FIM Europe SuperEnduro Cup Regulations

2026

DEFINITION OF A SUPERENDURO

SuperEnduro is a speed event taking place in stadium-type facilities using enduro motorcycles on a track made with natural or artificial elements (earth, sand, etc.), on which are found various, mainly natural, “obstacles” (stones, tree trunks, stretches of water, etc.), similar to those that can be found on an enduro course.

1 GENERAL 6
1.1 Application and Conditions 6
1.2 Supplementary Regulations (SR) 6
1.3 Length of the course 6
1.4 Title sponsor and logo of the Cup 7
2 JURISDICTION 7
3 OFFICIALS AND PROCEDURES 7
3.1 Appointment of officials 7
3.2 Incompatibilities of officials 7
3.3 Officials who hold a FIM (FIME) licence 7
3.4 Schedules for officials 8
3.5 Referee 8
3.6 Technical Stewards 9
3.7 Clerk of the Course 9
3.8 Timekeepers 11
3.9 Environmental Steward 11
3.10 Chief Medical Officer (CMO) 12
3.11 Flag Marshals 12
3.12 Official Signals 12
4 RIDERS AND CATEGORIES 15
4.1 Age of riders 15
4.2 Riders' licences 15
4.3 FIM Europe SuperEnduro Cup - entries 16
4.4 Leaving the event 16
4.5 Starting Numbers 18
4.6 Rider Behaviour and Assistance 18
5 MOTORCYCLES 19
5.1 Classes 20

5.2 Tyre specifications for SuperEnduro 20
5.3 Motorcycle and rider warm-up 20
5.4 Cleaning of motorcycles 20
5.5 Transponder 21
5.6 Environmental Mat 21
6 RUNNING OF THE MEETING 21
6.1 Administrative Control 21
6.2 Preliminary Technical Verifications 21
6.3 Meeting with the Officials and the Organisers 21
6.4 Riders' briefing 22
6.5 Timing 22
6.6 Free practice, timed practice 22
6.6.1 Free practice 23
6.6.2 Timed practice 23
6.7 Heats composition and starting order 24
6.8 Starting procedure 25
6.8.1 False start 28
6.8.2 Stopping of the Race 28
6.9 Results / Procedure 28
7 CLASSIFICATION / AWARDING OF POINTS 29
8 TIES 30
9 PRIZE-GIVING CEREMONY AND PRESS CONFERENCE 31
10 PREMATURE STOPPAGE OF THE EVENT 31
11 AWARDS 32
12 PENALTIES 32
13 PROTESTS AND APPEALS 33
13.1 Time limit 33
Timetable for the FIM Europe SuperEnduro Cup 34
Format for the FIM Europe SuperEnduro Cup 35

1 GENERAL

The FIM Europe in conjunction with FIM and Promoter organises the FIM Europe SuperEnduro Cup, according to this FIM Europe SuperEnduro Cup Regulations, FIM Europe Sporting Code, FIM SuperEnduro Technical Rules and the Supplementary Regulations of the rounds.

The FIM EUROPE SuperEnduro Cup will consist of a number of rounds with a minimum of 2 and maximum of 4 races; (the number of rounds may vary in number each year but there will be a maximum of 4). 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.

1.1 Application and Conditions

The application for organising the Rounds of the FIM Europe SuperEnduro Cup for a given year should be placed at the FIM Europe Enduro & Rally Commission in cooperation with Promoter for FIM SuperEnduro World Championship.

The organizer is responsible for any FIM Europe application fees.

One official appointed by FIM Europe is in charge of the FIM Europe SuperEnduro Cup. No FMN delegates are admitted to the Race Direction Meetings.

1.2 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 months 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 Referee.

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

1.3 Length of the course

The course cannot be less than 300 m long (also acceptable 200 to 300m) and the best riders should race the course between 45 seconds and 1 minute maximum (also acceptable 30-50 seconds).

1.4 Title sponsor and logo of the Cup

The FIM SuperEnduro World Championship may be linked to a contractual “Title Sponsor”. The FIM will inform all the organisers sufficiently in advance and FIM Europe SuperEnduro Cup must follow instructions from FIM and Promoter.

2 JURISDICTION

With the exception of the FIM Referee and the FIM Europe Referee, the FIM Championship Manager, the Course Inspector and the FIM Delegates, all FIM licence holders, holders of a FIM laissez-passer, officials, their assistants as well as all other persons involved in the meeting are subject to the authority of the Clerk of the Course.

The event is controlled by a Referee nominated by the FIM Europe together with the Referee nominated by the FIM. The Referees exercises supreme control of the meetings but only in respect of the application of the Code, FIM and FIM Europe regulations, and of the Supplementary Regulations (SR). Consequently, the Referees are only responsible towards the FIM and FIM Europe. They are responsible for the sporting side of the organisation of the meeting in which they have an executive function. All civil and legal responsibilities lie with the organisers.

3 OFFICIALS AND PROCEDURES

3.1 Appointment of officials

The FIM Referee, the FIM Championship Manager, the FIM Course Inspector (when appointed) and FIM Technical Director are nominated by the FIM and the FIM Europe Referee is appointed by FIM Europe. The other officials are appointed by the FMNR.

3.2 Incompatibilities of officials

An official shall not be a rider, mechanic, sponsor, assistant or promoter participating in the event.

3.3 Officials who hold a FIM licence

The following officials must be in possession of a valid FIM licence:

- FIM Championship Manager
- FIM Referee
- FIM Europe Referee (FIM or FIM Europe Licence)
- FIM Technical Director
- Clerk of the Course

- FMNR Chief Technical Steward (with senior licence)
- Technical Steward
- Environmental Steward

3.4 Schedules for officials

The officials must arrive on the site of the event at least:

- Championship Manager, Referees, Clerk of the Course and Technical Member: the day before the beginning of the practice
- Technical Steward, Administrative staff, Timekeeper and Environmental Steward: at least before 18:00 the day prior to practice.
- The CMO, responsible for the medical services must attend the first meeting with the organisers.

All officials, marshals and medical staff must remain available and fully operational at the circuit until the end of the protest period.

3.5 Referee

The FIM Europe will appoint the FIM Europe Referee.

If the FIM Europe Referee is prevented from arriving at the event in time, he can be substituted by the FIM Referee or, if present, by a member of FIM Europe Commission.

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

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

In exceptional circumstances occurring during a practice session and/or a race, the FIM Europe Referee may on his own initiative take decisions which affect or vary from the published programme, such as the duration, stopping and re-running of a practice session/race, the disqualification of a rider.

The event is controlled by a FIM Europe Referee together with the FIM Referee. He is responsible for the sporting side of the organisation of the event in which he has an executive function. All civil and legal responsibilities lie with the organisers.

The FIM Europe Referee may authorise an alteration to the SR or to the programme provided the regulations, as set out in the Sporting Code, are observed. The Referee is not authorised to make alterations or additions to the FIM Europe rules.

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

The FIM Europe Referee may inflict a penalty, according to the conditions laid down in the FIM Europe Disciplinary and Arbitration Code, on any person who fails to comply with any regulations or instructions given, or is guilty of misconduct or disloyalty or unfair behaviour, or who shows by word or action dissent from any decision given by the FIM Europe Referee or other authorised official.

All decisions of the FIM Europe Referee necessary for the running of the event as well as the results must be published in the official languages of the FIM Europe as soon as possible.

The FIM Europe Referee must produce a report after each meeting, which must be sent to the FIM Europe Administration. In this report, he must include details of any penalties imposed, delays which may have occurred, protests received and any other incidents which he considers should be brought to notice.

The authority and duties of the FIM Europe Referee are:

a) To approve all the official results of the event.

b) To impose penalties for any infringements of the Regulations.

c) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current Regulations or instructions given by an official of the event.

d) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.

e) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.

f) To adjudicate on any protest relating to infringements of the Regulations.

3.6 Technical Stewards

The FMNR Technical Steward:

The Chief Technical Steward and Technical Steward, appointed by the FMNR, have the responsibility of the technical aspects and must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

He must draw up a technical report and hand a copy to the FIM Europe Referee for the riders in FIM Europe Cup.

3.7 Clerk of the Course

The Clerk of the Course is appointed by the FMNR.

When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Referee and the FIM Championship Manager.

He must exercise authority over all Officials of the meeting (with the exception of the FIM Referee, FIM Europe Referee, the FIM Championship Manager, the Course Inspector and FIM delegates) and is responsible for ensuring that they are present and ready to carry out their duties properly.

The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties include but are not limited to:

The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.

The Clerk of the Course must present a copy of the third party insurance policy of the organiser to the FIM Europe Referee.

The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty.

The Clerk of the Course must verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding (According to information given by the FIM Administration, FIM Europe Administration or the FIM Championship Promoter).

The Clerk of the Course may make recommendations to the FIM Referee, FIM Europe Referee and the FIM Championship Manager which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.

In exceptional circumstances occurring during a practice session and/or a race, the Clerk of the Course may in collaboration with the FIM Referee, FIM Europe Referee and the FIM Championship Manager which affect or vary from the published programme, such as the duration, stopping and re-running of a practice session/race, the disqualification of a rider.

In collaboration with the FIM Referee, FIM Europe Referee and the FIM Championship Manager, the Clerk of the Course can postpone the start of an event for an urgent case of safety or for any other case of “force majeure” or proceed with the improvement of the conditions of the circuit, track or venue, stop an event prematurely or cancel part of or the entire event.

The Clerk of the Course can prevent a rider or a motorcycle from starting or order their withdrawal from the event if he considers such action necessary for safety reasons.

The Clerk of the Course must ensure that the FIM Europe Regulations are respected; he may propose penalties to the Referee.

The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.

The Clerk of the Course must notify the Referee of all decisions to be taken or already taken, and of any protest handed over to him.

The Clerk of the Course must collate the reports and results from all officials and all other information necessary to present his report to the Referee, and to have the provisional results of the event approved.

3.8 Timekeepers

Appointed timekeepers must be qualified to use the timekeeping system of the event and be in possession of a valid FIM licence.

They must produce the official results in accordance with the FIM Regulations and hand a copy to the FIM Europe Referee.

Timing by transponder is compulsory.

3.9 Environmental Steward

The Environmental Steward, appointed by the FMNR, shall be responsible for all environmental aspects and in particular:

Ensure that the FIM Environmental Code is respected.

Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM Referee on all aspects of the event which may have harmful environmental consequences.

Be entitled to attend the information session.

Draw up a report on the basis of a checklist prepared by the CEN and send it to the FIM Administration and hand a copy to the FIM Europe Referee.

Propose sanctions

3.10 Chief Medical Officer (CMO)

The Chief Medical Officer, appointed by the FMNR, shall be responsible for all medical aspects and shall, in particular:

Ensure that the FIM Medical Code is respected.

Inspect all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the meeting.

Ensure that all medical/paramedical services and staff are in their correct places and ready to function.

Give information and recommendations on injured riders and all aspects of the meeting which may have potential medical consequences.

Draw up a report and hand a copy to the FIM Europe Referee.

3.11 Flag Marshals

The minimum age for Flag Marshals is 16 years or more according to local law. They are appointed by the FMNR/organiser and must have participated in a briefing with the Clerk of the Course and/or the Championship Manager.

The marshals must be identified by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that they cannot be confused with the flags.

There must be a minimum of one marshal per post. The Clerk of the Course and/or the Championship Manager can decide to have more marshals at difficult passages, in order to give assistance to a rider in the interests of safety.

After a meeting, the Flag Marshals must remain available until protest time has expired.

3.12 Official Signals

Official board signals shall be given by means of a board measuring at least 600 mm high by 400 mm wide, with a black block number, 4’, 15” and 5” on both sides. The numbers shall be visible from the starting gate.

Official board signals shall be given by means of a board measuring at least 600 mm high by 400 mm wide, with a black block number, 4', 15" and 5" on both sides. The numbers shall be visible from the starting gate.

Signal	**Meaning**
4 Minute Board (4') (Waiting Zone)	Entrance to the Waiting Zone is closed. The riders and their motorcycles not present on the Waiting zone will not start the heat.
	The starting grid is cleared.
	At the whistle signal, everyone except the riders, the television crew and the essential officials, must leave the departure zone.
	The riders prepare for the start.
Board, 15 seconds (15") (At the start)	15 seconds until the starting procedure enters its final phase.
Board, 5 seconds (5") (At the start)	The starting gate will drop within the next 5 to 10 seconds.

Official flag signals will be given by means of a flag measuring 750 mm high by 600 mm wide as follows:

Signal	**Meaning**
Red flag (minimum 2 red flags,	All riders must stop.
(All false starts must be indicated by waving a red flag) (The red flag may be used by the FIM Referee and the Championship Manager only. The Clerk of the course may also use the red flag following the order of the FIM Referee and/or FIM Championship Manager).	
Black flag and a board with a rider's number on it	Rider in question to stop.
Yellow flag, held stationary	Danger, ride cautiously.
Yellow flag, waved	Immediate danger, prepare to stop, no overtaking. Do not try to jump.
The waved yellow flag has priority over the yellow fixed flag.	
Blue flag, waved (minimum 2 blue flags, 1 for each lane)	Warning, you are about to be lapped.
(The blue flag must be used by supplementary flag marshals, specialised for this flag only)	
Green flag	Course clear.

“1 lap” board	Last lap.
Black and white chequered flag	End of the practices, the qualifications, the races.

The pantones for the colours are as follows:

Black:	Pantone Black C
Blue:	Pantone 286 C
Red:	Pantone 186 C
Yellow:	Pantone Yellow C
Green:	Pantone 348 C
White:	Pantone White C

4 RIDERS AND CATEGORIES

In principle, the maximum number of entered riders for the FIM Europe SuperEnduro Cup should be 24. But for exceptional reasons, FIM Europe together with the CEN could accept up to 38 riders.

Only the top classified riders after the timed practice will follow the qualification system of the event. If the number of entries accepted is greater than the number shown above, the slowest participants will not be allowed to take part in the remaining heats of that FIM event in their respective classes.

4.1 Age of riders

For the FIM Europe SuperEnduro Cup the minimum age is 16.

The limit for the minimum age starts on the date of the rider’s birthday. For other conditions regarding licences see FIM Europe Sporting Code,

4.2 Riders’ licences

All Riders must be holders of a valid Licence:

FIM Europe Enduro Championship Licence or

FIM Europe Promotional licence, (annual or one event licence) 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) or

FIM SuperEnduro World Championship / FIM Junior & Women's Superenduro World Cups (Annual)

4.3 FIM Europe SuperEnduro Cup – entries

All the riders will have to pay an entry fee of 120 euros (transponder pack included) to the promoter. The deposit for the transponder is EUR 100 and is paid to the timekeeping company. The full amount of the deposit will be given back when the transponder is returned. All entries must be received before 7 days prior the start of the Event The entry fees for late entries will be 150 euros. No entries will be accepted after 23:59 on the Wednesday prior the start of the Event.

All entries must be made in writing by an "electronic" entry form available in the site www.superenduro.org. All other information relating to the riders, team, sponsor and the brand of the machine shall be completed.

The entry must include the entry fee payable by bank card, via a secured system. The entry form will be valid once the payment has been made. All other conditions will be explained on the website.

The riders must also sign the official signing-on document on site in order to appear on the official starting list.

The FIM Europe or Promoter will publish the official entry list of the event 7 days before the event

4.4 Leaving the event

A rider who is entered in an event and who does not take part in the event without having informed the FIM Europe Administration/Promoter or who leaves the event without prior approval of the Clerk of the Course is liable to receive a fine.

Any rider who enters an event must inform the FIM Europe Administration/Promoter 48 hours before the event if subsequently he cannot participate in it. A rider who has submitted an entry form and fails to participate, without having informed the FIM Europe Administration/Promoter, will be reported by the FIM Europe Referee to the FIM Europe, who will impose the following penalties:

- First offence: fine of EUR 30.–
- Second offence: fine of EUR 50.–
- Third offence: fine of EUR 130.–
- From the fourth offence: fine of EUR 180.-

Upon receipt of the FIM Europe Referee's report, the FIM Europe Administration will send a letter to the rider's FMN asking the reasons for the non-participation. A reply should be sent within 15 days at the latest and a decision will be taken regarding the penalty.

Disqualification of the Cup could also be pronounced against an entered rider who takes part in another event on the same day.

4.5 Starting Numbers

Every rider, participating in the totality of the FIM Europe SuperEnduro Cup will be allocated a permanent starting number for the season by the Promoter. Riders are only allowed to use jerseys with their allocated numbers. A rider wearing a jersey with a number that does not match their allocated number will not be allowed to race.

4.6 Rider Behaviour and Assistance

Riders must at all times adhere to the provisions of the FIM Europe SuperEnduro Cup Regulations.

Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the meeting.

Riders must report any underlying medical disorder or injury they may have to the CMO.

At any time during the meeting, on request of the technical steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

Riders may be held responsible for the actions of their team members.

Riders and team members are forbidden to ride any motorised vehicle and/ or bicycle on the track outside the official practice/qualifying sessions and races.

Riders must obey the official flag signals and the boards which convey instructions.

Riders are responsible for attending all riders' briefings and being aware of all information and instructions issued. The Team Manager is encouraged to attend the riders' briefing.

During a meeting, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is subject to penalties.

Riders must ride in a responsible manner which does not cause danger to other competitors or other participants in the meeting.

Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and on-board cameras provided exclusively by the Promoter, pit board messages displayed in the areas reserved for pit boards and "body language" communication by the rider. Radio communication with riders is strictly forbidden.

Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. The rider will be disqualified from the heat for any infringement of this rule.

Marshals may assist riders by lifting motorcycles, moving them to a safe place. Any repairs or adjustments must be made by the rider, working alone with no outside assistance.

Riders should use only the track. However, if they accidentally leave the track, they may continue by safely re-entering the track, without gaining an advantage, from the closest point to where they left the course.

Track cutting is forbidden. The penalty for attempting to gain an advantage by track cutting will be from 5 seconds time penalty to disqualification, at the FIM Europe Referee's discretion. Further penalties may be imposed.

A rider who leaves the course in a timed heat or race due to a mechanical problem in order to repair the machine outside the track perimeter cannot rejoin the course during that round.

Riders may groom their place behind the starting gate, without the use of any tools.

Riders may not use any starting aid devices (starting blocks, other elevating devices, etc.) at the start. The fork block devices are permitted.

Once a rider has taken his position at the starting gate, he cannot change it, return to the waiting zone or receive assistance prior to the start.

Riders who have mechanical problems in the waiting zone, but do not succeed in repairing their motorcycle before the 15 second (15") board is shown, are not allowed to start this heat. The penalty for violation of this regulation is disqualification from the heat in question.

Riders having mechanical problems at the starting gate cannot receive any external assistance. The penalty for violation of this regulation is disqualification from the race in question.

When crossing the finish line, the rider must always be in contact with the motorcycle.

The riders must take part in the Prize-Giving Ceremony, infraction of this rule will be penalised by a fine of € 100. It will be levied by an FIM Europe Official and remitted to the FIM Europe.

5 MOTORCYCLES

One machine is authorised per rider. For extraordinary circumstances, a rider can use the motorcycle of another entered rider if this motorcycle has satisfied the administrative and technical controls.

5.1 Classes

There is only one class for FIM Europe SuperEnduro Cup, and the motorcycles allowed are the following:

Enduro 1: Up to 250cc 2 stroke and 4 stroke

Enduro 2: Over 255cc up to 450 4 stroke

Enduro 3: Over to 255cc 2 stroke and over 455cc 4 stroke

No electric bikes will be allowed in FIM Europe SuperEnduro Cup.

Number plate colours: Black colour background with white numbers.

5.2 Tyre specifications for SuperEnduro

The following articles apply for the FIM Europe category.

Motocross tyres (Art. 01.47 of Technical rules for Motocross) are also allowed as long as legal road is not used as a part of SuperEnduro track.

Trial tyres are forbidden.

5.3 Motorcycle and rider warm-up

Riders are allowed to warm-up their motorcycles and do warm-up routines on motorcycles only in designated areas. It is expressly forbidden to ride on any green, grassy or natural areas. The rider at fault shall be held responsible for any damage to a third party property.

5.4 Cleaning of motorcycles

Cleaning of motorcycles can only be carried out if a dedicated area is provided by the organiser, which fulfills the following criteria:

Cleaning must be carried out according to the FIM Environmental Code.

A concrete wash area complete with a drain and a separate oil collector or a pond, lined with a waterproof membrane with sufficient capacity to contain all the waste arising from motorcycle cleaning, and the contents are removed by a vacuum tanker for disposal in accordance with local regulations.

5.5 Transponder

The motorcycles must be equipped with a transponder provided by the time-keeping company of the event.

During the administrative verifications, the transponder will be given to the rider for the chronometric records, against a guarantee deposit of 100 €. The transponder must be fixed to the motorcycle in the position and orientation as shown in the timekeeping information given to riders. The correct attachment of the transponder bracket consists at the minimum, of plastic tie-wraps, but preferably by screw or rivet. Velcro or adhesive alone will not be accepted. The transponder retaining clip must also be secured by a plastic tie-wrap. The rider is the sole person responsible for the above-mentioned proceedings. The loss of the transponder during the event will result in a fine of 250 € to be paid on the spot. The rider is the sole person responsible for the transponder.

5.6 Environmental Mat

For all the categories, when bikes are placed in the pits, the use of an Environmental Mat is compulsory.

It must be used whenever working on or parking the bikes, during practice and racing.

6 RUNNING OF THE MEETING

6.1 Administrative Control

Riders entered in a meeting are required to present their valid Licence, and/or to sign an individual entry form during an administrative control carried out by the FIM/FIM Europe/FMNR/Organisers and/or the World Championship Promoter.

6.2 Preliminary Technical Verifications

Please refer to the FIM Technical Regulations.

6.3 Meeting with the Officials and the Organisers

Three meetings with the officials, the Promoter and the organisers will be held: on the eve of the event (18.00), and after the technical and administrative controls The exact times will be published in the SR. A third meeting (debriefing) will take place at the end of the event.

The FIM Referee, FIM Europe Referee, the FIM Championship Manager, the FIM SuperEnduro World Championship Promotor, the Course Inspector, the local organiser, the Chief Timekeeper and the Chief Scrutineer, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Chief Medical Officer, the Press Officer, etc. and the Clerk of the Course, must be present at the meetings.

A secretary must be present in order to do the minutes of the meetings, be the event secretary, publish the results and the official information.

If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the meeting.

The FIM Referee is the chairman of this meeting.

The FIM Referee may require extra Event Management meetings for urgent matters and for the well conduct of the FIM SuperEnduro World Championship meeting.

The protests, changes in the SRs, minutes of the meetings, technical, medical and environmental reports will be compiled. These reports will be sent to the FIM Europe Administration.

6.4 Riders' briefing

A riders' briefing will take place before the start of the practice. This meeting should be held in the press conference room.

Only persons holding FIM or FIM Europe licences could attend this meeting at the discretion of the FIM Referee and FIM Championship Manager. The riders, the Referees, the Clerk of the Course, the Championship Manager, a representative of the promoter and a representative of the organisation will attend the meeting. The time of this meeting must be mentioned in the SR. In all circumstances, this meeting must take place one and a half hours before the start of the event. A rider not present at the riders' briefing meeting will be fined € 50, which will be collected by an FIM Europe official and remitted to the FIM Europe.

The FIM Championship Manager is the Chairman of this meeting.

At each meeting with the riders at each event, the Promoter will provide a list of participants which the participants are obliged to sign to indicate their presence.

6.5 Timing

During practice and racing, timing is recorded on the finish line by the means of a transponder. Timing must also be done manually.

6.6 Free practice and timed practice

During all practice, the riders are not allowed to stop anywhere on the circuit, except at a special place mentioned/stated by the FIM Referee at the riders' briefing.

Start practice is only allowed at the end of the last free practice session of each group. It will consist of one minute free start practice. Any infraction will be penalised by a warning, and any additional similar offence can attract further penalties". Start Practices are facultative.

6.6.1 Free practice

Riders in the FIM Europe SuperEnduro Cup will be entitled to 1 free practice sessions of 5'.

The Supplementary Regulations must indicate the conditions and times available for practice.

6.6.2 Timed practice/Timed qualification

During an event in which more than 14 riders have registered with the promoter, and after the checks (administrative and technical), the Championship Manager together with the Referees and the Clerk of the Course will compose by ballot for the first day of the Cup two groups - Europe A and Europe B. For the following events, the groups will be composed according to the provisional ranking of the championship (Europe A: 1st, 3rd, 5th, etc. and Europe B: 2nd, 4th, 6th, etc.). Each group will be entitled to 1 session of 5' free practice and a timed practice/timed qualification session of 7'.

From these 2 timed practice/timed qualification sessions (A + B), the 10 best times riders, as well as the first 4 of the last chance heat, will compose the FIM Europe SuperEnduro Cup class for this event.

If the conditions change dramatically from one of the trainings to the other or in case of force majeure, the Championship Manager and the Referees can decide to take the top five from each heat.

In the case of entries of more than 24 riders and two last chance heats, the 10 best times riders (regardless of groups) from the timed practice/timed qualification will compose the Europe class for this event.

From the two last chance heats, the best 2 riders from each heat will compose the Europe class for this event.

In the case of entries of more than 28 riders and two last chance heats, the 10 best times riders (regardless of groups) from the timed practice will compose the Europe class for this event.

From the two last chance heats, the best 2 riders from each heat will compose the Europe class for this event.

The 3:rd ranked riders of each last chance heat will be considered as reserve riders.

The 14 best times will take part in a 7' time practice which will determine the starting order for the finals.

The promoter in agreement with the Championship Manager, the Referees and the Clerk of the Course will adapt the timing according to the number of riders and may provide a race for the non-qualified riders.

Any practice is forbidden from 30’ preceding the start of the first heat, unless under exceptional circumstances the Clerk of the Course has given permission.

Where the layout of the track is modified during the event, all the riders must be informed and have the possibility of examining on foot the part of the track that has been modified.

All the riders of each class must do at least one timed practice lap.

6.7 Heats composition and starting order

The order of entry of the riders on the starting line is determined as follows:

For the qualifying heats, the starting order is determined by the results of the timed practice sessions.

For the FIM Europe SuperEnduro Cup finals, the starting order is determined by the results of the timed practice sessions.

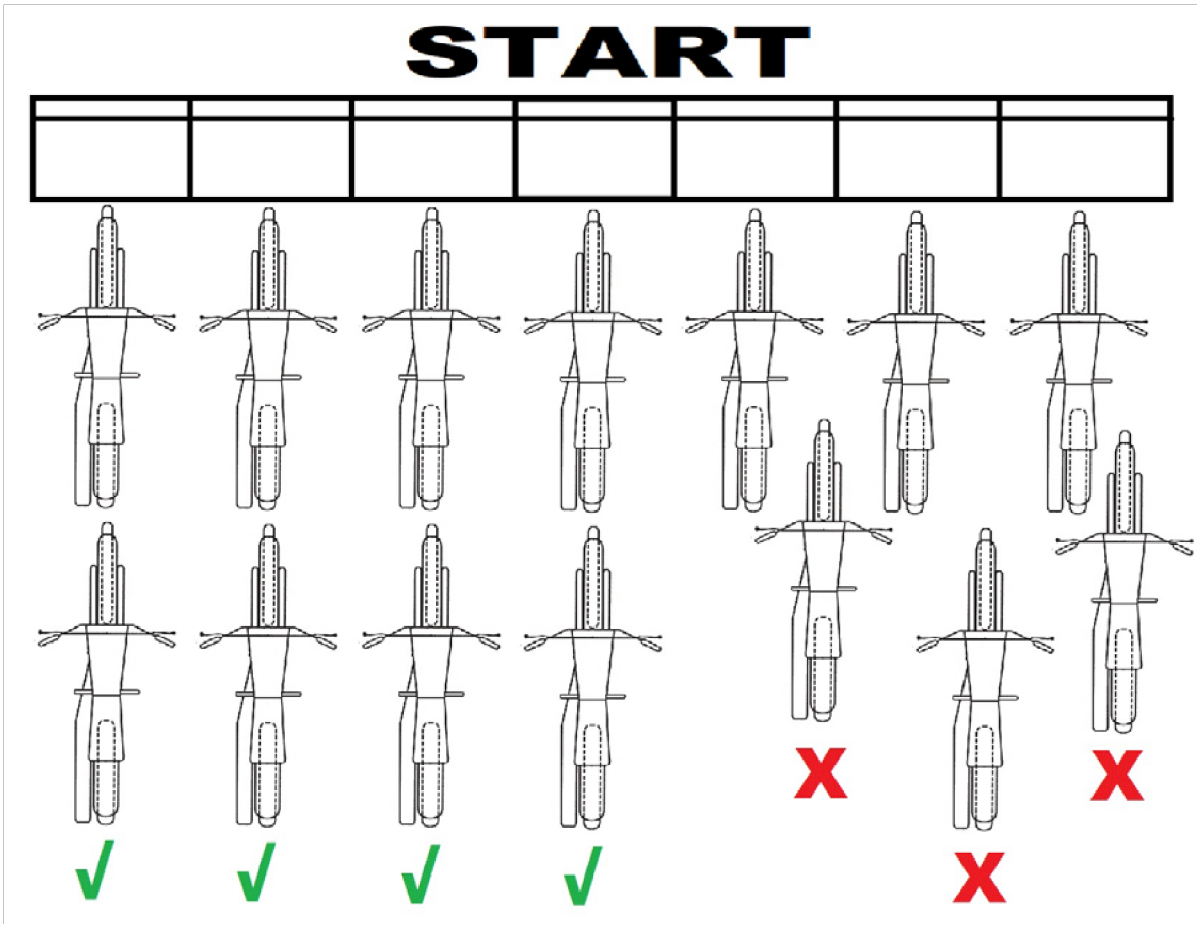
For the FIM Europe SuperEnduro Cup category, the finals will be organised as follows:

- 1st final and 2nd final: the riders will start in the order of their rankings after the time practice

6.8 Starting procedure

It is a collective start, with engine running, with a maximum of 14 riders. It is a grid of 7 places.

For a start with 14 riders, the starting grid will be set according to the starting order. The first 7 places of the starting grid must be completed. The riders can choose but must fill the first 7 places before the second line.



In the case when less than 14 riders would start, the number of places on the starting grid will be reduced according to the number of riders qualified for the Finals.

The following procedure will be applied:

4 minutes before the start	The flashing light is off. In the waiting zone, the 4-minute board is displayed and the waiting zone is no longer accessible.
	After a whistle signal has been given, everyone but the riders, two team members per rider, the TV team and the necessary officials, leaves the waiting zone.
	The riders prepare to start.
From that instant:	After a whistle signal has been given, access to the starting grid is opened and the riders in the waiting zone move on to the starting gate.
	When the riders have taken their positions at the starting gate, a green flag will be displayed and all the riders are under starters' orders.
	The team members remain in the waiting zone until the start has been given.
	The only persons authorised to remain at the starting gate are the riders, the television crew and the necessary officials.
15 seconds before the start:	Access to the waiting zone and the starting zone is closed off.

	If a rider has mechanical problems in the waiting zone and does not manage to repair his machine before this moment, he cannot access the starting area. The penalty for violation of this rule is disqualification from the race in question.
	If a rider has mechanical problems on the starting grid, he cannot receive an assistance from his mechanics on the grid. The penalty for violation of this rule is disqualification from the race in question.

1. As soon as a rider has taken his place on the starting grid, he can no longer change it or return to the waiting zone or receive assistance before the start.

2. When all the riders have taken their positions on the starting grid, a green flag will be displayed.

3. Once the FIM Championship Manager has given the signal:

a) A board indicating “15 seconds” will be held up and the riders are under starter’s orders. The “15 second” board will be displayed for 15 seconds.

b) At the end of the 15 seconds, a board indicating “5 seconds” will be displayed and the starting gate will be lowered between 5 and 10 seconds after the “5 seconds” board has been shown.

4. If it is not possible to give the start using the starting grid procedure, a green flag will be used to give the start.

The same start procedure will be used (as described above) up to 15 seconds before the start of the race.

The FIM or FIM Europe Referee goes to the side of the track displaying the green flag. He then lowers the green flag and the race begins.

5. The area in front of the starting gate is restricted and must be prepared in a consistent manner so that all the riders have equal conditions. The officials and photographers are the only persons admitted to this area and riders are not authorised to prepare their starting area.

6.8.1 False start

Any false start will be indicated by the Referees or the FIM Championship Manager by the holding up of a red flag. The riders must return directly to the waiting zone and a new start will be given as soon as possible. After the display of the red flag, the rider who may enter the paddock/pits will not be authorized to re-start.

6.8.2 Stopping of the Race

If a heat is interrupted by a red flag before half of the elapsed time, a new start will be immediately given. The riders must return to the waiting zone.

The riders must directly return to the waiting zone. After the display of the red flag, the rider who may enter the paddock/pits will not be authorized to re-start. In addition, the rider(s) responsible for stopping the race cannot participate in the re-start.

After this new start, only the results of this heat will count.

If a heat is interrupted by a red flag after half of the planned heat is completed, the classification of the lap preceding the interruption will be valid, as long as all the riders rode at least 2 laps.

6.9 Results / Procedure

The winner of a race is the rider who crosses the finish line first.

Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.

The riders who follow the winner will then be stopped when crossing the finishing line.

The time at which a motorcycle crosses a control line shall be registered at the moment the front wheel spindle/axle of the motorcycle crosses the line.

When crossing control lines, the rider must always be in contact with the motorcycle.

All the riders participating in the Qualification Race and/or Race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on.

In order to be classified, riders must cross the finish line within 2 minutes of the arrival of the winner and must complete 50% of his total distance (number of laps).

If the chequered flag is mistakenly displayed later than the official time/ distance, the finishing order shall be determined by the running order at the official time/distance.

Under any other circumstances, such as mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.

All results must be homologated.

The final results will not become official until the time limit for protests have elapsed.

If a protest is lodged, the results will not become official until a decision is taken by the FIM Europe Referee.

7 CLASSIFICATION / AWARDING OF POINTS

The first 14 riders in the final classification of each of the three final heats from each event will receive points according to the following scale:

20 points to the 1st	10 points to the 6th	5 points to the 11th
17 points to the 2nd	9 points to the 7th	4 points to the 12th
15 points to the 3rd	8 points to the 8th	3 points to the 13th
13 points to the 4th	7 points to the 9th	2 points to the 14th
11 points to the 5th	6 points to the 10th	

The final classification for each event of the FIM Europe SuperEnduro Cup will be made by adding each point won by each rider during each of the two final heats.

The final classification of the FIM Europe SuperEnduro Cup will be made by adding each point won by each rider in each of the two final heats of each event.

For the FIM Europe SuperEnduro Cup to be valid, at least half of the events planned at the beginning of the FIM Europe SuperEnduro Cup must be held and the results homologated.

The results must contain at least the following information:

- FIM, FMNR, Promoter, Organiser/Moto Club, World Championship Logos

- Title, venue, date, FMNR, IMN N°, Class (Category) of the event

- Position, number, surname, first name, nationality, FMN, motorcycle manufacturer of the rider as well as the name of the team when applicable

- Performance realised (race time, points obtained etc.)

- Name and signature of the FIM Europe Referee and Clerk of the Course, publication time of the results.

The FIM Europe Referee is responsible for the transmission of the results to the FIM Europe.

It is compulsory for the FIM Europe Referee of the event to send a list of fines and results after the end of the events to the FIM Europe Administration.

8 TIES

At the end of an event

A tie at the end of the event will be decided by the majority of the best placing in the finals, precedence being given to the rider having the most number of 1st, 2nd 3rd etc. places. If a further tie exists, riders will be classified in order, by the better placing in the last final.

At the FIM Europe SuperEnduro Cup intermediate or final classification

A tie at the intermediate or final classification at the end of the FIM Europe SuperEnduro Cup will be decided by the majority of the best placing in the finals, precedence being given to the rider having the most number of 1st, 2nd 3rd etc. places. If a further tie exists, riders will be classified in order, by the better placing in the last final.

9 PRIZE-GIVING CEREMONY

A Prize-Giving Ceremony must be held at each meeting, time will be decided by FIM Europe referee together with FIM officials and Promoter. For the ceremony, it is recommended to have an attractively decorated podium in clear view of the public. The first three placed riders should receive a trophy.

The riders with the top three positions in the overall standings of the meeting must take part in the Prize-Giving Ceremony.

During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) may be played.

The podium of the event will be established according to the addition of points won by each rider during the two finals in the FIM Europe category.

The organisers of the final round of the FIM Europe SuperEnduro Cup shall arrange, in cooperation with the FIM Europe Referee and Promoter, a ceremony to reward the first three placed riders in the overall.

The prize-giving ceremony closing the season must be staged under the same conditions immediately after the prize giving ceremony of the last event. The FIM Europe medals will be given to the top 3 riders of each category.

If a rider is absent from the Prize-Giving Ceremony or Press Conference, without the prior approval of the Promoter, he will be fined € 100-. The fine will be paid to an FIM Europe Official.

10 PREMATURE STOPPAGE OF THE EVENT

In the case of "force majeure" where the event must be stopped:

- If a minimum of 50% of the programmed finals are staged the results will be declared official and the meeting will not be postponed.
- If a meeting is stopped before 50% of the programmed finals are staged, the finals not fully completed may be organized within the following 48H.

An official meeting chaired by the FIM Referee will be held in order to decide on the postponement of the event.

11 AWARDS

Overall FIM Europe SuperEnduro Cup first, second and third places will be awarded with medals.

12 PENALTIES

Riders breaking the Rules shall be sanctioned by the FIM Europe Referee as follows:

	Maximum amount:
- Ungentlemanly conduct towards a person (1) with words or signs, (2) with violence	(1) EUR 300.- (2) disqualification
- Receiving outside assistance, except, where authorised:	Disqualification
- Cutting the course	From 5 seconds time penalty to disqualification, at the FIM Europe Referee's discretion
- Absence or arriving late at the riders' briefing	EUR 50.-
- Absence or arriving late at the Prize-Giving Ceremony	EUR 220.-
- Absence or arriving late at the press conference	EUR 200.-
- Absence of motorcycles or late arrival at preliminary machine examination	EUR 200.-
- Exceeding noise level during the event	1st offence: 20 seconds 2nd offence: disqualification

The following fines shall be applied by the FIM Europe Referee, upon proposal of the FIM Championship Manager or from the clerk of the Course and must be paid directly to an FIM Europe Official. They will be donated by the FIM Europe to a charitable cause.

All other infringements to the Rules will be penalised according to the FIM or FIM Europe Disciplinary and Arbitration Code . Riders are responsible for their mechanics.

13 PROTESTS AND APPEALS

Protests and appeals must be lodged according to the FIM Europe Disciplinary and Arbitration Code.

13.1 Time limit

Protests against the admission of a registered rider, team or machine must be presented before the riders leave the waiting zone in order to participate in the practice.

Timetable for the FIM Europe SuperEnduro Cup

Day before the practice:

18:00	1st meeting with the officials and the organiser
17:30 – 19:30	Administrative control
18:00 – 20:00	Technical control

Day of the event:

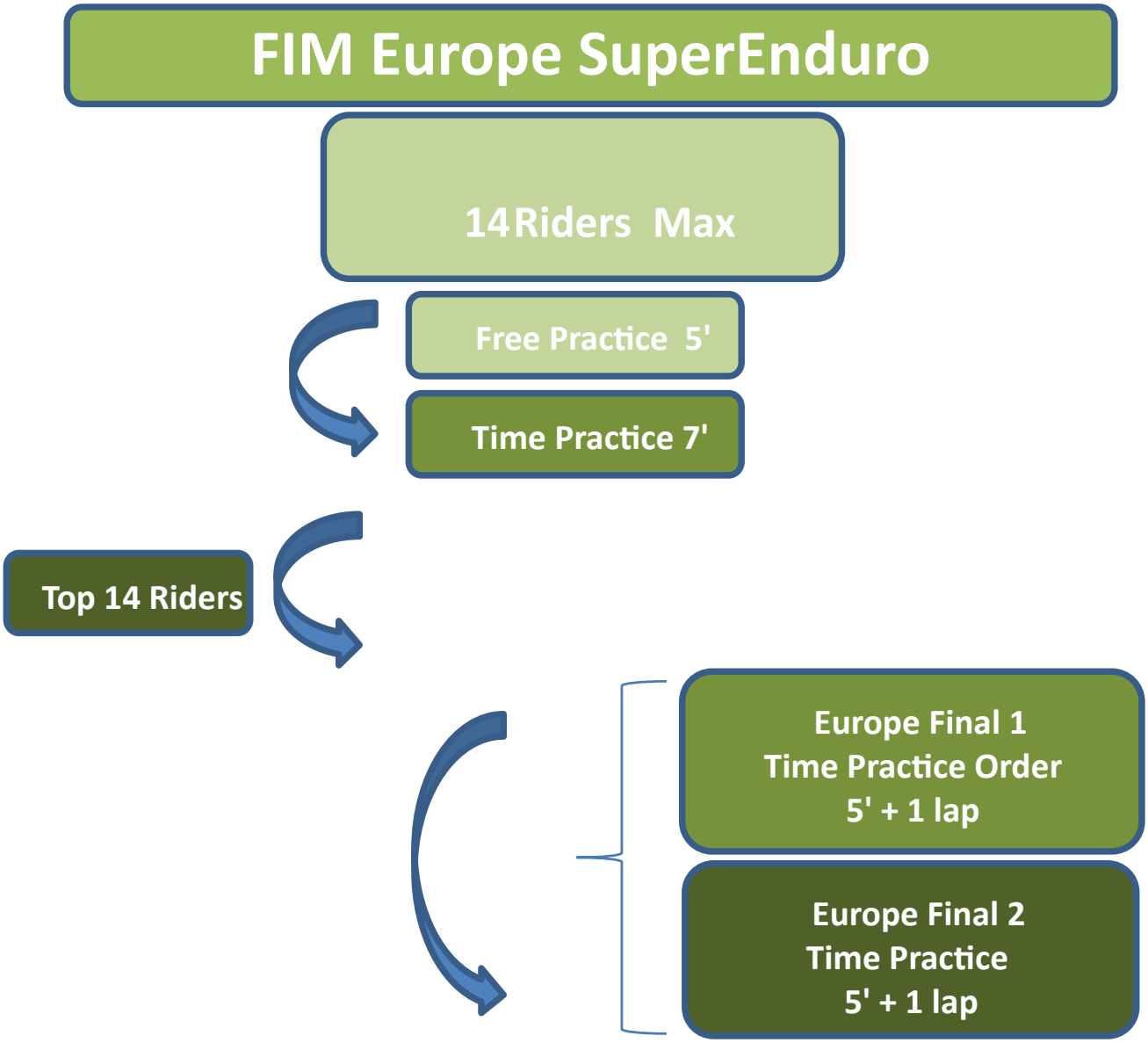
09:00	2nd meeting with the officials and the organiser
09:30	Rider's briefing

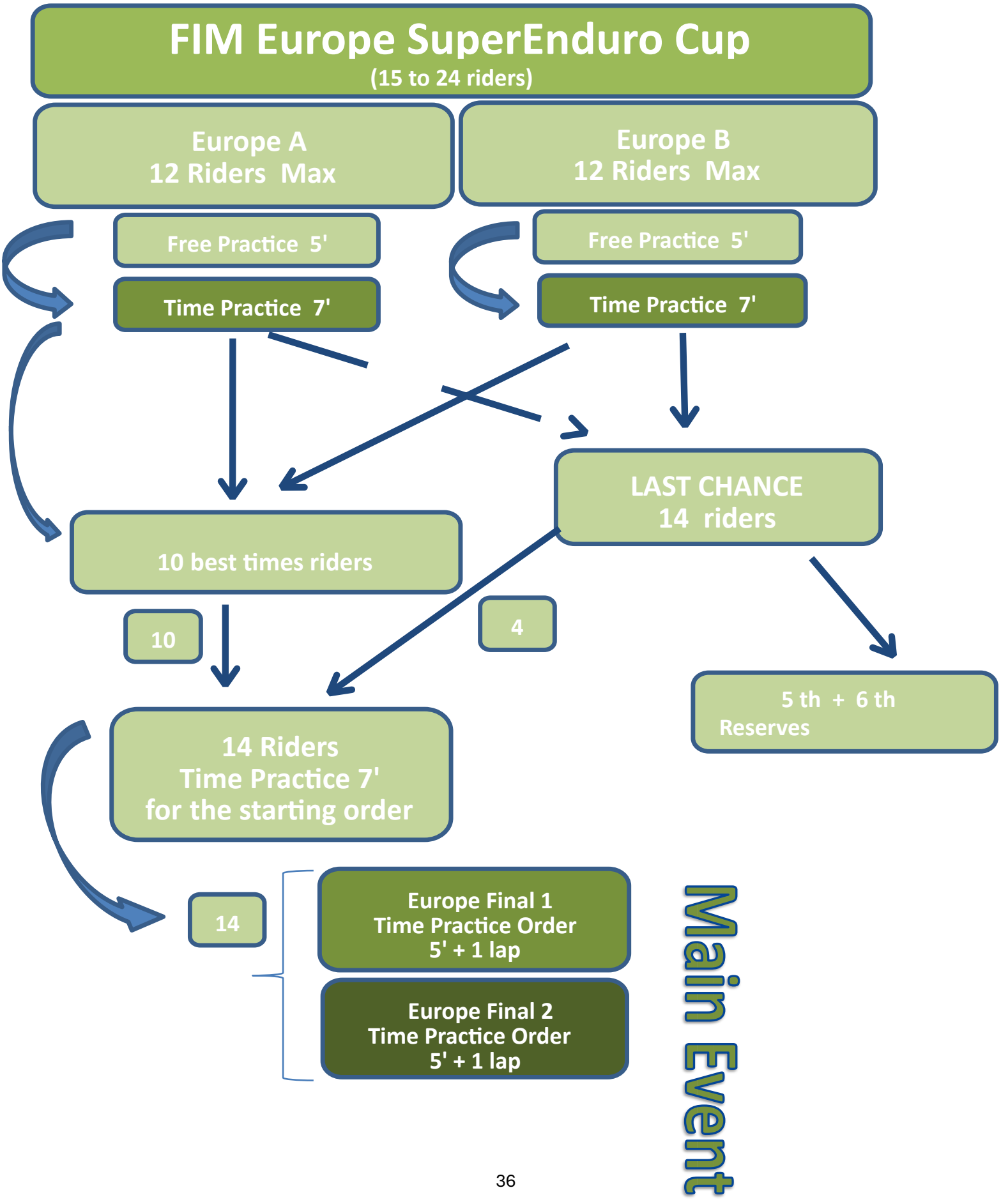
30 minutes after prize giving ceremony 3rd meeting with the officials and the organiser.

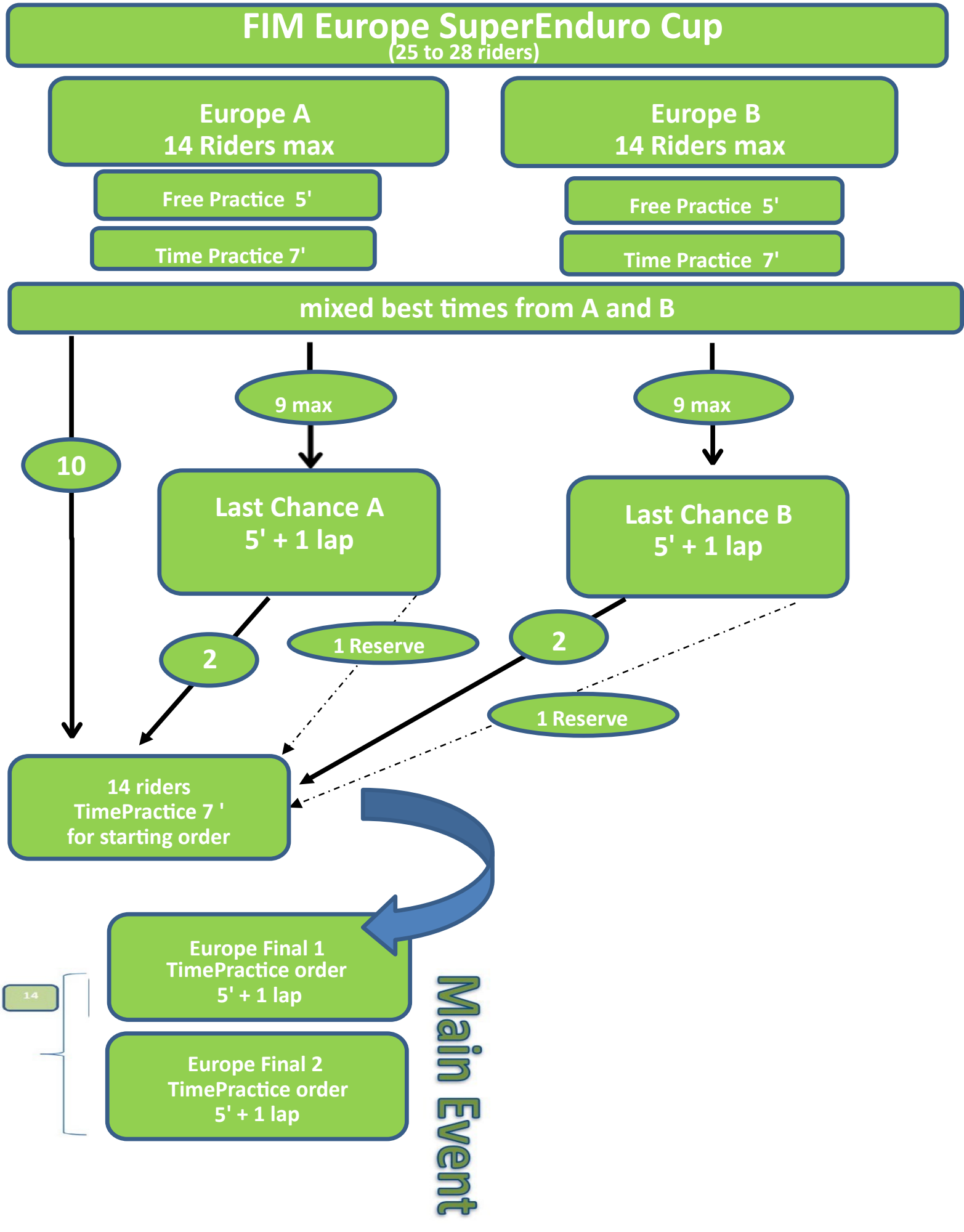
Depending on the amount of entries, the Timetable can be modified.

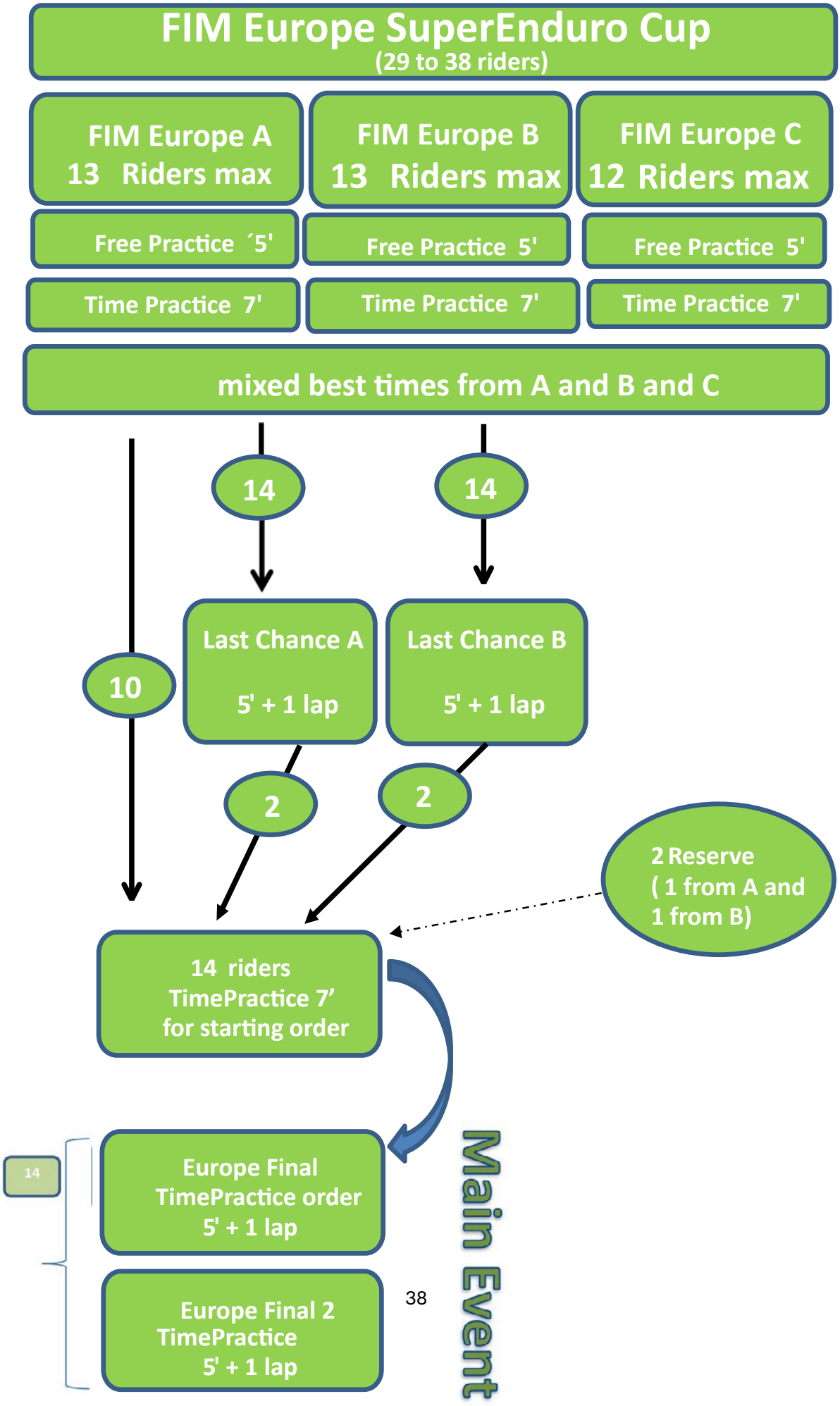
The timetable of the event will be posted on the official notice board.

Formats for the FIM Europe SuperEnduro Cup:




FIM Europe SuperEnduro Cup
(15 to 24 riders)
Europe A
12 Riders Max
Europe B
12 Riders Max
Free Practice 5'
Time Practice 7'
Free Practice 5'
Time Practice 7'
LAST CHANCE
14 riders
10 best times riders
10
4
5 th + 6 th
Reserves
14 Riders
Time Practice 7'
for the starting order
14
Europe Final 1
Time Practice Order
5' + 1 lap
Europe Final 2
Time Practice Order
5' + 1 lap
Main Event


FIM Europe SuperEnduro Cup
(25 to 28 riders)
Europe A
14 Riders max
Europe B
14 Riders max
Free Practice 5'
Time Practice 7'
Free Practice 5'
Time Practice 7'
mixed best times from A and B
10
9 max
9 max
Last Chance A
5' + 1 lap
Last Chance B
5' + 1 lap
2
1 Reserve
2
1 Reserve
14 riders
TimePractice 7 '
for starting order
Europe Final 1
TimePractice order
5' + 1 lap
Europe Final 2
TimePractice order
5' + 1 lap
14
Main Event


FIM Europe SuperEnduro Cup
(29 to 38 riders)
FIM Europe A
13 Riders max
FIM Europe B
13 Riders max
FIM Europe C
12 Riders max
Free Practice ´5'
Free Practice 5'
Free Practice 5'
Time Practice 7'
Time Practice 7'
Time Practice 7'
mixed best times from A and B and C
14
14
10
Last Chance A
5' + 1 lap
Last Chance B
5' + 1 lap
2
2
2 Reserve
(1 from A and
1 from B)
14 riders
TimePractice 7'
for starting order
14
Europe Final
TimePractice order
5' + 1 lap
Europe Final 2
TimePractice
5' + 1 lap
Main Event