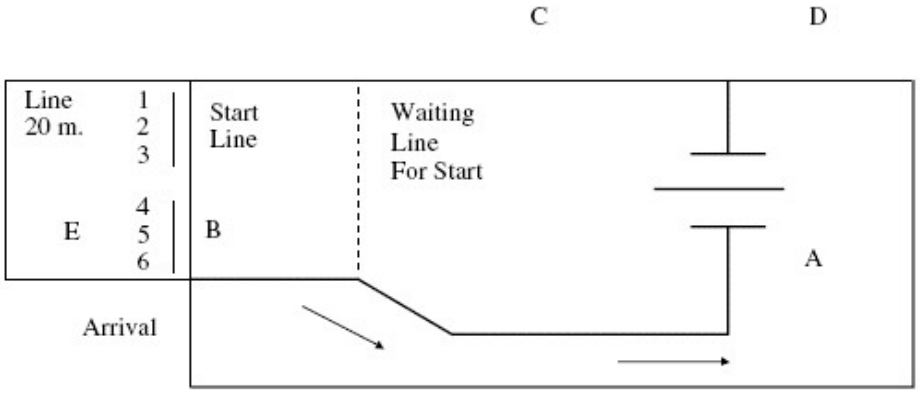
01.19.2

The competitors' motorcycles are kept in the parc fermé under the surveillance of the organiser from the time stipulated in the S.R. until the start of the first day's run; and from the end of that day's run until the start of the next. Access to this parc fermé is defined under Art. 01.18.3.

01.19.3

It is also forbidden to start the engine in the starting area before the starting signal is given. The penalty for doing so is 1 minute.

PLAN OF THE ORGANISATION OF THE PARC FERME AND STARTING AREA



A = Parc Fermé
B = Starting area
C = Trade area
D = Entrance for officials
E = 2 lines must be provided with room for 3 riders on each line

The distance between A and B must not be longer than 20 metres and must be a closed area.

062.33.3

01.20 ORDER OF STARTING

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

125 Mini
Junior
Mini-Junior
Women 125 Mini
Women Junior
50 Mini

The numbers of riders starting at the same time can be between 2 and 3 depending on the numbers of participants and the conditions of the course.

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

01.21 PREPARATION FOR START

01.21.1

Each morning before the event, riders will be allowed to enter the parc fermé 5 minutes before their starting times for the sole purpose of moving their motorcycles, by hand only, to the exit of the Parc Fermé and to enter into the starting area. No work of any kind can be carried out on the motorcycle in the Parc Fermé or in the starting area, under penalty of exclusions.

01.22 STARTING

01.22.1

At the beginning of each day's run, the starting signal will be given at the exact time a rider is due to start. Within one minute after the starting signal has been given, the rider must have started his engine at the starting line and crossed another line 20 metre from the starting line using the power of the engine.

01.22.2

If a rider is not on the starting line when the signal to start is given, he will not be penalised as long as he brings his motorcycle to the starting line, starts the engine, and crosses the second line within one minute after the signal for his start was given. Riders arriving more than one minute late at the starting line will be penalised 1 minute per minute late. The minute in which the riders arrive at the start line will be considered as the new start time and before the minute expires, they must observe the start procedure under art. 01.22.1. Riders being late more than 15 minutes late will be classified as retired and will not be allowed to start.

01.22.3

The kick-start or other starting devices must start all motorcycles, mechanical or electrical. It is not allowed to rotate any driving road-wheel.

The rider who does not succeed in starting his machine or whose machine stops in the area between the starting line and the 20 meter line must not return to the starting area but has to push his motorcycle in the driving direction and cross the 20 meter line in order not to hinder other participants.

After the 20 meter line the rider can take help from marshall or mechanic to start the bike by kick-start, other starting device or by pushing the bike, but marshall or mechanic are not allowed to use any tools or change any parts of the motorcycle.

01.22.4

When the case of a rider is under discussion and he wishes to start, he will not be prevented from doing so providing his machine has been held in the parc fermé as per the regulations, except for reasons of safety. Once the Jury confirms that the rider is excluded, he will not be allowed to start.

01.23 REPLENISHMENTS

01.23.1

No time allowance is made for replenishments, and they must be done during running time. The rules regarding fuel and its supply for the meeting are published in the Technical Rules Appendix "Enduro".

The use of an environment mat, or other effective device, is obligatory to be used where servicing of machines is permitted by the organiser. The penalty for breach of this regulation will be a fine of € 70,– for each offence.
The minimum dimensions of the mat will be at least equal to the wheelbase of the motorcycle and of the width of the handlebars. This mat will be composed of a waterproof sole and of an absorbent textile.

01.23.2

The replenishment station must be situated in the paddock area.

Replenishment is only allowed in the area of the official replenishment depots as marked by the organisers at each time check between the white and yellow flags unless prohibited by the Organiser.

Replenishment is forbidden between the yellow flag and the time check control table. The penalty for replenishment outside the designated areas is exclusion.
It is forbidden under penalty of exclusion for a rider to place his machine or any marked parts, inside any enclosure inaccessible to the officials any time during the event for the purpose of replenishment or any other reason, except if authorised by the organiser.

01.23.3

No fuel may be carried other than in a tank or container permanently attached to the machine. The penalty for breaking this rule is exclusion.

01.23.4

The engine must be stopped during replenishment. The penalty for not stopping the engine is exclusion.

01.23.5

Any welding work in replenishment area is forbidden under penalty of exclusion.

01.24 EXTRANEOUS MOTIVE-POWER FORBIDDEN

Throughout the meeting a motorcycle must only be moved by its proper engine power, the physical efforts of its rider, or some natural cause. The penalty for breaking this rule is exclusion.

01.25 OUTSIDE ASSISTANCE

Outside assistance and receiving spare parts or tools are only authorised at the time checks with assistance and in the final assistance area of the last time check.
The rider may also have assistance to change the tyres at the last time check of the first day in the final assistance area.
No outside assistance is authorised outside the designated areas mentioned above. The penalty for not respecting this rule is exclusions (or other penalties given as provided for in the FIM Europe/ FIM Disciplinary and Arbitration Code).
It is forbidden, under penalty of disqualification (or other penalties given as provided for in the FIM Europe/ FIM Disciplinary and Arbitration Code), for a rider to place his machine or any marked parts, inside any enclosure inaccessible to the officials any time during the event for the purpose of replenishment or for any other reason, unless authorised by the organiser.

The lubrication of the chain is authorised only in the replenishment areas.

01.25.1
Any outside assistance is forbidden outside these time checks with assistance except for cleaning the number plates and the sponsor stickers situated on the plastic parts of the motorcycle with the aid of a cloth or sponge.
The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the motorcycle.
The penalty for receiving outside assistance is exclusions.
Assistance permitted outside the authorised areas by the provisions of this article are defined as follows:

01.25.2

Assistance is authorised for cleaning the number plates and the sponsors' stickers placed on the plastic parts of the motorcycle at all the time checks except at the "pre- finish" time check.

01.25.3

Motorcycles can be cleaned at the time checks with assistance. The use of pressure cleaning devices is forbidden (water or compressed air). Cleaning is allowed only by hand, with liquid/water, sponge, paper and/or cloths.

01.25.4

It is forbidden to use air or electrically powered tools (except battery-powered tools).
The penalty for any use of electric or pneumatic tool is exclusions (or other penalties given as provided for in the FIM Europe/ FIM Disciplinary and Arbitration Code).

01.26 UNAUTHORISED CONTACTS

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

01.27 RETIREMENTS

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

01.28 ROUTE MARKING

01.28.1

The official route, which must not be left for any reason whatsoever, will be marked. The official distances must be considered to be correct. A different colour may be used for marking the route each day. If a driver fails to follow the official route which is indicated on route cards (see

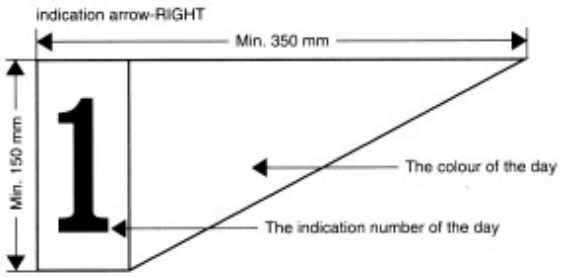
Art. 01.34) or if he drives against it, he may be excluded or penalized by time.

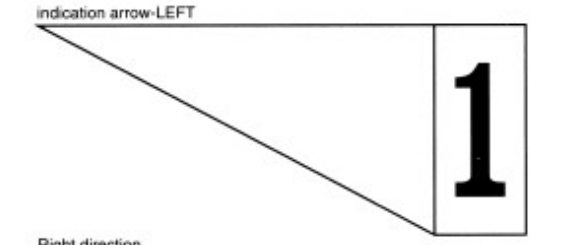
01.28.2

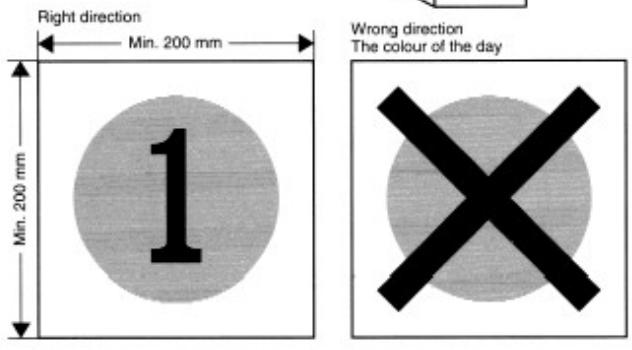
In those cases where the riders must follow a very definite route (i.e. on grassland, rough terrain, footpaths, etc), the organisers must indicate the route precisely and very clearly.
Where the organiser requires riders to pass through a specific area perhaps for reasons of security or to prevent environmental/land damage, this area should be marked with tape on either side OR can be marked with arrows on each side of this area. The arrows must point inward towards the direction the rider must take.
Where such areas are specifically marked, the riders must pass through the tapes or arrows and any rider not doing so will be penalised.
Where such areas are specifically marked, a clearly identified Marshal shall always be present. The Marshal/Marshals shall ensure that the markers or tape remain in place and also that riders take the intended direction.
Riders must follow the marked route and any deviation to gain advantage render them liable to penalty.

01.28.3

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







or



01.29 LOCAL TRAFFIC REGULATIONS

Riders must conform to the traffic regulations in force in each locality crossed during the competition. Any rider convicted of an offence against such regulations may, after enquiry, be excluded.

01.30 INSURANCE (Third party)

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

01.31 IMPASSABLE SECTIONS

If, in the course of the meeting, the Clerk of the Course decides that a section of the course has become impassable or that its condition is such that it cannot be negotiated without outside assistance (see Art. 01.25), he may take the entire section which is impassable, before reaching the following time check, out of the meeting and adjust the points accordingly. The Jury will ratify this decision.

OPERATION AND CONTROL

01.32 TIME CHECKS

The control of the event is done at the time checks, which are defined between the yellow flags and a line 2m after the end of the control table. Time checks will be set up:

01.32.1

At the exit of the starting area at the beginning of each day's run.

01.32.2

At the entrance to the parc fermé at the end of each day's run.

01.32.3

At intermediate points selected by the organiser and the location of which, together with the prescribed driving time between these check points, will be indicated on the route card; distances will be given in kilometres measured carefully and correctly. It is recommended that the distance between the time checks is between 5km and 20km.

01.32.4

The average speed to be maintained between one time check and the next must not exceed 50 km/h.

01.32.5

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

01.33 TIMEKEEPING Timekeeping instruments

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

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

In order to carry out his duties at FIM Europe MiniEnduro Cup a timekeeper must use:

01.33.1 At the special tests:

An apparatus functioning automatically with a printer synchronised with the real time and registration time to 1/100 second. Photoelectric cells or transponder linked to the chronometer will activate the start and finish of the time. The apparatus must be efficient and accurate to work under the conditions for which it is to be used. A digital display panel, linked directly to the timekeeping system shall indicate the time registered by the rider as he crosses the finish line.

01.33.2 At the time checks:

An apparatus functioning automatically with a printer synchronised with the real Time and registering time to second. Photoelectric cells or transponder linked to the chronometer is recommended.
The apparatus must be efficient and accurate to work under the conditions for which it is to be used.
A clock synchronised to the chronometer and placed at the yellow flag will indicate the time to the riders.

01.33.3

A timekeeper officiating at an international meeting must have at his disposal a reserve chronometer with the real time to check the readings of instruments being used. It is compulsory to have an independent timing back up timing system. JP must check this at the first meeting with organiser.
It is compulsory for the organizers to provide “live timing” on the web site which will be indicated in the Supplementary Regulations of each event.
Organizers MUST provide timekeeping as per standards (see appendix).

01.33.4

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

01.34 TIME CARDS AND ROUTE CARDS

01.34.1

Timecards and route cards for the first day's run will be issued at the preliminary examination or at the entry of the Parc Fermé the morning of the first day. For the second (or third) day's run, these will be issued to riders as they leave the Parc Fermé at the end of the second (or third) day's run or at the entry of the Parc Fermé the morning of the second) day. Riders will be responsible for getting their timecards marked d at all time checks, and route checks. Timecards must be handed in at the end of each day or at the end of each lap.
Deliberate failure to do so will result in the rider's exclusion.

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

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

01.34.2

Timecards will show the prescribed running time for each section.

01.34.3

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

01.34.4

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

01.34.5

A rider who misses a time check will be excluded.

01.35 INDICATION OF TIME CHECKS

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

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

01.36 PROCEDURE AT TIME CHECKS

A time clock synchronised with the time check clock will be positioned at the yellow flag located 20 metres before the control table. After the rider has passed the yellow flag with his motorcycle he must immediately present his timecard to the control table or on demand to an official. The arrival time at the Time Check is the time the rider or the front wheel of his motorcycle has crossed the line marked by the 2 yellow flags**.**

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

A rider may pass the final time check at the entrance to the parc fermé before the scheduled time without penalty. At each time check, the organiser must keep a check list on which are inscribed, in chronological order, the numbers of the riders who pass as well as their times in hours and minutes. Pre-printed passage control lists are not authorised. In case of dispute, the

check list will be considered official.

01.36.1

Before the last service area, there can be a Pre-Finish Time Check, which will be signalled in the same way as the Time Checks without service, where assistance will not be allowed. The riders will have 15 minutes to go from this Time Check to the final Time Check.

01.37 CALCULATION OF TIME CHECK PENALTIES

01.37.1

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

REGISTERED TIME = STARTING TIME FOR NEXT SECTION.

01.38 TIME LIMIT

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

01.39 CLAIMS TO SPECIAL TIME ALLOWANCE

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

01.40 ROUTE CHECKS

In addition to having his timecard marked at all time checks, the rider must present his card for marking at any official route check. Such route checks, which may or may not be marked on the route card will be indicated by blue flags placed on either side of the road 200 metres before the route check. If the rider does not stop, he will be excluded.

A rider without a stamp card must obtain one from the official in charge at the passage control.

At each route check, the organiser must keep a check list indicating the passage of each rider

by number and in order of arrival note if possible, the time the rider passes through.
Any rider who does not hand in a completed stamp card or whose passage is not recorded on each check list will be excluded.

01.41 SPECIAL TESTS

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

The total time of special tests foreseen for the two-day competition must be at least 40 minutes.

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

The Jury must approve all tests.
In any case, a minimum of four tests per day must remain (except for force majeure on the day of the event).

01.41.1 Cross Tests (CT)

At least two closed course tests, designated as Cross test (CT) (which can be the same for each performance) specially prepared for the purpose not too difficult and not dangerous. The distance for these tests should be minimum 3 km provided that the safety measures described in the rules are strictly observed. A safety zone, minimum width one metre, access to which shall be forbidden for all spectators shall be established on all bends and at any other hazardous points.

Riders may inspect these tests on foot but not by wheeled vehicle. The penalty for traversing the test by wheeled vehicle, in advance of the timed test, will be exclusion.

Timekeeping will be to 1/100th of a second.

The course must be selected so that the average speed does not exceed 50 km.

01.41.2 Enduro Tests (ET) AND EXTREME TEST (XT)

At least two timed Enduro tests (ET) must take place each day. These tests shall be in a form of a Cross-Country test. The distance for these tests should be minimum 3 km provided that the safety measures described in the rules are strictly observed. Under no circumstances will the location of these tests be secret.

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

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

The course must be selected in such a way that the average speed does not exceed 50 km/h.

If there is an Extreme test (XT) it can be timed on the first lap.

The maximum distance of the XT is approximately 1 km or a maximum of approximately 3 min. The XT will be carried out in areas with sufficiently wide technical obstacles in order not to create a traffic jam. It should allow the technical and physical dexterity of the riders to be judged. The XT course must be selected in such a way that the recommended average speed does not exceed 25 km/h.
If any rider exceeds this average speed, the test will be cancelled for the following laps. Outside assistance, except that given by organisation officials who are identified by a bib, is not authorised. The penalty for the non-respect of this rule is a time penalty equal to the worst time made in the special test to which will be added 5 minutes.
A member of the International Jury will pay particular attention to the respect of the rules and to the efficient running of the test.

If any rider has exceeded this limit the test will be cancelled for the following laps. All the stages without a natural border will be marked with tape.

The start and finish area must be accessible to all vehicles.

The (ET) tests must be easily accessible for emergency assistance. If the test is not within sight, (in the forest for example) it must be marked in sections with consecutive numbers. The access roads to the test area should be signposted and described on a map.

Start and finish should be at the same place, if this is not possible, there must be a radio connection between them.

The start will be from a line with the machine stationery and engine running.

After the flying finish of the test, the rider having crossed the finish line will continue on the marked route to the next time check. Timekeeping will be to 1/100 second.

01.42 START OF A SPECIAL TESTS

The start of a special test must be marked with a "start" sign and the end with a "finish" sign, and the course itself marked according to Art. 01.30.2. A white starting line will be marked on the ground and the start signal will be given by the timekeeper or some other official appointed for this purpose or by means of a signalling instrument (e.g. semaphore). The time of the special test is registered when the rider crosses the finish.

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

01.43 FINAL EXAMINATION

At the final examination, or within 30 minutes later, one or more engines of the motorcycles having finished the competition may be examined.

For all classes and categories of motorcycles, only the rider must appoint the person who will dismantle his motorcycle at the end of the race. The dismantling must start within 30 minutes

following the notification; if this fails to happen, the rider will be excluded.

If any engine is found to be in incorrect capacity of the class in which it was entered, the rider concerned will be excluded.

01.44 LIST OF PENALTIES

01.44.1 Time

- Starting the engine in the starting area before the starting signal is given: 1 minute (01.19.3)
- For every minute late in arrival at start line: 1 minute (01.22.2)
- Stopping between yellow flag and control table at time check: 1 minute (01.36)
- Late or early arrival at a time check. For every full minute: 1 minute per minute (01.37)
- Cross test Timed to: 1/100 sec (01.41.1)
- Enduro tests Timed to: 1/100 sec. (01.41.2)
- Involuntary exit from the route of the test and not returning to the place from where the exit was made up to 2 minutes added to the time made by the rider.
- Driving outside marked route; driving in the wrong direction, not observing the marked route.

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

- Exceeding maximum permitted noise level (01.14.2):
  1st offence: penalised 1 minute; 2nd offence: exclusion
- Missing marking, or official substitute marking. (01.14 & 01.15.1)
- Fuel not in conformity with the Enduro Technical Rules. (01.15.2)
- Working on the motorcycle in the starting area before the starting signal is given (01.19.1)
- Behaving contrary to the Sporting Code in the parc fermé (01.18 & 01.20)
- Starting the engine in the parc fermé (01.18.4)
- Entering the Parc fermé with engine running, refuelling or carrying out repairs while proceeding from time check to parc fermé (01.18.3)
- Smoking in the parc fermé. (01.18.5)
- Being more than 15 minutes late at the start (01.22.2).
- Replenishment outside areas provided for this purpose by the organisers, or carrying fuel outside the fuel tank (01.23.2 & 01.23.3)
- Not stopping the engine during replenishment (01.23.4).
- Carrying out any kind of welding work in the replenishment areas (01.23.5).
- Using extraneous motive power (01.24)
- Accepting outside assistance (01.25).
- Unauthorised contacts with accompanying persons (01.26).

- Being accompanied by another rider (01.26 & 01.27).

- Driving outside the marked route; driving in the wrong direction, not observing the marked route (01.28)

- Not observing traffic regulations (01.29).

- Altering a time card and/or punch card or using another rider's card (01.34.3).

- Missing a time check (01.34.5)

- Late arrival at a time check exceeding 30 (60)min. after original starting time (01.38).

- Missing or not stopping at a route check (01.40).

- Practising on the course of special tests (01.41).

- Voluntary leave the test course or short-cuts the track (01.41)

- Engine capacity exceeding that stated on the entry form.

01.45 ACCEPTANCE OF OFFICIAL DECISIONS

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

01.46 REQUESTS FOR EXPLANATION

Any request for explanations concerning the results of any day's run must be addressed in writing to the International Jury within the time prescribed by Art. 01.47, 01.47.1, 01.47.2, 01.47.3.

01.47 PROTESTS

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM Europe and the Supplementary Regulations and accompanied by the fee published by the FIM EUROPE

Protests must be submitted no later than as follows:

01.47.1
In principle, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the first start of the event.

If the protest is against a rider or a machine during the race, the time limit is 30 minutes after the arrival at the finish of the last rider of each class.

If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional fee of € 150.-. This fee will be given to the mechanic of the rider who had opened the engine if the engine is judged not in conformity with the rules. If the engine is judged not in conformity with the rules the additional fee will be returned to the person lodging the protest.

01.47.2

30 minutes after the arrival at the parc fermé of the last rider of each class, if the protest is against a rider or a machine.

01.47.3

Any protest, for the first or second day, must be presented to the International Jury within 30 minutes after the provisional results have been present to the Jury.

01.47.4

One hour after receiving the written reply of the International Jury to a request made according to Art. 01.48.

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

01.48 FINES AND PROTEST FEES

The FMNR will keep an account of all fines and protest fees received and will send the account and the amount collected to the FIM Europe on the conclusion of the meeting.

01.49 INTERPRETATION OF REGULATIONS

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

01.50 RESULTS

The daily complete results of the European Cup should be published as soon as possible. However, if this presents difficulties, the times and points for each day must be published before the evening Jury meeting, and the riders must be informed of the results of the previous day before they start on the second day's run.

The results must be sent to the FIM Europe Secretariat and to the Chairman of the Working Group Enduro, immediately after the last meeting.

App. 1
Regulation for Supertest in Minienduro (if used)

The Times achieved in the SuperTest will count in the classification of Day 2 (Saturday), but the maximum registered time will be the leading time in each category (Mini Junior, 125 Mini, 50 Mini, Junior, Women 125 Mini, Women Junior) plus 25%.

Example: If the leading rider in 125 Mini scores a 1’40’’, the worst recorded time in his category will be 1’40’’ + 25% = 2’05’’. If the best rider scores 1’20, the worst recorded time will be 1’40’’.
The same applies to the other categories. If the best time in Junior is 1’25’’, the worst recorded time that a rider can score will be 1’46’’.
If a rider cannot finish the Super Test following a fall or a mechanical problem, he/she, or an assistant can bring his bike back to the Paddock. The rider will have to enter his bike into the Parc Fermé according to the usual procedure. He/she will get the worst recorded time of his category plus 30 seconds extra penalty which will be added to his total time of Day 2 (Saturday). He can then continue normally on Day 2 (Saturday).
If a rider followed the start procedure of Day 1 (Friday) but does not arrive to the SuperTest before last rider started at the SuperTest, he/she will not start the SuperTest and he/she will get the worst recorded time of his category plus 60 seconds extra penalty which will be added to his total time of Day 2 (Saturday).
If a rider decides not to take part or fails to take part (he does not follow the start procedure of Day 1 (Friday)), he will get the worst recorded time of his category plus 80 seconds extra penalty which will be added to his total time of Day 2 (Saturday). He can then continue normally on Day 2 (Saturday).

App. 2
ELECTRIC MOTORCYCLES

Art. 2.1
At the European Championship rounds can participate any electric motorcycle, as long they are regularly homologated and can be put in a class with equivalent motorcycles.

FIM Europe STANDARDS FOR ORGANISERS OF MINIENDURO EUROPEAN CUP EVENTS

1. STARTING ORDER

In the starting order provided by the organizers **–** following art. 01.20 **-** there must be a space of time at least of two minutes between the start of each class and category.

2. TIME CHECKS

Time checks must be clearly indicated, at the entrance to the parc fermé, 48 hours before the start of the event, in order that the riders, Press and spectators can easily find them.

3. SPECIAL TESTS

All special tests shall be inspected by the Jury before the event. Timekeeping shall be done by photocell or transponder and must be verifiable by time strip.

The closed course test must be marked off with tapes of different colours for each side.

The test locations must be clearly indicated, at the entrance to the parc fermé, 48 hours before the start of the event, in order that the riders, Press and spectators can easily find

them.

The organiser must have available on time a driver with a proper vehicle who knows the special test places so that the Jury can inspect these tests.

The access to the start and the finish of the Enduro test must be clearly indicated so that the managers and Press can easily find it.

For the special tests, the organiser must install TV monitors displaying the times of the special tests. If during the Cross Country test there is no monitor, the organiser must forward to the managers details such as the starting and finishing time of a rider in this test to allow the calculation of the time.

4. ROAD SIGNS

Road signs are compulsory in order to locate the special tests and the time check points. They must be installed at least 48 hours before the start of the event.

5. STARTING PLACE

A loudspeaker must be installed to call up the riders in English and the national language.

A clock with the official time must be installed at entrance/exit.

6. RIDERS' PADDOCK

The riders' paddock must have sufficient dimensions to meet the highest requirements according to the location and type of the event. The ground must be of a sufficiently solid surface (asphalt or gravel) to permit competitors' transport vehicles to circulate on it in all weather conditions.

Organisation of parking spaces must ensure that vehicles occupying the paddock are positioned rationally. "Roads" must always be open to assure, at any time, passage for vehicles to leave the paddock. Sanitary facilities are obligatory.
The facilities of the Paddock shall be available for all riders without any financial charges. Furthermore, the organiser has to prepare, areas for teams and the supporting industry (for holders of an FIM/FIM Europe Manufacturer's or Accessories' licence).

7. PRACTICE AREA

A practice area shall be installed and indicated by signs from the riders' paddock.

8. PARKING FOR PRESS, JURY, OFFICIALS

Separated parking places for Press, Jury Members and Officials must be installed and specially marked.

9. JURY ROOM

For the meetings of the International Jury, a room must be provided to ensure quiet working conditions for the Jury.

10. PRESS ROOM

A room must be provided for the Press with the following minimum installations:

Tables, chairs, 1 photocopier and internet connections**.** A person from the organisation, able to use these installations, must be present.
Each organiser should have a person with the responsibility to prepare Press information and send the results, each day, to FIM Europe Press office.

11. HOTEL LIST

For reserving rooms, a hotel list, which includes the locations and the costs, shall be enclosed with the Supplementary Regulations.

The distance between the starting area and the hotel, which will be indicated in the SR, must not be too great.

12. RESULTS

The results must be published in at least one official language of the FIM Europe. They must be sent immediately to the next organisers. It is mandatory for every organiser, to send results of each day of competition, immediately after approval of results by the International Jury to the FIM Europe and also publish them on a web site – the details of which should be given in the Supplementary Regulations for the event that should be announced on the SR and to the official board. The results should be forwarded to the FIM Europe in Excel format.

13. AWARDS AND PRIZE-GIVING CEREMONY

During the verification, the Organiser must inform the riders of the awards and how many are prepared. Also the location and the time of the prize-giving ceremony must be published.

The prize-giving ceremony for the first three placed riders shall correspond to the standards of an European Championship event (podium, loudspeaker, etc**)** and must start within at least 2 hours of the theoretical finishing time of the last rider.

14. SUPPLEMENTARY REGULATIONS

Two paper copies and one e-mail copy of the Supplementary Regulations and their Appendix must be sent to the FIM Europe Executive Secretariat at least two months before the date of the meeting for approval by the FIM Europe.

15. INSPECTION and MEETING WITH ORGANIZERS

If Organisers are not experienced or previously approved, they will be required to pay for a member of the FIM Europe Enduro Commission to attend one of their National meetings the year prior to the event to ensure all is in order and produce a report for the Commission. A meeting with the organizers is recommended at least 3 months before the event to explain rules, verify the organisers' capacity and offer support. The meeting will be held by a member of the FIM Europe Enduro Commission, if the organising Federation have such a member, or by another member of the Commission designated by the Commission.

16.STANDARD SCHEDULE

Standard schedule for each race.

All the organizers have to plan the times for the supplementary regulation as follows:

Friday 9.00 am - First Jury-meeting. (For Final the first Jury meeting is Thursday 9.00 am if final is three days).

From 10.00 am to 4.00 pm administrative control

From 11.00 am to 5.00 pm technical control.

11:00 Pre-riding one rider together with organizer

(not rider who will compete in the event) chosen by jury

At 6.00 pm second Jury-meeting.

17. REQUIREMENTS FOR ORGANIZERS

It is compulsory for organizers to use materials, equipment, starting/finish podium, etc. Where delivered by FIM Europe or people who have contract with FIM Europe. The organizers will provide display advertising material in accordance with the promoter. Any Promoter who has a contract with the FIM Europe for the Championship has the right to name the Special Tests which then must be so named in all literature, Supplementary Regulations, Programmes etc. The Promoter must inform the organiser of all promotional requirements at least 60 days before the event. The organiser must reserve prominent and sufficient space at the event for the FIM Europe Promoter and their equipment and materials.

18. FIM - EUROPE MINIENDURO CUP STANDARD FOR TIMEKEEPING

1. Timekeeper procedure for Jury meetings at FIM Europe MiniEnduro Cup

Day 1
1st Jury meeting 9:00
List of entered riders, classes, starting numbers.
2nd Jury meeting
List of riders after administration and technical examination class by class, list of trade teams, starting times for the 1st day.
Day 2
3rd Jury meeting
Results of the 1st day in scratch.
List of penalties.
Results of the 1st day class by class after approving the scratch by jury.
Trade team's 1st day.
Starting times for the 2nd day.
Send results to FIM Europe office in excel, to FIM Europe Press in PDF format.
Make a copy of all results on USB stick for Jury president and other delegates, if they wish so.

Day 3
4th Jury meeting
Results of the 2nd day in scratch.
List of penalties
Results of the 2nd day class by class after approving the scratch by Jury.
Trade team's 2nd day.

Results class by class, absolute - after two days by points.
Trade teams - after two days by times.
Prizing - the three best riders in each class, absolute, trade teams.
Send results to FIM Europe office in excel, to FIM Europe press in PDF format.
Make a copy of all results on USB stick for Jury president and other delegates, if they wish so.

Format of the results sheet
Header: European Enduro championship (year) (place) (Class)
Columns: rank, start number, surname+first name, nationality, federation, times in tests, penalties, final sum of times in format of 00:00:00.00, points
See the attached examples.

We recommend:
Place the Timekeeping room near to the Jury room.
Dispose with powerful printers and copy machines (and their backups) to print results.

2. LIVE RESULTS

It is strongly recommended to publish live results on internet, on the display in the tent of the promoter and via a WiFi connection in the paddock during the race days.

A GUIDE TO WRITING "SUPPLEMENTARY REGULATIONS" FOR FIM Europe MiniEnduro Cup

FIM Europe MiniEnduro Cup
Supplementary Regulations

Title of the meeting: _____

Venue: _____ IMN: _____

Classes: _____ Date: _____

Organizing FMN: _____ Country: _____

Access:

Nearest Airport: _____ at: _____ km from the venue

Motorway: _____ National Road: _____

Nearest town: _____ at: _____ km from the circuit

Direction (GPS) _____

Nearest Hospital: _____ at: _____ km from the venue

Hospital Address: _____

Phone: + _____ Fax: + _____

1. ORGANIZER: _____

Address: _____

Phone: + _____ Cell phone: + _____

E-Mail: _____

Web.Site: _____

2. ENTRIES:

Entries must be made on the link that is on FIM Europe website

Address: **https://fim-europe.com/enduro**

_____

_____

Phone: + _____ Whatsapp _____

E-Mail: _____

Not later than: _____

Entry fee of must be sent to:

3. SECRETARIAT OF THE MEETING:

Address:

Phone: + _____ Cellphone : _____

E-Mail: _____

4. WELCOME CENTER:

Place: _____

Open on: from: _____ to: _____

5. OFFICIALS:

Jury President: _____ FIM/FIME Lic. Nr. _____

FMNR-Jury Member: _____ FIM/FIME Lic. Nr. _____

Secretary of the Jury _____ FIM/FIME Lic. Nr. _____

Clerk of the Course: _____ FIM/FIME Lic. Nr _____

Secretary of the Meeting: _____

Chief Technical Steward: _____ FIM/FIME Lic. Nr _____

Chief Timekeeper: _____ FIM/FIME Lic. Nr _____

Environmental Steward: _____ FIM/FIME Lic. Nr _____

Chief Medical Officer: _____

Press Officer: _____

FMN-Delegates according to the Art. 50.6 of the FIM Europe Sporting Code.
Closing date for entries of FMN Delegates is 15 Days before the Meeting

The meeting will be organized in conformity with the FIM Europe Sporting Code, the FIM Europe & FIM ENDURO, the E & R Commission Regulations, the general rules of the, where applicable, and this Supplementary Regulations which have been duly examined and approved by the

6. STARTING NUMBERS:

See Art. 01.13.3 CLASS NUMBERS and Art. 01.14.1.2 NUMBER PLATES of Enduro Rules.

From the second event on wards the riders will start class by class in their respective classes following the order determined by the provisional classification of the previous rounds. The promoter must provide the riders with race numbers at administration. Riders must ensure they have the correct colour number plates for their class.

7. Track inspection

Track inspection is the responsibility of the organizer in conjunction with the Jury.

8. ADMINISTRATIVE AND TECHNICAL INSPECTIONS

Administrative inspection from **to on**
Technical inspections from
See attached Time Schedule (attachment 2)

9. JURY MEETINGS

The First Jury meeting will be held at

Subsequent Jury meetings will be at times decided by the Jury President and these times will be displayed on the Jury room door

The Jury room & press office is equipped with a high-speed internet connection over the whole meeting.

10.OPENING CEREMONY

Will be held on at on with parade and opening speech, every rider should be present for the parade

11. CLOSED PARK

Closed-park is located near to paddock and starting place

12. AREA TRAINING:

Near the paddock and open on

13. COURSE:

DAY 1:

DAY 2

Start of each day :

TIMEKEEPING SYSTEM.

14. FUEL:

In according with FIM specifications.

15. INSURANCE:

By endorsing the application form for entry, the FNM of the rider certifies that the rider is insured in accordance with the FIM Europe requirements.

The organizer has contacted third party insurance in accordance with Art. 110.1 of the FIM Europe Sporting Code. This insurance includes a guarantee of the minimum amount as stipulated by the FIM Europe Management Council. The Insurance comes in effect 2 days before the first practice and ends after Prize giving ceremony of the meeting. The organizer disclaims all responsibility for damage to a motorcycle, its accessories and components arising out of an accident, fire or other incident.

16. PROTEST AND APPEALS:

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM Europe and the Supplementary Regulations and accompanied by the fee published by the FIM EUROPE.

17. PRICE-GIVING CEREMONY:

Venue of the prize-giving ceremony

Riders who qualify for prizes are invited to attend the prize-giving ceremony.
If invited, attendance to the prize giving ceremony or press conference is compulsory.

18. INTERPRETATION OF THE SUPPLEMENTARY REGULATIONS:

The interpretation of this regulation rests entirely with the Jury. In case of dispute, regarding the interpretation or if there is any difference between the two official texts, the English text will prevail.

19. MISCELLANEOUS:

The fee for transponders rent is € 100,=; the fee has to be returned after the transponder is received back.

SPECIAL ATTENTIONS:

- The use of an environmental mat is compulsory at all times, also on electric generators or other aggregates.

HOTEL ACCOMMODATION

-

Approved by FMNR: _____

Approved by FIME: _____

ATTACHMENT 1: MAP OF THE REGION

ATTACHMENT 2: Time Schedule

ATTACHMENT 3: DIGITAL TIME KEEPING SYSTEM

Approved by the FIM Europe E & R Commission
2026, January