



European Union
Motorcycle Européenne
Union de Motocyclisme

EUROPEAN CROSS COUNTRY CHALLENGE

UEM

by

DE PETRI ADVENTURE

DEFINITION

DE PETRI ADVENTURE as promoter, in cooperation with UEM, is organizing the “**EUROPEAN CROSS COUNTRY CHALLENGE**”.

E.. Cross Country events are controlled group start events which are a test of endurance and reliability. Competitors will be required to complete a number of laps within a time set by the organizers (not less than 1 hours). The duration of events will be stated in the Supplementary Regulations.

1. GENERAL

E. CROSS COUNTRY CHALLENGE is organizing in according to the rules of the UEM Sporting Code and the UEM and FIM Rules, and by the Observer appointed by the UEM and with particular reference to Supplementary Regulations produced by each organizer.

Bike Technical rules will be as UEM Motocross or Enduro Technical Rules. The bikes have to comply with noise limit set for enduro races and will be subject to noise control before each event.

The *E. Cross Country Challenge* will consist of a number of rounds each year which shall be published in the UEM Calendar.

Each Organizer must pay an current Inscription fee to the UEM.

Length of track must be set in the S.R.

1.1 PARTICIPATION

All the riders must hold a valid FIM or UEM or National Enduro/Motocross license and starting held from FNMN, confirming insurance, and be a minimum age of 16 years.

Juniors age– riders under 23 years (or who will be 23 years in the year of competition).

Senior - all riders between 23 and 50 years

Veteran age - rider over 50 years (or who will be 50 years in the year of competition).

All Stars – rider that won a national title in their career, or a world classic competition and are eligible for sole opinion of Promoter.

1.2 SUPPLEMENTARY REGULATIONS

The Supplementary Regulation (SR) shall contain important local . details on such matters as the course, average speeds, safety conditions, entry fee, etc. The organizers must show the UEM and promoter logos in the SR of each race.

1.3 CLASSES

CC Junior - E1, E2, E3

CC Senior - E1, E2, E3

CC Veteran - E1, E2, E3

All Stars – open

A class is valid with any number of participant riders.

1.4 CLASS NUMBERS

Every rider must place on their number plates the numbers and stickers of any sponsors agreed upon by the Promoter. These logo's/stickers and numbers must be used without alteration or obscuring. Each rider must submit his bike to technical inspections with stickers in correct position.

Bibs may be supplied by the organizers.

1.5 ENTRIES

A De Petri Adventure/UEM Entry Form must be completed in every detail, signed by each rider and shall clearly identify for which class the entry is valid. Each completed entry form, together with the entry fee has to be sended to the organizers and to the promoter (only entry form). The entry fee for each event will be specify in each S.R. The entry form may be sent by email, fax or post. The organiser must display on a Web site identified in the Supplementary Regulations, the Provisional Entry list – 7 days before the event.

If entries are to be limited, the maximum number and method of limitation (i.e. in order of receipt, by ballot etc.) will be stated in the Supplementary Regulations.

2. TECHNICAL

2.1 MOTORCYCLES

Subject to the Supplementary Regulations any motorcycle which complies with the UEM Motocross, Enduro or Baja technical rules may be allowed.

2.2 TYRES

Tyre type is optional or as stated in the Supplementary Regulations.

2.3 ADMINISTRATIVE AND TECHNICAL INSPECTIONS

At administrative inspection the rider must submit his FIM, UEM or National Rider's Licence, Driving Licence (if required in the S.R.), confirmation of entry fee payment, filled entry form, starting permission.

At the preliminary examination the following part will be marked as described below, in such a way as to ensure their identification: Silencer.

All riders must sign on according to the time specified in Supplementary Regulations of each event and present their machine and clothing for inspection – according to the time schedule.

2.4 NOISE CONTROL

Machines must be within 94 db according the UEM CROSS ENDURO rules.

3. PROCEDURE

3.1 COURSE

Must be 'off-road' and the minimum time allowed shall be 1 hours.

3.2 OUTSIDE ASSISTANCE

Assistance and outside assistance and receiving spare parts or tools will only be allowed in the Pit/Refueling Area, except when provided on the course by the organizers. No outside assistance is authorized outside the designated areas mentioned above. The penalty for not respecting this rule is exclusions (or other penalties given as provided for in the UEM / FIM Disciplinary and Arbitration Code). Riders may work on their bikes on the track with tools and parts carried with them.

It is forbidden to use air or electrically powered tools (except battery-powered tools).

The penalty for any use of electric or pneumatic tool is exclusions (or other penalties given as provided for in the UEM/ FIM Disciplinary and Arbitration)

3.3 START

The start must be set out so that riders will start in groups which will be decided by the organizers e.g. capacity classes, times by preliminary lap, etc.

During the briefing, compulsory held by the organizers in time stated in the SR, which every driver is required to attend, will be given more details

3.4 TIMEKEEPING

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

In order to carry out his duties a timekeeper must use:

An apparatus functioning automatically with a printer synchronized with the real time and registration time to 1/100 second. Photoelectric cells or transponder linked to the chronometer will activate the start and finish of the time. The apparatus must be efficient and accurate to work under the conditions for which it is to be used. A digital display panel, linked directly to the timekeeping system shall indicate the time registered by the rider as he crosses the finish line. A timekeeper officiating at an international meeting must have at his disposal a reserve chronometer with the real time to check the readings of instruments being used. It is recommended to use timekeeping based on Transponders. Riders must accept any type of Timekeeping system approved.

3.5 LAP SCORING AREA

An area must be designated which allows riders to pass through single file gates where their number will be recorded on the completion of every lap. Where there is more than one class the organizer may set alternative durations to suit the varying abilities. The organizers may stipulate that riders have to stop.

3.6 FINISH

After the specified time/number of laps, the riders will be diverted through the lap scoring area and then from the course.

3.7 FINISHING ORDER

The overall winner and winner of any respective classes will be the rider who have completed the most laps after the allocated time. For force major the race may be completed with a 50 % allocated time.

3.8 TIES

Will be decided on the laps completed and the individual times of each rider.

3.9 CHECKS

The start/finish will be the only time check. There should be adequate marshals/route checks on the course to prevent course cutting.

3.10 MARSHALS

Organizers should place marshals at strategic points around the course to monitor safety and ensure control of event.

3.11 REFUELING

A suitable and restricted area must be marked out adjacent to the course as a Pit Area. Access to this area must be restricted to marshals, riders and authorized helpers. The Organizer MUST establish a fire point, clearly indicated and with the appropriate fire extinguishers present.

REFUELING MAY ONLY BE CARRIED OUT IN THE DESIGNATED AREA. THE ENGINE MUST BE STOPPED DURING REFUELING. NO SMOKING ALLOWED.

3.12 PRIZES AND AWARDS

De Petri Adventure provide Prizes and Awards.

All racers must collect their prizes/awards at the Prize ceremony. At each event the following Awards/ Prizes will be presented:

- The best rider places in the overall ranking
 - The 3 best riders places in each Class.

3.13 CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS

POINT SCORING

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

25 points to the 1st 10 points to the 11th
22 points to the 2nd 9 points to the 12th
20 points to the 3rd 8 points to the 13th
18 points to the 4th 7 points to the 14th
16 points to the 5th 6 points to the 15th
15 points to the 6th 5 points to the 16th
14 points to the 7th 4 point to the 17th
13 points to the 8th 3 point to the 18th
12 points to the 9th 2 point to the 19th
11 points to the 10th 1 point to the 20th

WINNERS

The winner of the ***European Cross Country Challenge*** of a class, is the rider with the highest number of points. In case of a tie, the rider with the most victories in the scoring days will be placed first and so on until the statement is broken. If the draw subsists the winner will be the rider with the higher score in the last day.

3.14 DISQUALIFICATION PENALTIES

- • Smoking in the Pit/Refueling area.
- • Outside assistance except in the Pit Area.
- • Refueling other than in Pit/Refueling Area.
- • Refueling with engine running.
- • Changing machine during event.
- • Course cutting.
- • Riding in opposite direction to the course.

3.15 PROTESTS

Protests must be lodged according to the Disciplinary and Arbitration Code of the UEM and the Supplementary Regulations and be accompanied by the currently fixed fee 300 euro or the equivalent amount in local currency (convertible), returnable if the protest is justified.

Protests must be submitted no later than as follows:

30 minutes after the arrival of the last rider, if the protest is against a rider or a machine.

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

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

3.16 FINES AND PROTEST FEES

The Observer will keep an account of all fines and protest fees received, and will send the account and the amount collected to the UEM or FIM-AFRICA on the conclusion of the meeting.

3.17 INTERPRETATION OF REGULATIONS

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

3.18 COMPLIANCE WITH REGULATIONS

Every rider by entering or being entered or nominated, thereby acknowledges that he is bound by the UEM Sporting Code, Cross Country Regulations, Supplementary Regulations of the event and Final Instructions to be hereafter issued, to all of which he undertakes to submit and moreover renounces any rights to have recourse to any arbitrations or tribunal not provided for in the said Rules and Regulations.

4. 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. It is compulsory to use an environmental mat for service and replenishment at the service areas.

5. MEDICAL SERVICES

At all events qualified First Aid personnel must be in attendance with full first aid equipment including a stretcher. There must be a minimum of TWO ambulances or ONE ambulance and ONE other suitably identified vehicle, which must be equipped with and able to carry a stretcher. At least must attend at the event one type A ambulance. One vehicle must always be available at the event. The attendance of a Doctor is compulsory.

Approved 5 NOV. 2011, Budapest, Hungary