

EURONATIONS 50 MX 2021 regulations

Administrative Clauses

Participants and their accompanying persons undertake to respect the current French health protocol.

Definition:

Competitions intended for pilots equipped with off-road machines up to 50cc (except 75cc for the "automatic class" group with LJA2 license).

French or foreign pilots must be in possession of an FFM (French Motorcycling Federation) license for the year or for an event.

The technical regulations define different groups according to the modifications made .

Commitments:

Registrations will be open from 1 of april to 30 of may 2021 inclusive.

Go to the Euronations 50 Mx website:

<http://www.mx50.eu/index.php?action=inscription>

The amount of the commitment is 20 euros (transponder rental included, free entry for accompanying persons, free parking, free camping, free paddock electricity, etc.).

Payment is made by bank transfer within a maximum of 15 days after registration.

Paddock :

- Only one vehicle is accepted per driver in the paddock. Other vehicles must be parked in the nearest spectator parking lot located within the circuit (200 meters).
- The alleys of the runners' park must imperatively remain clear.
- WCs and hot showers are available to pilots and guides.
- Camping for accompanying persons possible on the paddock.
- A cleaning area for motorcycles is available.
- The pilots leave with their waste.

Administrative checks before the event:

OBLIGATION to go through administrative control before technical control.

The accompanying panelists with FFM license must present themselves with the pilot in order to obtain a pass allowing access to the dedicated area. Access to the track is strictly prohibited without an FFM license.

Open Friday from 4:00 p.m. to 7:30 p.m. and Saturday from 9:00 a.m. to 12:00 p.m.

Each pilot will have to:

- Personally present your FFM license.
- Possibility of a "one event" license (LJC5, price 75 euros online) which must be taken beforehand on the FFM site.
- ATTENTION: LJA2 license compulsory for the "automatic class" (75cc) group price 115 euros online.

<https://pratiquer.ffmoto.org/licence-une-manifestation>

Before the event, you must complete the license form on the FFM site, attach a medical certificate like FFM model (less than one year) of aptitude for the practice of motocross in competition and provide for the online payment of 75 euros for LJC5 or 115 euros for LJA2. You must then print the license form to present it to the organizers or present it in dematerialized format. You must bring an identity document.

- The minimum age required to participate in a competition in this category is 12 years old. Underage pilots must present parental authorization to participate in this event.
- Have read the specific regulations and paid for their registration in advance.

Technical checks before the event:

Consult the technical regulations of the different groups.

The pilot must come with his motorcycle as well as his helmet and chest and back protectors. If the equipment does not meet the standards during the control, the driver will not be able to take part in practice and competition. This material can be consigned until the end of the test and then returned.

The pilot of a machine presenting an anomaly during a technical control or a point out of regulation detected by the technical controller will be warned. The pilot will then have to bring his machine into conformity and present it again for technical control.

Transponder:

The pilot licensed for the year will leave his license as a deposit.

The driver licensed at the event must provide a valid identification document in exchange for the transponder.

Transponders must be returned at the finish of the last race.

Plan to purchase a bracket and a pin.

Technical control after the event:

The first 3 machines of the A final will be placed in a parc fermé.

Refer to the technical regulations group by group.

The race director is responsible for applying the regulations and reserves the right to request the dismantling of the first three machines in each group plus one drawn.

The scrutineers, pilots and mechanics concerned must be present.

Any refusal to present a machine for technical control entails disqualification after a decision by the race director and jury, and gives no right to reimbursement of expenses, whatever they may be (travel, engagement, etc.)

Claim:

Any complaint must be presented in writing by a licensed pilot or an accompanying person, within half an hour of the results being displayed, against payment of € 75 which will be returned to him if the complaint is justified.

Tests:

1 timed practice session of 15 minutes, per series, on Saturday afternoon and one 15-minute free practice session, per set, on Sunday morning. 1 mandatory minimum lap for each driver.

Races, rankings:

All repairs with tools or outside assistance are prohibited on the track.

Drivers must arrive at the holding park at least 10 minutes before the time of departure.

Up to 90 drivers entered, 2 series.

More than 90 drivers entered, 3 series.

The number of entries is limited to 135 pilots.

Distribution in the heats for the time trials, by drawing lots.

Distribution in the heats for the qualifying heats (M1 + M2), according to the times in the order below.

To be classified in race, the pilot must complete 1 lap minimum.

If there are 3 series:

The 1st time in group A, the 2nd in group B, the 3rd in group C, the 4th in group A... ect, go in series 1.

The 1st time of group B, the 2nd of group C, the 3rd of group A, the 4th of group B... ect, go in series 2.

The 1st time of group C, the 2nd of group A, the 3rd of group B, the 4th of group C... ect, go in series 3.

Saturday afternoon: after time practice, round 1 (M1) for each series (15 minutes + 1 lap).

Sunday morning: after free practice, round 2 (M2) for each series (15 minutes + 1 lap).

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A general classification by series is carried out by cumulating the points of rounds 1 and 2 (M1 + M2).

Scale: 1st: 50 points, 2nd: 45 points, 3rd: 41 points, 4th: 38 points, 5th: 36 points, 6th: 35 points, 7th: 34 points, 8th: 33 points, 9th: 32 points, 10th: 31 points, 11th: 30 points, 12th: 29 points, 13th: 28 points, 14th: 27 points, 15th: 26 points, 16th: 25 points, 17th: 24 points, 18th: 23 points, 19th: 22 points, 20th: 21 points, 21st: 20 points, 22nd: 19 points, 23rd: 18 points, 24th: 17 points, 25th: 16 points, 26th: 15 points, 27th: 14 points, 28th: 13 points, 29th: 12 points, 30th: 11 points, 31st: 10 points, 32nd: 9 points, 33rd: 8 points, 34th: 7 points, 35th: 6 points, 36th: 5 points, 37th: 4 points, 38th: 3 points, 39th: 2 points, 40th: 1 point, then 1 point until the 45th.

The 3 best pilots of each nation, cumulating the points of the qualifications, join the Final A (big).

The A final is completed by the best pilots of each series, cumulating qualifying points (M1 + M2), up to 45 pilots. In the event of a tie in points, the tie-breaker is by the best result of the 2nd round, then if still tied, by drawing lots. Duration 15 minutes + 1 lap. The B and C finals take over the pilots according to the same rules. The number of drivers will be distributed in equal quantities (examples 120 entered = 45 in final A + 38 in final B + 37 in final C).

Duration 15 minutes + 1 lap.

the pilot must complete a minimum 1 lap to be classified.

The Nations classification is made by cumulating the points of the 3 best pilots of each nation classified in the final A (large).

Awards:

The first 3 of each group must be present at the awards ceremony.

Will be rewarded:

- The 3 first nations in the A final (main)
- The first 3 group 1 extracts from the finals
- The first 3 groups 2 extracts from the finals
- The first 3 groups 3 extracts from the finals
- The first 3 automatic class groups (75cc)
- The first 3 women taken from the finals
- The first 3 50cc Vintage taken from the finals

Accident :

An injured pilot must be seen by the organization’s doctor. The accident report must be sent, within 10 days, directly to the insurance.

<https://ffm.ffmoto.org/media/document/assurance-declaration-daccident-papier>

ANY DRIVER WHO DOES NOT RESPECT THE ORDERS OF THE RACE DIRECTOR OR STEWARDS WILL BE DECLASD FROM THE ROUND.

ANY DECISION TAKEN WITH THE RACE DIRECTOR, THE JURY, THE CLUB OFFICERS AND THE TECHNICAL CONTROLLERS WILL BE FIRM AND FINAL IN THE EVENT OF A DISPUTE DURING THE RACES.

ANY INSULTS TOWARDS OFFICIALS AND VOLUNTEERS (RACE DIRECTOR, COMMISSAIRES, TIMEKEEPERS, SECRETARIAT, BUVETTES, FIRST AID, PARKING...) WILL LEAD TO THE DISQUALIFICATION OF THE PILOT.

PILOT:

- Helmet in good condition and approved to the standards of the National Technical Regulations (see the FFM website).

Epreuves internationales ou nationales sur circuits fermés : normes FIM admises

EUROPE



ECE 22 05 , P, NP.....ou J

C'est la norme de l'Europe. E1 à E48
...s
Pour les pays contrôleurs

JAPON



JIS T 8133 : 2015






USA



USA SNELL M 2015

- Back and chest protection

| | | |
|---|---|---|
| <p>PROTECTION PECTORALE / THORACIQUE (par-pierres)</p> | <p>PROTECTION DORSALE</p> | <p>GILET DE PROTECTION : ENSEMBLE Coudes/épaules/genoux/hanches 1621-1 Pectorale / Thoracique 1402- 1621-3 Dorsale 1621-2</p> |
| <p>14021- 1621-3</p> | <p>1621-2</p> | |
|  |  |  |
| <p>Pictogramme</p> | <p>Pictogramme</p> | <p>Pictogramme</p> |

- Protective glasses.
- MANDATORY motorcycle gloves.
- MANDATORY motorcycle boots.
- Long-sleeved jersey MANDATORY.
- Resistant and / or reinforced trousers MANDATORY.
- Loose clothing FORBIDDEN.

TECHNICAL REGULATIONS

General clauses for all groups:

- The displacement of the machines must not exceed 50cc maximum (exception 75cc maximum for the "automatic class" group).
- Only one machine authorized per pilot (no mule)
- Braking must be EFFECTIVE.
- Front and rear brakes with independent controls.
- The brake levers should have a rounded end. (with bowl)
- Free handlebar width min 600 mm, max 800 mm.
- No protruding or sharp parts.
- The throttle grip should return automatically.
- Coatings

handlebars must be maintained by 2 metal wire ties and not drilled at the end (except solid handlebar ends).

- Any tube that can act as a punch must be plugged EFFECTIVELY.
- The compulsory exhaust silencer may not protrude beyond the rear of the tire.
- Sound level 115 dB maximum according to the method 2 meters Max.
- Variable length exhausts pipes are PROHIBITED.
- The front and rear mudguards are COMPULSORY (plastic only).
- The pedals of the mopeds will be replaced by footrests that fold back and do not exceed the width of the foot.
- Crutches, indicators, mirrors, rear light, headlights, luggage rack, passenger footrests must be removed.
- The machines must be equipped, on the handlebars, with an effective ignition circuit breaker (key prohibited).
- MANDATORY all-terrain tires.
- The machines must be fitted with three flexible plastic number plates bearing the race numbers:
 - one front plate, two side plates.
 - size of the numbers: height 140 min minimum, width 80 min minimum, line width 20 min min.
- No inscription other than the race numbers must appear on these plates.
- The protection of all rotating parts and drives must be ensured by metal housings (aluminum minimum thickness 2mm, steel minimum thickness 1mm) enveloping at least the periphery. The objective is to avoid contact with the rotating parts but also to retain any parts that may come loose.
- Any external intervention pedal (brake or variation system) with a width greater than 40 mm must be foldable.

- Free pulley (plate): efficient protection of perforated or stick pulleys.
- **STRONGLY RECOMMENDED** steering column reinforcement, all groups combined.
- Compulsory air filter.
- Folding footrests with compulsory automatic return.
- Free instrumentation.
- A so-called "free" part is a part other than the original one. It is either marketed or handcrafted.

Definition of an original part: part fitted by the manufacturer on one or more models of mopeds with variator or gearbox approved by the departments concerned.

Limited series, provide a manufacturer's technical sheet (while remaining originally fitted and approved for the moped).

- Anything that is not allowed in the technical regulations is prohibited.

All machines deemed dangerous and not in conformity with general regulations and technical regulations will be systematically refused.

Groups regulations

GROUP 1 (G1) mopeds type peugeot 103, mbk 51, mobylette, derbi variant, piaggio ciao

G1 CYCLE PART:

- Original V-frame (artisanal manufacture prohibited).
- original fuel tank from model considered
- **MANDATORY** reinforcement bar between the seat support and the steering column (the space included in the V of the frame must be empty except for the air filter and accessories.
- Frame reinforcements authorized.
- Installation of engine silencers authorized, respecting the original anchoring points.
- Are free: steering column, Fork (artisanal manufacture prohibited), rear suspension with one or 2 shock absorbers (shock absorbers sold), swinging arm, footrest , wheels, brakes, saddle and trim.

ENGINE G1:

- Original engine casings of the machine in question (material removal authorized, intake prohibited).
- High original air-cooled engine or adaptable to the model considered. Material withdrawal authorized.
- Wedge authorized in a cylinder, flat on both sides.
- Additional reed box **FORBIDDEN**.
- External intervention on the authorized variation system.
- Are free: crankshaft, ignition, variator, valves retaining the original fixing centers, intake pipe, carburetor Ø 19 mm max, muffler / silencer, engine thrust spring, pulley, belt, final transmission .

GROUP 2 (G2)(standarklass) moto type derbi senda, fantic cabalero, honda mtx, peugeot xp6, valenti,

G2 machines with gearbox

- Original frame, authorized reinforcements, tank and trim preserving the original appearance and line.
- Original swingarm (reinforcements allowed).
- High engine origin or adaptable to the model considered. Material withdrawal authorized.
- Wedge authorized in a cylinder, flat on both sides.
- Original engine crankcase of the model considered. Contribution of material prohibited.
- Are free, commercial shock absorber (s) but original anchoring points (reinforcements allowed), fork, front and rear wheels (stick wheels prohibited), footrest, crankshaft, gearbox, ignition, clutch, intake pipe, pot exhaust / silencer, carburetor Ø 19mm maximum, valves retaining the original fixing centers, final transmission.

G2 machines with variator (s)

G2 CHASSIS with variator (s):

- Original frame either V, beam, or tubular.
- MANDATORY welded reinforcement bar between the saddle support and the steering column for Vee frames. Frame reinforcements authorized.
- Installation of engine silent blocks authorized (free anchoring points).
- Are free: steering column, fork, swinging arm, footrest, shock absorber (s), wheels (stick wheels prohibited), brakes, tank, saddle, trim.

G2 MOTOR with variator (s):

- Original engine crankcase of the model in question (material removal authorized, intake prohibited).
- High engine origin or adaptable to the model considered. Material withdrawal authorized.
- Wedge authorized in a cylinder, flat on both sides.
- External intervention on the authorized variation system.
- Are free: crankshaft, ignition, variator (s), pulley, clutch, belt, final transmission, valves (keeping the original fixing centers), intake pipe, carburetor Ø19mm maxi, muffler / silencer , motor thrust spring.

GROUP 3 (G3) prototype

G3 CYCLE PART:

- Free cycle part.
- Stick wheels prohibited (spoke only)

G3 ENGINE:

- Free, 50cc maximum.

AUTOMATIC CLASS (AC) GROUP

CYCLE PART:

- Frame from an approved moped or scooter.
- Frame reinforcements authorized.
- Are free: fork, oscillating arm, shock absorber (s), wheels, brakes, fuel tank, saddle, trim.

ENGINE:

- Original engine crankcase of the model considered.
- Motor with automatic transmission by variator (s) and / or clutch.
- Cylinder free 75cc maximum
- Are free: crankshaft, ignition, variator (s), pulley, clutch, belt, final transmission, intake and carburetor, muffler / silencer, engine thrust spring.
- External intervention on the authorized variation system.

VINTAGE GROUP (GV)

- Machines manufactured before 1985
- Air cooling
- Transmission with gearbox or variator (s)
- Rear suspension with 2 shocks or cantilever or direct (progressive system prohibited)
- Drum brakes (disc prohibited)



MEDICAL CERTIFICATE

Any candidate wishing to practise motor-cycling sports must first undergo a full medical aptitude test.

The general practitioner can ask for this medical test should he or she find it necessary for the no-contraindication certificate. Also, in a first competition licence request, special attention should be given to the sight test. This examination may be carried out either by the general practitioner or by an ophthalmologist. Binocular acuity [whether corrected or not] should be above 6/10ths for an examination carried out with both eyes open simultaneously. The candidate must be able to recognise the colours of the different flags used [yellow, red, green, blue]. the field of vision must be above 160°. Monophthalmia may be authorised, after agreement from the Medical Committee, only for the practice of trial and categories that have staggered departures on condition that the field of vision is above 120° and acuity above 8/10ths.

In the case of anomaly, both an examination by a specialist and the opinion of the Medical Committee will be demanded. Certain neurological conditions, epilepsy, balance and coordination problems, insulin-dependent diabetes, unilateral blindness, and defects in the loco motor apparatus will require the advice of the Medical Committee. Acute coronary insufficiency, treated and persistent arterial hypertension, cardiac transplant, severe coagulation problems, chronic kidney failure and dialysis are absolute contraindications. The effects of pharmacological substances that modify attention, vigilance and behaviour are submitted to the opinion of the medical examiner. The above list of contraindications is not exhaustive. In certain specific cases the FFM may deliver restricted handicap licences. In this case a medical certificate should be addressed to the federal doctor.

Space reserved for the doctor

(Should you require federal approval please contact the FFM Medical Committee)

I, the undersigned doctor of medicine
certify that I have examined :

Name of licensee

First name of licensee

Date of birth | _ . _ . _ . _ . |

Date of examination | _ . _ . _ . _ . |

Stamp and signature of Doctor

and I have found to this date no contraindication to the practice of motorcycling sport and competition.

In the opposite case tick one of the corresponding boxes:

Demand the opinion of the medical Committee *(send a descriptive medical certificate to the federal doctor).*