



**ALPE ADRIA EXTREME ENDURO CHAMPIONSHIP  
SPORTING AND TECHNICAL REGULATIONS 2018**

# **DEFINITION**

Extreme Enduro is a discipline of Moto sports which represents a test of endurance and the abilities of both the rider and the motorcycle. Riders participating at Extreme Enduro races have to finish a lap (or several laps) in designated time mandated by the organizers.

The duration of the race, the length of the track and other details, which are not included in this rules, are defined by a Supplementary regulations (S.R.) of each individual race.

## **1. GENERAL**

Alpe Adria Motorcycle Union organizes Alpe Adria Extreme Enduro Championship (AAEEC) in compliance with the rules of the FIM, FIME, AA, Sporting International rules and the FMNR Regulations.

AAEEC shall be comprised of minimum three (3) races in the course of a season, which will be announced in the AA calendar.

### **1.1. Participation**

All the rides must have a valid national Enduro/Motocross license and a starting permission issued by the FNMR, insurance policy and must be minimum 16 years of age.

Only riders from nations AA members can participate in AAEEC, but races can be combined with other systems – championships/races (national championships, BMUs, etc.)

### **1.2. Supplementary regulations (S.R.)**

Supplementary Regulations (S.R.) holds important details which are specific to a certain race, such as: Location, timeframe, qualifications (prologue), track, marking, official staff, safety conditions, registration fees etc.

### **1.3. Classes**

- Expert
- Light
- Ladies
- Veterans (40+ years of age)

### **1.4. Entries**

Entries and payment receipts for the Entry fee are to be delivered to the organizers, according to the provisions of the S.R.

Entry form is set up by the organizer.

Entry form must contain all the important details pertaining to the rider and the motorcycle and each rider must sign the list and confirm their identification.

During the registration rider has to show the license issued by the National Association (FMNR) along with the payment receipt and a filled out Entry form.

The Entry fee is determined by the organizer.

## **2. TECHNICAL RULES**

### **2.1. Motorcycles**

In accordance with these Regulations and the FIME regulations, AAEEC races will allow the use of Motocross and Enduro motorcycles. Trial motorcycles are not permitted.

### **2.2. Tires**

AAEEC races allow the use of all types of serial Enduro and Motocross tires.

### **2.3. Starting numbers**

Starting number are the responsibility of the organizers of each individual race.

The organizer must prepare starting numbers for all registered riders and is to hand them out during the verification process.

Each rider must put the stickers with the starting numbers (and possibly sponsors) which are given to them by the organizer.

### **2.4. Technical control**

Technical control is only visual: starting numbers, readiness of the motorcycle and the equipment of the rider.

30 minutes prior to the start, each rider must submit their motorcycle to Parc Ferme.

## **3. RULES AND PROCEDURES**

### **3.1. Course**

All the details pertaining to the track (length, legs, check points, timetable) have to be specified in the S.R.

### **3.2. Qualifications (Prologue)**

Prologue is a qualification race.

Concept of the prologue is determined by the organizer and it must be explained in the S.R.

Prologue can be:

- MX test
- Enduro test
- Extreme test
  
- Cross country
- Classic Enduro
- Combination of all of the above

The Starting list is created according to the results of the Prologue.

### **3.3. Parc Ferme**

Parc Ferme is an indoor area where riders park their motorcycles before the start in the time the organizer specifies in S.R.

### **3.4. Start**

Start must be determined by class and by qualification results (prologue).

The concept of the start is determined by the organizer and must be explained in S.R.

Start can be:

- Mass
- Individual
- By groups
- Etc...

### **3.5. Rules of the race**

Extreme Enduro is a race that runs on natural trails, with natural and artificial obstacles.

All types of substrates are permissible, which are suitable for Cross and Enduro motorcycles.

The race can take several days, but each day entails special scoring for the AAEEC.

The start order is determined according to the qualification results (prologue) and is published via the Start List on the bulletin board.

The rider starts when a sign is given by the starter judge via a start flag.

Race is run on a default lap.

The track map must be posted on the Board on the race day, at least 2 hours before the start.

Riders must pass the path marked by markers (strips) through the Check Point (CP).

Overlapping is forbidden in the CP.

The finish line is at the last scheduled CP.

Race winner of a particular class is the rider who passes the track fastest, and has a noted pass through all the CPs (Check Points). After passing the finish line, the rider has to hand over to the judge his Travel Card (or GPS device) for the purpose of processing the results.

### **3.6. Check points**

Check Points (CPs) must be drawn on official race maps.

The CP judges record passages of the riders.

Passes of the CP can be recorded:

- on the lists
- on the cards
- on stickers
- by the GPS system
- by markings
- by a combination of all of the above.

Overlapping is prohibited in marked CP zones.

The organizer is obliged to arrange adequate control on the routes where it is possible to cut the given route of the race.

### **3.7. Finish line**

The rider is considered to have completed the race after they cross the marked track, all check points and the finish line.

If the rider does not pass through a checkpoint, the organizer can provide time penalties, but this must be explained in S.R.

### **3.8. Outside assistance**

Outside assistance is only allowed in places designated by the organizer (Help zone, Pit lane ...).

No outside assistance is permitted outside the areas mentioned above.

The penalty for non-compliance with this rule is exclusion.

### **3.9. Technical assistance**

Technical assistance is permitted either along the entire track or at places where the organizer has designated Help zones (HZ).

The organizer can also designate No help zones (NHZ) in which assistance is only allowed between riders.

In all these cases, the organizer must explain all this in the Rule S.R and compile in the Map of the Track.

At the time of technical assistance, due to compliance with the minimal eco-standards, the use of a protective mat under the motorcycle is mandatory.

The technical assistance area is recommended to be provided at a minimum of every 10 km.

### 3.10. Tank Zone (TZ) - refueling

The tank zone (TZ), if necessary, is determined by the organizer through the S.R. and is put in the official Map of the track.

The time and the place of the submission of the fuel canister to the organizing service are determined through S.R.

The service marks every canister and transports it to the TZ.

Riders in the TZ fuel up by themselves.

Riders and the organizing service are both obliged to comply with ecological FIM and FIME standards.

### 3.11. Time keeping

The timekeeper must own a FIM or FIME license.

Time keeping must be consistent with FIM / FIME and AA rules.

### 3.12. Lap scoring area

The organizer must prepare a place for monitoring the results and explain it in S.R.

### 3.13. Points

For the score on each race, drivers will get points according to the following:

RANK	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.
POINTS	25	22	20	18	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1

### 3.14. Ranking

The ranking includes points from each race on the Calendar both for individuals and nations.

In the event of an equal score at the end of the Championship, a better placement goes to the rider/nation who has achieved better placement on the last race in which he has scored points.

In order to get points (AA members) national federation participates with team of maximum 3 and minimum 1 competitor in class Expert.

### 3.15. Disqualification

- Smoking on Tank Point, Parc Ferme and Pit line
- External assistance outside the permitted zones
- Fueling up elsewhere aside the Tank point area
- Fueling up while the engine is running
- Changing the motorcycle during the race
- Cutting the track

- Riding in the opposite direction of the route
- Moving the markings on the track or damaging them
- Being over 15 minutes late for the Start
- Oil leakage from the engine in nature
- Physical altercations with other race participants
- Disturbing the judges and other official staff while working
- Any other misconduct that a jury decides upon registration is disruptive to the regular running of the race and harming the reputation of the race.

### **3.16. Penalties**

Disobeying the rules in Parc Ferme, pre-start and start area .....3 min  
 Exceeding the permissible noise level .....3 min  
 Detour of the CP ..... 30-240 min according to the organizer's decision.

Penalty points-minutes are added to the rider after the passing of the finish line.

### **3.17. Prizes Awards**

At the end of the race, the organizer must organize an awards ceremony. This ceremony must take place no later than 90 minutes after the end of the race.

At each race the organizer will, at a minimum, award the following prizes:

- 3 best drivers per class
- 3 best nations

### **3.18. Protests**

Protests must be filed under the AA Rules and the Supplementary Regulations and must be accompanied by a currently fixed fee of 100 Euros or equivalent in local currency. The fee will be refunded if the protest is deemed justified.

Each protest must be presented to the Director of the Event within 30 minutes of displaying the provisional results on the official notice board.

One hour after they have received a written protest, the Race Director must give an answer.

There can be no protest against the official's decision, but in certain cases an appeal can be filed in the manner prescribed by the AA.

## **4. OFFICIALS**

AA Rules. AA Steward is proposed by the President of the AA Commission. The organizer is required to set up judges/controllers on the strategic points of the track with the goal of ensuring the safety and control of the race.

The Officials must have an FMNR license.

## **5. ECOLOGICAL AREA**

Each organizer is required to provide a special area for the safe storage of waste oil, tires, batteries and / or any other material considered to be environmentally hazardous.

Such area must be in the area of the parking (paddock) and must be clearly marked. It is mandatory to use the Environmental Protection Mat for the service and at the Tank Points area.

## **6. FIRE PROTECTION**

Organizers of the race must provide fire protection measures (fire brigade, fire fighters...)

## **7. MEDICAL SERVICES**

For each AAEEC race, FIRST AID - TEAM and an ambulance must be present with full equipment including the carriers.

At least two emergency vehicles are required, or – one ambulance and another suitable vehicle that must be equipped and capable of transporting and providing first aid on a difficult ground.

Doctor's attendance is mandatory.

## **8. RULES INTERPRETATION**

S.R. in English is sent by email to the AA Executive Secretariat for approval no later than 30 days before the event. After approval, S.R must be sent to all AA members.

Interpretation of these Regulations and S.R. is the responsibility of the Extreme Enduro AA Commission, and in races it is the responsibility of AA Steward who is also empowered to deal with all matters that are not in it. In the second instance, if necessary, the appeal will be resolved by the AA executive body.

Each competitor, by signing the application, accepts that they are obliged to comply with this Rulebook and S.R. races and waives any right to resort to any arbitration or tribunal not provided for in the said rules and regulations.



For all that is not provided for by this rulebook, the FIM, FIME and AA Regulations will be used.

As confirmed at the AAU Extreme Enduro Commission meeting.

Zagreb 16. December 2017.

**Commission:**

**President AA EE**

**Davor Komsic**

A handwritten signature in blue ink, appearing to be 'DK', with a long horizontal stroke extending to the right.