



FIM Europe Tout Terrain-Rally Cup 2024

1 GENERAL

The FIM Europe organizes the FIM Europe Tout Terrain Rally Cup 2024 according to the rules of the FIM Europe Sporting Code, FIM Europe regulations,

A Jury consisted of FIM Europe appointed member, Clerk of the Course, and one third member appointed by FMNR at the event is mandatory to all events

Supplementary regulations must be submitted by each organizer before event and according to FIM Europe regulations.

The European TT Rally Cup will consist of a number of four/five rounds (the number of rounds may vary each year but there will be a maximum of 5. Each race must cover minimum of 800km distance and at least 4 days duration.

Any parallel events must be authorized by the FMNr.

Insurance of the race is made by the organizers following the specifications of the FIM Sporting Code.

2 PARTICIPATION

To participate in the FIM Europe TT- Rally Cup a rider must hold a regular driving license and a valid FIM Europe license Promotional Continental - Annual or Promotional Continental - One Event.

Motorcycles and quads and their equipment must comply with their National Road code and laws of the country in which the vehicle is registered and with any other rules specified in the Supplementary Regulations.

Riders must conform to the traffic code applied in each region crossed during the competition. Any competitor convicted of an offence against such regulations may, after an enquiry be disqualified or have other penalties imposed by the C.o.C. and confirmed by the International Jury and provided in the FIM Europe arbitration and Disciplinary Code and in the TT Rally Rules.

All motorcycles must comply with FIM Europe/FIM Technical regulations.

Riders must wear appropriate equipment, including any protection gear established by the FIM Europe Technical Regulations, in addition to Mobile phone in waterproof packaging with a valid number and available for calls.

3 SUPPLEMENTARY REGULATIONS

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

Any modifications or additional provisions shall be announced by annexes which will be dated, numbered and signed. These annexes will form an integral part of the SR and shall be posted on the official notice board for the Rally. They shall also be communicated directly to the competitors in the shortest possible time.

The organizers must show the FIM Europe logo in the SR of each race.

SR must include the official web address and the official webpage of each event must have the following information:

- 1) Supplementary Regulations and all possible modifications
- 2) Entry list of riders including the class and other details
- 3) Roadbook Modifications
- 4) All other important documents of the race

4 JURISDICTION

A Jury composed in conformity with FIM Europe Sporting Code will supervise the event.
The FIM Europe Enduro & Rally Commission nominates the Jury President or a referee.

5 ROAD BOOK

The road book has been designed in order to indicate the route and

- main dangers
- description of the terrain
- speed limits

Any reconnaissance of the track before the event is forbidden, on pain of exclusion from the race.

The information given by the road opener team will be communicated to competitors during the briefings and by bill posting.

The official itinerary of the Rally is described in the road book given to the competitors and must be completely followed, on pain of a penalty which may lead as far as to the exclusion from the race.

Roadbooks must be printed in paper in colored mode but not pre marked.

Digital distribution of the roadbook exclusively in pdf format must be provided by the organizers to competitors who participate with digital devices.

No GPX file or any other route data should be distributed to competitors participating to racing categories

6 CLASSES

M1: under 290cc

M2: 300-390cc

M3: 400- 475cc

M4: 480-600cc single cylinder

M5: 650-750cc single cylinder

M6: 650 – 1300cc bicylinder

Quad

SSV

7) RACE

7.1 NUMBERS

Riders, before the first race of the season, must email the promoter with numbers they choose and promoter will inform the organizers of each rally to respect the numbering.

The number will be constant and can only be changed each year. The rider maintains the number even in case of a bike change.

7.2 STARTING POSITIONS AND RACE START

Motorcycles will be the first to start the race. The first SSV will follow in time to be decided by the C.O.C., but no less than fifteen (15) minutes after the last motorcycle.

The cars will start at a minimum of 30 minutes interval.

The first Stage start order will be decided by the C.O.C. or by results of prologue. Prologue is not compulsory.

If there is no prologue the advance must be given to riders who have Cup-points before event. After each Leg, the start order will be set by the standings of each racing day, motorcycles and Quads will be first, followed by SSV and Cars

If one race has different routes for bikes-quads and SSV, this starting order can change.

[7.3 ROUTES AND TRAFFIC](#)

The race will take place on roads open to public traffic.

The Prologue will be closed to traffic.

All selective stages must be protected by traffic.

Competitors are required throughout the race to obey to the National Road rules and the maximum speed allowed, and should show proper attention to civilian vehicles. Especially for vehicles passing through residential areas, a designated maximum speed limit of 50 kilometers must be set by the organizer, unless the local road codes and signs provides lower limit. In each case, the penalties can reach up to and exclusion from the race.

The route control and speed control will be checked by the GPS tracking system, and will be monitored during and after the race, competitors routes will be checked for any violations.

[7.4 VEHICLES ARRIVING TO THE START AREA](#)

Vehicles must be presented at the start area, 15min before the start of the race.

Otherwise, the organizer may fill the position with another competitor and will not be given permission to start.

In this case, the rider which did not appear at the start area will get a maximum penalty from all selective sectors plus one hour

[7.5 MISSED CONTROL PENALIES \(CP - TC\)](#)

The penalty for missing a check point (CP) is set at 15 minutes for each violation. The penalty can be changed by the Clerk of the Course

The penalty for missing a Time check (TC) is set at 30 minutes for each violation. The penalty can be changed by the Clerk of the Course

[7.6 SELECTIVE STAGE PENALTIES](#)

1. DNS

In case a rider fails to start: Maximum time of stage+ 5hour +CP penalties+ TC penalties

2.DNF

In case a rider fails to finish: Maximum time of stage+ 2hour +CP penalties+ TC penalties

[7.7 PENALTIES LIAISON STAGES](#)

A penalty is considered as a late start of each day, stage, or liaison stage, in relation to the scheduled time set by the organizers.

The starting times of both Liaison and Special stage will be strictly on time and without delay, by minutes or seconds.

Maximum Liaison Stage penalty: target time + 1 hour +CP penalties

[7.8 PENALTIES FOR SPEED LIMITS](#)

For exceeding the speed limit in areas of control and speed limit set by the Road Book:

For excess of to 10 km/h: **½-minute penalty (0:00:30'')** for each kilometer exceeding the speed limit, for each speed limit given in the Road Book, taking into account the higher speed point.

For excess of to 20 km/h: **minute** penalty for each kilometer exceeding the speed limit, for each speed limit given in the Road Book, taking into account the higher speed point.

For excess from to 30 km/h: 2 **minutes** penalty for each kilometer exceeding the speed limit, for each speed limit given in the Road Book, taking into account the higher speed point.

For excess over 40 km/exclusion from the race.

Any abnormal over speeding behavior during the event may lead to disqualification.

7.9 OTHER PENALTIES

The CoC. taking into account, the penalties set by the General Regulation TT Rally or penalties set by the General Regulations and after agreement with the Jury President, may impose penalties that can reach as far as exclusion from the race.

- If rider or crew calls for help via mobile phone for direction assistance, penalty = 15 minutes.
If more calls are made, the maximum penalty is set, assuming that the competitor has not completed the special stage.
- Speeding in the bivouac or any dangerous drive, penalty = 30min
- Riding in public roads without helmet, penalty = 60min

7.10 Time limits

The time limit on liaisons is +50% of the ideal time. From then on, it is considered that the competitor has abandoned the liaisons stage. The time limits for the special stages, depends on each particular stage, and is announced before the race, but in any case, it cannot be longer than if the stage was traveled with an average speed of 30 km/h.

Meaning, if a competitor is traveling repeatedly slow (and not due to a temporary misfortune, like a flat tire, damage that can be repaired and he continues) will be warned by the race stewards, beyond a certain limit which will leave him behind the flow of the race and of course because of night fall, he is obliged to leave the stage and return via the local roads, in which case he will be classified as abandoning the stage.

Liaison: If one rider or one crew does not complete or does not try to run liaison, the penalty which will be imposed for classification of the day, is the maximum time for the Liaison + 3 hours .

Special Stages: If one rider or one crew does not try to run the stage, the penalty which will be imposed for classification of the day, is the maximum time for the corresponding category (Bikes & Quad) + minute penalty for the length of the specific stage in kilometers. (i.e. -minute penalty for each km of the special stage).

Any penalties must be confirmed by the International Jury.

8 ONTIME LIMITS IN THE RACE

The on-time position of the race is set to every day limits from the organization. If a competitor has a greater time than the target time of a TC, he is automatically out of the race of that day, accepting the penalties, so they can continue to the next Stage.

8.1 EARLY ARRIVAL

Early arrival is allowed only on the last liaison stage at the end of each stage of the race. It is not allowed for the rest of the liaison stages, unless the organizer decides for motorcycles riders, for safety reasons.

8.2 GPS TRACKING

Trajectories of vehicles are monitored by satellite tracking – recording systems, where they are able to calculate the correct route of the race, any violations of speed limits, stopping of the vehicle due to technical problems, and any delays due to unforeseen events as e.g. a blocked path, providing help in case of an accident, etc. in such cases the C.o.C. may decide to remove the particular delay from a rider, when it is proven that the delay was due to a unforeseen event or foreign assistance in case of injury of another competitor.

In case of an accident the first 2 riders following are obliged to stop and provide assistance to the rider or the organization. A bonus time will be appointed equal to duration of stop in minutes.

No other rider will be accepting bonus time unless requested by the CoC to stop and help.

Addition to tracing system function:

- a. Instant communication with the rider;
- b. Vehicle to vehicle approach (sentinel type);
- c. Warnings for !!! WP
- d. Overtake warnings
- e. WP verification and registration
- f. Compass
- g. On line public version of tracking display should be with minimum of 10 minutes delay (no data about route or WP displayed on public version).

9 SERVICE AND ASSISTANCE

Re-Fueling is allowed only at Service controls indicated (with co-ordinates and route details) by the Organizer or at Fuel stations on public roads.

The rider may receive Outside Assistance at the Service Controls unless is indicated otherwise in the SR.

Service Controls and Refueling Controls can be separate WP during the race as indicated in the SR

Only the rider can work on the motorcycles outside the indicated service controls. The number of spare tyres/wheels is unrestricted.

Service crews are entitled to GPS data and or Roadbook to follow the indicated route to Service Points.

Tracking devices on all service vehicles is obligatory.

10 RANKINGS

For each race the rankings shall be:

- Overall Moto + Quad
- By class – classes M1, M2, M3, M4, M5, M6, Quad and SSV

Special prizes for each event:

1. Women Special Trophy
2. Junior Special Trophy
3. Veterans
4. Classic Rally Bikes
5. Other Trophies e.g specific model trophies (in agreement with a Manufacturer)

11 TROPHIES

- There are cups for the 1st, 2nd and 3rd in every class.
- All participants who will finish the race will take medals, if specified in the S.R
- Cups for overall winners in motorcycles.

12. RESULTS OF THE EVENT

The classification of each event is the sum of:

- Selective Stages time achieved
- Liaison penalties
- Speed penalties
- Other Penalties

Each leg (racing day) results must be available online as provisional results 30min after the last rider has completed the day.

1hour must be provided for protests. After that period results are considered as final and cannot change

Starting list should be published with the order of each previous leg results including the penalties.

All organizers must have on line results at least after last rider finished each stage.

13 PRIZE GIVING CEREMONY

The Prize giving ceremony will take place at the place and time indicated on the SR of the event.

All riders eligible for awards must be present to this ceremony.

14 CALCULATION OF RESULTS FOR THE FIM Europe TT Rally Cup

The points awarded for the Event will be:

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

In case of a tie, the rider with the most victories and then higher positions in each event will be appointed as winner.

14.1 COEFFICIENT – BONUS POINTS

Each Event will have a scoring coefficient (multiply factor) depending on the length of the event including the prologue

- **4 Days 1**
- **5-6 Days 1,25**
- **7-8 Days 1,5**

Riders who will compete in

- 3 events of the Cup will be getting a **scoring bonus of 5 points**
- 4 events of the Cup will be getting a **scoring bonus of 10 points**

15 ECOLOGICAL AREA

Each organizer will be obliged to provide a special area for the safe storage of waste oil, tyres, batteries and/or any other material regarded as environmentally hazardous. Such area shall be in the paddock/ service areas and shall be clearly identified.

All service points of the vehicles should be with a plastic mat under the vehicle to protect the ground from spilling chemicals.

Washing the vehicles in the bivouac is forbidden unless the SR of each event is indicating a specialized area with all environmental protection measures.

16 SPONSORSHIP

Organizer maintains the right to put stickers on participants' vehicles. If the competitor does not want it, must pay double entry fee.

17 SAFETY

- Transport of fuel in any other way than in fuel tanks designed for this purpose is forbidden. Similarly, transport of objects, parts, tools that may cause injuries to a competitor (back pack, belt...) is forbidden. Failure to respect this rule will result in **the start being refused**.

- SSV crews must wear antflame underwear and certified CE uniforms

- Helmets must be certified with minimum

Europe ECE 22-05 'P', 'NP' or 'J'

Japan JIS T 8133 : 2007 (from 01.01.2010)

USA SNELL M 2010 (from 01.01.2010)

- EYE PROTECTION

The use of glasses, protective goggles as well as helmet visors is permitted.

The material used for eye protectors and glasses must be made of shatter-proof material. Helmet visors must not be an integral part of the helmet.

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

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).

Lighting equipment for all categories must conform in every way to the International Convention on road traffic, moreover:

The original headlights and rear lights may be modified or replaced.

Extra lights may be added.

Each vehicle must be equipped with at least:

- Front lights (min 55 watts or equivalent in 'lumen')
- An audible horn, minimum 90 dB/A, measured at one meters.
- Minimum one rear view mirror.
- A fixed water tank of 3lt or a camel back with an equivalent quantity

All motorcycles/quads must carry the necessary survival equipment as requested in the SR of the race.

18 MEDICAL EQUIPMENT

A medical car with one doctor and one paramedic experienced in driving an all-terrain vehicle and in permanent radio contact with the Clerk of the Course and the Rally HQ must be provided for Selective Sections at the following points:

- start of a stage
- start of a Selective Section
- every 100 kilometres
- finish of the Selective Section, and at the bivouac.

This medical equipment is intended only for the competitors in the race and constitutes the minimum required.

Each vehicle must have at least the following equipment:

- A Tracking System
- VHF radio
- satellite phone

First-aid medical kit

Each competitor must provide himself with a first-aid medical kit composed of:

- Eye lotion
- An antalgic
- Two anti-diarrhoeic
- Unguent, disinfecting compresses, two bandages, plasters, 5 safety pins
- One skin disinfectant

19 SURVIVAL EQUIPMENT

The compulsory survival equipment is the following:

- A soft water tank of minimum 3 litres carried by the competitor, of a “Camelbak” type. At each Refuelling, competitors must fill up their Camelbak with water.
- One aluminium survival blanket (about 2 m x 1 m) serving as an isothermal covering and an earth to sun signal

The proper functioning of the survival equipment during the whole event is the sole responsibility of the competitor.

The existence of this equipment shall be checked before the departure of each stage. Failure to possess a part or all of this equipment will result in a refusal to start. The competitor will have 30 or 60 minutes (according to the interval between bikes and cars) to conform to the rules; beyond this delay the start will be refused.

20. Annexes

Roadbook Lexicon 2024

ANNEXE III - DOCUMENTS STANDARD
APPENDIX III - STANDARD DOCUMENTS

5.14 LEXIQUE ROAD BOOK FIA

Seuls les symboles suivants doivent être utilisés. Les symboles nouveaux ou supplémentaires doivent être approuvés par la FIA.

5.14 FIA ROAD BOOK LEXICON

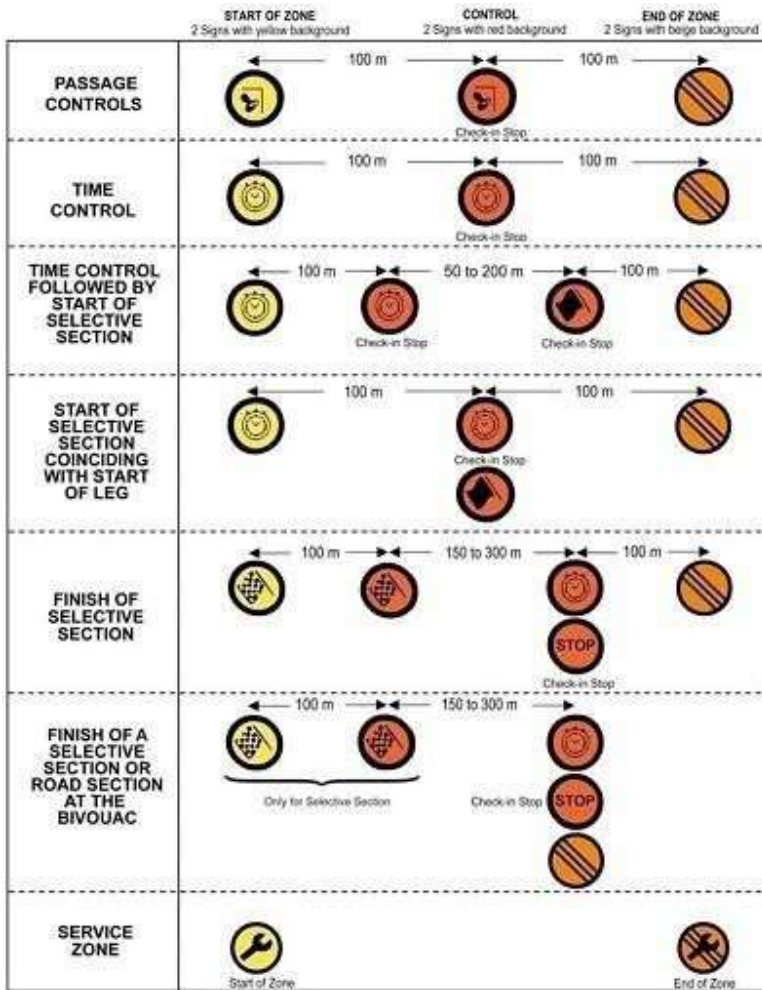
Only the following symbols must be used. New or additional symbols must be approved by the FIA.

TRACKS	WAYPOINTS	ON TRACK	SYMBOLS
Tarmac road	Masked WP	Bump	Fence
Track Piste	Control WP	Dip hole	Barbed fence
Off track (HP)	Security WP	Compression	Rail road
Low visible track / traces	Navigation WP	Ditch	Hole
P Track Piste	Precise WP	Summit	Collapse, ditch, ravine, etc.
PP Principal track/ piste	Visible WP	Above bridge	Ruts
RO Road	Eclipse WP	Under bridge	Twisty / sinuous
P// Parallel track/piste	Waypoint number	Step up	Bumpy / broken
HP Off track Sight driving!	CONTROLS		Bumpy
HP Off track forbidden	DSS Start Selective Section	Up hill Down hill	Lateral inclination
FPP Follow principal track/piste	ASS Arrival Selective Section	Cut danger	Post
FRO Follow road	CP Check point	Right or Left over crest	Electric pole
SA Sandy	Start/Finish Neutralisation	Fence gate	Electric line
GV Gravel	Start neutralisation with speed limit	Fence with cattle gate	High voltage tower
SAFETY	Start/Finish Transfer	Wall gate	Antenna
Danger Level 1	Start transfer with speed limit	Wading / water cross	Well
Danger Level 2	T:25 Neut./transfer max. time allowed	Concrete pass	Tanks
Danger Level 3	Waiting for restart	CAPS	
Global danger in the note	Stop for restart	CAP Exit cap	Barrels
Start Speed limit	Fuel zone with authorized cat.	CAP_A Average cap	Notable elements
Finish Speed limit	Time control	CAP_C Calculated cap (only HP)	Tires
Stop	Assistance Service	OBLIC Cap that turns	Sign posts
Important	Tyre marking zone	Restricted/protected area	Buildings / houses
25.25 Red line under km - danger 2 in the note	End zone	Church / mosque	

101 - Published on 08.12.2022

Passage Controls

All Passage Controls should be operational one hour before the target time of competitors arrival



Approved by FIME E&R Commission 2023, November