



## REGULATIONS

### BMU EUROPEAN CHAMPIONSHIPS & CUPS 2025

#### 01. GENERAL

- 01.1 Every year the FMNs members of the Balkan Motorcycle Union (BMU) organize series of motorcycling events - championships, cups or trophies counting for the *BMU European Championships, Cups or Trophies* in the disciplines Motocross, SuperMoto, Road Racing, Baja and Enduro with their corresponding sub-disciplines.
- 01.2 The BMU is the only body that can authorize the organization of motorcycling events counting for BCs, cups or trophies and having the name BMU European Championship, BMU European Cup or BMU European Trophy.
- 01.3 The BMU European Championships, cups and trophies are OPEN events for riders from the FMNs - members of BMU, **which should be inscribed in the FIM-Europe OPEN Calendar for FMNs.**
- 01.4 Every FMN must try to avoid duplication of dates of their National Championships or local events with status of Cups, in a given discipline, with the dates of BMU European events in the same discipline, in order to provide the possibility for their riders to participate in the BMU European event.
- 01.5 The undersigned FMNs, agree to follow and respect these regulations for the mutual interest of the development of the motorcycling sport and activities in the region.
- 01.6 All issues, sporting and non-sporting, that arise from these Regulations, are subject of interpretation by the BMU Management Council, the BMU Commission in question and last but not least by the International Jury/Race Direction.
- 01.7 Each Organizing National Federation(s) and Club(s) will be solely responsible for the outcome of their inscribed events. The responsibility of homologating the track, the management of resources and officials, etc. (included, but not limited to) will rest with the Organizing National Federation(s) and Club(s).

#### 02. GENERAL RULES FOR ORGANIZATION OF THE BMU EUROPEAN CHAMPIONSHIPS

- 02.1 Every event counting for the BMU European Championships, cups or trophies must be duly inscribed in the BMU Calendar for the corresponding year.

- 02.2** Every organizer, **7 days** before the event must send to the BMU office (email: [bmufm.ro](mailto:bmufm.ro)), a duly completed Supplementary regulations (SR) for the event on the official BMU SR form for approval. Following the approval by BMU, the SRs will be sent to all BMU FMNs.
- 02.3** The Supplementary Regulations must be approved by the FMN on which territory the event is being organized.
- 02.4** The FMNs whose riders and sporting delegates need an entry visa for a country organizing an event from the BC will send a list of its delegation to the FMNR not later than 45 days before the date of the event with official letter asking for the required documents (e.g invitation letter) needed during the visa application process.
- 02.5** The Organizer should send written notice to their border-crossings points and to welcome personally the teams (if necessary) one day before the event /Friday/. In case that the FMNR is required to assist the passing of the teams by the FMNs, an exact hour and location will be announced. In case that any participant fails to be present for the above mentioned assistance, the Organizer has no responsibility for their passage (not valid in force majeure) situations.
- 02.6** The organizer of BMU European Championships, trophies and cups must provide hotel accommodation for 2 nights (Friday and Saturday) for the BMU representatives (Race Director, BMU steward + 1 person, 2 double rooms).  
The Organizer can propose a hotel or hotels that must be included in the Supplementary Regulations for the event, where the riders and the teams can book the rooms that they need for the event. Moreover, the Organizer can try to arrange the possibility of preferential prices of the rooms for the riders and if asked to assist the riders and the teams to make a reservation which can be done following a request from the FMN in question.
- 02.7** The timekeeping in all BMU European Championships events must be performed with transponders. The timekeeping for a BMU championship must be performed by a qualified timekeeper with a FIM license and every rider should receive a transponder that must be used by him only (change of transponders between riders during the whole event is not allowed). The results that must be provided by the timekeeper must comply with the FIM standards and must be approved by the Race Direction/International Jury. The BMU Steward and the Organizer are responsible to send the results as soon as possible to the BMU secretariat, which on the other hand will distribute them to the FMNs concerned.
- 02.8** All circuits on which are organized BMU European Championships events must have FIM, FIM EUROPE or FMNR homologation. For Motocross circuits Appendix 1 of these Regulations is valid in all cases. For the events that are not organized on permanent circuits or tracks, the organizer must respect all local legislations and obtain all required local authorization for organizing the event.
- 02.9** The Organizer of BC events must have the National flags and anthems of all of the participant countries.
- 02.10** All riders should respect the FIM Environmental Code during the event. If they did not respect this regulations they will be imposed a fine of minimum 100 euro.
- 02.11** In case of cancelation or postponing of an event, the organizing federation must send at least 15 days before the event a written cancelation or letter with a possible new date for the event (subject to confirmation) to BMU. In case that the organizing federation fails to inform BMU at least 15 days before the event, the federation is subject to penalty of 2000 euro, that will be distributed by BMU to all of its members in order to cover any already made expenses (e.g visas, car passes etc.).

- 02.12 The organizer of BMU European Championships event must provide third party liability insurance, valid for three days (Friday, Saturday and Sunday) for the amount of minimum 20 000 euro, according to the FIM Europe Regulations. A copy of the insurance policy (if necessary translated in English) must be presented at the meeting of the Race Direction/International Jury.
- 02.13 A FMN who is willing to organize a round of their national championship parallel to BC event or inside the classification of BC event must inform and ask for a prior approval by BMU in order to arrange all formalities (e.g. timetable, officials, classes etc.)
- 02.14 In every class, to be eligible for the event and for the championship, there must be minimum three riders and minimum 3 organized events per year, **otherwise the BMU Champion title will not be awarded and riders will not be invited to BMU Gala at the end of the year.**

### 03. OFFICIALS, BODIES AND THEIR RESPONSIBILITIES AT BMU EC

#### 03.1 OFFICIALS AT THE BMU BC CHAMPIONSHIP EVENTS:

##### 03.1.1 BMU STEWARD

- The BMU Steward must be appointed by the BMU Management Council
- The BMU Steward shall determine the times of the Race Direction meetings (RDM), minimum 3 for the race weekend and any other extraordinary meetings.
- The BMU Steward shall approve the results at the end of the meeting and the minutes of the RDM and send them to the BMU office as soon as possible, but not later than 24 hours after the event.
- The BMU Steward must ensure that the decisions taken by the Race Direction confirm with the BMU rules, the FIM Europe Sporting Code and the SRs of the event
- The BMU Steward is responsible for the communication between the FMN delegates

##### 03.1.2 RACE DIRECTOR

- ~~— The RD is nominated by the BMU MC.~~
- ~~— The Race director (RD) exercises supreme control of the event and is responsible for ensuring that the regulations are observed.~~
- ~~— The RD and the Clerk of the Course must inspect the circuit and the safety installations before the first practice begins.~~
- ~~— The Race Director can recommend to the Race Direction disqualification of a rider, changing of the timetable, cancelling/changing of duration/stopping of practice, race etc.~~
- ~~— In case that the Permanent Race Director for the BC is prevented, by any reason, to be present at a given event, the BMU MC will nominate a replacement.~~
- 1. The Race Director is nominated by the BMU Motocross Commission.
- 2. If the Race Director is prevented from arriving at the event in time, he will be replaced by the Deputy Race Director.
- 3. The Race Director has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes unless he is acting as a Member of the Race Direction.
- 4. The authority and duties of the Race Director include but are not limited to:
  - a) The Race Director must be present at least 24 hours before the start of practice and remain after the event until the completion of his duties.
  - b) The Race Director must inspect the circuit and safety installations before practice begins (= circuit control).
  - c) The Race Director is responsible for all communications between the Event Management and the Race Direction.
  - d) The Race Director may make recommendations to the Event Management which affect or vary from the

published programme, such as the postponement, stopping or abandonment of the event.

- e) In exceptional circumstances occurring during a practice session and/or a race, the Race Director 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.

### **03.1.3 CLERK OF THE COURSE**

- The Clerk of the Course (CoC) is nominated by the FMNR.
- The CoC must ensure that the circuit, track or venue is in good condition and that all officials are present and ready to carry out their functions.
- The CoC is responsible that the safety, medical and control services are on duty, ready and operational.
- The CoC can postpone the start of an event for an urgent case of safety or for any case of “force majeure” or proceed with the improvement of the conditions of the circuit, track or venue.
- The CoC can prevent a rider or a motorcycle from starting if he considers such action necessary for safety reasons.
- The CoC must ensure that the BMU Rules (or FIM Europe rules, where applicable) are respected.
- The CoC may propose penalties.
- The CoC can order the removal from the circuit, track or venue of any person refusing to obey orders given him by any official.

### **03.1.4 CHIEF TECHNICAL STEWARD**

- The Chief Technical Steward (CTS) must be appointed by the FMNR.
- The CTS must verify that all motorcycles entered in a given event are in compliance with the FIM Europe (or FIM, where applicable) technical rules for the current year.
- Must present his official report before the beginning of the first practice to the Race Direction
- Must be available through the whole event to carry out his duties.
- Have no voting rights during the meetings of the Race Direction.

### **03.1.5 TIMEKEEPER**

- The Timekeeper must be appointed by the FMNR and holder of FIM Timekeepers license.
- The Timekeeper must prepare the results of an event in accordance with the BMU Rules (and FIM Europe where applicable and required).
- Must be available through the whole event to carry out his duties.
- Have no voting rights during the meetings of the Race Direction.

### **03.1.6 CHIEF MEDICAL OFFICER**

- The Chief Medical Officer (CMO) must be appointed by the FMNR.
- The CMO must inspect all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
- The CMO must ensure that all medical/paramedical services and staff are in their correct places and ready to function.
- The CMO must ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
- Give information and recommendations to the Race Direction on injured riders and all aspects of the event which may have potential medical consequences.
- Have no voting rights during the meetings of the Race Direction.

### **03.1.7 ENVIRONMENTAL STEWARD**

- The Environmental Steward must ensure that the FIM Environmental Code is respected.
- Have no voting rights during the meetings of the Race Direction.
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### **03.1.8 FMN DELEGATES**

- The FMN Delegates are nominated by their own FMN in written to the organizer, 10 days before the date of the event.
- The FMN Delegates are responsible for the communication between their FMN riders and the Race Direction and the Organizer.
- Can make suggestions or proposals to the members of the Race Direction.
- The FMN Delegates must present their official Team Entry Forms during the Race direction meeting after the qualifying/time practices on Saturday (or Sunday morning in case there were no qualifying/time practices on Saturday for any reason).
- Have no voting rights during the meetings of the Race Direction.

### **03.2. RACE DIRECTION**

The Race Direction is composed by the BMU Steward, the Race director and the Clerk of the Course. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the BMU Steward will exercise a casting vote. Also members of the Race Direction are the timekeeper, the chief technical steward, the chief medical officer, the environmental steward and the official FMN Delegates, but without voting rights.

- The Race Direction is in permanent meeting during the whole event, however there must be organized minimum 3 official meetings (before the first practice on Saturday, after the qualifying/time practices and after the prize giving ceremony on Sunday).
- The Race Direction can impose penalties according to the FIM Europe Arbitrary and Disciplinary Code, the specific rules of a given discipline according to FIM Europe Regulations and all relevant topics as described in the Code are also valid for the BMU BC.

## **4. PROTESTS**

- Any person or group of persons (rider, entrant, manufacturer, official, etc.), recognized by the BMU and concerned by a decision taken under the authority of the BMU, may ask for redress for the consequences of that decision.
- All protests must be lodged to the Race Direction.
- Generally, protests against the eligibility of a rider, entrant or a motorcycle entered, must be made before the start of the official practice.
- Any other protests must be lodged immediately after the reason for the protest is known.
- Protests against results must be presented within 30 minutes following the announcement of the results.
- Protests must be lodged according to the FIM Europe Disciplinary and Arbitration Code and the Supplementary Regulations of the event and be accompanied by a fee of € 130 or the equivalent amount in local currency, returnable if the protest is justified.
- If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 120. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.
- Upon every received protest the RD will prepare an official decision in written that will be announced to the parties involved. The parties involved must receive a copy of the Decision in written, upon signing a receipt note.

## 5. PARTICIPATION IN BMU EC

- 5.1 BMU ECs are OPEN championships and riders from any BMU FMN that accept these regulations can takepart in BC EC event. All riders participating can obtain championship points for the event, for the year, receiveprize money (where provided).
- 5.2 In order to participate in a BMU EC event a rider must:
- 5.2.1 Possess a valid sporting license (national (which is accepted only when the event is organized on the territory of the FMN who issues the license), international, FIM Europe or FIM) issued by their FMN for the corresponding discipline in which the riders wishes to participate,
  - 5.2.2 Starting permission issued by their FMN, authorizing them to participate in a specific event (BMU form).
  - 5.2.3 Valid personal medical insurance for the country where the event takes place and for the period of theevent according to FIM Europe Regulations. By signing and stamping the starting permission (5.2.2), the FMN of the rider in question, guarantees that the rider have such insurance.
  - 5.2.4 Complies with the requirements (e.g. age limits, sporting skills etc.) for the class and discipline wherethey want to participate and they duly completed an BMU Entry Form.
- 5.3 Only riders, holders of valid national license and valid national passport of the country they represent can be included in the Team Entry Form. Riders with double citizenship can represent only one country during the whole season.
- 5.4 The penalty for not participating in the prize giving ceremony of the national teams during an event is subject to penalty by the Race direction at the amount of 200 euro. The amount has to be paid by the team manager to the BMU Steward, who on the other hand dispatches this amount to the organizer of the event with a written receipt.
- 5.5 At the first round of a BMU Championship a compulsory briefing with the riders can be organized. For the rest of the events, the participation of riders at the briefing will not be compulsory.

## 6. ADDITIONAL GENERAL RULES

For every aspect of these Rules (as well as for the specific rules for the different disciplines) that are not mentioned in these rules, will apply the FIM Europe Rules where applicable. .

### MOTOCROSS

**MX01** Each year BMU organizes BMU European Motocross Championship (BMU ECMX), open for individual riders and national teams.

**MX02** In order to participate in BMU ECMX, every rider must correspond with the requirements ofarticle 5 of the BMU Rules

#### **MX03 CLASSES OF THE BMU ECMX**

Class	Age of the rider	Motorcycles accepted
<b>MX50</b>	min. 5, max. 8 years	Over 50cc <u>automatic bikes</u>
<b>MX65</b>	min. 7, max. 12 years	Over 50cc up to 65cc, 2 stroke engines, <u>automatic bikes and 2 gears bikes are not allowed</u>
<b>MX85</b>	min. 11, max. 14 years	Over 65 up to 85cc, 2 stroke engines, 150cc, 4 stroke engines

<b>MX2</b>	min. 13 for riders with 125cc bikes min. 14 for riders with 250cc bikes	Over 100cc up to 125cc, 2 stroke engines, Over 175 up to 250cc, 4 stroke engines
<b>MX125 2T</b>	min. 13 - max.18 for riders with 125cc bikes	Over 100cc up to 125cc, 2 stroke engines,
<b>MX1</b>	min. 15 years	Over 175cc up to 250cc, 2 stroke engines, Over 290 up to 450cc, 4 stroke engines
<b>MX</b>	min. 22 years - max. 44	Over 100cc, 2 stroke engines, Over 150cc, 4 stroke engines
<b>MX Senior</b>	min. 45 years	Over 100cc, 2 stroke engines, Over 150cc, 4 stroke engines

**MX03.1** The minimum age starts on the day of the rider's birthday and the maximum age is at the end of the calendar year when the rider reached the maximum age.

**MX03.2** Riders aged more than 50 years must have successfully passed special medical examination by the relevant medical authority in their country and must comply with article 5.

**MX03.3** Classes MX and MX Senior are for riders that do not possess sporting license grade A (for professional riders) but have sporting license grade B (amateur/hobby riders).

**MX03.4** Classes MX and MX Senior are two different classes. In case the number of the MX and MX Senior riders is more than 42, they will race in two different groups.

#### **MX04 TECHNICAL REGULATIONS**

**MX04.1** The technical requirements for the motorcycles and for the rider's equipment are according to the FIM Rules for the corresponding year.

#### **MX05 FORMAT OF THE EVENTS**

**MX05.1** The format of the BC MX is according to FIM Europe MX Regulations. In any case, the foreseen format for every class is 2 free practices, 1 time practice, Warm Up and 2 races. The duration of the practices and races is according to the FIM Europe regulations.

**MX05.2** In case of a combined event - European Motocross Championship 65cc/85cc with BC MX, the format for the BC MX classes MX65 and MX85 will be the same as in the FIM Europe Rules.

**MX05.3** Classes MX and MX Senior race together with separate classification. In case the number of the MX and MX Senior riders is more than 42, they will race in two different groups.

**MX05.4** MX2 and MX125 2T race together with separate classification. However, the riders from class MX2 Junior receive also classification in the standings of class MX2.

**MX05.5** In case that the total number of riders in classes MX2, MX125 2T and MX1 does not reach 30, the three classes will race together for the practices and races. However, this option depends on the decision of the Race Direction, which will take the final decision.

**MX05.6** In any case the BMU and the Race Direction of a specific event can modify the timetable in a way that is most suitable for the given circumstances.

**MX05.7** All BMU races counting for the Motocross Championships will need minimum three ambulances with 3 doctors present.

## **MX06 STARTING NUMBERS**

**MX06.1** The Starting numbers for the riders will be allocated according to the final results of the previous year. A rider can book a permanent starting number for the season, starting from 05 of January. The change of the Starting Number during the season is not allowed.

**MX06.2** The riders in the classes MX65 and MX85 can only have numbers from 1 to 199.

**The riders in the classes MX65 and MX85 involved in FIM-Europe Qualifiers will keep their start Numbers through-out the BMU Championships and those numbers shall prevail.**

**MX06.3** The following color scheme will apply for the riders' starting numbers:

Class	Number plates background	Numbers
<b>MX50</b>	Free background color	Contrast Numbers to the background
<b>MX65</b>	Blue background	White Numbers
<b>MX85</b>	White background	Black Numbers
<b>MX2 / MX125 2T</b>	Black background	White numbers
<b>MX1</b>	White background	Black Numbers
<b>MX</b>	Free background color	Contrast Numbers to the background
<b>MX Veteran</b>	Preferably Blue or Green Background	Preferably White Numbers
<b>MX ATV</b>	Yellow background	Black Numbers

**MX06.3.1** Mirror-like or reflecting numbers are not allowed.

**MX06.3.2** The numbers must be clearly visible for spectators and officials.

**MX06.3.3** The leader in the championship is encouraged to have a red number plate with white numbers. For the first event, the champions from the previous year can have the red number plate. The use of red color number plate for other riders is not allowed - valid for all classes.

**MX07.3.4** The use of on-board cameras, mounted on the helmets of the riders during practices and races is strictly forbidden unless required or authorized by the Race Direction, the Organizer and the Chief Technical Steward.

## **MX07 MOTOCROSS OF BALKAN NATIONS (MXoBN)**

**MX07.1** Each year a BMU member federation organizes one event counting for National teams under the name of Motocross of Balkan Nations, which is valid both for national teams classification and individual classification.

**MX07.2** Riders who have passport from one country, but participate with a license from a FMN from another country, do not score points for team classification. Riders with double citizenship will bring points only for one country, chosen by them, in written, during the whole season and during the MXoBN.



MX07.3 The FMN Delegate (03.1.8) is responsible for the communication between the Race Director, the Clerk of the Course or the BMU Steward in order to clarify a possible question or doubt about a rider and his eligibility to score points for the Teams classification.

MX07.3 The BMU Steward will prepare the team classification for every event.

MX07.4 In order to get points each national federation participates with team of riders that has been authorized and officially entered to participate by it in a given event by means of the starting permission issued by it.

MX07.5 The team classification will be performed by following scheme:

Class MX65	minimum 2 riders
Class MX85	minimum 2 riders
Class MX2	minimum 2 riders
Class MX1	minimum 2 riders

A FMN which has minimum **two** riders in each class (MX65, MX85, MX2 and MX1) will be classified in front of the FMNs that have less than **two** riders entered in the above classes.

MX07.6 For the team classification will be taken in consideration 5 best results from each class for a maximum of **16** results per Nation. The points that will be taken for the Teams classification will be as described in MX08.01 (25-22-20 etc.) and per race, regardless of which rider scored them.

MX07.7 In case of a tie in the total scores, result **6** will be added to the best 16 results of a given FMN, in case of another tie, result **7** and so on...

MX07.8 The winner of the MXoBN will be the team who scored the highest number points. (MX07.7 points will be not added to the overall amount scored by the team)

## MX08 CLASSIFICATION

MX08.1 The riders will receive points based on their classification in every race per event based on the following scheme:

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

For the classification of the riders in every race, the FIM Europe rules will apply.

MX08.2 The individual classification for each event will be performed by summing up of the points received in the two races for all classes.

MX08.3 The final individual classification for all classes will be performed by summing up the points received in all rounds, **minus two worst races, including non-participation.**

MX08.4 The classes MX2 and MX125 Junior will compete together but with two separate rankings, 2 separate titles, the MX125 class riders do not get points in MX2.

MX09 ADDITIONAL BMU REGULATIONS FOR BMU ECMX

- MX09.1 The outside assistance during races and practices in the junior class MX50 can be performed by anybody (if there is no special person assigned to do so by the organizer) without creating obstructions for the participation of the other riders or putting himself or other persons in danger or making advantage of some kind for the assisted rider. The outside assistance must be performed only in cases of safety for the rider in question or the other riders. The outside assistance can include helping the rider to start the engine.
- MX09.2 The entry fee for each race from the BMU ECMX is maximum 50 euro for the classes MX2 Junior, MX2, MX1, MX and MX Senior. Classes MX50, MX65 and MX85 participate against a maximum fee of 30 euro for the BC MX. Every rider must pay the fee in order to participate in the event. The fee must be paid at the technical control or during the administrative control, depending on the decision of the organizer.
- MX09.3 The organizer covers at their expense the travel, accommodation and sundry expenses according to the FIM EUROPE Travel policy for 2024 for the Race Director and for the BMU Steward.
- ~~MX09.4 The penalty for violation of the waved yellow and/or medical flags will be the loss of 10 positions from the practice session or race in question for each violation. Such an action will be considered as a statement of fact to which no protests are possible. This applies to all junior BMU European Championship classes: MX50-MX65-MX85.~~
- MX09.5 ~~The penalty for violation of the waved yellow and/or medical flags will be the loss of 2 positions from the practice session or race in question for the first violation within an event. Such an action will be considered as a statement of fact to which no protests are possible. This applies to all BMU European Championship classes. In case within an event, the same rider violates again the waved yellow and/or medical flags will be the loss of 10 positions from the practice session or race in question.~~
- The penalty for violation of the waved yellow and/or medical flags will be the loss of 5 positions from the practice session or qualifying training and for second violation 10 positions. Every next offence 10 positions.  
 And for qualifying race or race it will be the loss of 5 points in the total daystanding for first violation and 10 points in the total daystanding for second violation. Every next offence 10 points.  
 In case of equal points in the final standings of the day after adding the punishment, the rider placed in front will be the rider without punishment.
- MX09.6 It is responsibility of the rider to select helmet and protective equipment which will provide appropriate safety. It is compulsory for junior classes (MX50-MX65-MX85) to use elbow, knee and shoulders protectors, while for the other BMU MX classes it is strongly recommended. No protective equipment or gear should be accepted at the technical control if the label has been removed from the equipment or gear.
- MX09.7 Any modifications made to the protectors will void the official certification of the equipment and thus will not be accepted.
- If the clothing and/or protectors listed below does not meet the technical requirements or is found to be defective, the Technical Steward must clearly mark in red (e.g. with a red

dot) all international marks without destroying them and retain it until the end of the event. The rider must submit another clothing and/or protectors for approval by the Technical Steward. After an accident involving impact, the back and chest protector must be presented to the Technical Steward for examination.

It is compulsory that all protective devices are clearly marked with the relative norms and comply with the following standard:

- EN 1621-1, Level 1 or 2, for shoulders, elbows and knees
- EN 1621-2, Level 1 or 2, for the back: CB (Central Back) and FB (Full Back)
- EN 1621-3, Level 1 or 2, for the chest

For Junior riders:

Protectors for shoulders, elbows and knees are compulsory. They must comply with EN 1621-1, Level 1 or 2.

Helmets must conform to one of the recognised international standards:

EU	ECE 22-05 or ECE 22-06 (only "P" type)
JAPAN	JIS T 8133:2015 (only "Type 2 Full face")
USA	SNELL M 2015 or SNELL M 2020D or SNELL M 2020R

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## SUPERMOTO

**SM01** Each year BMU organizes BMU European SuperMoto Championship (BMU ECSM), open for individual riders and national teams.

**SM02** In order to participate in BC SM, every rider must correspond with the requirements of article 5 of the BMU Rules.

**SM03** **CLASSES OF THE BMU ECSM**

Class	Age of the rider	Motorcycles accepted
<b>SM65</b>	min. 7, max. 12 years	Over 50cc up to 65cc, 2 stroke engines, <u>automatic bikes and 2 gears bikes are not allowed</u>
<b>SM85</b>	min. 11, max. 14 years	Over 65 up to 85cc, 2 stroke engines, 150cc, 4 stroke engines
<b>SM3</b>	min. 13 for riders with 125cc bikes min. 14 for riders with 250cc bikes	Over 100cc up to 125cc, 2 stroke engines, Over 175 up to 250cc, 4 stroke engines
<b>SM OPEN</b>	min. 15 years min. 14 - max. 18 for riders with 250cc bikes	Over 175cc up to 500cc, 2 stroke engines, Over 290 up to 660cc, 4 stroke engines

SM03.1 The minimum age starts on the day of the rider's birthday and the maximum age is at the end of the calendar year when the rider reached the maximum age.

SM 03.2 Riders aged more than 50 years must have successfully passed special medical examination by the relevant medical authority in their country and must comply with article 5.

#### **SM04 TECHNICAL REGULATIONS**

SM04.1 The technical requirements for the motorcycles and the riders equipment are according to the FIM Rules for the corresponding year.

#### **SM05 FORMAT OF THE EVENTS**

SM05.1 The format of the BMU ECSM is according to FIM Europe SM Regulations. In any case, the foreseen format for every class is 2 free practices, 1 time practice, Warm Up and 2 races. The duration of the practices and races is according to the FIM Europe regulations.

SM05.2 Classes SM3 and SM OPEN race together with separate classification if the total number of riders is not more than 32.

SM 05.3 In any case the BMU and the Race Direction of a specific event can modify the timetable in away that is most suitable for the given circumstances.

#### **SM 06 STARTING NUMBERS**

SM 06.1 The Starting numbers for the riders will be allocated according to the final results of the previous year. A rider can book a permanent starting number for the season, starting from 05 of January. The change of the Starting Number during the season is not allowed.

SM 06.2 The riders in the classes SM65 and SM85 can only have numbers from 1 to 199.

SM 06.3 The color schemes for the rider' number plates are free.

SM 06.3.1 Mirror-like or reflecting numbers are not allowed.

SM 06.3.2 The numbers must be clearly visible for spectators and officials.

SM 06.3.3 The leader in the championship is encouraged to have a red number plate with white numbers. For the first event, the champions from the previous year can have the red number plate. The use of red color number plate for other riders is not allowed - valid for all classes.

#### **SM07 NATIONAL TEAMS**

SM07.1 The riders of the BMU ECSM score points for individual and national teams classification. Riders who have passport from one country, but participate with a license from a FMN from another country, do not score points for team classification. Riders with double citizenship

willbring points only for one country, chosen by them, in written, during the whole season.

SM07.2 The FMN Delegate (03.1.8) is responsible for the communication between the Race Director, the Clerk of the Course or the BMU Steward in order to clarify a possible question or doubt about a rider and his eligibility to score points for the Teams classification.

MX07.3 The BMU Steward will prepare the team classification for every event.

MX07.4 In order to get points each national federation participates with team of riders that has been authorized and officially entered to participate by it in a given event by means of the starting permission issued by it.

MX07.5 The team classification will be performed by following scheme:

Class SM65	minimum 1 rider
Class SM85	minimum 1 rider
Class SM3	minimum 1 rider
Class SM OPEN	minimum 1 rider

A FMN which has minimum one rider in each class will be classified in front of the FMNs that have minimum one rider in three classes, then two classes and finally one class.

SM07.6 For the team classification will be taken in consideration 5 best results from 4 classes (maximum 125 points per round of BC ECSM). The points that will taken for the Teams classification will be as described in SM08.01 (25-22-20 etc.) and per race, regardless of which rider scored them.

SM07.7 in case of a tie, the 6<sup>th</sup> best result will be taken in consideration, then the 7<sup>th</sup> and so on.

SM07.8 The national teams winner of a given BMU ECSM event will be the team who scored the highest number points. (SM07.7 points will be not added to the overall amount scored by theteam, maximum number of official points will be 125)

## SM 08 CLASSIFICATION

SM 08.1 The riders will receive points based on their classification in every race per event based on the following scheme:

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

For the classification of the riders in every race, the FIM Europe rules will apply.

SM 08.2 The individual classification for each event will be performed by summing up of the points received in the two races for all classes.

SM 08.3 The final individual classification for all classes will be performed by summing up the pointsreceived in all rounds.

SM 08.4 Summing up of the real points received in all rounds will perform the final classification of the national teams, **minus two worst races, including non-participation.**

## SM 09 ADDITIONAL BMU REGULATIONS FOR BMU ECSM

- SM 09.1 The outside assistance during races and practices in the junior classes SM65 and SM85 can be performed by anybody (if there is no special personal assigned to do so by the organizer) without creating obstructions for the participation of the other riders or putting himself or otherpersons in danger or making advantage of some kind for the assisted rider. The outside assistance must be performed only in cases of safety for the rider in question or the other riders. The outside assistance must not include helping the rider to start the engine or gain advantage.
- SM 09.2 The entry fee for each race from the BMU ECSM is **100** euro for classes SM3 and SM OPEN. Classes SM65 and SM85 participation fee of **50** euro. Every rider must pay the fee in order to participate in the event. The fee must be paid at the technical control or during the administrative control, depending on the decision of the organizer.
- SM 09.3 The organizer covers at their expense the travel, accommodation and sundry expenses according to the FIM EUROPE Travel policy for 2020 for the Race Director and for the BMU Steward.
- SM 09.4 The starting place on the grid of a rider from the SM Junior classes and S3 can be changed in case of safety reasons when the rider is using a starting block devise (allowed only in the junior classes and S3)
- SM09.5 The use of on-board cameras, mounted on the helmets of the riders during practices and races is strictly forbidden unless required or authorized by the Race Direction, the Organizer and the Chief Technical Steward.

\* \* \*

## ROADRACING

- RR01 Each year BMU organizes BMU European Road Racing Championship (BMU ECRR), open for individual riders and national teams.
- RR02 In order to participate in BMU ECRR, every rider must correspond with the requirements of article 5 of the BMU Rules.
- RR02.1 In order to participate in BMU ECRR, the riders in the Formula 600/1000 classes should not have participated in the previous year in any of the professional classes of the BC RR Championship, e.g. 600 SSP and 1000 SST (Superbike).
- As of 2019:
- RR02.2 Riders from the class F600 that earn a medal in the final standings for two seasons (not consecutive) cannot participate in F600 class anymore and must move to SSP/Stock600 or SBK/Stock1000.
- RR02.3 Riders from the class F1000 that earn a medal in the final standings for two seasons (not consecutive) cannot participate in F1000 class anymore and must move to SSP/Stock600 or SBK/Stock1000.
- RR03 **CLASSES OF THE BC RR**

Class	Age of the rider	Motorcycles accepted
SP 125	min. 12	motorcycle capacity up to 125cc 2stroke engines
Moto 3	According to FIM Europe Regulations for2024	According to FIM Europe Regulations for2024
Supersport 300	min. 11 years	According to FIM Europe Regulations for2024
300 CF Moto 300 CF Moto Women	<b>min. 14 years, max. 28 years</b>	Only CF Moto 300 SuperSport
SuperStock 600	min. 15 years	from 401 cc to 600 cc 4 stroke engine, 4 cylinders  from 550cc to 675cc, 3 cylinders  from 601 cc to 750 cc, 4 stroke engine, 2 cylinders
SuperSport 600	min. 15 years	from 401 cc to 600 cc 4 stroke engine, 4 cylinders  from 550cc to 675cc, 3 cylinders  from 601 cc to 750 cc, 4 stroke engine, 2 cylinders  New Generation Bikes according to the FIM 2024 Regulations
SuperStock 1000	min. 16 years	from 601 cc to 1000 cc 4 stroke engine, 4 cylinders  from 601 cc to 1200 cc 4 stroke engine, 2 cylinders
SuperBike	min. 16 years	from 601 cc to 1000 cc 4 stroke engine, 4 cylinders  from 601 cc to 1200 cc 4 stroke engine, 2 cylinders
Formula 600	min. 16 years	SuperSport 600 accepted bikes
R7	<b>min. 15 years</b>	<b>SuperSport R7</b>
Formula1000	min. 16 years	SuperBike accepted bikes
Moto-Classic	Check the specific rules	Check the Specific rules

The class R7 it will run in the same race F600 but without points, according to the FIM and FIM-Europe Regulations.

Open race at CF Moto for man and women with two rankings, one for all and one for only women.

- RR03.1 The minimum age starts on the day of the rider's birthday and the maximum age is at the end of the calendar year when the rider reached the maximum age.
- RR03.2 Riders aged more than 50 years must have successfully passed special medical examination by the relevant medical authority in their country and must comply with article 5.
- RR03.3 Classes Formula 600 and Formula 1000 are for riders that do not possess sporting license grade A (for professional riders) but have sporting license grade B (amateur/hobby riders).
- RR03.4 A separate classification for each round will be made especially for Rookie riders that step up to SBK/SSP from F1000/F600 classes in that season. Points will not be awarded or cumulated for the Rookie classes.**
- RR03.5 New Generation bikes Supersport 600 will be allowed to take part in any Supersport 600 practice, warm-up or race with a general classification for the race. Points will be awarded as one class.**
- RR03.6 SBK and Stock1000 race together where possible, with separate classification. However, the riders from class Stock 1000 receive also classification in the standings of class SBK.
- RR03.7 SSP and Stock600 race together where possible, with separate classification. However, the riders from class Stock 600 receive also classification in the standings of class SSP.

#### **RR04 TECHNICAL REGULATIONS**

- RR04.1 The technical requirements for the motorcycles and the equipment of the riders are according to the Alpe Adria Motorcycle Union Road Racing Technical Rules for the corresponding year.

#### **RR 05 FORMAT OF THE EVENTS**

- RR05.1 The foreseen format for every class is 1 free practice, 2 time practice, Warm Up and 1 or 2 races for the double weekend events. The duration of the practices and races is according to the FIM Europe regulations where applicable.
- RR05.2 Combined races and practices for different classes are acceptable in cases of low number of riders (minimum 6 riders per given class). These combinations are only possible in the following models (SSP600 + SuperBike) and (Formula 600 and Formula 1000). However, the Race Direction has the final decision whether or not to combine the classes, but only in the abovementioned model.
- RR05.3 In any case the BMU and the Race Direction of a specific event can modify the timetable in away that is most suitable for the given circumstances.
- RR05.4 In the case of double weekend events, the starting grid for the second race (Sunday race) will be defined according to the best lap times of the riders in a given class achieved during the first race (Saturday's race).



## VALID ONLY FOR SSP600-SBK-F600-F1000-STK1000-STK600

RR05.5 In order to participate in the Races (sessions that bring points for the championship) the riders must obtain best lap time of least 110% of the best lap time achieved at the given class (after the merge of the qualifying/time session(s)). In case that the rider does not achieve 110% of the best lap time, they are not eligible to start in the Race. Upon decision of the Race direction and the organizer, riders who did not score the 110% lap time in their class, can participate in a separate race for the non qualified riders (F110 Race). The F110 race(s) can combine all not qualified riders from the above classes or can be run as two separate races (for 600cc and for 1000cc motorcycles). The F110 race(s) are timed but do not bring points for the standings (annual standings). Upon decision of the organizer, the top three riders might be given trophies and have a ceremony. Final decision for the F110 race must be taken as soon as practically possible.

### RR 06 STARTING NUMBERS

RR06.1 The Starting numbers for the riders will be allocated according to the final results of the previous year. A rider can book a permanent starting number for the season, starting from 05 of January. The change of the Starting Number during the season is not allowed.

RR06.2 The FIM Europe color schemes will apply for the riders' starting numbers:

RR06.2.1 Mirror-like or reflecting numbers are not allowed.

RR06.2.2 The numbers must be clearly visible for spectators and officials.

### RR07 NATIONAL TEAMS

RR07.1 The riders of the BMU BC RR score points for individual and national teams classification. Riders who have passport from one country, but participate with a license from a FMN from another country, do not score points for team classification. Riders with double citizenship will bring points only for one country, chosen by them, in written, during the whole season.

RR07.2 The FMN Delegate (03.1.8) is responsible for the communication between the Race Director, the Clerk of the Course or the BMU Steward in order to clarify a possible question or doubt about a rider and his eligibility to score points for the Teams classification.

RR07.3 The BMU Steward will prepare the team classification for every event.

RR07.4 In order to get points each national federation participates with team of riders that has been authorized and officially entered to participate by it in a given event by means of the starting permission issued by it.

**RR07.5 There will be one team classifications: For National Teams.**

**Eligible classes for team classification are:**

**SSP300  
SSP600  
SBK**

F600  
F1000

**RR07.06** For the team classification will be taken in consideration the 4 best results from 5 classes described in RR07.05. The points that will be taken for the Teams classification will be as described in RR08.01 (25-20-16 etc.) and per race, regardless of which rider scored them.

**RR07.7** In case of a tie, the best result from SBK class will be taken in consideration. In case that a tie still exists, the SSP class results will be considered, otherwise the SSP300 will be considered. SSP NG, 125 results do not count for team classification.

**RR07.8** The national team's winner of a given BMU ECRR event will be the team who scored the highest number points. (RR07.7 points will be not added to the overall amount scored by the team, maximum number of official points will be 75)

## **RR08 CLASSIFICATION**

**RR08.1** The riders will receive points based on their classification in every race per event based on the following scheme:

1-25, 2-20, 3-16, 4-13, 5-11, 6-10, 7-9, 8-8, 9-7, 10 -6, 11-5, 12-4, 13- 3, 14- 2, 15-1

For every event, riders will be classified based on their number of laps completed, based on their finishing order. Riders will receive classification if:

**RR08.1.1** They have completed minimum 75% of the number of laps of the winner or:

**RR08.1.2** Have crossed the finish line maximum 5 minutes after the arrival of the winner.

**RR08.2** The final individual classification for all classes will be performed by summing up the points received in all rounds and subtracting three worst results (worst result = worst scored result during the year or non participation in a given race).

**RR08.3** Summing up of the real points received in all rounds will perform the final classification of the national teams.

**RR08.4** **The pole position winner for Saturday`s race will be awarded an extra Championship point, in all classes.**

**RR08.5** **The rider who made a jump start it will be penalized with 10 seconds.**

## **RR09 ADDITIONAL BMU REGULATIONS FOR BMU ECRR**

**RR09.1** The entry fee for each race from the Balkan road racing championship is minimum 50 euro and maximum **250 euro** for the classes SP125, SSP300, SSP600, SuperBike, Formula 600 and Formula 1000. Every rider must pay the fee in order to participate in the event. The fee must be paid at the technical control or during the administrative control, depending on the decision of the organizer.

**In exceptional cases, such as joint organization with different Championships (such as Alpe Adria), the respective Championship fees may be used.**

**RR09.2** The organizer covers at their expense the travel, accommodation and sundry expenses according to the FIM EUROPE Travel policy for 2024 for the Race Director and for the BMU

Steward where applicable.

## EXTREME ENDURO AND ENDURO

### **This year there will be no extreme enduro BMU Championship!**

- EX01 Each year BMU organizes BMU European Extreme Enduro Championship (BMU EXEC) and BMU European Enduro Championship (BEEC) open for individual riders and national teams.
- EX 02 In order to participate in BMU EXEC or BEEC, every rider must correspond with the requirements of article 5 of the BMU Rules.
- EX 03 The race format, classes, overall procedures and requirements BMU European Extreme Enduro and Enduro Championships are published in a separate documents.
- EX 04 Participation fee minimum 50 euro and maximum 350 euro for EEC

#### **2024 BMU Annual Meeting and prize-giving ceremony**

The Official Prize giving ceremony for the 2024 BMU European Championship will be held in December 2024.

All expenses, related to the organization of the Annual BMU Conference/congress and the Official prize-giving ceremony are due to the organizer of the events. This includes also the hotel accommodation (representatives of BMU Managing Board, 1 delegate from each FMN for two days, all champions + maximum one accompanying person per rider, TV, and media for two days). Maximum 30 double rooms - 60 persons.

The prize giving for every championship in every class will be done during the prize giving ceremony at the final event of the given championship. Riders place 1-2-3 position in the championship final standings will receive medals during that ceremony. The Champion must be present at the official BMU prize giving ceremony (December).

#### **BALKAN MOTORCYCLING UNION**

*These Regulations are approved by the present federations at the meeting 08.12.23 in Poiana Brasov, as follows:*

	<b>FMN</b>	<b>Name</b>
<b>1</b>	<b>AMOTOE</b>	<b>MARIA TSESMELI (PRESIDENT)</b>
<b>2</b>	<b>AMSS - MSS</b>	<b>ANDJELA KLIKOVAC (GENERAL SECRETARY) - ONLINE</b>
<b>3</b>	<b>BMF</b>	<b>IVO TSVETANOV (GENERAL SECRETARY)</b>
<b>4</b>	<b>FRM</b>	<b>CRISTIAN MURESAN (PRESIDENT)</b>
<b>5</b>	<b>MSBIH</b>	<b>DAVOR KOMSIC (DIRECTOR)</b>
<b>6</b>	<b>MFNM</b>	<b>ZORAN TRAJKOVSKI (PRESIDENT)</b>
<b>7</b>	<b>TMF</b>	<b>OGUN BAYSAN (VICEPRESIDENT)</b>

