

## **CR08 FIM EUROPE HILL CLIMB CHAMPIONSHIPS SPORTING/TECHNICAL 2026**

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Everything printed in BOLD is new or changed for 2026.

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

### **CR08.1 GENERAL**

**All events organized under FIM Europe are regulated under the general codes found at [FIM EUROPE RULES - Fim Europe](#)**

The following rules apply solely to all Hill Climb 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 CR01.

In case of cancellation of an Event, double rounds can be organized and more than 2 Events can take place.

### **CR08.2 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 **before each event** by the organising FMNR.

#### **CR08.2.1 Flags, lights and boards**

Marshal posts **must** be installed along the track with a **recommended** maximum distance of not more than 150 meters between each post.

**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**

All posts must be manned by a minimum of two persons to guarantee the efficient presentation of flags or other means of communication during all practices and races.

#### **CR08.2.2 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.

#### **CR08.2.3 Flags and lights used to provide information and instructions**

Yellow and Striped Flag	Red	Oil, water, gravel or another substance is affecting the adhesion of the track.
Yellow Flag		<p><u>Note: The use of the yellow flag on the track during an event is a decision of the Clerk of the Course. If it is used the following rule will apply.</u></p> <p>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.</p> <p>Riders must slow down and be prepared to stop. Overtaking is forbidden until the point where accident has occurred.</p> <p>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.</p>
Blue Flag		<p><u>Note: The use of the blue flag on the track during an event is a decision of the Clerk of the Course. If it is used the following rule will apply.</u></p> <p>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.</p> <ul style="list-style-type: none"> <li>– <u>During practices</u>, the Rider concerned must keep his line and slow down gradually to allow the faster Rider(s) to pass him.</li> <li>– <u>During the race</u>, the Rider concerned must allow the following rider(s) to pass him at the earliest opportunity.</li> </ul>

Red Flag waved                      Shown at each Marshal post and indicates that the race or practice is being interrupted.  
 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.  
 Riders must stop and wait for a car who will guide them back to the start. They may not pass this flag.  
 All 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.  
 The track will be cleaned up and the CoC brings the riders back to the start. All **these** riders can do a new start.

**The rider, who caused the interruption, will not be allowed to restart this run.**

Wet race                                If the CoC decides during one class that the weather conditions **have** changed **so** the race **is to be classified as 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.

### **CR08.3 TECHNICAL RULES**

#### **CR08.3.1 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 **and** chest protector is mandatory. **Back Protector • Must be certified to EN1621-2:2014 or EN1621-2:2010. Chest Protector: Full chest protectors (protector designed as a single piece) and divided chest protectors (protector designed in two separate halves) are permitted.**  
**All types of chest protectors (full or divided) must have a minimum protection area of no less than 230 cm<sup>2</sup>.** Only protectors in conformity with prEN1621-3 (level 1 or 2) are permitted.
- f) **As a supplement an airbag system may be used. This is highly recommended. The Chief Technical Steward has the right to refuse any system not satisfying this safety purpose. The updated list of FIM certified airbags can also be downloaded from [2025 Self-Certified Airbags](#)**
- g) Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.
- h) Helmets must be of the full-face type and must conform to one of the recognised international standards:
  - Europe: ECE 22-05, 22-06 (only "P" type)
  - Japan: JIS T 8133:2007; JIS T 8133:2015 (only type 2 "Full Face")
  - USA: SNELL M 2010; SNELL M 2015**New FIM helmet standards are highly recommended [Homologated helmets](#)**  
**FIM Homologated Helmet FRHPhe-02 will be mandatory from 2027.**
- i) Visors must be made of a shatterproof material.
- j) Disposable "tear-off" is permitted.
- k) 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

- l) There is no tyres limit, the brand of tyres is free. MX tyres are not allowed. Slick tyres are allowed. The tyres must be of a fully moulded type, and, if street legal, carrying all size sidewall marking of the tyres for sale to the public. The tyres must have a DOT and/or E mark. Tyres of V to Z rating must be used. 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 caCRy 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.
- m) Tyre warming connected to an electric source is allowed only inside a paddock-area clearly marked.
- n) The use of disconnected tyre warmers is not allowed between the waiting zone and the starting grid.
- o) The motorcycles can be equipped with a brake lever protection intended to protect the handlebar brake lever.
- p) The motorcycle can be equipped with a functioning red light mounted at the rear of the seat.
- q) In all classes only brake discs of ferrous materials must be used.
- r) In principle the maximum noise level is 102 dB/A for all classes. (Stationary measurement)
- s) The colour of the number plates is free. The rider's number must be clearly visible and of a good shape)
- t) On 4-stroke engines, an oil catch tank of 0.5 litres minimum properly fastened, or a closed breathert
- u) The only authorized cooling liquid is water or water mixed with ethyl alcohol)
- v) 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.
- w) 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.

### **CR08.3.2 Technical regulation for class:**

- 1.250GP/open FIM Technical Rules apply
- 2.Supersport FIM EUROPE Technical Rules apply (CR 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 use rims with dimensions 3, 75 inches for the front wheel and 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.

### **CR08.3.3 Classes**

The following classes are foreseen:

1. 250 GP/open and SSP 300 (separate ranking). Technical rules CR 028T in the current version.
2. Supersport (incl. Superstock 600)
3. Superbike (incl. Superstock 1000)

4. Supermoto, including motorcycles without FIM homologation EC,  
Cat.I. Group A1, 1 cylinder max. 4 stroke engines over 290ccm up to 800ccm  
Cat.II. Group A1, 2-cylinder max. 4 stroke engines over 290ccm up to 1000ccm

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 Circuit Racing Commission. This includes also classes as foreseen by the FIM EUROPE Vintage Commission.

#### **CR08.3.4 Riders numbering**

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

### **CR08.4 OFFICIALS**

#### **CR08.4.1 President and Members of the Jury**

The FIM EUROPE/CRC **will appoint** a Jury President

**The second Jury member is a FMNR delegate. He must hold either a FIM CoC or Sporting Steward license or a CoC license issued by the FMN.**

If present, another FIM EUROPE/CRC member or an FMN delegate will be the third member.

#### **CR08.4.2 FMN delegate**

He must be appointed by his FMN. **He must hold either a FIM CoC or Sporting Steward license or an equivalent national license issued by the FMN.**

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

#### **CR08.4.3 Clerk of the Course**

The CoC must be appointed by the FMNR. **He must hold either a FIM CoC or Sporting Steward license or a CoC license issued by the FMN**

#### **CR08.4.4 Other officials**

The Chief Technical Steward and the Chief Timekeeping must be appointed by the FMNR. **They must hold the appropriate licenses either issued by FIM or by the FMN.**

#### **CR08.4.5 Language**

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

### **CR08.5 RIDERS**

#### **CR08.5.1 Licence**

Riders must be in possession of a valid and signed **Circuit Racing** 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 CR08.5.2 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.

#### **CR08.5.2 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.

The minimum age in FIME classes is 18 years.

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.

### **CR08.5.3 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 CR 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.

### **CR08.5.4 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.

### **CR08.5.5 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.

### **CR08.5.6 Number of starters**

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

### **CR08.5.7 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.

### **CR08.5.8 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.

### **CR08.5.9 Events and Timetable**

**The Calendar will be published, as far as confirmed by the FIM-Europe, on the FIM-Europe website. Double race events are possible but not compulsory.**

**The timetable of each event will be published together with the entry forms for the specific events.**

**Timetables and races can be changed by the Jury. Changes must be immediately published on the official board in the paddock**

## **CR08.6 PRACTICE AND RACES**

### **CR08.6.1 Private and supplementary practice**

Private practice on the Hill Climb Racing 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.

### **CR08.6.2 Official practice**

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

Each participant, joining an event within its framework heats counting to the FIME Hill Climb Championships will be held, must have the possibility to participate in two practice runs in each of the max. 2 classes, he/she had entered.

For starters participating in two classes, a safe recirculation must be organised in order to conduct a fair event with equal chances for all participants.

If, for reasons of force majeure, a complete practice as described above, cannot be organised, a practice of at least one timed heat per entered class for each participant must be ensured before the start of the first racing heat.

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

### **CR08.6.3 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.

### **CR08.6.4 Starting / Finish line**

The Starting and the Finish line must be clearly marked.

### **CR08.6.5 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

### **CR08.6.6 Race**

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

### **CR08.6.7 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.

### **CR08.6.8 Points**

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

25 points to the 1 <sup>st</sup>	7 points to the 9 <sup>th</sup>
20 points to the 2 <sup>nd</sup>	6 points to the 10 <sup>th</sup>
16 points to the 3 <sup>rd</sup>	5 points to the 11 <sup>th</sup>
13 points to the 4 <sup>th</sup>	4 points to the 12 <sup>th</sup>
11 points to the 5 <sup>th</sup>	3 points to the 13 <sup>th</sup>

10 points to the 6 <sup>th</sup>	2 points to the 14 <sup>th</sup>
9 points to the 7 <sup>th</sup>	1 point to the 15 <sup>th</sup>
8 points to the 8 <sup>th</sup>	

Awards must be presented to the first three classified riders.

## **CR08.7 TECHNICAL CONTROL AND VERIFICATIONS**

The technical control must be **carried** out in accordance with the procedure and the times fixed in the FIM EUROPE CR 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, helmets, chest/back/**airbag** protectors 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 **to** 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.

## **CR08.8 AMOUNTS AND PRICES**

### **CR08.8.1 Currency**

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

### **CR08.8.2 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.

### **CR08.8.3 Awards**

Awards will be assigned to riders based on classification in each event. See art CR08.6.7. Awards must be present for the first 3 classified Riders. Material awards are recommended.

## **CR08.9 PROTESTS AND APPEALS**

All protests must be submitted in accordance with the FIM EUROPE Disciplinary and Arbitration Code Art. 4.2, together with a fee of EURO 660,00

For a technical protest art. CR01.26 will apply.

All appeals must be submitted in accordance with the FIM EUROPE Disciplinary and Arbitration Code Art.4.3 in written form together with a fee of € 1320,00.

## **CR08.10 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 CR 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.

#### **CR08.11 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.

***Approved on 22/11/2025 Circuit Racing Commission***