



RR 030 FIM EUROPEAN CHAMPIONSHIPS SPORTING/TECHNICAL HILL CLIMB ROAD RACING 2021

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Everything printed in BOLD is new or changed for **2021**.

Where is written “he” or “his”, it means also “she” or “her”.

RR 030.1 GENERAL

The following rules apply solely to all Hill Climb Road Racing that will be organised under jurisdiction of FIM EUROPE and counting for the (FIM EUROPE) EUROPEAN CHAMPIONSHIP. These rules are an addition and adjustment of the articles in RR 01 and RR 02.

The maximum number of Events per FMN is 2 Events per season. In case of cancellation of an Event, double rounds can be organised and more than 2 Events can take place.

RR 030.2 TRACKS

The races take place on asphalt Hill Climb track. During the event the Road must be closed for public use. The length of the track must be between 1.500 and 4.000 meters and must be homologated in **2021** by the organising FMNR.

RR 030.2.1 Flags, lights and boards

Marshals and other officials display flags, lights and/or boards to provide information and/or convey instructions to the riders during practices as well as the races.

In addition, there must be at least one flag Marshal post with a maximum distance between each Marshal post of 150 meters and each Marshal must always be able to see the next in the row. Each Marshal post should ideally have two people (flag and track Marshal).

RR 030.2.2 Dimensions, colours and location of the flags

The dimensions of all the flags must be minimum: 80 cm horizontal X 60 cm vertical.

The colours of the flags must be bright and clear.

The flag Marshals must be located so that every Flag Marshal has visual contact with the post before and after him.

In principle each Chief of a Marshal post of a sector, must have visual contact with at least the post before and after his post and must have radio or telephone contact with the Clerk of the Course or his deputy.

RR 030.2.3 Flags and lights used to provide information and instructions

Yellow and Red Striped Oil, water, gravel or another substance is affecting the adhesion of the track.
Flag

Yellow Flag or Flashing Note: The use of the yellow flag on the track during an event is a decision of
Yellow Light the CoC.

Indicates danger ahead, on or nearby the track. It must be shown on at least two Marshal posts before the danger. In race direction, waved on the last 2 positions before the danger.

Riders must slow down and be prepared to stop. Overtaking is forbidden until the point where accident has occurred.

During the final inspection lap, this flag must be presented at the exact place where the flag Marshal will be positioned during the practices and races.

Flashing Yellow lights along the track (if used) gives the same instructions.

Blue Flag Note: The use of the blue flag on the track during an event is a decision of the
CoC.

Shown waved to a slower Rider(s) who is (are) about to be overtaken by a faster rider. The slower rider may not hinder the faster Rider.

– During practices, the Rider concerned must keep his line and slow down gradually to allow the faster Rider(s) to pass him.

– During the race, the Rider concerned must allow the following rider(s) to pass him at the earliest opportunity.

Red Flag waved and/or flashing Red Lights (along the track) Shown at each Marshal post and indicates that the race or practice is being interrupted. Riders must stop and wait for a car who will guide them back to the start. They may not pass this flag or light. All the Riders up to the point of accident will be escorted by a leading car and a closing car back to the starting area. The leading car may not be passed by the Riders.

If a rider crash on track, the race must be stopped by CoC (flag Marshal) with red flag. All marshals back to the start must show immediately the red flag and all Riders before the crash zone must stop.

The track will be cleaned up and the CoC brings the riders back to the start. All this Riders can do a new start.

Wet race If the CoC decides during one class that the weather conditions changed, the race to wet race, then all Riders of this class will come back to the start where the whole group (also double starters) must restart the race under same conditions.

RR 030.3 TECHNICAL RULES

RR 030.3.1 General for all classes

- a) Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc.
- b) Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the rider's skin.
- c) Riders must also wear leather gloves and boots, which with the suit provide complete coverage from the neck down.
- d) Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.
- e) Use of a back protector is mandatory.
- f) Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.
- g) Helmets must be of the full-face type and must conform to one of the recognised international standards:
 - Europe: ECE 22-05, (only "P" type)
 - Japan: JIS T 8133:2007; JIS T 8133:2015 (only type 2 "Full Face")
 - USA: SNELL M 2010; SNELL M 2015Helmets with double D-Ring fasteners are mandatory!
New FIM helmet standards FRHPhe-01 is highly recommended.
- h) Visors must be made of a shatterproof material.
- i) Disposable "tear-off" is permitted.
- j) Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the Chief Technical Steward, who may, if he so wishes, consult with the manufacturers of the product before making a final decision
- k) There is no tyres limit, the brand of tyres is free. MX and Slick tyres, are not allowed, the tyres must be a fully moulded carrying all size and sidewall marking of the tyres for sale to the public. Tyres of V to Z rating must be used. The tyres must have a DOT and/or E mark. Rain-tyres are always allowed: The profile must cover the whole surface to drain the water. The chief technical steward decides the Tyre definition. Rain-tyres do not need to carry DOT or E mark; however, these tyres must be marked "Not for Highway Use" or "NHS".
The use of hand cut tyres is not allowed.
- l) The use of tyre warmers is not allowed between the waiting zone and the Starting grid
- m) The motorcycles can be equipped with a brake lever protection intended to protect the handlebar brake lever.
- n) The motorcycle can be equipped with a functioning red light mounted at the rear of the seat.
- o) In all classes only brake discs of ferrous materials must be used.
- p) In principle the maximum noise level is 102 dB/A for all classes. (Stationary measurement)
- q) *The colour of the number plates is free. The rider's number must be clearly visible and of a good shape*
- r) On 4-stroke engines, an oil catch tank of 0.5 litres minimum properly fastened, or a closed breather system must be installed.
- s) The only authorized cooling liquid is water or water mixed with ethyl alcohol)
- t) Helmet-cameras are strictly forbidden. Onboard cameras are not allowed except of order of the organizer. Cameras must be fitted secure on the bike and must be checked by the technical stewards.
- u) Lateral (side) covers may be altered, modified or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one. All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminium alloy, stainless steel, steel or titanium. Plates or crash bars from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
FIM approved covers will be permitted without regard of the material. These covers must be fixed

properly and securely with case cover screws that also mount the original covers/engine cases to the crankcases. The Technical Director has the right to forbid any cover, if the evidence shows the cover is not effective.

This is mandatory for 2021 season!

RR 030.3.2 Technical regulation for class:

- 1. 250GP/open FIM Technical Rules apply
- 2. Supersport FIM EUROPE Technical Rules apply (RR 026)
- 3. Superbike - FIM SBK Technical Rules apply except following:
 - FIM 2.4.4: No handicap rule. The minimum weight will be 168 kg
 - FIM 2.4.10.5: It can also used rim with dimensions 3, 75 inches for the front wheel end 6.25 inches for the rear wheel.
- 4. Supermoto FIM Europe Technical Rules apply
 - A safety device (pin or lock nut) should be installed on the brake pad fixture. The safety wire used on the bolts of the brake callipers must be visible.

RR 030.3.3 Classes

The following classes are foreseen:

- 1. 250 GP/open
- 2. Supersport (incl. Superstock 600)
- 3. Superbike (incl. Superstock 1000)
- 4. Supermoto open EC, Cat.I. Group A1, 1 cylinder max. 4 stroke engines over 290ccm up to 800ccm
Cat.I. Group A1, 2 cylinder max. 4 stroke engines over 290ccm up to 800ccm

Each vehicle can be entered only once and has to start in its category and its class according to its engine capacity.

The organiser may organise additional classes during the event but this needs approval of the FIM EUROPE Road Racing Commission (RRC).

RR 030.3.4 Riders numbering

The numbers will be allocated by the organiser of the event.

RR 030.4 OFFICIALS

RR 030.4.1 President and Members of the Jury

The FIM EUROPE/RRC decides if a Jury President must be appointed. The second Jury member is an FMNR delegate. If present, another FIM EUROPE/RRC member or an FMN delegate will be the third member.

RR 030.4.2 FMN delegate

He must be appointed by his FMN. To be eligible for such a licence, he must have successfully participated in a Seminar organised by the FIM/CCR or FIM EUROPE/RRC.

Participation in a Seminar is obligatory at least once every three years.

He is entitled to attend, as observer, the open meetings of the Jury.

RR 030.4.3 Clerk of the Course

The CoC must be appointed by the FMNR and must be a holder of the FIM or FIM EUROPE "Clerk of the Course" licence. To be eligible for such a licence, he must have successfully participated in a Seminar organised by the FIM/CCR or the FIM EUROPE/RRC. A safety officer is recommended at the event.

Participation in a Seminar is compulsory at least every three years.

RR 30.4.4 Other officials

The Chief Technical Steward and the Chief Timekeeping must be appointed by the FMNR. The CTS must hold an FIM or FIM EUROPE International Official's licence, in accordance with the criteria for qualification as laid down in the FIM EUROPE Sporting Code art. 40.2.1.

RR 30.4.5 Language

The Clerk of the Course, at least one person of the Technical Control and the Secretary of the Event must speak and understand fluently the English language.

RR 030.5 RIDERS

RR 030.5.1 Licence

Riders must be in possession of a valid and signed Road Race licence from the FIM EUROPE (annual or one event), or from another CONU and from his National Federation (FMN). Riders must have a written approval of their FMN regardless of whether the licence is One Event or annual, the rider must have medical and repatriation insurance.

The permission to participate from the Riders federation is the confirmation that the Rider is eligible and medically fit to take part in the event and does have the insurance. As per RR 030.5.2 licences are issued only with the permission of the Riders federation. Riders over 50 must have a medical check.

Only the Rider shown this license at the administrative checks can get points for this event.

RR 030.5.2 Age limit

Licences for Riders and passengers are issued only with the permission of their own federation with respect to the minimum age and if in force, to the maximum age as mentioned in the specialised sporting rules.

Applicants aged over 50 years may have a licence after undergoing a special medical examination according to art. 09.2.1 of the FIM EUROPE/FIM Medical Code. The FMN of the applicant is responsible for checking this prior to issuing the licence.

The limit for the minimum age starts on the date of the Rider birthday and the limit for, the maximum age finish at the end of the year in which the maximum age has been reached.

RR 030.5.3 Acceptance of Riders before the first closing day

The acceptance of Riders will be according the following criteria:

- a). Riders with a valid licence from the FIM Europe
- b). Riders participate in the FIM Europe RR Hill Climb Championship at the current year
- c). Riders of the organisers FMNR for national Championship

Each competitor is only allowed to start once per class and is also only allowed to attend the event in two classes.

RR 030.5.4 Entry fee

The entry fee is mentioned per Rider, per class and per event in the Supplementary Regulations (SR) and must not exceed € 160.-, the entry form must arrive before the closing date at the Organiser/Coordinator. If the inscription is received after the closing date of entries (maximum 20 days before the event), the entry fee then may be raised with maximum € 25, -- per rider, per class and per event.

The entry fee in case of a closed-door event (COVID 19) can exceed € 160.- and will be announced in SR.

RR 030.5.5 Briefing

A compulsory briefing can be held for all the riders who participate in the EUROPEAN CHAMPIONSHIP series at approximately 18:00 hrs on the day proceeding the day scheduled for the race. This time must be mentioned in the SR.

Failure to attend the briefing in full can result in exclusion from the event. A waiver may be granted by the Jury President.

RR 030.5.6 Number of starters

The maximum number of Riders in total must be stated in the SR.

RR 030.5.7 Non-participation in an event

Any Rider, who enters an event by sending an entry form, must inform the organiser or the Coordinator if he decides, not to participate in the event. A Rider who fails to inform the organiser or the Coordinator will be reported to the FIM EUROPE Jury, who can impose a fine of € 100, --.

Upon receipt of the final Jury report, the Executive Secretariat will send a letter to the Rider FMN asking the reason(s) for the non-participation. A reply should be sent within 15 days at the latest and a decision will be taken regarding the penalty.

RR 030.5.8 Supplementary Regulations (SR)

At least 60 days before the event the FMNR must send the SR to the FIM EUROPE Executive Secretariat for approval. After approval they will be sent back to the FMNR.

The number of the banking account and all relative data for the transfer of the entry fee in favour of the organizer must appear in the SR of the event.

RR 030.6 PRACTICE AND RACES

RR 030.6.1 Private and supplementary practice

Private practice on the Hill Climb Road track for riders participating in the event is strictly forbidden. Any infringement of this rule can be sanctioned by the cancellation of the Rider entry for the related event.

RR 030.6.2 Official practice

It is strictly forbidden to ride racing motorcycles on the track outside the official practice periods.

There must be at least **two official timed qualifying practice sessions**.

To qualify for the EUROPEAN CHAMPIONSHIP Hill Climb race, a Rider must have at least two practices for his class. Exceptions of this rule may only be made with approval of the Jury.

The provisional results must be signed by the Clerk of the Course.

RR 030.6.3 Change of timetable

Change of timetable must be approved by FIM EUROPE or the Jury.

All the Riders and teams must be immediately informed of any timetable change.

RR 030.6.4 Starting / Finish line

The Starting and the Finish line must be clearly marked.

RR 030.6.5 Start of practice / race

The start of the practice or the race must be stationary and with engine running.

The starts are given to an individual rider and with an interval of 15 seconds minimum.

The start signal will be given by light or flag; the exact starting time must be stated by a light barrier or Induction loop (Transponder)

The Starting Order will be given by rider's number (starting with the lowest number first), all per class.

Or for the race: The Starting Order will be by descending **or ascending** order of the qualifications time.

The start procedure must be written in the SR

RR 030.6.6 Race

The event will be organized in two races (heats) for all classes.

RR 030.6.7 Results

The times of all heats will be taken into account and the first classified Rider of the event is the rider with the best time of all heats overall in the event. In case of a tie, the sum of the two races (heats) are taken into account. When the case of a tie remains, the Riders concerned will be ranked in order of the best time made in the last heat.

RR 030.6.8 Points

Points for the CHAMPIONSHIP classifications will be given for each heat as follows:

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

RR 030.7 TECHNICAL CONTROL AND VERIFICATIONS

The technical control must be carried out in accordance with the procedure and the times fixed in the FIM EUROPE RR Technical Rules and the SR of the event.

The Organiser must have the Technical Control open and fully operational according to the rules and as scheduled.

Teams and/or riders are obliged to present their motorcycles at the Technical Control prior to the first practice as scheduled. Tasks for the Technical Stewards are to control motorcycles on safety, clothing and helmets and for the registration of the motorcycle(s). Several lines of control are recommended.

After the practices and after the race, an enforced inspection, according the Technical rules, must be carried out at random.

The inspection and the specifications of what to check will be performed according a FIM EUROPE format-list and controlled by the Jury President in cooperation with the Chief Technical Steward.

After the inspections of the practices and the races, the list must be signed by the Chief Technical Steward and presented at the Jury meeting.

RR 030.8 AMOUNTS AND PRICES

RR 030.8.1 Currency

All amounts must be shown in EURO's. It must be net amounts from which no deductions are allowed.

RR 030.8.2 Payment

If there is prize money, it shall be paid in EURO's. If prizes will be paid in the local currency, the exchange rate will be established during the first Jury meeting. See art. RR 01.17.2.

RR 030.8.3 Awards

Awards will be assigned to riders based on classification in each event. See art RR030.6.7.

Awards must be present for the first 3 classified Riders.

Material awards are recommended.

RR 030.9 PROTEST

All protests must be submitted in accordance with the FIM EUROPE Disciplinary and Arbitration Code together with a fee of **EURO 350,00** (or an equivalent sum in the national currency).

For a technical protest art. RR01.19 (FIM EUROPE Road Race Rules) will apply.

Protest a decision of the Jury is 5 days with a fee of EURO 650,00.

RR 030.10 FINAL CLASSIFICATION FOR THE EUROPEAN CHAMPIONSHIP

The official results of all the heats will be taken into consideration for the establishment of the final classification of the riders.

In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places, etc.). If the tie still remains, the last best result will decide.

The promoter of the FIM Europe RR Hill Climb Championship has the right to organize a separate awards ceremony at the end of the season. The date of this awards ceremony must be published latest at the day of the first event.

For the title European Champion a minimum of 5 riders in average of all events must be on the starting grid. Each with less than 5 riders awarded BEST RIDER.

RR 030.11 INSURANCE

The Organiser must take out a policy in accordance with national legal norms and in conformity with Art 110.1 of the FIM EUROPE Sporting Code.