FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM JUNIOR MOTOCROSS WORLD CHAMPIONSHIP / CUP

FIM SIDECAR MOTOCROSS WORLD CHAMPIONSHIP REGULATIONS

2020

RÈGLEMENTS CHAMPIONNAT / COUPE DU MONDE FIM DE MOTOCROSS JUNIOR

CHAMPIONNAT DU MONDE FIM DE MOTOCROSS SIDECARS

MX JUNIOR

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FIM WORLD CHAMPIONSHIP

FIM Junior
Motocross World Championship/Cup
Regulations

FIM Sidecar Motocross
World Championship Regulations

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GENERAL UNDERTAKINGS AND CONDITIONS

All riders, teams, officials and other parties participating in the FIM Junior Motocross World Championship/Cup undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the:

1. FIM Sporting Code
2. FIM Code of Ethics
3. FIM Junior Motocross World Championships & World Cup Regulations
4. FIM Motocross Technical Regulations
5. FIM Disciplinary and Arbitration Code
6. FIM Motocross Circuit Standards
7. FIM Environmental Code
8. FIM Medical Code
9. FIM Anti-Doping Code
10. FIM Annuaire
11. FIM Organiser's Manual

of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the "FIM Junior Motocross Regulations").

The FIM Junior Motocross Regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail.

It is the responsibility of each rider and/or team to ensure that all persons involved with their entries observe the FIM Junior Motocross Regulations at all times. The responsibility of the rider, or any other person having charge of an entered motorcycle at any time during an event is joint and severally with that of the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Waiting Zone, Repair and Signalling Zone or on the circuit, must carry an appropriate pass at all times during the event.

Actions judged by the officials responsible to be contrary to the FIM Junior Motocross Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the event in question - are subject to disciplinary actions as provided by the Arbitration and Disciplinary Code.

Any references to the male gender in this document are made solely for the purpose of simplicity, and refer also to the female gender except when the context requires otherwise.

35.1 TITLE AND GENERAL

35.1.1 FIM Junior Motocross World Championship/Cup

Each year, the FIM holds an:

- an FIM Junior Motocross World Championship for riders and manufacturers (85cc and 125cc classes);
- an FIM Junior Motocross World Cup for riders (65cc class);
- an FIM Junior Motocross World Championship for national teams (combined results of the 65cc, 85cc and 125cc classes).

This Championship/Cup is organised according to the rules of the FIM Sporting Code, Chapter 30 “FIM Championships and Prize Events”.

There will be only one event each year. This event must be inscribed in the Calendar.

The event may be cancelled, moved to another place or replaced by another event.

35.1.2 General

The FIM Junior Motocross World Championship/Cup begins at the scheduled time for technical and sporting verifications and ends when all of the following have occurred:

a) The final results have been approved by the International Jury;
b) All deadlines for lodging protests have expired; and
c) All technical, sporting and anti-doping controls have been concluded.

If a protest is lodged, the results will not become official until a decision is taken by the International Jury.

The race control must remain fully operational until the end of the protest period, and all officials, marshals and medical staff must remain at the circuit, available to the Clerk of the Course and the International Jury, during that period.

The FIM Junior Motocross World Championship/Cup must be staged on circuits that **will have to be** approved by the FIM and comply with the FIM Junior Motocross Regulations.

No event may be organised **without** all the necessary legal authorisations **which** have been **provided** by the organiser.

Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event.

The validity of the third party insurance must come into effect two days before the practices and terminate two days after the race.

35.1.3 Classes

The FIM Junior Motocross World Cup will consist of the following class: 65cc (exclusively 2-strokes).

The FIM Junior Motocross World Championship will consist of the following classes: 85cc and 125cc (exclusively 2-strokes).

35.1.4 Support Races

The programme may contain additional national or international support races with the exception of sidecar races. However, these support races, as well as any other activities such as the vehicular use of the circuit during the event, including demonstrations or exhibitions, must at all times receive prior authorisation from the FIM and the Championship Promoter. Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for these support races/activities which are not run under the aegis and the responsibility of the FIM.

Priority must at all times be given to the FIM Junior Motocross World Championship/World Cup programme. If necessary, the International Jury can change the time schedule of these support races and/or other activities or cancel them.

35.2 RIDERS

35.2.1 Licences

Participation in the FIM Junior Motocross World Championship/Cup is restricted to the holders of a valid FIM Junior Motocross World Championship/Cup licence.

See also Chapter 70 of the Sporting Code.

35.2.1.1 Age of Riders

Licences for riders are issued for the FIM Junior Motocross World Championship/Cup, only when the minimum age has been attained as below:

- FIM Junior Motocross World Cup, 65cc class: 10 years
- FIM Junior Motocross World Championship, 85cc class: 12 years
- FIM Junior Motocross World Championship, 125cc class: 13 years

The limit for the minimum age starts on the date of the rider's birthday and must be reached at the moment of the first technical verifications of the event in question.

The maximum age is the following:

- FIM Junior Motocross World Cup, 65cc class: 12 years
- FIM Junior Motocross World Championship, 85cc class: 14 years
- FIM Junior Motocross World Championship, 125cc class: 17 years

The limit for the maximum age finishes at the end of the calendar year in which the rider reaches the age of 12 (65cc class), 14 (85cc class) and 17 years (125cc class).

35.2.2 Starting numbers

The FIM decides upon starting numbers for all the riders.

35.2.3 Rider Apparel

Riders are responsible for, and must rely on their own judgement in the selection of helmets and apparel which will provide appropriate and durable protection.

The helmet, eye protection and equipment and protective clothing must be in accordance with the FIM Technical Rules Motocross.

Although the FIM approves materials, it does not endorse or guarantee specific products or manufacturers.

The following apparel must be worn by riders during each practice, qualification, warm-up, sighting lap or race:

1. **Helmets**

   Helmets must be marked with one of the official international standard marks mentioned in the FIM Technical Rules Motocross. Long hair must be contained within the helmet.

2. **Eye protection**

   Goggles must be worn at the start of each practice, qualification, warm-up, sighting lap or race. **However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the signalling and repair zone during the next lap.**

3. **Equipment and protective clothing**

   This equipment includes but is not limited to: boots, gloves, jerseys, pants and an unmodified, commercially available full upper body protection (front and back). Unmodified, shoulder, elbow and knee protections are compulsory. Gloves must be worn at the start of each practice, qualification, sighting lap or race.

4. **FIM Championship logo**

   Riders are encouraged to display the FIM Championship/Cup logo (35 mm x 70 mm) on the upper front torso or shoulder area of their jersey or on their chest/back protector if the latter is worn over the jersey.

   Riders can print the FIM Championship/Cup logo on their jerseys.

5. **Family name/Starting number of the rider**

   Riders must wear a dorsal starting number conforming to Art. 01.76 of the FIM Motocross Technical Regulations.

   The name of the rider must appear on the shoulder line of his jersey and his starting number must appear on the back of his jersey. If a back protector is worn over the jersey; his family name and number must appear on the back protector (same principles as for the jersey).

The name and the number must be in contrasting colour from the jersey/back protector colour surrounding the placement of the name/ number. The name and number may be outlined. The colour of the outlining must be in contrast to the jersey/back protector color as well as the name/number colour (ex: a white jersey with orange name/ numbers could use a black outline).

35.2.4 Rider/Mechanic/Team Clothing

All riders, mechanics and team members must present a clean and neat appearance.

Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.

Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in the waiting zone, signalling and repair zone.

Riders, mechanics and team members are encouraged to display the FIM Championship/Cup logo on shirts/uniform/clothing.

National teams are encouraged to have team shirts/uniforms/clothing for their riders, mechanics and team members.

These shirts/uniforms/clothing should include in the overall colour scheme, the colours of the team's national flag, represented in stripes, bands or other design.

35.3 MOTORCYCLES AND CLASSES

35.3.1 Motorcycles

The event is open to motorcycles as defined in Appendix 01, Motocross Technical Rules.

35.3.2 Classes

The recognised classes for the FIM Junior Motocross World Championship are as follows:

a) World Cup for motorcycles of Cat. I, Group A1, 65cc:
over 50cc up to 65cc for 2-stroke engines;

b) World Championship for motorcycles of Cat. I, Group A1, 85cc:
over 65cc up to 85cc for 2-stroke engines;

c) World Championship for motorcycles of Cat. I, Group A1, 125cc:
over 100cc up to 125cc for 2-stroke engines.

35.3.3 Number plates

The motorcycle's number plates must always display (see diagrams):

a) The background colour, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules.

b) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules;

c) The FIM Championship/Cup logo as shown on the diagram (35 mm x 70 mm) must have a minimum clear space of 10 mm between the logo and the number and team publicity;

The FIM Championship logo must be clearly visible.

The background colours and figures vary. The following colours schemes shall be used:

-	65cc	Blue background	White numbers	FIM Cup logo
-	85cc	White background	Black numbers	FIM Championship logo
-	125cc	Black background	White numbers	FIM Championship logo

The following colours shall be used, following the RAL colour table, i.e.:

- Black 9005
- White 9010
- Blue 5005

The numbers must be clearly legible for the spectators and officials.

35.4 COURSE

35.4.1 Course specifications

See FIM Standards for Motocross Circuits (SMXC).

35.4.2 Safety

See FIM Standards for Motocross Circuits (SMXC).

Special attention needs to be taken to assure that the FIM Junior Motocross World Championship/Cup takes place on circuits that are suitable to all classes and especially young riders.

35.4.3 Inspection

See FIM Standards for Motocross Circuits (SMXC).

35.4.4 Control

A circuit control will be **carried out by the FIM Race Director, the Clerk of the Course and the President of the International Jury** the day preceding the Free Practices.

If deemed necessary, a second circuit control can be carried out.

The FIM Medical Director and the Chief Medical Officer, as well as the FIM Chief Flag Steward and the Chief Flag Marshal, must also attend the circuit control.

If the Chief Medical Officer is not present, the organiser must be prepared to discuss any topics related to the medical set-up around the track: positions and number of staff for each ground post, evacuation of injured riders, etc.

If the Chief Flag Marhal is not present, the Clerk of the Course must be prepared to discuss any topics related to the flag marshals: number of marshals, positions, etc.

The CMS an FMNR Members of the Jury, Representatives of the FMNR or the Organiser as well as the Secretary of the Event or any other person deemed necessary, may also attend the circuit control.

35.5 OFFICIALS AND PROCEDURES

35.5.1 General

The management and supervision of events, as well as the judicial procedure, are the responsibility of the officials appointed by the FIM or the FMNs.

Appointed officials must be fluent in English or French. Other languages are an asset.

The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.

Official FIM approval is only given after the officials have proved to be competent according to the special requirements for each discipline. The permanent Commissions organise seminars obligatory for certain officials.

The FIM has the right to renew or cancel an appointment whenever necessary.

An official shall not be a rider, sponsor, team manager, mechanic or promoter participating in the event.

During an event, the holders of FIM licences are required to present their licences to the Jury President.

All officials and marshals must remain operative with all the required equipment for the event in place and available at the circuit for the International Jury until the end of the period provided for the lodging of a protest.

See also the FIM Junior Motocross Regulations, Chapter 40 of the Sporting Code.

35.5.1.1 Officials who hold an FIM Licence

Any of the following officials, when on duty at the FIM Junior Motocross World Championship/Cup, must be a holder of the appropriate FIM official's licence which is valid for the current year:

- Jury President;
- CMS Jury Member;
- FMNR Jury Member;
- FMN/FMNR Delegate (Sporting Steward);
- FIM Race Director;
- Clerk of the Course;
- FIM Chief Flag Steward;
- FIM Technical Director;
- Chief Technical Steward;
- Technical Steward;
- Chief Timekeeper;
- FIM Medical Director;
- Chief Medical Officer;
- Environmental Steward.

In order to facilitate the communication between the various officials, it is recommended that they speak English fluently.

35.5.1.2 Jurisdiction

Except for the International Jury, the FIM Race Director, the FIM Technical Director, the FIM Medical Director and the FIM Chief Flag Steward; all holders of FIM Licences and laissez-passer, all officials and their assistants, as well as all other persons involved in the event are subject to the authority of the Clerk of the Course.

35.5.2 Jury President, Jury Members and observers

The International Jury is composed of:

a) The Jury President;
b) The CMS Jury Member;
c) The FMNR Jury Member.

The President and CMS Jury Member will be appointed by the FIM Motocross Commission.

If the nominated Jury President is prevented from arriving at the event in time, he will be replaced by the Jury Member appointed by the FIM.

If the nominated CMS Jury Member is prevented from arriving at the event in time, the Jury President may name a replacement, with first priority given to a CMS Member not from the FMNR.

In case of a “force majeure” during the event where the Jury President becomes permanently unavailable for the event in question, he will be replaced by the CMS Jury Member.

In case of a “force majeure” where the CMS Jury Member has to replace the Jury President during the event, he will name his replacement, with first priority given to a CMS Member not from the FMNR.

The FMNR is limited to one Jury Member.

The quorum for a meeting of the International Jury is two persons.

Each Member of the International Jury has one vote. Decisions are based upon a simple majority. In the case of a tie, then the Jury President will exercise a casting vote.

One Representative each of the Championship Promoter and the Motorcycle Manufacturers will be admitted as observers to the International Jury meetings.

The authority and duties of the Jury President are:

- The Jury President shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.
- The Jury President shall call a meeting of the Jury before the first official practice session.
- At the end of each day of official practice, the Jury President will call a meeting of the International Jury to hear the reports of the Clerk of the Course, the Secretary to the Jury and any other appropriate officials.
- The Jury President must ensure that the decisions of the International Jury conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
- At the end of the event, during the last meeting of the International Jury, the Jury President, together with the Clerk of the Course, must sign the official classification of the event. He must also sign with the Secretary to the Jury all Minutes of the Jury meetings.
- The Jury President has the right to invite any guests to the Jury Meetings, if appropriate for the meeting or the Championship.
- The Jury President is responsible for the communication with the FMN Delegates.
- If necessary, the Jury President will arrange a meeting with FMN Delegates in order to explain the work of the International Jury and to receive the remarks of the FMN Delegates.
- The Jury President must send his report on the event, using the official Jury President's Report File, to the FIM Administration within 72 hours of the finish of the event. This file shall contain: his report, details of any protests submitted together with the fees collected, a copy of the third party insurance, the official results, the official programme of the event and other official documents as requested in the file.

See also the FIM Junior Motocross Regulations, Art. 50.1.1 of the Sporting Code.

35.5.2.1 Jury Meetings

During the first Jury meeting, the International Jury shall approve the following matters:

- Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged have been informed thereof;
- Report of the Secretary to the Jury stipulating that all riders and participants engaged are in possession of their respective licences and authorisations as well as all officials with any responsibility for the running of the event;
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;
- Report and control of the safety standards of the event;
- Control and approve any amendments to requests for extra safety measures as mentioned in the inspection report;
- Control of the official permission from the local authorities to run the event and of the third party insurance policy of the organiser.

35.5.2.2 Minutes of the Jury Meetings

The Minutes of all the Jury meetings must be written in English.

The Minutes must state in detail any penalties imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accidents which may have occurred, any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

The Minutes are to be prepared by the Secretary to the Jury and must be signed by him and the Jury President.

A copy of these Minutes must be sent to the FIM Administration within 72 hours after the event.

35.5.2.3 Publication of Jury Decisions

Actions judged by the officials responsible to be contrary to the FIM Junior Motocross Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the event in question - are subject to disciplinary actions as provided by the Arbitration and Disciplinary Code. Furthermore, a rider may be held responsible for the actions of his team members.

The International Jury may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the same Code:

a) warnings

b) fines, subject to a maximum of € 10’000.-

c) time and/or point penalties

d) drop of positions

e) disqualification

f) suspension for a period not exceeding 30 days starting from the date of the offence

g) loss of right to participate in the Championship/Cup, which may be applied to one or more events

or refer the case to the International Disciplinary Court to impose a higher penalty that it is empowered to.

All decisions necessary for the running of the event as well as the results must be published as soon as it is reasonably possible. These decisions must be published in English.

Any judicial decision pronounced by the International Jury must be notified directly at the venue of the event or, failing that, by registered letter with acknowledgement of receipt.

Whenever possible at the event, the party (parties) involved should at least be notified orally. However, it is preferable that the decision of the International Jury be notified by a written document.

This document/notification of a decision shall:

a) State the names and the licence numbers of the Members of the International Jury;

b) State the name(s) of the party (parties) involved;

c) In case of a protest, state that the protest fee has been paid by the protesting party;

d) State the reasons for the action taken/protest;

e) State the articles to which the action taken/protest relates;

f) State any additional information obtained during the hearing;

g) State the decision of the International Jury and its evidence and brief reasons;

h) For decisions of the International Jury: shall be signed by the Jury President.

Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:

a) The party (parties) concerned by the International Jury decision must sign for receipt on a copy of that decision/acknowledgement of receipt;

b) The name of the person who receives the decision, his position/ function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt;

c) The copy of the decision, signed for receipt by the party (parties) concerned, must be added to the Report of the Jury President.

In the case of the following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different:

- Leaving the track during practice and gaining an advantage;
  = Loss of the fastest lap in the respective practice;

- Leaving the track during a race and gaining an advantage without gaining any position;
  = Loss of one position in the respective race;

- Leaving the track during a race and gaining an advantage and/or positions;
  = Loss of one position plus the number of positions gained in the respective race;

- On the course: non respect of the waved yellow flag;
- On the course: non respect of the medical flag;
  = Loss of 10 positions in the respective practice/race;

- Failing a post-practice/race sound control;
  = Loss of 5 positions in the respective practice/race;

- On the course: stopping without any valid reason;
  = Loss of the fastest lap time in the respective practice;

- In the case of a start: riders who return to the waiting zone before the raising of the green flag;
  = Loss of the starting position in the respective race and taking the next available position behind the starting gate;

- On the course: cutting the course;
- On the course: stopping to consult with others;
- On the course: any consultation/signaling between others and a rider (except in the pit lane);
- On the course: receiving any assistance other than from a marshal in the interest of safety;
- On the course: receiving any assistance to re-start the engine or repair the motorcycle;
- On the course: re-fueling;
- Entering the pit lane and not coming to a complete stop;
- Entering the pit lane by the pit lane exit;
  = Disqualification from the respective practice/race;

- Riders arriving late in the waiting zone (10 minutes before the start);
- Entering the pit lane during a sighting lap/sighting lap session;
- Having a spare motorcycle in the pit lane during a sighting lap/ sighting lap session;
- Having a spare motorcycle in the pit lane during a race;
- Riders returning late from the sighting after the entrance from the track to the waiting zone has been closed;

- Riders who have mechanical problems in the waiting zone, who do not succeed in repairing their motorcycle before the raising of the green flag and then do not follow the instructions from the officials;
- Riders who have taken their position behind the starting gate and who change position;
- Riders who have taken their position behind the starting gate and who return to the waiting zone;
- Riders who have mechanical problems at the starting gate and who receive assistance before the gate has dropped;
- In the case of re-start: riders who do not succeed in bringing their motorcycle in the waiting zone in time;
  = Disqualification from the respective race;

In the above mentioned cases, the following procedure will apply:

a) The rider(s) will be notified orally **by the FIM Race Director when he(they) finishes(finish) the race**;

b) The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty;

c) The rider can appeal the decision within 30 minutes after the publication of the results (only in the case of course cutting).

35.5.3 FIM Race Director

The FIM Race Director **is nominated by the Director of the Motocross Commission (CMS), in consultation with the FIM Championship Promoter**. He must have successfully completed a seminar organised by the CMS.

Participation in a seminar is required every three years. For seminars held in November and December, the validity will start as of 1st January the following year.

If the FIM Race Director is prevented from arriving at the event in time, the Jury President will decide on his replacement.

The FIM Race Director has no responsibility for the organisation of the event and his only executive duties are those defined in these regulations.

The authority and duties of the FIM Race Director are:

- The FIM Race Director exercises supreme control of the event and he is responsible for ensuring that all regulations are observed.
- The FIM Race Director must be in attendance from at least 24 hours before the official time for the start of practice and of the event until the completion of his duties after the end of the practice and the event.
- Accompanied by the Jury President, the Clerk of the Course, the FIM Chief Flag Steward, the Chief Flag Marshal, the FIM Medical Director and the Chief Medical Officer, the FIM Race Director must inspect the track and services/installations before the practice and event begin.
- The FIM Race Director may make recommendations to the International Jury which affect or vary from the published programme, such as the re-running of a race, the disqualification of a rider, the duration of a race, or the postponement, stopping or abandonment of the event.
- In exceptional circumstances, the FIM Race Director may on his own initiative adapt the duration of a Free Practice or a Qualifying session and/or a Race.

35.5.4 Clerk of the Course

The Clerk of the Course cannot be a voting member of the International Jury or FIM Steward.

The Clerk of the Course is appointed by the FMNR and must have successfully participated in a seminar organised by the CMS and obtained a “Clerk of the Course” licence.

Participation in a seminar is compulsory at least once every three years. For seminars held in November and December, the validity of the licence will start as of 1st January the following year.

The Clerk of the Course is responsible for the conduct and efficient running of the meeting. His essential duties are:

- The Clerk of the Course must be present as of 09:00 a.m. the day preceding the start of the official practices and remain available after the event until the completion of his duties.

- The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty.
- The Clerk of the Course must verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding.
- The Clerk of the Course, in consultation with the FIM Race Director, can postpone the start of an event for an urgent case of safety or for any other case of “force majeure” or proceed with the improvement of the conditions of the circuit, track or venue, stop an event prematurely or cancel part of or the entire event.
- The Clerk of the Course, in consultation with the FIM Race Director, can prevent a rider or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
- The Clerk of the Course must ensure that the FIM Junior Motocross Regulations are respected; he may propose penalties to the International Jury.
- The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- The Clerk of the Course must notify the International Jury of all decisions to be taken or already taken, and of any protest addressed to him.
- The Clerk of the Course must collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury, and to have the provisional results of the event approved.

The authority of the Clerk of the Course is overridden by the authority of the FIM Race Director. At all times, the Clerk of the Course shall work in permanent consultation with the FIM Race Director.

35.5.5 FMN Delegates

Each FMN which has a rider participating in the meeting is entitled to be represented by a national Delegate, holder of a Sporting Steward's licence. Each FMN and the FMNR is limited to one Jury Delegate.

All such nominations must be submitted in writing to the FMNR. The FMNs must inform the FMNR of the name of their Delegate not less than 15 days prior to the meeting.

The FMN Delegates must have successfully completed a seminar organised by the CMS and must present their "Sporting Steward" licence in order to be admitted to Jury Meetings.

Participation in a seminar is required every three years. For seminars held in November and December, the validity of the licence will start as of 1st January the following year.

The duties and the rights of the FMN/FMNR Delegate are:

- The FMN/FMNR Delegate represents his FMN and the riders entered by that FMN.
- The FMN/FMNR Delegate may attend the open meetings of the Jury, as an observer.
- The FMN/FMNR Delegate must explain his questions to the Jury President so that the International Jury is aware of all circumstances.
- The FMN/FMNR Delegate is entitled to receive passes to be present and to be able to carry out his duties during the event.
- During the entire event, the FMN/FMNR Delegate is entitled to receive documents related to the event, including the Jury Minutes.

35.5.6 FIM Chief Flag Steward

An FIM Chief Flag Steward may be appointed by the Director of the FIM Motocross Commission.

The FIM Chief Flag Steward is not responsible for the flag marshals but will ensure that their duties are carried out in accordance with the FIM Regulations.

The FIM Chief Flag Steward works in cooperation with the FIM Race Director, the International Jury, the Clerk of the Course and the Chief Flag Marshal.

The authority and duties of the FIM Chief Flag Steward include but are not limited to:

a) The FIM Chief Flag Steward will report any concerns or deficiencies relating to the flag marshals to the FIM Race Director and International Jury and present proposals to resolve such concerns.

b) The FIM Chief Flag Steward will attend the circuit control and define the flag marshal positions in cooperation with the FIM Race Director, The Clerk of the Course and the Chief Flag Marshal.

c) The FIM Chief Flag Steward will hold a briefing with the flag marshals.

d) The FIM Chief Flag Steward is the final arbiter in relation to flag marshal issues at the event.

e) The FIM Chief Flag Steward will attend all meetings of the International Jury, but without voting rights.

35.5.7 FIM Technical Director

An FIM Technical Director may be appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Motocross Commission.

The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.

The FIM Technical Director works in cooperation with the FIM Race Director, the International Jury and the Chief Technical Steward.

The authority and duties of the FIM Technical Director include but are not limited to (Please, also refer to the FIM Technical Code of the current year):

a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Race Director and International Jury and present proposals to resolve such concerns.

b) The FIM Technical Director will hold a briefing with the technical stewards prior to the technical verifications.

c) The FIM Technical Director is the final arbiter in relation to technical issues at the event.

d) Data provided by a rider/motorcycle may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Technical Director must remain strictly confidential.

e) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the International Jury.

f) The FIM Technical Director will attend all meetings of the International Jury, but without voting rights.

35.5.8 Chief Technical Steward

The Chief Technical Steward, appointed by the FMNR, must be holder of a FIM Senior Technical Steward's licence.

In addition to the Chief Technical Steward, at least one Technical Steward must be holder of a FIM Technical Steward's licence.

The Chief Technical Steward shall in particular:

a) Together with his staff and equipment, be fully operational as of one hour before the technical verifications.

b) Together with his staff, participate in a briefing with the FIM Technical Director prior to the technical verifications.

c) Verify the machines and equipment in accordance with the FIM Regulations and the Supplementary Regulations.

d) Draw up a technical report and hand a copy to the Clerk of the Course.

e) If a FIM Technical Director has not been appointed by the FIM, the Chief Technical Steward will examine the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to Clerk of the Course.

f) If requested to do so by the Jury President, attend meetings, but without voting rights.

When carrying out his duties, the Chief Technical Steward shall act and work in permanent consultation with the FIM Technical Director.

After an event, the Chief Technical Steward, his staff and equipment must remain available until protest/appeal time has expired.

35.5.9 Chief Timekeeper

The Chief Timekeeper and the timekeepers must be qualified to use the timekeeping system of the event.

If requested to do so by the riders, the Chief Timekeeper must examine their results and show them the recording of their lap times.

35.5.10 FIM Medical Director

An FIM Medical Director may be appointed by the Director of the FIM Medical Commission in consultation with the Director of the FIM Motocross Commission.

The FIM Medical Director is not responsible for the treatments of the medical service but will ensure that it is sufficient, appropriate and in accordance with the FIM Medical Code.

The FIM Medical Director works in cooperation with the International Jury, the FIM Race Director and the Chief Medical Officer.

The authority and duties of the FIM Medical Director include **(This list is not exhaustive and also includes any other duties that are required to ensure the safety and wellbeing of the participants and to ensure the event medical service is in accordance with the FIM Medical Code.** Please, also refer to the FIM Medical Code):

- The FIM Medical Director will inspect the circuit with the Chef Medical Officer the day before the first practice session. A further check will be made no later than 30 minutes before the first practice session each day and at least 15 minutes before the start of the subsequent session.
- The FIM Medical Director will report any concerns or deficiencies relating to the event medical provision to the FIM Race Director and International Jury and present proposals to resolve such concerns.
- The FIM Medical Director will report to the FIM Race Director and International Jury any necessary interventions regarding the medical service.
- In extreme circumstances may the FIM Medical Director - in collaboration with the FIM Race Director - propose to the International Jury to delay the practice sessions or races or in exceptional circumstances recommend its cancellation.
- **The FIM Medical Director is available for medical questions and advice for riders, teams and the Promoter and others and will liaise with the CMO and the local medical services on their behalf.**
- **The FIM Medical Director will provide advice regarding anti-doping requirements to the riders, their doctors, their teams and the CMO.**
- **The FIM Medical Director will examine with the Chief Medical Officer all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.**
- **To advise regarding the fitness to compete, or otherwise of an injured rider.**

- The FIM Medical Director is the final arbiter in relation to medical issues at the event.
- **The FIM Medical Director will attend serious incidents with the Chief Medical Officer or his nominated deputy and render such assistance as may be necessary and deal with any issues with the medical service around the circuit.**
- **The FIM Medical Director will send the list of fit and unfit riders the FIM Medical Commission Coordinator and other relevant officials for onward transmission to the CMO of the following event.**
- **The FIM Medical Director will attend all meetings of the International Jury, but without voting rights.**

35.5.11 Chief Medical Officer

The Chief Medical Officer, appointed by the FMNR, **has the overall responsibility for the medical service** and shall, in particular **(This list is not exhaustive and also includes any other duties that are required to ensure the safety and wellbeing of the participants and to ensure the event medical service is in accordance with the FIM Medical Code.** Please, also refer to the FIM Medical Code):

- **Be the same throughout the event.**
- **Must complete the FIM Circuit CMO Questionnaire (Appendix F) and send it - together with all relative documents - to cmi@fim.ch, the FIM Medical Director at least 60 days prior to the event.**
- **Must contact in writing, at least 60 days before the event, hospitals in the vicinity of the event that are able to provide the specialist services as required by the current FIM Medical Code.**
- Be familiar with the circuit and the organisation of the medical facilities at which he is appointed.
- Have to attend the circuit control together with the Clerk of the Course one day prior to the first practices.

- Inspect all medical facilities not less than 30 minutes before the start of practice and racing each day of the event.
- Ensure that all medical facilities and staff are ready to function.
- Ensure that all medical staff are briefed prior to the first practice session, as well as debriefed after the event.
- Attend all open meetings of the Jury, but without voting rights.
- Give information and recommendations to the Jury President, the FIM Race Director and/or Clerk of the Course on injured riders and all aspects of the event which may have potential medical consequences.
- **To examine with the FIM Medical Director all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.**
- **Ascertain that fallen riders are medically fit to continue in competition.**
- **In accordance with normal medical practice will complete a clinical record of all medical examinations and assessments. A copy of the clinical record should be provided to the rider or their nominated representative to facilitate ongoing treatment after the event and referral to the rider's medical insurance provider.**
- **Will prepare the list of injured riders (Medically unfit list) to be given to the Medical Director and FIM Medical Representative (if present).**
- **Must inform and update the FIM Medical Director regarding the condition of injured riders and liaise with the relevant hospital to ascertain and report the progress of their condition and treatment.**
- **Send the accident reports and accident statistic forms electronically to the FIM Medical Coordinator by the day following the event (Appendices D and E/FIM Medical Code).**
- **Attend International Jury meetings, but without voting rights.**

35.5.12 Environmental Steward

The Environmental Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular:

- Ensure that the FIM Environmental Code is respected.
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the Jury President on all aspects of the event which may have potential environmental consequences.
- Be entitled to attend all open meetings of the Jury, but without voting rights.
- **Fill in the environmental check-list, send it as per the instructions to the CID and hand a copy to the** Jury President.

35.6 MEETING WITH THE ORGANISERS AND THE JURY

The meeting with the organisers may be held together with the first meeting of the International Jury. However, if the International Jury deems it necessary, seperate meetings can be organised.

The President of the Jury, the FIM Race Director, the Clerk of the Course, the FIM Chief Flag Steward, the FIM Medical Director, the Chief Medical Officer, the organiser and an FMNR representative **have** to attend this meeting.

Also invited to attend are the CMS and FMNR Jury Members, the Secretary of the Event, the Chief Timekeeper, the FIM Technical Director, the Chief Technical Steward, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Press Officer, Representatives of the World Championship Promoter, the Industry and Riders, etc.

All the Officials participating in the meeting must be fully prepared to discuss any topics related to their respective duties.

35.7 FIM LAISSEZ-PASSER

The FIM Junior Motocross World Championship/Cup is covered by a contract signed by the FIM. Therefore (see FIM Motocross World Championships Regulations, Art. 70.6 of the Sporting Code), and for security and practical reasons, only passes issued by the FIM Contractual Partner are valid.

FIM laissez-passer, Manufacturers' Licences, Accessory Manufacturers' Licences and Team Licences, issued for the personal use of company employees or those persons authorised by the latter are not valid.

35.8 SUPPLEMENTARY REGULATIONS

The Supplementary Regulations (SR) must be published in the two official languages of the FIM and must be approved by the FMNR **first** and **subsequently** the FIM.

The SR must be drawn up in conformity with the standard model established by the CMS.

The electronic draft copy must be sent to the FIM Administration no later than three months before the date of the event for approval by the FIM. The FIM, FMNR and the organiser must also publish these SR on their respective websites as soon as they have been approved.

At the latest two months before the date of the event, the FMNR must send an electronic copy of the approved SR to all Federations having riders liable to participate in the event in question.

Amendments to the Supplementary Regulations may be made but must always be approved by the International Jury, and subsequently brought to the attention of all persons concerned.

The Supplementary Regulations must subsequently be ratified by the International Jury during its first meeting.

35.8.1 Acceptance of entries

Entries must be made according to the procedure defined by the FIM Administration.

The number of entries is based upon the passport of the rider. Consequently, the rider will represent the country of his passport and he can be holder of a licence issued by any FMN.

In each class, the number of entries is limited to a maximum of 5 riders per country/passport.

The country in which the event is organised is entitled to enter 2 extra riders (a total of 7 riders per class, always based upon the passport).

In case of a conflict situation where the number of riders with the same passport exceeds the maximum number of entries allowed per country/ passport, the FMN of the country of the passport of the rider concerned and the FMN which has issued him the licence must be consulted. If no agreement can be reached, it is the FMN of the country of the passport that will take the final decision.

Should the total number of entries not reach 40, the FMNR is entitled to enter more of its own riders, to reach the number of 40.

Entries to the FIM Junior Motocross World Championship/Cup will be accepted for riders who:

1) Are in possession of the FIM Junior Motocross World Championship/ Cup licence. **The FMNs have the responsibility of informing the FIM whenever they have suspended a rider or withdrawn his licence**;
2) Have been authorised by their FMN **(only for riders who are not covered by the FIM Insurance Programme)**;
3) For the 65cc class: Riders aged minimum 10 and maximum 12 years.
4) For the 85cc class: Riders aged minimum 12 and maximum 14 years.
5) For the 125cc class: Riders aged minimum 13 and maximum 17 years. Moreover, the riders concerned must not have scored any FIM World Championship points in the current year;
6) Have requested an entry before the closing date of the event.

The limit for the minimum age starts on the rider's birthday and the maximum age finishes at the end of the year in which the rider reaches the maximum age.

Provisional entries can be made by e-mail but must be confirmed with the duly completed official entry form.

It is recommended that a provisional entry indicates the following information:

- IMN number; FMNR; date and venue of the event in which the rider wishes to enter;
- Class;
- Name and first name of the rider;
- FMN of the rider;
- FIM Motocross World Championship or Cup licence number of the rider (if the licence has already been issued);
- Date of birth and nationality of the rider;
- Motorcycle and team of the rider.

Riders may be required to sign an individual entry form during the administrative control.

The FIM Administration will publish a list of riders entered within 72 hours after the closing date for entries.

Should an FMN consider that one of its riders has had his entry wrongly refused; this matter may be submitted to the FIM Administration which will take immediate action.

Any rider or team who considers his entry has been unjustly rejected and because of this finds himself aggrieved can appeal or lodge a protest **to the FIM Administration** in accordance with the regulations of the appropriate discipline.

The closing date for entries counting towards the FIM Junior Motocross World Championship/Cup is 30 days before the event.

In any case, the FIM and/or the FIM Championship Promoter can enter additional riders in each class before the end of the technical verifications prior to the event (not exceeding the maximum allowed number of entries per Federation and class).

The FIM and/or the Championship Promoter must then inform the rider´s FMN, the FMNR and/or the organiser in writing or **by** e-mail before the end of the technical verifications prior to the event.

For these riders entered by the FIM and/or the Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply.

35.8.2 Replacement riders

Once the closing date of entries is passed, the replacement of riders by a FMN can be accepted.

Thus, a FMN is authorised to replace one or more of the riders it has entered in an event at the closing date of entries. In no case can the original total number of entries in that event from the FMN be exceeded by the number of its replacement riders.

For the replacement riders, all listed entry conditions (apart from the closing date of entries) apply.

The FMN of the rider concerned must then inform the FIM, the FMNR and/or the organiser in writing, by fax or by e-mail before the end of the technical verifications prior to the event.

Once this deadline is passed, it will no longer be possible to replace a rider.

35.8.3 Starting field

In each class, a maximum of 40 riders will be allowed to participate in the races counting towards the FIM Junior Motocross World Championship/Cup.

They will be selected according to their positions in the Time Practice(s) and in one “Last Chance”.

35.9 PRACTICE AND “LAST CHANCE”

35.9.1 Practice restrictions

Riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.

Mass starts are forbidden.

35.9.2 Motorcycle testing by riders and/or team members

1. Riders and/or team members may only test their motorcycles in the designated test area and respecting local restrictions. Testing in the paddock is prohibited.
2. Only motorcycles presented at the technical verifications and approved for the event are allowed within the designated test area.
3. Such testing is not part of the official programme of the event and is undertaken at the riders' and/or team members' own risk.
4. The designated test area is to be used for testing purposes only.
5. Riders and team members are responsible for wearing at least a helmet, boots and gloves whenever testing a motorcycle in the designated test area. The use of additional protective wear is recommended.
6. Riders and team members are expected to conduct themselves in a responsible manner and ensure that they do not endanger or cause any damage to anybody in the area.
7. Racing and aggressive or reckless riding in the test area are prohibited at all times and will be penalised.
8. Riders will be held responsible for any harm and/or damage they or their team members cause within the designated test area.

35.9.3 Free practice

In each class, one free practice session per group must be provided.

If there are more than 50 riders, the riders will be allocated to practising Groups "A" and "B" by ballot.

A. <u>Up to 50 riders</u> (One Qualifying Group)

- One session

B. <u>More than 50 riders</u> (Two Qualifying Groups)

- Group "A"
- Group "B"

Riders may not change Groups.

Should there be an number of riders to divide; Group “A” will consist of one more rider than Group “B”.

The free practice must be compulsorily timed and the results displayed on the screen.

35.9.4 Riders’ briefing

All the information **related to the event** will be sent to the riders and officials by e-mail.

In addition to this “electronic briefing”, there will be a demonstration of the complete start procedure.

It is the responsibility of each rider and team to attend the start procedure demonstration, be aware of all information given and follow all instructions issued in the “electronic briefing”.

35.9.5 Qualifying

In each class, qualifying will involve a Time Practice and a “Last Chance”.

35.9.6 Time Practice(s)

All the riders must take part in Time Practice.

In each class, the Time Practice is as follows:

A. <u>Up to 50 riders</u> (One Qualifying Group)

- One Group

B. <u>More than 50 riders</u> (Two Qualifying Groups)

- Group “A”
- Group “B”

Times of riders finishing their lap within 5 minutes after the end of the practice shall be taken into consideration.

In case of ties in time, the second best time will be taken into consideration.

35.9.7 "Last Chance"

The "Last Chance" is as follows:

- "Last Chance": 10 minutes + 2 laps

35.9.8 Selection of riders

A. <u>In the case of one Qualifying Group</u>
(More than 42 and up **to 50 riders)**

In the case that there are 42 or less riders present, the International Jury may decide not to run the "Last Chance".

In that case, the procedure will be the following:

Junior Motocross	Positions	Result
Time Practice (Maximum 42 riders / 30 minutes)	1 to 40	Advance to the races
	41	First Reserve
	42	Second Reserve

If the Time Practice is cancelled for any reason, times from the free practice session will determine the starting order for the respective World Championship/Cup races. The procedure will be the same as for the Time Practice.

In the case that there are more than 42 riders present, the "Last Chance" will be run.

The procedure will then be the following:

Junior Motocross	Positions	Result
Time Practice (More than 42 riders / Maximum 50 riders / 25 minutes)	1 to 36	Advance to the races
	37 and above	Relegated to the "Last Chance"

B. <u>In the case of two Qualifying Groups</u> (More than 50 riders)

In each Group, 18 riders will directly qualify according to the following model:

Junior Motocross	Positions	Result
Time Practice (Maximum 50 riders / 20 minutes)	1 to 18	Advance to the races
	19 to 38	Relegated to the "Last Chance"
	39	Reserve rider for the "Last Chance"
	40 and above	Are eliminated

The rider awarded the "pole position" will be the fastest rider in the Time Practice, regardless whether from Group "A" or "B".

C. <u>"Last Chance"</u>

The order in which riders choose their starting gate for the "Last Chance" will be according to their best result set in the Time Practice.

From the "Last Chance", 4 riders will qualify and 2 reserves will be appointed according to the following model:

Junior Motocross	Positions	Result
"Last Chance" (Maximum 40 riders / 10 minutes + 2 laps)	1 to 4	Advance to the races
	5	First reserve
	6	Second reserve
	7 and above	Are eliminated

If, for unforeseen reasons, only Time Practice Group "A" is run, the 20 riders who qualified in this Time Practice will advance to the World Championship/Cup races. The rider in 21st position will be first reserve. For the remaining non-qualified riders in Group "B", the free practice results will be considered as decisive.

Junior Motocross	Positions	Result
Time Practice Group “A” (Maximum 50 riders)	1 to 20	Advance to the races
	21	First reserve
	22 and above	Are eliminated
Free practice Group “B” (Maximum 50 riders)	1 to 20	Advance to the races
	21	Second reserve
	22 and above	Are eliminated

The rider awarded the “pole position” will be the fastest rider in Time Practice Group “A”.

If the “Last Chance” is cancelled for any reason, times from the Time Practice of each Group will determine the starting order for the non-qualified riders for their respective World Championship/ Cup races.

The procedure will be:

Junior Motocross	Positions	Result
Time Practice Group “A” (Maximum 50 riders)	19 to 20	Advance to the races
	21	Reserve
	22 and above	Are eliminated
Time Practice Group “B” (Maximum 50 riders)	19 to 20	Advance to the races
	21	Reserve
	22 and above	Are eliminated

If the Time Practice and “Last Chance” are cancelled for any reason, times from the free practice session in each Group will determine the starting order for the respective World Championship/Cup races.

In that case, the procedure will be the following:

Junior Motocross	Positions	Result
Free practice (Maximum 50 riders / 30 minutes)	1 to 20	Advance to the races
	21	Reserve
	22 and above	Are eliminated

35.9.9 Saturday – Start practice

In each class, an opportunity for practice starts for up to 5 minutes will be provided to the riders at the end of the Time Practice.

Several start practice sessions may be scheduled at the discretion of the FIM Race Director, time, conditions and weather permitting.

Start practice is optional.

Mass starts are forbidden.

35.9.10 Sunday – warm-up

In each class, there must be one warm-up of 15 minutes for the qualified and reserve riders. The riders are free to participate in the warm-up.

This warm-up must be compulsorily timed with the results displayed on the monitors, and be communicated to the press.

If, for unforeseen reasons, no qualification results are obtained on Saturday, then the Sunday warm-up session may be treated as qualifying sessions. In collaboration with the FIM Race Director, the International Jury will decide upon any modifications to the time schedule and qualifying criteria.

35.9.11 Results of Time Practice(s) and “Last Chance”

The results of the Time Practices and the “Last Chance” must be homologated by the International Jury.

35.10 PRESENTATION OF THE RIDERS

The riders/teams that have entered the FIM Junior Motocross World Championship/Cup will be presented by the FIM Championship Promoter, time, conditions and weather permitting.

The FIM Championship Promoter will inform the riders/teams about the venue, date and time of the presentation.

The riders and team manager of each team must participate in the Team presentation.

35.11 RACES

35.11.1 Choice of motorcycle

A maximum of one motorcycle per rider is permitted.

35.11.2 Schedule of races

The FIM Junior Motocross World Championship/Cup must be run in:

- 65cc class: Two separate races of 12 minutes + 2 laps each;
- 85cc class: Two separate races of 20 minutes + 2 laps each;
- 125cc class: Two separate races of 25 minutes + 2 laps each.

The minimum interval between races of the same class must always remain 60 minutes.

35.11.3 Waiting zone procedure

Only re-usable tyre covers are allowed **on the tyres**.

Before each start, the following procedure will be applied in the waiting zone:

20 minutes before the start:	The entrance to the waiting zone is open.
	Riders wishing to make a sighting lap present themselves in the waiting zone and proceed to the area behind the starting gate rear barrier.
	Riders may prepare their places behind the starting gate.

10 minutes before the start:	All the motorcycles must have entered the waiting zone. The penalty for violation of this regulation is disqualification from the race in question.
	The entrance to the waiting zone is closed.
	Reserve riders who are not allowed to participate in the race must leave the waiting zone.

35.11.4 Sighting lap

Before each Race, the riders will be given the opportunity to make a sighting lap.

The following procedure will apply:

2 minutes before the sighting lap:	The “2 MINUTES” board is displayed
	The riders get ready for the sighting lap.

Approximately 10 minutes before the start:	The entrance to the track is open.
	Reserve riders who are not allowed to participate in the race must leave the waiting zone.
	All the riders, who are present in the waiting area in time, may leave for the sighting lap.

7 minutes before the start:	The entrance to the track is closed. No further sighting laps are allowed.

4 minutes before the start:	The entrance from the circuit to the waiting zone is closed.
	All riders must be back from their sighting lap.
	The circuit should be clear.
	Riders failing to complete the sighting lap and/or do not succeed into bringing their motorcycle into the waiting zone on time will be disqualified from the race in question.

Participation in the sighting lap is optional.

Once a rider has started his sighting lap, he must continue in the direction of the course. Practice starts are not allowed.

Riders are not allowed to enter the repair and signalling zone during the sighting lap. Adjustments, wheel changes, repairs or refueling must be done in the waiting zone. Entering the repair and signaling zone during the sighting lap will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.

After their sighting lap, riders must return with their motorcycle directly to the waiting zone using the access gate indicated.

35.11.5 Start procedure

The following procedure will apply:

Approximately 5 minutes before the start:	The “1 MINUTE” board is displayed.
	At the whistle signal, everyone except the riders, two team members per rider, the television crew and the essential officials must leave the waiting zone.
	Riders **get ready to take their position behind the starting gate**.

As of then:	Upon a whistle signal, the entrance to the starting gate is opened and the riders in the waiting zone proceed to the starting gate.
	Team members leave the waiting zone.
	Once the riders have taken their positions at the starting gate, a green flag will be displayed and all the riders are under the starter's orders.
	Only the riders, the television crew and the essential officials are allowed in the starting area.

15 seconds before the start:	The entrance from the waiting zone to the starting area is closed.
	Riders who have mechanical problems in the waiting zone and do not succeed in repairing their motorcycle before this time, must remain there until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Race in question.
	Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.

The starting order of the riders on the gate is determined by the results of the Time Practice(s).

In the case of one qualifying group (up to 50 riders), the riders will proceed to the starting gate, one by one, beginning with the fastest rider, then the second fastest, and so on.

In the case of two qualifying groups (more than 50 riders), the fastest rider (regardless whether from Group “A” or “B”) will proceed first to the starting gate, followed by the fastest rider from the other group, the second fastest from the pole position rider’s group, the second fastest from the other group, and so on.

The priority of starting order for reserves, if used, would be determined by their results in the “Last Chance”.

For the FIM Junior Motocross World Championship/Cup, no second row is allowed. The starting gate must provide 40 positions.

A rider can change wheels or remove re-usable tyre covers as long as he has not brought the motorcycle across the rear barrier behind the starting gate yet. The penalty for violation of this regulation is disqualification from the race in question. By changing wheels or removing re-usable tyre covers, the rider may lose his initial starting position.

Riders can freely select their grid position according to their starting order and places available.

Once a rider has taken his position at the starting gate, he cannot change it, return to the waiting zone or receive assistance prior to the start.

If a rider has mechanical problems at the starting gate, he must wait for assistance until the starting gate has dropped. Once the starting gate has dropped, he can receive assistance by his mechanic only at this position. The penalty for violation of this regulation is disqualification from the race in question.

A mass start will be made with engines running. A green flag will be displayed, from which moment the riders are under the starter’s orders.

When all the riders are on the starting line, upon a signal from the FIM Race Director, a “15 second” sign will be displayed for 15 full seconds. At the end of 15 seconds, a “5 second” sign will be displayed and the gate will drop between 5 and 10 seconds after the “5 second” sign is shown.

The CMS Jury Member will order the release of the starting gate.

Whenever it is not possible to start the race by means of the starting gate, a green flag will be used to give the start.

The same start procedure (as mentioned above) will be maintained until 15 seconds before the start of the race.

Then, the FIM Race Director moves to the side of the track, holding up the green flag. After that, he puts down the green flag upon which the race starts.

The area in front of the starting gate shall be restricted and shall be prepared in a consistent manner providing conditions as equal as possible for all riders.

No one except the officials and photographers shall be allowed in this area and no grooming of the area is permitted.

No one except riders, officials and photographers shall be permitted in the area behind the starting gate. Riders are allowed to groom this area provided no tools are used or outside assistance provided.

35.11.6 False start

All false starts shall be indicated by waving a red flag. The riders will return to the waiting zone and the re-start will take place as soon as possible.

The riders(s) deemed being at fault for the false start **may be excluded by the International Jury** from taking part in the restart.

No reserve riders will be introduced after a false start.

35.11.7 Repairs and replacements

The riders will have the possibility to repair or substitute the silencer in the repair zone, during the race.

35.12 STOPPING OF A RACE

The FIM Race Director is authorised to prematurely stop any practice session, Time Practice, “Last Chance”, or FIM Junior Motocross World Championship/Cup race for urgent and/or safety reasons or other cases of force majeure. In that case, a red flag will be displayed to the riders.

1. Before 2 laps have been completed

   If a "Last Chance" or a Race is stopped before 2 laps have been completed, there will be a complete restart. Riders will have to go back to the waiting zone and the restart will take place as soon as possible.

   The rider(s) deemed being at fault for the false start may be excluded by the International Jury from taking part in the restart.

   No reserve riders will be introduced.

2. After 2 laps and before 51% of the race time have been completed

   If a "Last Chance" or a Race is stopped after 2 laps and before 51% of the race time (rounded up) has been completed, there will be a complete restart.

   Riders will return to the paddock and the restart will take place 30 minutes after the red flag was displayed.

   The rider(s) deemed being at fault for the false start may be excluded by the International Jury from taking part in the restart.

   Reserve riders may take part in the restart of a Race if one or more of the original starters are unable to take part or are disqualified.

3. After 51% of the race time has been completed

   If a "Last Chance" or a Race is stopped after 51% of the race time (rounded up) has been completed, the race will be completed. In that case, the riders' placings will be those at the end of the lap preceding the stopping of the race.

   The FIM Race Director may recommend placing one or more riders deemed to be at fault for the Race being stopped behind riders having completed an equal or greater number of laps.

If a World Championship Race is stopped after 51% of the race time (rounded up) has been completed, full championship points will be awarded.

Except in the case of a false start, a qualifying race/World Championship race may be restarted only once.

If it is necessary to stop a World Championship race for a second time, and if 51% of the race time (rounded up) has been completed after the second start, the World Championship race will be considered null and void.

If the chequered flag is mistakenly displayed later than the official time/ distance, the finishing order shall be determined by the running order at the official time/distance.

35.13 RIDER BEHAVIOUR AND ASSISTANCE

Riders must at all times adhere to the provisions of the FIM Junior Motocross Regulations.

Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.

Riders must report any underlying medical disorder or injury they may have to the CMO.

At any time during the event, on request of the Chief Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.

Unsporting, aggressive or reckless behaviour from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers' and promotors' staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the International Jury.

Riders may be held responsible for the actions of their team members.

Riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.

Riders must obey the official flag signals and the boards which convey instructions.

Riders must carry “on-board” cameras when requested by the FIM Championship Promoter. An “on-board” camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

Riders are responsible for attending all riders’ briefings and being aware of all information and instructions issued. Team members are encouraged to attend the riders’ briefing.

All body jewellery is to be taped over or removed during on-track competition.

The use of a portable music player is not allowed at any time during on-track competition.

During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised **by the International Jury**.

Riders not performing up to competition level may be excluded from the event by the International Jury.

Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants (organisers’ and promotors’ staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the International Jury.

Goggles must be worn during all on track competition (practice, qualification, warm-up, sighting lap or race). However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the repair and signaling zone during the next lap.

Riders must always start the Time Practice from the waiting zone or pit lane, as indicated by the officials.

When the riders are on the course, consultation between them and team members is restricted to the approved signalling and repair zone. Riders who stop along the course to consult with others may hinder the progress of other riders, and such action will be considered as outside assistance.

Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and on-board cameras, pit board messages displayed in approved areas and “body language” communication by the rider. Radio communication with riders is strictly forbidden.

Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. Any infraction of this rule may be penalised.

Marshals may assist riders by lifting motorcycles and moving them to a safe place. Any repairs or adjustments must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to re-start their motorcycles.

Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the International Jury.

Riders should use only the marked track (course). However, if they accidentally leave the course, they may continue at a greatly reduced speed, not accelerating in an unsafe manner, until they can re-enter the course safely. They must re-enter the course, without gaining an advantage, from the closest point to where they left it.

Riders who have accidently left the course and are off course accelerating in an unsafe manner or cutting part of the course may be determined to have gained an advantage without having gained a position.

It will be the duty of the **International Jury** to make the determination as to whether a rider gained an advantage by accidently leaving the course and re-entering.

The penalty for gaining an advantage while off course during practices will be the loss of the fastest lap in the respective practice for the rider in question. Further penalties may be imposed.

The penalty for gaining an advantage while off course during races will be the loss of the number of positions gained plus one additional position in the final results of the respective race for the rider in question. If no positions were gained, the penalty will be the loss of one position.

Course cutting is forbidden. Should the **International Jury** determine that a rider left the course with the intention to gain an advantage, then the rider in question will be disqualified from the respective practice/race. Further penalties may be imposed.

A zone must be reserved for repairs and signalling during the practices and races. Only mechanics, signallers, representatives of the industry and essential officials bearing valid passes are permitted in this area.

Riders may enter the repair zone to receive assistance or to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the FIM Junior Motocross Regulations. Refuelling is permitted, but must be done with engines dead.

No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the repair zone or waiting zone.

Riders must always enter the repair zone by the repair zone entrance. When a rider “misses” the repair zone entrance, he must continue in the direction of the course for another lap. Entering the repair zone by the repair zone exit will be considered as attempting to gain an advantage by course cutting for which the penalty will be disqualification from the respective practice, qualification or race. If necessary, further penalties may be imposed.

Riders entering the repair zone should ride in a responsible manner. They should not ride at an excessive speed, not overtake any other riders **and must always come to a complete stop. In the latter case, violators will be disqualified from the practice/race in question.**

Riders who stop their engines in the repair zone may be assisted in re-starting their motorcycles.

Riders are not allowed to enter the pit lane during the sighting lap/sighting lap session. Adjustments, repairs or refueling must be done in the waiting zone. Entering the pit lane during the sighting lap/sighting lap session will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.

A rider can change wheels or remove re-usable tyre covers as long as he has not brought the motorcycle across the rear barrier behind the starting gate yet. The penalty for violation of this regulation is disqualification from the race in question. By changing wheels or removing re-usable tyre covers, the rider may lose his initial starting position.

Riders are not allowed to have a spare motorcycle in the pit lane during a sighting lap/sighting lap session and/or a race. Having a spare motorcycle in the pit lane during a race will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.

Riders failing to complete the sighting lap and/or do not succeed into bringing their motorcycle into the waiting zone in time will be disqualified from the race in question.

Riders who enter the paddock during a race will not be allowed to rejoin that race.

Riders returning slowly to the pit lane or paddock should **ride carefully,** avoid the racing line and **not interfere** with other riders.

Riders may groom their place behind the starting gate, without the use of any tools.

Riders are not allowed to touch or drop the starting gate when preparing their start position.

Watering of starting lanes by riders and/or team staff is prohibited.

Ramps of any kind may not be formed in the starting line prepared by the rider behind the starting grid. The front and the rear tyres must be level.

Motorcycles must be centred in the starting gate. Riders may not start in an angle.

Riders may not use any starting aid devices at the start. However, starting blocks are allowed.

Once a rider has taken his position at the starting gate, he cannot change it, return to the waiting zone or receive assistance prior to the start.

Riders who have mechanical problems during the sighting lap and/or do not succeed into bringing their motorcycle in the waiting zone in time, will be disqualified from the race.

Riders who have mechanical problems in the waiting zone, but do not succeed in repairing their motorcycle before the entrance to the start area is closed, must remain in the waiting zone until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the race in question.

Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.

When crossing control lines, the rider must always be in contact with the motorcycle.

After having crossed the finish line, riders must continue at a race speed until they have passed the “END FINISH ZONE” sign and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.

A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/ paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.

A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the FIM Race Director of the reasons for his non-participation.

The riders concerned (top three positions in the overall standings in the event and other participants invited at the discretion of the FIM Championship Promoter) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised.

35.14 OFFICIAL SIGNALS

Official board signals shall be given by means of a black board with a white block number 2, 1, 15 and 5 on both sides. These boards, provided by the FIM Championship Promoter, must have been produced to a high standard and be clearly readable.

Signal	Meaning
“2 MINUTES” Board (In the waiting zone)	2 minutes until the sighting lap.
“1 MINUTE” Board (In the waiting zone)	1 minute until the riders leave the waiting zone to take their position at the starting gate.
“15 SECONDS” board (At the start)	15 seconds until final starting procedure.
“5 SECONDS” board (At the start)	The starting gate will drop within the next 5 to 10 seconds.

"END FINISH ZONE" board (At the finish)	Riders must continue at race speed until they have passed this board. Slowing down abruptly or stopping before is not allowed unless it is ordered by an official.

Official flag signals will be given by means of a flag measuring minimum 750 mm high by 600 mm wide as follows:

Signal	**Meaning**
Red flag	All riders must stop racing and go to the area indicated by the officials.
(All false starts must be indicated by waving a red flag) (The red flag is superior to all flags)	
Black flag and a board with a rider's number on it	Rider in question to stop racing and leave the circuit using the repair and signalling zone or access from the circuit to the paddock.
Yellow flag, held stationary	Danger, ride cautiously.
(A yellow stationary flag will be displayed for maximum 5 minutes at the beginning of the first free practice session and during the sighting lap which precedes a qualifying race or a race)	
Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore jumps should not be attempted.
(The waved yellow flag is superior to the stationary yellow flag)	

Medical flag	Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern.
(A medical flag must be available at each flag marshal post) (The medical flag is superior to the stationary and waved yellow flags)	

Blue flag, waved	Warning, you are about to be lapped. Hold your line.
(The blue flag must be used by supplementary flag marshals, specialised for this flag only) **(A blue stationary flag will be displayed during the sighting lap which precedes a qualifying race or a race)**	

Green flag	In case of a combined Free and Time Practice: beginning of Time Practice. In case of a Race: course clear for the start of the race.
(The green flag can only be used by an Official, specialised for this flag only)	

Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.

Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).

The non-respect of the waved yellow and/or the medical flag by a rider will be sanctioned with a loss of 10 positions for the rider in question. Such an action will be considered as a statement of fact to which no protests are possible.

The Pantones for the colours are as follows:

Black: Pantone Black C
Blue: Pantone 286 C
Red: Pantone 186 C
Yellow: Pantone Yellow C
Green: Pantone 348 C
White: Pantone White C

The minimum age for Flag Marshals is 18 years. They are appointed by the FMNR/organiser and must participate in a briefing with the Clerk of the Course and/or a qualified official nominated by him.

For each Flag Marshal's post, the Organiser must establish a list with the names of the marshals occupying the post. This list is to be given to the International Jury before the first Jury Meeting.

The marshals must be identified by uniform shirts or bibs of a neutral colour, but in no case yellow or red, so that they cannot be mistaken with the flags.

As a principle, there should be a minimum of two marshals available per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider for the sake of safety. Marshals are not allowed to assist riders to re-start their motorcycles. One or more additional marshals are recommended at jumps.

However, the position and occupation of each post will be decided by the FIM Race Director, the Clerk of the Course, the FIM Chief Flag Steward and the Chief Flag Marshal during the circuit control. If deemed necessary, the position and occupation of a post may be modified at any time.

After an event, the Flag Marshals must remain available until protest time has expired.

35.15 CROSSING OF THE FINISH LINE

The time at which a motorcycle crosses the finish line shall be registered at the moment the foremost part of the motorcycle crosses the line.

After having crossed the finish line, riders must continue at a race speed until they have passed the “END FINISH ZONE” sign and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.

35.16 TECHNICAL CONTROL AND VERIFICATION

35.16.1 Administrative control

Riders may be required to present their FIM Junior Motocross World Championship/Cup licence, starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FMNR/Organisers.

35.16.2 Technical verifications

During the event and per class, riders are allowed to use only the motorcycle presented at technical control.

Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM Junior Motocross Regulations and/or the Supplementary Regulations of the event.

The technical verifications must be held on the site of the event.

The rider and/or the mechanic and/or the team manager must attend the Technical Verifications.

Each rider must present one motorcycle in his name and number at technical control.

During these technical verifications, a rider must present for verification his helmet, his full upper body protection equipment and his racing jersey.

A rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.

Each rider must present one motorcycle in his name and number at technical control.

For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per machine. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

The maximum limit of the sound level is fixed at:

- 65cc / 85cc 111 dB/A
- 125cc 114 dB/A

On-board cameras and associated equipment as well as transponders of the FIM Championship Promoter are not considered as telemetry.

At any time during the event, on request of the Chief Technical Steward, the riders must present themselves and/or their motorcycle and/or equipment to the technical verification.

At all times during the event, a rider will be responsible for keeping his motorcycle and/or equipment in conformity with the rules.

Data provided by a rider/motorcycle may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Technical Director must remain strictly confidential.

The FIM Race Director can, at any time during the event, disqualify a motorcycle of which the construction or condition is considered to be or may become a source of danger.

35.16.3 On-board cameras

Riders may be required by the FIM Championship Promoter to carry on-board cameras.

The cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.

When a motorcycle is equipped with on-board cameras, the weight of the camera and associated equipment will count towards the total minimum weight of the motorcycle. These cameras and associated equipment are not considered as telemetry.

Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.

An on-board camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

35.16.4 Special Medical Examination

At any time during an event, at the request of the FIM Medical Director, the FIM Race Director, the Jury President or International Medical Panel delegate, a special medical examination may be carried out by an official doctor, or another doctor nominated by the Chief Medical Officer.

Any rider who refuses to submit himself to such special medical examination **will immediately be excluded from competition**, and his case notified to his FMN and to the FIM for the application of a possible penalty.

35.16.5 Sound control after each race

Immediately after each Race, three motorcycles, chosen at random by the FIM Technical Director and/or the International Jury, may be checked for compliance with sound regulations. Other motorcycles may also be checked.

A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the repair and signaling zone/paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.

Any rider whose motorcycle is above the maximum allowed post-race sound limit of:

- 65cc / 85cc 112 dB/A
- 125cc 115 dB/A

- whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified - will be penalised by losing 5 positions in the race in question.

Subject to rules governing outside assistance, riders may freely change their silencers but their motorcycles must be checked for compliance. Therefore the Chief Technical Steward, his staff and equipment must be available throughout the event.

35.16.6 Final verification

Immediately after the last race of each class of the FIM Junior Motocross World Championship/Cup, the motorcycles of the first three riders in the final standings of the respective class must be placed in the closed park for the technical control. The motorcycles must remain in the closed park for 30 minutes after the arrival of the winner, under the control of the technical stewards, in case of a protest or should further examination be required.

35.16.7 Cost for a motorcycle control following a protest

The cost of dismantling a motorcycle will be € 120.- or the equivalent amount in local currency. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

35.16.8 Fuel control

A fuel control may be carried out at any time during an event, according to Art. 63.05 of the FIM Motocross Technical Rules.

All requests for fuel control following a protest must be accompanied by a deposit of € 800.- or the equivalent amount in local currency, paid to the International Jury or the FIM (supplementary controls).

In that case, any new requests for control must be presented to the FIM within 5 days of the reception date of the results of the preceding control notified in conformity with FIM Motocross World Championships Regulations.

After the last control:

- The winning party will have its deposit reimbursed;
- The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it had already paid.

In all cases, a rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all points and trophies earned. This rider will also be liable for the reimbursement of the full costs of the test. Further penalties may be imposed.

35.16.9 Anti-doping and alcohol tests

Anti-doping and alcohol tests may be carried out according to the FIM Anti-doping Code.

A rider who tests positive will be disqualified from the whole event. Further penalties may be imposed.

35.17 RESULTS

35.17.1 Procedure

The winner of a race is the rider who crosses the finish line first. The riders still racing will then be stopped when crossing the finish line.

The time at which a motorcycle crosses the finish line shall be registered at the moment the foremost part of the motorcycle crosses the line.

When crossing the finish line, the rider must always be in contact with the motorcycle.

Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.

All the riders participating in the race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result. The procedure to determine the classification in the results of riders who do not complete the lap within 5 minutes after the arrival of the winner will be according to the number of laps completed, and in the event of a tie, according to their finishing order at the end of the preceding lap.

If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.

Under any other circumstances, such as mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.

In each class, the winner of the event is the rider who has obtained the most points; the runner-up will be the rider who has obtained the second best number of points, and so on, irrespective of the number of races they have finished.

If a tie exists, the points scored in the second race will determine the order of placing in the final standings of the event.

The overall results will be completed with those riders who have not scored any World Championship/Cup points. They will be ranked by adding their positions of Race 1 and Race 2. Of these riders, the rider who has obtained the smallest overall placing will be placed first behind those riders who have scored points. He will be followed by the 2nd placed non-point scoring rider and so on.

If a tie exists, the position in the second race will determine the order of placing in the final standings of the event.

All results must be homologated by the International Jury.

The results will not become official until the time limits for protests have elapsed.

If a protest is lodged, the results will not become official until a decision has been taken by the International Jury.

If an appeal is lodged against the decision of the International Jury, the results cannot be considered as definitive until a final decision has been taken by the competent body.

35.17.2 Presentation and publication

The results must include at least the following information:

- FIM, FMNR, Organiser/Moto Club and Championship logo;
- Title of the Event;
- IMN number;
- FMNR;
- Date and venue of the event;
- Class;
- Position, number, name and first name of the riders;
- FMN of the rider;
- Nationality of the rider;
- Motorcycle of the rider;
- Team of the rider (if the Team is holder of a valid FIM Team Licence);
- The number of laps and times of all riders;
- The number of classified riders;
- Championship points earned by the rider;
- The winner's average speed;
- The name of the rider making the best lap in the race, his time and average speed;
- The name and signature of the Jury President and the Clerk of the Course;
- Publication time of the results.

The Championship Promoter Chief Timekeeper is responsible for the transmission of the results of each FIM Junior Motocross World Championship/Cup race**, as well as the overall Team results,** to the FIM Administration within the hour that follows the approval of these results. This transmission must be made according to the procedure defined by the IT Department of the FIM.

35.18 POINTS FOR THE CHAMPIONSHIP/CUP

35.18.1 Championship points for Riders and Manufacturers

Points will be awarded to riders in each FIM Junior Motocross World Championship/Cup race according to the following scale:

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	points to the 17th
13	points to the 8th	3	points to the 18th
12	points to the 9th	2	points to the 19th
11	points to the 10th	1	point to the 20th

The individual winner of the FIM Junior Motocross World Championship/Cup is the rider who has obtained the most points from all the races, irrespective of the number of races he completed.

In case of ties, the points scored in the second race will determine the order of placing in the final standings.

For the Manufacturers' FIM Junior Motocross World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to their position in each Race of the World Championship.

In case of ties for the Manufacturers' FIM Junior Motocross World Championship, the same conditions as for the riders will apply to determine the winner of the World Championship.

The FIM Junior Motocross World Championship/Cup standings cannot be considered definitive until the time limits for protests and appeals have elapsed, all protests and appeals have been settled and a final decision has been taken by the competent bodies.

35.18.2 Championship points for National Teams

For the Championship for National Teams, points are allocated according to the final standings in the Individual FIM Junior Motocross World Championship.

In each class, the winner of the Individual FIM Junior Motocross World Championship/Cup obtains one point, the second two points, etc.

The final results of the FIM Junior Motocross World Championship for National Teams are determined as follows:

1. The Team winning the FIM Junior Motocross Championship is that which has gained the lowest total number of points after having added the three best results of its riders; the best result in the 65cc, the best result in the 85cc class and the best result in the 125cc class.
2. In case of a tie, the Team whose rider has obtained the best place in the 125cc class will be placed before the other(s).
3. If a tie still exists, then the Team whose rider has obtained the best place in the 85cc class will be placed before the other(s).
4. Should a tie still exist, then the Team whose rider has obtained the best place in the 65cc class will be placed before the other(s).
5. These results will be completed by adding those Teams who have not obtained two results. For these Teams, the same system will be used for classification and deciding ties.
6. Finally, the results will be completed by adding those Teams who have obtained one result only. For these Teams, the same system will be used for classification and deciding ties.

35.19 PROTESTS

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and the Supplementary Regulations and be accompanied by a fee of € 660.- 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.- or the equivalent amount in local currency. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

Protests entailing a fuel control must be accompanied by an additional deposit of € 800.- or the equivalent amount in local currency.

35.20 LAP OF HONOUR

If requested to do so by the Organiser, the winner from each FIM Junior World Championship/Cup race will be expected to make a lap of honour, time, conditions and weather permitting.

35.21 PRIZE-GIVING CEREMONY

The first three teams in the FIM Junior Motocross Championship (and their three riders in question) must take part in the official Prize-Giving Ceremony, which must be held immediately after the second race. Any **non-respect of this rule may** be penalised by the International Jury.

During this official Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played and the national flags of the first three riders/teams **must** be hoisted at the same time.

35.22 PRESS CONFERENCE

The winner of each race, the overall winner and other riders invited at the discretion of the Championship Promoter, must participate in the post-race press conference. Any **non-respect of this rule** may be penalised by the International Jury.

35.23 PRIZES

35.23.1 Trophy

In each class, the riders placed 1, 2 and 3 in the overall results of the event will receive a trophy.

35.23.2 Souvenir medal

In each class, all the riders who have participated in the practices will receive a souvenir medal.

CHAMPIONSHIPS LOGOS
FIM JUNIOR MOTOCROSS WORLD CHAMPIONSHIP/CUP

The various logos of the FIM World Championship/Cup are displayed below.

In order to obtain this logo in high resolution together with the corporate chart, please contact YouthStream, Mr Hans-Martin Fetzer: (sportoffice@mxgp.com).

LOGO 65cc CLASS

LOGO 85cc CLASS

LOGO 125cc CLASS

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GENERAL UNDERTAKINGS AND CONDITIONS

All riders, passengers, teams, officials and other parties participating in the FIM Sidecar Motocross World Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the:

1. FIM Sporting Code
2. FIM Code of Ethics
3. FIM Sidecar Motocross World Championship Regulations
4. FIM Motocross Technical Regulations
5. FIM Disciplinary and Arbitration Code
6. FIM Motocross Circuit Standards
7. FIM Environmental Code
8. FIM Medical Code
9. FIM Anti-Doping Code
10. FIM Annuaire
11. **Appendix Protocols at FIM World Championships and Prizes Events**
12. FIM Organiser's Manual

of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the "FIM Sidecar Motocross World Championship Regulations").

The FIM Sidecar Motocross World Championship Regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail.

It is the responsibility of each rider, passenger and/or team to ensure that all persons involved with their entries observe the FIM Sidecar Motocross World Championship Regulations at all times. The responsibility of the rider, or any other person having charge of an entered motorcycle at any time during an event is joint and severally with that of the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Waiting Zone, Repair and Signalling Zone or on the circuit, must carry an appropriate pass at all times during the event.

Actions judged by the officials responsible to be contrary to the FIM Sidecar Motocross World Championship Regulations- or judged to be unsportsmanlike or against the best interests of the sport or the event in question - are subject to disciplinary actions as provided by the Arbitration and Disciplinary Code.

Any references to the male gender in this document are made solely for the purpose of simplicity, and refer also to the female gender except when the context requires otherwise.

36.1 TITLE AND GENERAL

36.1.1 General

Each year, the FIM holds a FIM Sidecar Motocross World Championship for riders, passengers and manufacturers.

This Championship is organised according to the rules of the FIM Sidecar Motocross World Championship Regulations, Chapter 30 of the Sporting Code, “FIM Championships and Prize Events”.

A maximum of 14 events counting towards the FIM Sidecar Motocross World Championship will be organised. Each event must be inscribed in the Calendar.

An event may be cancelled, moved to another place or replaced by another event.

Note: In this Appendix the word “sidecar crew” comprises the rider and the passenger.

36.1.2 FIM Motocross World Championship events

FIM Motocross World Championship events begin at the scheduled time for technical and sporting verifications and end when all of the following have occurred:

a) The final results have been approved by the International Jury;

b) All deadlines for lodging protests have expired; and

c) All technical, sporting and anti-doping controls have been concluded.

If a protest is lodged, the results will not become official until a decision is taken by the International Jury.

The race control must remain fully operational until the end of the protest period, and all officials, marshals and medical staff must remain at the circuit, available to the Clerk of the Course and the International Jury, during that period.

FIM Motocross World Championship events must be staged on circuits that **will have to be** approved by the FIM and comply with the FIM Sidecar Motocross World Championship Regulations.

No event may be organised **without** all the necessary legal authorisations **which** have been **provided** by the organiser.

Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event. Timekeeping with transponders is compulsory.

The validity of the third party insurance must come into effect two days before the practices and terminate two days after the last race.

36.1.3 Additional Races

The programme may contain additional national or international races. However, these support races, as well as any other activities such as the vehicular use of the circuit during the event, including demonstrations or exhibitions, must at all times receive prior authorisation from the FIM. Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for these support races/activities which are not run under the aegis and the responsibility of the FIM.

Priority must at all times be given to the FIM Sidecar Motocross World Championship programme. If necessary, the International Jury can change the time schedule of these support races and/or other activities or cancel them.

36.2 RIDERS AND PASSENGERS

36.2.1 Licences

Participation at these events is restricted to the holder of an appropriate FIM Sidecar Motocross World Championship licence.

See also the FIM Sidecar Motocross World Championship Regulations, Chapter 70 of the Sporting Code.

36.2.2 Age of riders and passengers

Licences for riders and passengers are issued for the FIM Sidecar Motocross World Championship, only when the minimum age has been attained as below:

- FIM Sidecar Motocross, World Championship, riders: 16 years
- FIM Sidecar Motocross World Championship, passengers: 16 years

The maximum age is as indicated below:

- FIM Sidecar Motocross, World Championship, riders: 50 years
- FIM Sidecar Motocross World Championship, passengers: 50 years

The limit for the minimum age starts on the date of the rider's/passenger's birthday and must be reached at the moment of the first technical verifications of the event in question. The limit for the maximum age finishes at the end of the calendar year in which the rider/passenger reaches the age of 50.

036.2.3 Starting numbers

Current and former FIM Sidecar Motocross World Champions will have the possibility to choose an available permanent starting number for the entire season, other than the rider's placing in the Championship standings of the previous year. However, the number one will always be reserved for the current FIM World Champion.

The FIM issues starting numbers to all the remaining riders in the final FIM World Championship standings of the previous year. They will be allocated a permanent starting number for the season.

The FIM decides upon starting numbers for the other riders, after receiving the entry list from the organisers at the closing date of entries.

It is compulsorily to wear at least a dorsal starting number. This number must conform to the FIM Sidecar Motocross World Championship Regulations, Art. 01.76 of the Motocross Technical Rules.

Riders and passengers can print their starting numbers on their jerseys or use their own bibs. Special conditions will apply in the event of an FIM publicity contract.

036.2.4 Rider and Passenger Apparel

Riders and passengers are responsible for, and must rely on their own judgement in the selection of helmets and apparel which will provide appropriate and durable protection.

The helmet, eye protection and equipment and protective clothing must be in accordance with the FIM Technical Rules Motocross.

Although the FIM approves materials, it does not endorse or guarantee specific products or manufacturers.

The following apparel must be worn by riders and passengers during each practice, qualification, warm-up, sighting lap or race:

1. **Helmets**

   Helmets must be marked with one of the official international standard marks mentioned in FIM Technical Rules Motocross. Long hair must be contained within the helmet.

2. **Eye protection**

   Goggles must be worn at the start of each practice, qualification, sighting lap or race. **However, in adverse racing conditions riders/passengers may take off their goggles but it is strongly recommended to get a new set in the signalling and repair zone during the next lap.**

3. **Equipment and protective clothing**

   This equipment includes but is not limited to: boots, gloves, jerseys, pants and an unmodified full upper body protection (front and back). Gloves must be worn at the start of each practice, qualification, sighting lap or race.

4. **FIM and FIM Championship logos**

   Riders/Passengers are encouraged to display the FIM and FIM Championship logos (35 mm x 70 mm) on the upper front torso or shoulder area of their jersey or on their chest/back protector if the latter is worn over the jersey.

   Riders/Passengers can print the FIM and FIM Championship logos on their jerseys.

5. **Family Name/Starting number of the rider/passenger**

   Riders and passengers must wear a dorsal starting number conforming to Art. 01.76 of the FIM Motocross Technical Regulations.

The name of the rider/passenger must appear on the shoulder line of his jersey and his starting number must appear on the back of his jersey. If a back protector is worn over the jersey; his family name and number must appear on the back protector (same principles as for the jersey).

The name and the number must be in contrasting colour from the jersey/back protector colour surrounding the placement of the name/number. The name and number may be outlined. The colour of the outlining must be in contrast to the jersey/back protector color as well as the name/number colour (ex: a white jersey with orange name/numbers could use a black outline).

36.2.5 Rider/Passenger/Mechanic/Team Clothing

All riders and passengers, mechanics and team members must present a clean and neat appearance.

Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.

Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in the waiting zone, signalling and repair zone.

Riders, passengers, mechanics and team members are encouraged to display the FIM and FIM Championship logos on shirts/uniform/clothing.

36.2.6 Change of passenger

Once a sidecar crew has been entered in a FIM Sidecar Motocross World Championship event, the replacement of a passenger before the end of the technical verifications prior to this event can still be authorised.

Once this deadline is passed, it will no longer be possible to replace the passenger.

For the replacement passengers, all listed entry conditions (apart from the closing date of entries) apply.

36.3 MOTORCYCLES AND CLASSES

36.3.1 Motorcycles

The events are open to motorcycles as defined in the FIM Sidecar Motocross World Championship Regulations, Appendix 01 of the Motocross Technical Rules.

36.3.2 Class

The recognised class for the FIM Sidecar Motocross World Championship is as follows:

- Championship for motorcycles of Cat. I, Groups B1 and B2, over 350cc and up to a maximum of 750cc for 2-stroke engines or a maximum of 1000cc for 4-stroke mono and bi-cylinder engines.

36.3.3 Number plates

At the first event of the World Championship: red number plates with white numbers are compulsory for, and must be displayed by the reigning World Champion.

From the second event on, red number plates with white numbers are compulsory for, and must be displayed by the current leader of the Championship.

All other riders: yellow number plates with black numbers are compulsory and must be displayed.

The numbers must be in accordance with the FIM Technical Rules Motocross.

36.4 COURSE

36.4.1 Course specifications

See the FIM Sidecar Motocross World Championship Regulations.

36.4.2 Safety

See the FIM Sidecar Motocross World Championship Regulations.

36.4.3 Inspection

See the FIM Sidecar Motocross World Championship Regulations.

36.4.4 Control

A circuit control will be **carried out by the FIM Race Director, the Clerk of the Course and the President of the International Jury** the day preceding the Free Practices.

If deemed necessary, a second circuit control can be carried out.

The FIM Medical Director and the Chief Medical Officer, as well as the FIM Chief Flag Steward and the Chief Flag Marshal, must also attend the circuit control.

If the Chief Medical Officer is not present, the organiser must be prepared to discuss any topics related to the medical set-up around the track: positions and number of staff for each ground post, evacuation of injured riders, etc.

If the Chief Flag Marhal is not present, the Clerk of the Course must be prepared to discuss any topics related to the flag marshals: number of marshals, positions, etc.

The CMS an FMNR Members of the Jury, representatives of the FMNR or the Organiser as well as the Secretary of the Event or any other person deemed necessary, may also attend **the circuit control**.

36.5 OFFICIALS AND PROCEDURES

36.5.1 General

The management and supervision of events, as well as the judicial procedure, are the responsibility of the officials appointed by the FIM or the FMNs.

Appointed officials must be fluent in English or French. Other languages are an asset.

The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.

Official FIM approval is only given after the officials have proved to be competent according to the special requirements for each discipline. The permanent Commissions organise seminars obligatory for certain officials.

The FIM has the right to renew or cancel an appointment whenever necessary.

An official shall not be a rider, passenger, sponsor, team manager, mechanic or promoter participating in the event.

During an event, the holders of FIM licences are required to present their licences to the Jury President.

All officials and marshals must remain operative with all the required equipment for the event in place and available at the circuit for the International Jury until the end of the period provided for the lodging of a protest.

See also the FIM Sidecar Motocross World Championship Regulations, Chapter 40 of the Sporting Code.

36.5.1.1 Officials who hold an FIM Licence

Any of the following officials, when on duty at a FIM Sidecar Motocross World Championship event, must be a holder of the appropriate FIM international official's licence which is valid for the current year:

- Jury President;
- FMNR Jury Member;
- CMS Jury Member;
- FMN/FMNR Delegate (Sporting Steward);
- FIM Race Director;
- Clerk of the Course;
- FIM Chief Flag Steward;
- FIM Technical Director;
- Chief Technical Steward;
- Technical Steward;
- Chief Timekeeper;
- FIM Medical Director;
- Chief Medical Officer;
- Environmental Steward.

In order to facilitate the communication between the various officials, it is recommended that they speak English fluently.

36.5.1.2 Jurisdiction

Except for the International Jury, the FIM Race Director, the FIM Technical Director, the FIM Medical Director and the FIM Chief Flag Steward; all holders of FIM Licences and laissez-passer, all officials and their assistants, as well as all other persons involved in the event are subject to the authority of the Clerk of the Course.

36.5.2 Jury President, Jury Members and observers

The International Jury is composed of:

a) The Jury President,
b) The CMS Jury Member,
c) The FMNR Jury Member.

The Jury President and CMS Jury Member will be appointed by the FIM Motocross Commission.

If the nominated Jury President is prevented from arriving at the event in time, he will be replaced until his arrival by the CMS Jury Member present at the event.

If the nominated CMS Jury Member is prevented from arriving at the event in time, the Jury President may name a replacement, with first priority given to a CMS Member not from the FMNR.

In case of a “force majeure” during the event where the Jury President becomes permanently unavailable for the event in question, he will be replaced by the CMS Jury Member.

In case of a “force majeure” where the CMS Jury Member has to replace the Jury President during the event, he will name his replacement, with first priority given to a CMS Member not from the FMNR.

The FMNR is limited to one Jury Member.

The quorum for a meeting of the International Jury is two persons.

Each Member of the International Jury has one vote. Decisions are based upon a simple majority. In the case of a tie, then the Jury President will exercise a casting vote.

One Motorcycle Manufacturers’ representative will be admitted as observer to the International Jury meetings.

The authority and duties of the Jury President are:

- The Jury President shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.
- The Jury President shall call a meeting of the Jury before the first official practice session.
- At the end of each day of official practice, the Jury President will call a meeting of the International Jury to hear the reports of the Clerk of the Course, the Secretary to the Jury and any other appropriate officials.
- The Jury President must ensure that the decisions of the International Jury conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
- At the end of the event, during the last meeting of the International Jury, the Jury President, together with the Clerk of the Course, must sign the official classification of the event. He must also sign with the Secretary to the Jury all Minutes of the Jury meetings.
- The Jury President has the right to invite any guests to the Jury Meetings, if appropriate for the event or the Championship.
- The Jury President is responsible for the communication with the FMNs' Delegates.
- If necessary, the Jury President will arrange a meeting with FMNs' Delegates in order to explain the work of the International Jury and to receive the remarks of the FMNs' Delegates.
- The Jury President must send his report on the event, using the official Jury President's Report File, to the FIM Administration within 72 hours of the finish of the event. This file shall contain: his report, details of any protests submitted together with the fees collected, a copy of the third party insurance, the official results, the official programme of the event and other official documents as requested in the file.

See also the FIM Sidecar Motocross World Championship Regulations, Art. 50.1.1 of the Sporting Code.

36.5.2.1 Jury Meetings

During the first Jury meeting, the International Jury shall approve the following matters:

- Amendments, if any, to the SR after the opening date for entries verifying that all the riders, passengers and participants engaged have been informed thereof;
- Report of the Secretary to the Jury stipulating that all riders, passengers and participants engaged are in possession of their respective licences and authorisations as well as all officials with any responsibility for the running of the event;
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;
- Report and control of the safety standards of the event;
- Control and approve any amendments of requests of extra safety measures as mentioned in the inspection report;
- Control of the official permission from the local authorities to run the event and of the third party insurance policy of the organiser.

36.5.2.2 Minutes of the Jury Meetings

The Minutes of all the Jury meetings must be written in English.

The Minutes must state in detail any penalties imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accidents which may have occurred, any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

The Minutes are to be prepared by the Secretary to the Jury and must be signed by him and the Jury President.

A copy of these Minutes must be sent to the FIM Administration within 72 hours after the event.

36.5.2.3 Publication of Jury Decisions

Actions judged by the officials responsible to be contrary to the FIM Sidecar Motocross World Championship Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the event in question - are subject to disciplinary actions as provided by the Arbitration and Disciplinary Code. Further, a rider may be held responsible for the actions of his team members.

The International Jury may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the same Code:

a) warnings

b) fines, subject to a maximum of € 3'000.-

c) time and/or point penalties

d) drop of positions

e) disqualification

f) suspension for a period not exceeding 30 days starting from the date of the offence

g) loss of right to participate in the Championship, which may be applied to one or more events

or refer the case to the International Disciplinary Court to impose a higher penalty that it is empowered to.

All decisions necessary for the running of the event as well as the results must be published as soon as is reasonably possible. These decisions must be published in English.

Any judicial decision pronounced by the International Jury must be notified directly at the venue of the event or, failing that, by registered letter with acknowledgement of receipt.

Whenever possible at the event, the party (parties) involved should at least be notified orally. However, it is preferable that the decision of the International Jury be notified by a written document.

This document/notification of a decision shall:

a) State the names and the licence numbers of the Members of the International Jury;

b) State the name(s) of the party (parties) involved;

c) In case of a protest, state that the protest fee has been paid by the protesting party;

d) State the reasons for the action taken/protest;

e) State the articles to which the action taken/protest relates;

f) State any additional information obtained during the hearing;

g) State the decision of the International Jury and its evidence and brief reasons;

For decisions of the International Jury: shall be signed by the FIM Jury President.

Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:

a) The party (parties) concerned by the International Jury decision must sign for receipt on a copy of that decision/acknowledgement of receipt;

b) The name of the person who receives the decision. His position/ function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt;

c) The copy of the decision, signed for receipt by the party (parties) concerned, must be added to the Report of the Jury President.

In the case of the following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different:

- Leaving the track during practice and gaining an advantage;
  = Loss of the fastest lap in the respective practice;

- Leaving the track during a race and gaining an advantage without gaining any position;
  = Loss of one position in the respective race;
- Leaving the track during a race and gaining an advantage and/or positions;
  = Loss of one position plus the positions gained in the respective race;
- On the course: non respect of the waved yellow flag;
- On the course: non respect of the medical flag;
  = Loss of 10 positions in the respective practice/race;
- Failing a post-practice/race sound control;
  = Loss of 5 positions in the respective practice/race;
- On the course: stopping without any valid reason;
  = Loss of the fastest lap time in the respective practice;
- Riders who are not ready when it is their turn to leave the waiting zone for the sighting lap;
  = Loss of position in the respective sighting lap and taking the next available position;
- In the case of a start: riders who have mechanical problems in the waiting zone and who finish repairing after the whistle signal but before the raising of the green flag;
  = Loss of the starting position in the respective race and taking the next available position behind the starting gate;
- On the course: cutting the course;
- On the course: stopping to consult with others;
- On the course: any consultation/signaling between others and a rider (except in the pit lane);
- On the course: receiving any assistance other than from a marshal in the interest of safety;
- On the course: receiving any assistance to re-start the engine or repair the motorcycle;
- On the course: re-fueling;
- Entering the pit lane and not coming to a complete stop;
- Entering the pit lane by the pit lane exit;
  = Disqualification from the respective practice/race;

- Riders arriving late in the waiting zone (10 minutes before the start); Entering the pit lane during a sighting lap;
- Having a spare motorcycle in the pit lane during a sighting lap;
- Having a spare motorcycle in the pit lane during a race;
- Riders returning late from the sighting after entrance from the track to the waiting zone has been closed;
- Riders who have mechanical problems in the waiting zone, who do not succeed in repairing their motorcycle before the raising of the green flag and then do not follow the instructions from the officials;
- Riders who have taken their position behind the starting gate and who change position;
- Riders who have taken their position behind the starting gate and who return to the waiting zone;
- Riders who have mechanical problems at the starting gate and who receive assistance before the gate has dropped;
- In the case of re-start: riders who do not succeed in bringing their motorcycle in the waiting zone in time;
  = Disqualification from the respective race;

In the above mentioned cases, the following procedure will apply:

a) The rider(s) will be notified orally **by the FIM Race Director when he(they) finishes(finish) the race**;

b) The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty;

c) The rider can appeal the decision within 30 minutes after the publication of the results (only in the case of course cutting).

36.5.3 FIM Race Director

The FIM will appoint the FIM Race Director. He must have successfully completed a seminar organised by the CMS.

Participation in a seminar is required every three years. For seminars held in November and December, the validity will start as of 1st January the following year.

If the FIM Race Director is prevented from arriving at the event in time, the Jury President will decide on his replacement.

All FIM licence and FIM laissez-passer holders as well as all other persons involved in the event are subject to the authority of the FIM Race Director and the International Jury.

The FIM Race Director has no responsibility for the organisation of the event and his only executive duties are those defined in these regulations.

The authority and duties of the FIM Race Director are:

- The FIM Race Director exercises supreme control of the event and he is responsible for ensuring that all regulations are observed.
- The FIM Race Director must be in attendance from at least 24 hours before the official time for the start of practice and of the event until the completion of his duties after the end of the practice and the event.
- Accompanied by the Jury President, the Clerk of the Course, the FIM Chief Flag Steward, the Chief Flag Marshal, the FIM Medical Director and the Chief Medical Officer, the FIM Race Director must inspect the track and services/installations before the practice and event begin.
- The FIM Race Director may make recommendations to the International Jury which affect or vary from the published programme, such as the re-running of a Race, the disqualification of a rider, the duration of a race, or the postponement, stopping or abandonment of the event.
- In exceptional circumstances, the FIM Race Director may on his own initiative adapt the duration of a Free/Time Practice and/or a Qualifying Race/Race.

036.5.4 Clerk of the Course

The Clerk of the Course cannot be a voting member of the International Jury or FIM Steward.

The Clerk of the Course is appointed by the FMNR and must have successfully participated in a seminar organised by the CMS and obtained a “Clerk of the Course” licence.

Participation in a seminar is required every three years. For seminars held in November and December, the validity of the licence will start as of 1st January the following year.

The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties are:

- The Clerk of the Course must be present as of 09:00 a.m. the day preceding the start of the official practices and remain available after the event until the completion of his duties.
- The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty.
- The Clerk of the Course must verify the identity of the riders and passengers, the correct numbering of the motorcycles, and that there is nothing to prevent a rider/passenger from participating in the event, e.g. suspension, disqualification or any other ban on riding.
- The Clerk of the Course, in consultation with the FIM Race Director, can postpone the start of an event for an urgent case of safety or for any other case of “force majeure” or proceed with the improvement of the conditions of the circuit, track or venue, stop a event prematurely or cancel part of or the entire event.
- The Clerk of the Course, in consultation with the FIM Race Director, can prevent a rider/passenger or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
- The Clerk of the Course must ensure that the FIM rules are respected; he may propose penalties to the International Jury.
- The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- The Clerk of the Course must notify the International Jury of all decisions to be taken or already taken, and of any protest addressed to him.

- The Clerk of the Course must collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury, and to have the provisional results of the event approved.

The authority of the Clerk of the Course is overridden by the authority of the FIM Race Director. At all times, the Clerk of the Course shall work in permanent consultation with the FIM Race Director.

36.5.5 FMN Delegates

Each FMN which has a rider/passenger participating in the event is entitled to be represented by a national Delegate, holder of a Sporting Steward's licence. Each FMN and the FMNR is limited to one Jury Delegate.

All such nominations must be submitted in writing to the FMNR. The FMNs must inform the FMNR of the name of their Delegate not less than 15 days prior to the event.

The FMN Delegates must have successfully completed a seminar organised by the CMS and must present their "Sporting Steward" licence in order to be admitted to Jury Meetings.

Participation in a seminar is required every three years. For seminars held in November and December, the validity of the licence will start as of 1st January the following year.

The duties and the rights of the FMN/FMNR Delegate are:

- The FMN/FMNR Delegate represents his FMN and the riders/passengers entered by that FMN.
- The FMN/FMNR Delegate may attend the open meetings of the Jury, as an observer.
- The FMN/FMNR Delegate must explain his questions to the Jury President so that the International Jury is aware of all circumstances.
- The FMN/FMNR Delegate is entitled to receive passes to be present and to be able to carry out his duties during the event.
- During the entire event, the FMN/FMNR Delegate is entitled to receive documents related to the event, including the Jury Minutes.

36.5.6 FIM Chief Flag Steward

An FIM Chief Flag Steward may be appointed by the Director of the FIM Motocross Commission.

The FIM Chief Flag Steward is not responsible for the flag marshals but will ensure that their duties are carried out in accordance with the FIM Regulations.

The FIM Chief Flag Steward works in cooperation with the FIM Race Director, the International Jury, the Clerk of the Course and the Chief Flag Marshal.

The authority and duties of the FIM Chief Flag Steward include but are not limited to:

a) The FIM Chief Flag Steward will report any concerns or deficiencies relating to the flag marshals to the FIM Race Director and International Jury and present proposals to resolve such concerns.

b) The FIM Chief Flag Steward will attend the circuit control and define the flag marshal positions in cooperation with the FIM Race Director, The Clerk of the Course and the Chief Flag Marshal.

c) The FIM Chief Flag Steward will hold a briefing with the flag marshals.

d) The FIM Chief Flag Steward is the final arbiter in relation to flag marshal issues at the event.

e) The FIM Chief Flag Steward will attend all meetings of the International Jury, but without voting rights.

36.5.7 FIM Technical Director

The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Motocross Commission.

The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.

The FIM Technical Director works in cooperation with the FIM Race Director, the International Jury and the FIM Chief Technical Steward.

The authority and duties of the FIM Technical Director include but are not limited to (Please, also refer to the FIM Technical Code of the current year):

a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Race Director and International Jury and present proposals to resolve such concerns.

b) The FIM Technical Director will hold a briefing with the technical stewards prior to the technical verifications.

c) The FIM Technical Director is the final arbiter in relation to technical issues at the event.

d) Data provided by a rider/motorcycle may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Technical Director must remain strictly confidential.

e) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the International Jury.

f) The FIM Technical Director will attend all meetings of the International Jury, but without voting rights.

36.5.8 Chief Technical Steward

The Chief Technical Steward, appointed by the FMNR, must be holder of a FIM Senior Technical Steward's licence.

In addition to the Chief Technical Steward, at least one Technical Steward must be holder of a FIM Technical Steward's licence.

The Chief Technical Steward shall in particular:

a) Together with his staff and equipment, be fully operational as of one hour before the technical verifications.

b) Together with his staff, participate in a briefing with the FIM Technical Director prior to the technical verifications.

c) Verify the machines and equipment in accordance with the FIM Regulations and the Supplementary Regulations.

d) Draw up a technical report and hand a copy to the Clerk of the Course.

e) If requested to do so by the Jury President, attend meetings, but without voting rights.

When carrying out his duties, the Chief Technical Steward shall act and work in permanent consultation with the FIM Technical Director.

After an event, the Chief Technical Steward, his staff and equipment must remain available until protest/appeal time has expired.

36.5.9 Chief Timekeeper

The Chief Timekeeper and the timekeepers must be qualified to use the timekeeping system of the event.

If requested to do so by the riders, the Chief Timekeeper must examine their results and show them the recording of their lap times.

36.5.10 FIM Medical Director

An FIM Medical Director may be appointed by the Director of the FIM Medical Commission in consultation with the Director of the FIM Motocross Commission.

The FIM Medical Director is not responsible for the treatments of the medical service but will ensure that it is sufficient, appropriate and in accordance with the FIM Medical Code.

The FIM Medical Director works in cooperation with the International Jury, the FIM Race Director and the Chief Medical Officer.

The authority and duties of the FIM Medical Director include (**This list is not exhaustive and also includes any other duties that are required to ensure the safety and wellbeing of the participants and to ensure the event medical service is in accordance with the FIM Medical Code.** Please, also refer to the FIM Medical Code):

- The FIM Medical Director will inspect the circuit with the Chef Medical Officer the day before the first practice session. A further check will be made no later than 30 minutes before the first practice session each day and at least 15 minutes before the start of the subsequent session.
- The FIM Medical Director will report any concerns or deficiencies relating to the event medical provision to the FIM Race Director and International Jury and present proposals to resolve such concerns.
- The FIM Medical Director will report to the FIM Race Director and International Jury any necessary interventions regarding the medical service.
- In extreme circumstances may the FIM Medical Director - in collaboration with the FIM Race Director - propose to the International Jury to delay the practice sessions or races or in exceptional circumstances recommend its cancellation.
- **The FIM Medical Director is available for medical questions and advice for riders, teams and the Promoter and others and will liaise with the CMO and the local medical services on their behalf.**
- **The FIM Medical Director will provide advice regarding anti-doping requirements to the riders, their doctors, their teams and the CMO.**
- **The FIM Medical Director will examine with the Chief Medical Officer all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.**
- **To advise regarding the fitness to compete, or otherwise of an injured rider.**
- The FIM Medical Director is the final arbiter in relation to medical issues at the event.
- **The FIM Medical Director will attend serious incidents with the Chief Medical Officer or his nominated deputy and render such assistance as may be necessary and deal with any issues with the medical service around the circuit.**

- **The FIM Medical Director will send the list of fit and unfit riders the FIM Medical Commission Coordinator and other relevant officials for onward transmission to the CMO of the following event.**
- **The FIM Medical Director will attend all meetings of the International Jury, but without voting rights.**

36.5.11 Chief Medical Officer

The Chief Medical Officer, appointed by the FMNR, **has the overall responsibility for the medical service** and shall, in particular (**This list is not exhaustive and also includes any other duties that are required to ensure the safety and wellbeing of the participants and to ensure the event medical service is in accordance with the FIM Medical Code.** Please, also refer to the FIM Medical Code):

- **Be the same throughout the event.**
- **Must complete the FIM Circuit CMO Questionnaire (Appendix F) and send it - together with all relative documents - to cmi@fim.ch, the FIM Medical Director at least 60 days prior to the event.**
- **Must contact in writing, at least 60 days before the event, hospitals in the vicinity of the event that are able to provide the specialist services as required by the current FIM Medical Code.**
- Be familiar with the circuit and the organisation of the medical facilities at which he is appointed.
- Have to attend the circuit control together with the Clerk of the Course one day prior to the first practices.
- Inspect all medical facilities not less than 30 minutes before the start of practice and racing each day of the event.
- Ensure that all medical facilities and staff are ready to function.

- Ensure that all medical staff are briefed prior to the first practice session, as well as debriefed after the event.
- Give information and recommendations to the Jury President, the FIM Race Director and/or Clerk of the Course on injured riders and all aspects of the event which may have potential medical consequences.
- **To examine with the FIM Medical Director all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.**
- **Ascertain that fallen riders are medically fit to continue in competition.**
- **In accordance with normal medical practice will complete a clinical record of all medical examinations and assessments. A copy of the clinical record should be provided to the rider or their nominated representative to facilitate ongoing treatment after the event and referral to the rider's medical insurance provider.**
- **Will prepare the list of injured riders (Medically unfit list) to be given to the Medical Director and FIM Medical Representative (if present).**
- **Must inform and update the FIM Medical Director regarding the condition of injured riders and liaise with the relevant hospital to ascertain and report the progress of their condition and treatment.**
- **Send the accident reports and accident statistic forms electronically to the FIM Medical Coordinator by the day following the event (Appendices D and E/FIM Medical Code).**
- **Attend International Jury meetings, but without voting rights.**

36.5.12 Environmental Steward

The Environmental Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular:

- Ensure that the FIM Environmental Code is respected.
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the Jury President on all aspects of the event which may have potential environmental consequences.
- Be entitled to attend all open meetings of the Jury, but without voting rights.
- **Fill in the environmental check-list, send it as per the instructions to the CID and hand a copy to the Jury President.**

36.6 MEETING WITH THE ORGANISERS AND THE JURY

A meeting between the organisers and the International Jury will be held after the circuit control.

The President of the Jury, the FIM Race Director, the Clerk of the Course, the FIM Chief Flag Steward, the FIM Medical Director, the Chief Medical Officer, the organiser and an FMNR representative **have** to attend.

Also invited to attend are the CMS and FMNR Jury Members, the Secretary of the Event, the Chief Timekeeper and the Chief Technical Steward, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Press Officer, Representatives of the World Championship Promoter, the Industry and riders, etc.

All the Officials participating in the meeting must be fully prepared to discuss any topics related to their respective duties.

36.7 FIM LAISSEZ-PASSER

Each Sidecar crew participating in the event is entitled to six laissez-passer and two vehicle passes.

All the laissez-passer of the FIM Manufacturers' Licences are valid for the personal use of company employees or those persons authorised by the latter giving the right of access in areas reserved to the public as well as to the riders' paddock, excluding the waiting zone, the repair and signalling zone and the circuit. The laissez-passer must permit their holders to accomplish their professional obligations in an efficient manner in the paddock.

The Manufacturer and Team Licences or FIM Laissez-passer do not authorise the holder to engage in any commercial or promotional activities in the paddock; he must enter in an agreement with the organiser.

All participants must follow the orders of the Paddock Official at all times.

The FIM Sidecar Motocross World Championship is covered by a contract signed by the FIM. Therefore (see FIM Motocross World Championships Regulations, Art. 70.6 of the Sporting Code), and for security and practical reasons, only passes issued by the FIM Contractual Partner are valid.

36.8 SUPPLEMENTARY REGULATIONS

The Supplementary Regulations (SR) must be published in the two official languages of the FIM and must be approved by the FMNR **first** and **subsequently** the FIM.

The SR must be drawn up in conformity with the standard model established by the CMS/FIM (See copy published in this booklet).

The electronic draft copy must be sent to the FIM Administration no later than three months before the date of the event for approval. The FIM, FMNR and the organiser must also publish these SR on their respective websites as soon as they have been approved.

At the latest two months before the date of the event, the FMNR must send an electronic copy of the approved SR to all Federations having riders/passengers liable to participate in the event in question.

Amendments to the Supplementary Regulations may be made but must always be approved by the International Jury, and subsequently brought to the attention of all persons concerned.

The Supplementary Regulations must subsequently be ratified by the International Jury during its first meeting.

36.8.1 Acceptance of entries

Entries must be made according to the procedure defined by the FIM Administration.

The number of entries is limited to the first 6 riders of the final standings of the previous year's FIM Sidecar Motocross World Championship plus 10 more riders per FMN and 12 riders from the FMNR. Should the total number of entries not reach 30, the FMNR is entitled to enter more of its own riders to reach the maximum.

Entries to a World Championship event will be accepted for riders /passengers who:

a) Are in possession of the appropriate FIM Sidecar Motocross World Championship licence (see also 33.2.2 Age of riders and passengers). **The FMNs have the responsibility of informing the FIM and FMNR whenever they have suspended a rider or withdrawn his licence**;

b) Are authorised by their FMN **(only for riders who are not covered by the FIM Insurance Programme)**;

c) Have requested an entry before the closing date of the event.

See also the FIM Motocross World Championships Regulations, Art. 70.4 of the Sporting Code.

Provisional entries can be made by e-mail but must be confirmed with the duly completed official entry form.

It is recommended that a provisional entry indicates the following information:

- IMN number; FMNR; date and venue of the event in which the rider/ passenger wishes to enter;
- Name and first name of the rider/passenger;
- FMN of the rider/passenger;
- FIM Motocross World Championship licence number of the rider/ passenger (if the licence has already been issued);
- Date of birth and nationality of the rider/passenger;

- Motorcycle and team of the rider/passenger.

Riders/passengers may be required to sign an individual entry form during the administrative control.

The closing date for entries for events counting towards the FIM Sidecar Motocross World Championship is 30 days before the event.

For each event, within 72 hours after the closing date for entries, the Organisers will publish a list of sidecar crews entered.

Should an FMN consider that one of its riders/passengers has had his entry wrongly refused, the matter may be submitted to the FIM Administration who will take immediate action.

Any rider, passenger or team who considers his entry has been unjustly rejected and because of this finds himself aggrieved, can appeal or lodge a protest **to the FIM Administration** in accordance with the regulations of the appropriate discipline.

In all cases, the FIM – upon the request of the FMNR or the FMN of the rider – may enter up to 10 crews before Thursday noon preceding the beginning of the event. For these crews entered by the FIM, all listed entry conditions (apart from the closing date of entries) apply.

36.8.2 Non-participation in an event

Riders/passengers who enter a World Championship event and who cannot take part are subject to the provisions of the FIM Sidecar Motocross World Championship Regulations. The FMN(s) of any riders/passengers who do not inform both the FIM and the organisers of their inability to attend, or who do not provide an acceptable reason, will be fined € 150.- by the FIM.

A rider/passenger who is present at a event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the Clerk of the Course of the reasons for his non-participation.

During an event, a sidecar crew must always attempt to succeed. If not, it shall not be allowed to continue the competition and is liable to be penalised by the International Jury.

36.9 PRACTICE

36.9.1 Practice restrictions

Riders/passengers and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practices and races.

Mass starts are forbidden during practice.

36.9.2 Motorcycle testing by riders and/or team members

1. Riders and/or team members may only test their motorcycles in the designated test area and respecting local restrictions. Testing in the paddock is prohibited.
2. Only motorcycles presented at the technical verifications and approved for the event are allowed within the designated test area.
3. Such testing is not part of the official programme of the event and is undertaken at the riders' and/or team members' own risk.
4. The designated test area is to be used for testing purposes only.
5. Riders and team members are responsible for wearing at least a helmet, boots and gloves whenever testing a motorcycle in the designated test area. The use of additional protective wear is recommended.
6. Riders and team members are expected to conduct themselves in a responsible manner and ensure that they do not endanger or cause any damage to anybody in the area.
7. Racing and aggressive or reckless riding in the test area are prohibited at all times and will be penalised.
8. Riders will be held responsible for any harm and/or damage they or their team members cause within the designated test area.

36.9.3 Saturday - Free Practice

At least one Free Practice session of 30 minutes must be provided. This session must be compulsorily timed and the results displayed on the screen.

The sidecar crews present will be allocated to Groups “A” and “B” by ballot. Should there be an odd number of sidecar crews to divide, Group “A” will consist of one more sidecar crew than Group “B”. Sidecar crews may not change group.

- For the first event of the season:

  The riders will be allocated to practicing Groups “A” and “B” according to their standings in the previous year’s Sidecar Motocross Championship and presence at the event. The best rider present will qualify in Group “A”, the second best rider present in Group “B”, the third best driver present in Group “A”, and so on. A ballot will decide upon the riders having no overall places from the previous year’s Championship.

- As of the second event of the season:

  The riders will be allocated to practising Groups “A” and “B” upon their standings in the current year’s Sidecar Motocross Championship and presence at the event. The best rider present will qualify in Group “A”, the second best rider present in Group “B”, the third best rider present in Group “A”, and so on. A ballot will decide upon the riders having no overall places from the current year’s Championship.

  The International Jury and the Clerk of the Course will proceed with the ballot after Saturday morning’s technical verifications and before the first Jury Meeting.

Sidecar crews may not change Group.

Should there be an odd number of sidecar crews to divide, Group “A” will consist of one more sidecar crew than Group “B”.

36.9.4 Riders' briefing

A briefing may be held between the International Jury and the sidecar crews at the starting gate before the Free Practices at 09:15.

The President of the Jury, the CMS and FMNR Jury Members, the FIM Race Director, the Clerk of the Course, the FIM Chief Flag Steward, the Chief Flag Marshal, the organisers, the FMN Delegates and all riders/passengers participating in the event should attend.

The Secretary of the Event, the FIM Medical Director and the Chief Medical Officer may also attend this briefing.

During this briefing, matters relating to the circuit and safety and race procedures will be discussed.

After the briefing, there will be a demonstration of the complete start procedure.

It is the responsibility of each rider, passenger and team to attend the briefing, be aware of all information given and follow all instructions issued.

36.9.5 Saturday - qualifications

In each Group, qualifying will involve a Time Practice, a Qualifying Race and a "Last Chance".

All the sidecar crews present may participate in the Free Practice. They must participate in Time Practice. A maximum of 60 sidecar crews will qualify for the Qualifying Races.

In each Group, crews will qualify from Time Practice to the Qualifying Race according to the following model:

Sidecars	Positions	Result
Time Practice (30 minutes)	1 to 30	Advance to the Qualifying Race
	31 and above	Are eliminated

The order in which riders choose their starting gate for the Qualifying Race will be according to their best result set in Time Practice. In case of ties, the second best times will be taken into consideration.

The fastest rider will be placed first, the second fastest second, the third fastest in third, and so on.

A rider who did not score any result in the Time Practice (for valid reasons; medical, technical, disqualification, etc.) may be permitted by the FIM Race Director to take part in the Qualifying Race if the maximum number of 30 riders in his Group has not been reached. He will be placed last at the starting gate. If several riders are concerned, their times in Free Practice will be taken into consideration.

If the Time Practice is cancelled for any reason, times from the Free Practice will determine the starting order for the Qualifying Race. In case of ties, the second best times will be taken into consideration.

In each Group, 12 sidecar crews will qualify directly from the Qualifying Race to the Races according to the following model:

Sidecars	**Positions**	**Result**
Qualifying Race (Maximum 30 riders per group/20 minutes + 2 laps)	1 to 12	Advance to the Races
	13 to 30	Relegated to the “Last Chance”

From the “Last Chance”, 6 sidecar crews will qualify for the Races and 2 reserves will be appointed according to the following model:

Sidecars	**Positions**	**Result**
“Last Chance” (Maximum 36 riders / 30 minutes)	1 to 6	Advance to the Races
	7	First Reserve
	8	Second Reserve

A rider who did not score any result in the Qualifying Race (for valid reasons; medical, technical, disqualification, etc.) may be permitted by the FIM Race Director to take part in the “Last Chance”.

If, for unforeseen reasons, only Qualifying Race “A” is run, the first 15 riders who qualified in this Qualifying Race will advance to the Races. The rider in 16th position will be first reserve. For the remaining non-qualified riders from the “B”-Group, the Time Practice results prior to the Qualifying Race will be considered as decisive.

15 Riders from Group “B” will then qualify according to their best result in this Time Practice. The rider in 16th position will be second reserve. In case of ties, the second best times will be taken into consideration.

The procedure will then be the following:

Sidecars	**Positions**	**Result**
Qualifying Race Group “A” (Maximum 30 riders)	1 to 15	Advance to the Races
	16	First Reserve
	17 and above	Are eliminated
Time Practice Group “B” (X riders)	1 to 15	Advance to the Races
	16	Second Reserve
	17 and above	Are eliminated

If, for unforeseen reasons, only the Qualifying Races “A” and “B” are run but the “Last Chance” is cancelled, the remaining 6 places will be filled according to the following model:

Sidecars	**Positions**	**Result**
Qualifying Race Group “A” (Maximum 30 riders)	13 to 15	Advance to the Races
Qualifying Race Group “B” (Maximum 30 riders)	13 to 15	Advance to the Races

The first and second reserves will then be appointed as follows:

Sidecars	Positions	Result
Qualifying Race Group “A” (Maximum 30 riders)	16	First Reserve
Qualifying Race Group “B” (Maximum 30 riders)	16	Second Reserve

Times of sidecar crews finishing their lap within 5 minutes after the end of each session shall be taken.

In all cases; if, for unforeseen reasons, only the Time Practices are run, the results of these Time Practices results will be considered as decisive for the positions on the starting grid for the Races.

If Time Practices is cancelled for any reason, times from the Free Practice will determine the starting order for the Qualifying Race. In case of ties, the second best times will be taken into consideration.

If, for unforeseen reasons, no qualification results are obtained on Saturday, then the Warm-up may be treated as a qualifying session. In co-operation with the FIM Race Director, the International Jury will decide upon any modifications to the time schedule and qualifying criteria.

36.9.6 Free start session

A free start test session will be organised (5 minutes per session):

- Group “A”: After Time Practices Group “A”
- Group “B”: After Time Practices Group “B”

36.9.7 Warm-up

One Warm-up of 30 minutes for the qualified and reserve sidecar crews must be scheduled. The sidecar crews are free to participate in the Warm-up:

- Warm-up: 10:00 – 10:30

This Warm-up must be compulsorily timed with the results displayed on the monitors, and be communicated to the press.

The interval between the Warm-up and the first Race must be minimum 2 hours and maximum 3 hours.

If, for unforeseen reasons, no qualification results are obtained on Saturday, then the Warm-up may be treated as qualifying session. In collaboration with the FIM Race Director, the International Jury will decide upon any modifications to the time schedule and qualifying criteria.

36.9.8 Results of qualifying

The results of qualifying must be homologated by the International Jury.

36.10 AUTOGRAPH SESSION/PRESENTATION OF THE CREWS

An autograph session can be organised by each crew in its pits at its liking, conditions and time permitting.

A short presentation of the sidecar crews (without motorcycles) can be organised, time, conditions and weather permitting.

This presentation can also be done by an autograph session set up and managed by the organiser.

Presentations of the sidecar crews in places were alcohol is served (ex: beer tents) are not allowed.

The presentation of the sidecar crews (if any) must be indicated in the Supplementary Regulations of the event.

36.11 RACES

36.11.1 Choice of motorcycle

A maximum of two motorcycles is permitted. Sidecar crews have the possibility to change motorcycle between Races. The final choice must be made 15 minutes before the start of each Race.

36.11.2 Schedule of races

All events must be run in two separate Races of 30 minutes + 2 laps each.

The starting times are the following:

- First Race: 13:15
- Second Race: 16:00

or as requested for justified reasons. However, such a decision must always carry CMS approval.

The recommended minimum interval between races is 90 minutes.

36.11.3 Waiting Zone procedure

Only re-usable tyre covers are allowed **on the tyres**.

Before each start, the following procedure will be applied in the waiting zone:

25 minutes before the start:	The entrance to the waiting zone is open.
	Sidecar crews present themselves in the waiting zone.
	Riders and passengers may prepare their places behind the starting gate.

15 minutes before the start:	All the motorcycles must be in the waiting zone. The penalty for violation of this regulation is disqualification from the race in question.
	The entrance to the waiting zone is closed.
	Reserve sidecar crews who are not allowed to participate in the race must leave the waiting zone.

36.11.4 Sighting lap

Before each race, the sidecar crews will be given the opportunity to make a sighting lap.

The following procedure will apply:

Approximately 2 minutes / 1 minute before the sighting lap:	**The "2 MINUTES" / "1 MINUTE" board is displayed.**
	The riders and passengers get ready for the sighting lap.

15 minutes before the start:	The entrance from the waiting zone to the track is open.
	Reserve sidecar crews who are not allowed to participate in the race must leave the waiting zone.
	All the sidecar crews, who are present in the waiting area in time, may leave for the sighting lap.

10 minutes before the start:	The entrance to the track is closed. No further sighting laps are allowed.

6 minutes before the start:	The entrance from the circuit to the waiting zone is closed.
	The circuit should be clear.
	Sidecar crews failing to complete the sighting lap and/or do not succeed into bringing their motorcycle into the waiting zone on time will be disqualified from the race in question.

Participation in the sighting lap is optional.

The order in which riders leave the waiting zone for the sighting lap will be as follows:

- For the Qualifying Races: according to the Time Practice results;
- For the Races: according to the Qualifying Race results.

Once a sidecar crew has started its sighting lap, it must continue in the direction of the course. Practice starts are not allowed.

Riders are not allowed to enter the repair and signalling zone during the sighting lap. Adjustments, wheel changes, repairs or refueling must be done in the waiting zone. Entering the repair and signalling zone during the sighting lap will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.

After their sighting lap, sidecar crews must return with their motorcycles directly to the waiting zone using the access gate indicated.

36.11.5 Start procedure

The following procedure will apply:

Approximately 6 minutes before the start:	**The “2 MINUTES” board is displayed.**
	The riders and passengers get ready.

Approximately 5 minutes before the start:	Display of the **1** minute board.
	At the whistle signal, everyone except the riders and passengers, two team members per sidecar, the television crew and the essential officials must leave the waiting zone.
	Riders and passengers **get ready to take their position behind the starting gate**.

As of then:	Upon a whistle signal, the entrance to the starting gate is opened and the sidecar crews in the waiting zone proceed to the starting gate.
	Once the sidecar crews have taken their positions at the starting gate, a green flag will be displayed and all the sidecar crews are under the starter's orders.
	Team members remain in the waiting zone until the start has been given.
	Only the sidecar crews, the television crew and the essential officials are allowed in the starting area.

15 seconds before the start:	The entrance from the waiting zone to the starting area is closed.
	Sidecar crews who have mechanical problems in the waiting zone and do not succeed in repairing their motorcycle before this time, must remain there until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the race in question.
	Sidecar crews having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.

The starting order of the sidecar crews on the gate for the two Races is determined by the results of the Qualifying Races and "Last Chance".

The priority of starting order for reserves, if used, would be determined by their results in the “Last Chance”.

The starting order is as follows:

a) The first sidecar crews to proceed to the starting gate are the 24 crews who qualified directly from the Qualifying Races (12 per Qualifying Race). The winner of Qualifying Race “A” is the first to proceed to the gate, followed by the winner of Qualifying Race “B”, the 2nd placed crew of Qualifying Race “A”, the 2nd placed crew of Qualifying Race “B”, and so on.

b) The next crews to proceed to the starting gate are the 6 crews who qualified from the “Last Chance”. The fastest crew of the “Last Chance” is the first to the gate, followed by the 2nd fastest crew, and so on.

c) If they are admitted to the race, the reserves leave the reserve area and proceed to the starting gate in order of priority.

For Sidecar events, all starts must take place from two rows. The individual starting gates must be marked in pairs using colours to indicate the start position of each sidecar crew. The rear barrier must be marked every 2 m.

The maximum number of sidecar crews on the first row is 15; the other 15 sidecar crews will be placed on the second row. All 15 positions on the first row must be filled, before sidecar crews can take a position on the second row.

A rider can change wheels or remove re-usable tyre covers as long as he has not brought the motorcycle across the rear barrier behind the starting gate yet. The penalty for violation of this regulation is disqualification from the race in question. By changing wheels or removing re-usable tyre covers, the rider may lose his initial starting position.

Riders can freely select their grid position according to their starting order and places available.

Once a sidecar crew has taken its position at the starting gate, it cannot change it, return to the waiting zone or receive assistance prior to the start.

If a sidecar crew has mechanical problems at the starting gate, it must wait for assistance until the starting gate has dropped. Once the starting gate has dropped, it can receive assistance by his mechanic only at this position. The penalty for violation of this regulation is disqualification from the race in question.

A mass start will be made with engines running. A green flag will be displayed, from which moment the sidecar crews are under the starter's orders.

When all the sidecar crews are on the starting line, upon a signal from the FIM Race Director, a "15 second" sign will be displayed for 15 full seconds. At the end of 15 seconds, a "5 second" sign will be displayed and the gate will drop between 5 and 10 seconds after the "5 second" sign is shown.

The CMS Jury Member will order the release of the starting gate.

Whenever it is not possible to start the race by means of the starting gate, a green flag will be used to give the start.

The same start procedure (as mentioned above) will be maintained until 15 seconds before the start of the race.

Then, the FIM Race Director moves to the side of the track, holding up the green flag. After that, he puts down the green flag upon which the race starts.

The area in front of the starting gate shall be restricted and shall be prepared in a consistent manner providing conditions as equal as possible for all sidecar crews. No one except the officials and photographers shall be allowed in this area and no grooming of the area is permitted.

No one except riders, passengers, officials and photographers shall be permitted in the area behind the starting gate. Riders and/or passengers are allowed to groom this area provided no tools are used or outside assistance provided.

36.11.6 False start

All false starts shall be indicated by waving a red flag. The sidecar crews will return to the waiting zone and the re-start will take place as soon as possible.

The rider(s) deemed being at fault for the false start **may be excluded by the International Jury** from taking part in the restart.

Changing of motorcycle will not be allowed after a false start.

No reserve sidecar crews will be introduced after a false start.

36.11.7 Repairs and replacements

The sidecar crews will have the possibility to repair or substitute the silencer in the repair zone, during the race.

36.12 STOPPING OF A RACE

The FIM Race Director is authorised to prematurely stop any Free Practice, Time Practice, Qualifying Race, "Last Chance" or Race for urgent and/or safety reasons or other cases of force majeure. In that case, a red flag will be displayed to the riders.

1. **<u>Before 2 laps have been completed</u>**

   If a Qualifying Race or a Race is stopped before 2 laps have been completed, there will be a complete restart. Riders will have to go back to the waiting zone and the restart will take place as soon as possible.

   Changing of motorcycles will not be allowed.

   The rider(s) deemed being at fault for the false start may be excluded by the International Jury from taking part in the restart.

   No reserves (if any) will be introduced.

2. **<u>After 2 laps and before 51% of the race time have been completed</u>**

   If a Qualifying Race or a Race is stopped after 2 laps and before 51% of the race time (rounded up) has been completed, there will be a complete restart. Riders will return to the paddock and the restart will take place 30 minutes after the red flag was displayed.

Changing of motorcycles will be allowed. The final choice must be made 15 minutes before the restart.

The rider(s) deemed being at fault for the false start may be excluded by the International Jury from taking part in the restart.

Reserves (if any) may take part in the restart of a race if one or more of the original starters are unable to take part or are disqualified.

3. **<u>After 51% of the race time has been completed</u>**

If a Qualifying Race or a Race is stopped after 51% of the race time (rounded up) has been completed, it will be deemed to have been completed. In that case, the riders' placings will be those at the end of the lap preceding the stopping of the race.

The FIM Race Director may recommend **the International Jury** placing one or more riders deemed to be at fault for the race being stopped behind riders having completed an equal or greater number of laps.

In the case of the stopping of a World Championship Race after 51% of the race time (rounded up) has been completed, full championship points will be awarded.

Except in the case of a false start, a Qualifying Race/Race may be restarted only once.

If it is necessary to stop a Qualifying Race or a Race for a second time, and if 51% of the race time (rounded up) has not been completed, the race will be considered null and void.

If the chequered flag is mistakenly displayed later than the official time/ distance, the finishing order shall be determined by the running order at the official time/distance.

36.13 RIDER BEHAVIOUR AND ASSISTANCE

(In this Article, rider also means passengers whenever applicable)

Riders must at all times adhere to the provisions of the FIM Sidecar Motocross World Championship Regulations.

Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, passengers, team members, officials, spectators and other persons involved in the event.

Riders must report any underlying medical disorder or injury they may have to the CMO.

At any time during the event, on request of the Chief Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.

Unsporting, aggressive or reckless behaviour from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers and their staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the International Jury.

Riders may be held responsible for the actions of their team members.

Riders, passengers and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practices and races.

Riders must obey the official flag signals and the boards which convey instructions.

Riders are responsible for attending all riders' briefings and being aware of all information and instructions issued. Team members are encouraged to attend the riders' briefing.

All body jewellery is to be taped over or removed during on-track competition.

The use of a portable music player is not allowed at any time during on-track competition.

Riders must carry "on-board" cameras when requested by the FIM Championship Promoter. An "on-board"-camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

During a event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised **by the International Jury**.

Riders not performing up to competition level may be excluded from the event by the International Jury.

Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants (organisers' and promotors' staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the International Jury.

Goggles must be worn during all on track competition (practice, qualification, warm-up, sighting lap or race). However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the repair and signaling zone during the next lap.

Riders must always start the Qualifying Practice from the waiting zone.

When the riders are on the course, consultation between them and team members is restricted to the approved signalling and repair zone. Riders who stop along the course to consult with others may hinder the progress of other riders, and such action will be considered as outside assistance.

Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and on-board cameras, pit board messages displayed in approved areas and "body language" communication by the rider. Radio communication with riders is strictly forbidden.

Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. Any infraction of this rule may be penalised.

Marshals may assist riders by lifting motorcycles and moving them to a safe place. Any repairs or adjustments must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to re-start their motorcycles.

Whenever a rider/passenger is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the International Jury.

Riders should use only the course. However, if they accidentally leave the course, they may continue at a greatly reduced speed, not accelerating in an unsafe manner, until they can re-enter the course safely. They must re-enter the course, without gaining an advantage, from the closest point to where they left it.

Riders who have accidently left the course and are off course accelerating in an unsafe manner or cutting part of the course may be determined to have gained an advantage without having gained a position.

It will be the duty of the **International Jury** to make the determination as to whether a rider gained an advantage by accidently leaving the course and re-entering.

The penalty for gaining an advantage while off course during practices will be the loss of the fastest lap in the respective practice for the rider in question. Further penalties may be imposed.

The penalty for gaining an advantage while off course during races will be the loss of the number of positions gained plus one additional position in the final results of the respective race for the rider in question. If no positions were gained, the penalty will be the loss of one position.

Course cutting is forbidden. Should the **International Jury** determine that a rider left the course with the intention to gain an advantage, then the rider in question will be disqualified from the respective practice/race. Further penalties may be imposed.

A zone must be reserved for repairs and signalling during the practices and races. Only mechanics, signallers, representatives of the industry and essential officials bearing valid passes are permitted in this area.

Riders may enter the repair zone to receive assistance or to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the FIM Sidecar Motocross World Championship Regulations. Refuelling is permitted, but must be done with engines dead.

No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the repair zone or waiting zone.

Riders must always enter the repair zone by the repair zone entrance. When a rider “misses” the repair zone entrance, he must continue in the direction of the course for another lap. Entering the repair zone by the repair zone exit will be considered as attempting to gain an advantage by course cutting for which the penalty will be disqualification from the respective practice, qualification or race. If necessary, further penalties may be imposed.

Riders entering the repair zone should ride in a responsible manner. They should not ride at an excessive speed, not overtake any other riders **and must always come to a complete stop. In the latter case, violators will be disqualified from the practice/race in question.**

Riders who stop their engines in the repair zone may be assisted in re-starting their motorcycles.

Riders are not allowed to enter the pit lane during the sighting lap/sighting lap session. Adjustments, repairs or refueling must be done in the waiting zone. Entering the pit lane during the sighting lap/sighting lap session will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.

A rider can change wheels or remove re-usable tyre covers as long as he has not brought the motorcycle across the rear barrier behind the starting gate yet. The penalty for violation of this regulation is disqualification from the race in question. By changing wheels or removing re-usable tyre covers, the rider may lose his initial starting position.

Riders are not allowed to have a spare motorcycle in the repair zone during a sighting lap/sighting lap session and/or race. Having a spare motorcycle in the repair zone during a race will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.

Riders failing to complete the sighting lap and/or do not succeed into bringing their motorcycle into the waiting zone in time will be disqualified from the race in question.

Riders who enter the paddock during a race will not be allowed to rejoin that race.

Riders returning slowly to the repair zone or paddock should **ride carefully,** avoid the racing line and **not interfere** with other riders.

Riders may groom their place behind the starting gate, without the use of any tools.

Riders are not allowed to touch or drop the starting gate when preparing their start position.

Watering of starting lanes by riders and/or team staff is prohibited.

Ramps of any kind may not be formed in the starting line prepared by the rider behind the starting grid. The front and the rear tyres must be level.

Motorcycles must be centred in the starting gate. Riders may not start in an angle.

Riders may not use any starting aid devices.

Once a rider has taken his position at the starting gate, he cannot change it, return to the waiting zone or receive assistance prior to the start.

Riders taking the start from the second row are not allowed to cross the rear barrier of the first row before the start has been given.

Riders who have mechanical problems in the waiting zone, but do not succeed in repairing their motorcycle before the entrance to the start area is closed, must remain in the waiting zone until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the race in question.

Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.

When crossing control lines, the rider and passenger must always be in contact with the motorcycle.

After having crossed the finish line, riders must continue at race speed until they have passed the “END FINISH ZONE” sign and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.

A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the repair zone/paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.

A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the FIM Race Director of the reasons for his non-participation.

The riders concerned (top three positions in the overall standings in the event and other participants invited at the discretion of the organiser) must take part in the Prize-Giving Ceremony and the Press Conference. Any **non-respect of this rule** be penalised **by the International Jury.**

36.14 OFFICIAL SIGNALS

Official board signals shall be given by means of a white board with a black block number 15 and 5 on both sides. These boards must have been produced to a high standard and be clearly readable.

Signal	**Meaning**
"2 MINUTES" Board (In the waiting zone)	**2 minutes until the riders leave the waiting zone for the sighting lap or take their position at the starting gate.**
"1 MINUTE" Board (In the waiting zone)	**1 minute until the riders leave the waiting zone for the sighting lap or take their position at the starting gate.**
Board, "15 SECONDS" (At the start)	15 seconds until final starting procedure.
Board, "5 SECONDS" (At the start)	The starting gate will drop within the next 5 to 10 seconds.
"END FINISH ZONE" board (At the finish)	Riders must continue at race speed until they have passed this board. Slowing down abruptly or stopping before is not allowed unless it is ordered by an official.

Official flag signals will be given by means of a flag measuring minimum 750 mm high by 600 mm wide as follows:

Signal	**Meaning**
Red flag	All riders must stop racing and go to the area indicated by the officials.
(All false starts must be indicated by waving a red flag) (The red flag is superior to all flags)	

Black flag and a board with a driver's number on it	Rider in question to stop racing and leave the circuit using the repair and signalling zone or access from the circuit to the paddock.

Yellow flag, held stationary	Danger, ride cautiously.
(A yellow stationary flag will be displayed for maximum 5 minutes at the beginning of the first Free Practice session and during the sighting lap which preceeds a Qualifying Race or a Race)	

Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore jumps should not be attempted.
(The waved yellow flag is superior to the stationary yellow flag)	

Medical flag	Medical staff on the track, proceed with extreme caution. Drivers must roll each jump individually with no overtaking until past the area of concern.
(A medical flag must be available at each flag marshal post) (The medical flag is superior to the stationary and waved yellow flags)	

Blue flag, waved	Warning, you are about to be lapped. Hold your line.
(The blue flag must be used by supplementary flag marshals, specialised for this flag only) **(A blue stationary flag will be displayed during the sighting lap which precedes a qualifying race or a race)**	

Green flag	In case of a combined Free and Time Practice: beginning of Time Practice. In case of a Race: course clear for the start of the race.
(The green flag can only be used by an Official, specialised for this flag only)	

Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.

Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).

The non-respect of the waved yellow and/or the medical flag by a rider will be sanctioned with a loss of 10 positions for the rider(s) in question. Such an action will be considered as a statement of fact to which no protests are possible.

The Pantones for the colours are as follows:

Black: Pantone Black C
Blue: Pantone 286 C
Red: Pantone 186 C
Yellow: Pantone Yellow C
Green: Pantone 348 C
White: Pantone White C

The minimum age for Flag Marshals is 18 years. They are appointed by the FMNR/organiser and must have participated in a briefing with the Clerk of the Course and/or a qualified official nominated by him.

For each Flag Marshal's post, the Organiser must establish a list with the names of the marshals occupying the post. This list is to be given to the International Jury before the first Jury Meeting.

The marshals must be identified by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that they cannot be mistaken with the flags.

As a principle, there should be a minimum of two marshals available per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider and/or passenger for the sake of safety. Marshals are not allowed to assist riders to re-start their motorcycles. One or more additional marshals are recommended at jumps.

However, the position and occupation of each post will be decided by the FIM Race Director, the Clerk of the Course, the FIM Chief Flag Steward and the Chief Flag Marshal during the circuit control. If deemed necessary, the position and occupation of a post may be modified at any time.

After an event, the Flag Marshals must remain available until protest time has expired.

36.15 CROSSING OF THE FINISH LINE

The time at which a motorcycle crosses the finish line shall be registered at the moment the foremost part of the motorcycle crosses the line.

After having crossed the finish line, riders must continue at race speed until they have passed the “END FINISH ZONE” sign and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.

36.15.1 Finish line recovery facilities

The organiser should provide facilities to help the crews recover after the race (drinks and if the conditions require: medical assistance).

36.16 CONTROLS AND VERIFICATIONS

36.16.1 Administrative control

Riders/passengers may be required to present their FIM Motocross World Championship licence, starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FMNR/Organisers.

36.16.2 Technical verifications

During the event riders are allowed to use only those motorcycles (maximum two of the same make, type and cylinder capacity) presented at technical control.

Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM Sidecar Motocross World Championship Regulations and/or the Supplementary Regulations of the event.

The technical verifications must be held on the site of the event.

The rider and/or the mechanic and/or the team manager must attend the Technical Verifications.

During these technical verifications, a rider must present for verification his helmet, his full upper body protection equipment and his racing jersey.

A rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.

The standard timetable for these technical verifications is the following:

- Friday: 15:00 – 19:30
- Saturday: 07:30 – 08:30

Each rider must present one motorcycle in his name and number at technical control. There are two possibilities for a second motorcycle, which must be of the same make, type and cylinder capacity as the first one:

1) Riders may present at technical control a second motorcycle in their name and number;

2) Teams may present at technical control a second motorcycle to be used by two or more riders. In this case, the team presenting the motorcycle, must inform the Technical Stewards of the names and numbers of the riders eligible to use this motorcycle.

For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per machine. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

The maximum limit of the sound level is fixed at:

1) For 2-stroke engines: 112 dB/A (114 dB/A as of 2019);

2) For 4-stroke engines: 117 dB/A (114 dB/A as of 2019);

Riders may change motorcycles at any time except during a race. The final choice of motorcycle to be used in a race must be made 15 minutes before the start of each race.

At any time during the event, on request of the Chief Technical Steward, the riders/passengers must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

At all times during the event, a rider will be responsible for keeping his motorcycle and/or equipment in conformity with the rules.

The FIM Race Director can disqualify at any time during the event a motorcycle, the construction or condition of which is considered to be or may become a source of danger.

36.16.3 On-board camera

Riders may be required by the FIM Championship Promoter to carry on-board cameras.

The cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.

When a motorcycle is equipped with on-board cameras, the weight of the camera and associated equipment will count towards the total minimum weight of the motorcycle. These cameras and associated equipment are not considered as telemetry.

Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.

An on-board camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

36.16.4 Special Medical Examination

At any time during an event, at the request of the FIM Medical Director, the FIM Race Director, the Jury President or International Medical Panel delegate, a special medical examination may be carried out by an Official Doctor, or another doctor nominated by the Chief Medical Officer.

Any rider/passenger who refuses to submit himself to such special medical examination **will immediately be excluded from competition**, and his case notified to his FMN and to the FIM for the application of a possible penalty.

36.16.5 Sound control after each race

Immediately after each race, three motorcycles, chosen at random by the FIM Technical Director and/or the International Jury, may be checked for compliance with sound regulations. Other motorcycles may also be checked.

A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the repair and signaling zone/paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.

Any rider whose motorcycle is above the maximum allowed post-race sound limit of:

1) For 2-stroke engines: 113 dB/A (115 dB/A as of 2019);

2) For 4-stroke engines: 118 dB/A (115 dB/A as of 2019);

- whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified - will be penalised by losing 5 positions in the race in question.

Subject to rules governing outside assistance, riders may freely change their silencers but their motorcycles must be checked for compliance. Therefore the Chief Technical Steward, his staff and equipment must be available throughout the event.

36.16.6 Final verification

Immediately after the last race of the event, the motorcycles of the first three crews in the final standings must be placed in the closed park for the technical control. The motorcycles must remain in the closed park for 30 minutes after the arrival of the winner, under the control of the technical stewards, in case of a protest or should further examination be required.

36.16.7 Cost for a motorcycle control following a protest

The cost of dismantling a motorcycle will be € 120.- or the equivalent amount in local currency. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

36.16.8 Fuel control

A fuel control may be carried out at any time during a event, according to Art. 63.05 of the FIM Motocross Technical Rules.

All requests for fuel controls following a protest must be accompanied by a deposit of € 800.- or the equivalent amount in local currency paid to the International Jury or the FIM (supplementary controls).

In that case, any new requests for control must be presented to the FIM within 5 days of the reception date of the results of the preceding control notified in conformity with Article 5.6 of the FIM Disciplinary and Arbitration Code.

After the last control:

- The winning party will have its deposit reimbursed;
- The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it had already paid.

In all cases, a rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all points, prizes and trophies earned. This rider will also be liable for the reimbursement of the full costs of the test. Further penalties may be imposed.

36.16.9 Anti-doping and alcohol tests

Anti-doping and alcohol tests may be carried out according to the FIM Sidecar Motocross World Championship Regulations.

A sidecar crew who tests positive will be disqualified from the whole event. Further penalties may be imposed.

36.17 RESULTS

36.17.1 Procedure

The winner of a race is the sidecar crew the crosses the finish line first. The sidecar crews still racing will then be stopped when crossing the finish line.

The time at which a motorcycle crosses the finish line shall be registered at the moment the foremost part of the motorcycle crosses the line.

When crossing control lines, the rider and passenger must always be in contact with the motorcycle.

Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.

All the riders participating in the race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result.

The procedure to determine the classification in the results of riders who do not complete the lap within 5 minutes after the arrival of the winner will be according to the number of laps completed, and in the event of a tie, according to their finishing order at the end of the preceding lap.

If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.

Under any other circumstances, such as mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.

The winner of the event is the crew that has obtained the most points; the runner-up will be the crew that has obtained the second best number of points, and so on, irrespective of the number of races they have finished.

If a tie exists, the points scored in the second race will determine the order of placing in the final standings of the event of those crews that scored points.

The overall results will be completed with those crews who have not scored any World Championship points. They will be ranked by adding their positions in Race 1 and Race 2. Of these crews, the crew that has obtained the smallest overall placing will be placed first behind those crews that have scored points. It will be followed by the 2nd placed non-point scoring rider and so on.

If a tie exists, the position in the second race will determine the order of placing in the final standings of the event of those riders who did not score any points.

All results must be homologated by the International Jury.

The results will not become official until the time limits for protests have elapsed.

If a protest is lodged, the results will not become official until a decision has been taken by the International Jury.

If an appeal is lodged against the decision of the International Jury, the results cannot be considered as definitive until a final decision has been taken by the competent body.

36.17.2 Presentation and publication

The results must include at least the following information:

- FIM, FMNR, Organiser/Moto Club and Championship logo;
- Title of the Event;
- IMN number;
- FMNR;
- Date and venue of the event;
- Class.
- Position, number, name and first name of the rider and passenger;
- FMN of the rider and passenger;
- Nationality of the rider and passenger;
- Motorcycle of the rider;
- Trade mark of the rider's tyre (if the brand is holder of a valid FIM Tyre Manufacturer's Licence);
- Team of the rider (if the Team is holder of a valid FIM Team Licence);
- The number of laps and times of all riders;
- The number of classified riders;
- Championship points earned by the rider;
- The winner's average speed;
- The name of the rider making the best lap in the race, his time and average speed;
- The name and signature of the Jury President and the Clerk of the Course;
- Publication time of the results.

The FMNR Chief Timekeeper is responsible for the transmission of the results of each FIM Sidecar Motocross World Championship race to the FIM Administration within the hour that follows the approval of these results. This transmission must be made according to the procedure defined by the IT Department of the FIM.

36.18 POINTS FOR THE CHAMPIONSHIP

Points will be awarded to riders in each race according to the following scale:

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	points to the 17th
13	points to the 8th	3	points to the 18th
12	points to the 9th	2	points to the 19th
11	points to the 10th	1	point to the 20th

All organised events counting towards the corresponding World Championship will be taken into consideration. However, the FIM Board of Directors or, if necessary, the FIM Executive Board is entitled, upon proposal from the Motocross Commission and in exceptional circumstances, to make a decision deviating from this principle.

For the first event of the FIM World Championship: the provisional point standings will be identical to the overall point standings of the event in question.

As of the second event of the FIM World Championship, the riders will be ranked according to the total number of points they have scored. In case of ties, please see procedure below.

The winner of the Championship is the sidecar rider who has obtained the most points from all the races, irrespective of the number of races it completed.

In case of ties, the number of better placings will be taken into account.

If a tie still exists, the points scored in the last race will determine the order of placing in the final standings.

The points will be awarded to the riders. However, the passengers will also be classified and receive awards in the final classification together with the rider.

The passenger who will receive the awards will be the one who has gained the most points with the rider.

In case of ties, the number of better placings of the passenger with the respective rider will be taken into account.

If a tie still exists, the passenger with whom the driver last gained points will be placed first and receive the awards.

For the Manufacturer's FIM Sidecar Motocross World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to the position in each race.

In case of ties for the Manufacturers' FIM Sidecar Motocross World Championship, the same conditions as for the riders will apply to determine the winner of the Championship.

In the case where a rider participates on motorcycles of different Manufacturers, it is the make of the motorcycle with which he has obtained the most points that will appear next to his name in the final standings, without, however, modifying the calculation for the Manufacturers' Motocross World Championship.

The World Championship standings cannot be considered definitive until the time limits for protests and appeals have elapsed, all protests and appeals have been settled and a final decision has been taken by the competent bodies.

All World Champions are obliged to attend the official FIM Prize-Giving Ceremony which will be held in December of the year of the Championship.

36.19 PROTESTS

Protests must be lodged according to the FIM Disciplinary and Arbitration Code of the FIM and the Supplementary Regulations and be accompanied by a fee of € 660.- 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.- or the equivalent amount in local currency. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine (See FIM Motocross World Championship Rules).

Protests entailing a fuel control must be accompanied by an additional deposit of € 800.- or the equivalent amount in local currency (See FIM Motocross World Championships Regulations).

36.20 PRIZE-GIVING CEREMONY

At each event there will be one Prize-Giving Ceremony only; after the end of the second Race.

The first three sidecar crews in the final results of the event must take part in the Prize-Giving Ceremony, which must be held immediately after the second race, conditions and time permitting. Any **non-respect of this rule may** be penalised by the International Jury.

The following crews must take part in the Prize-Giving Ceremony (final results):

a) The **rider and passenger** winning the event;

b) The second placed **rider and passenger** in the event;

c) The third placed **rider and passenger** in the event;

d) A representative of the Team and/or Manufacturer of the rider winning the event;

e) If not already in a), b) or c), the **rider and passenger** leading in the points standings.

During this official Prize-Giving Ceremony, the national anthem of the winner's country (based on the passport of the rider) must be played and the national flags of the first three riders **must** be hoisted at the same time.

At the final event of the Championship, there will also be a Prize-Giving Ceremony for the first 3 riders in the final standings of the Championship. This ceremony will be held after the Prize-Giving Ceremony of the event.

The following persons must take part in this Championship Prize-Giving Ceremony during which they will receive FIM Medals:

a) The rider and passenger FIM World Champion (with motorcycle);

b) The second placed rider and passenger in the Championship (with motorcycle);

c) The third placed rider and passenger in the Championship (with motorcycle).

36.21 PRESS CONFERENCE

The winners of each Race, the overall winners of the event and other riders/ passengers invited at the discretion of the Organiser, must participate in the post-race press conference, which must be held immediately after the Prize-Giving Ceremony of the event, conditions and time permitting. Any **non-respect of this rule** be penalised by the International Jury.

36.22 PRIZES AND TRAVEL INDEMNITIES

36.22.1 Currency

All amounts are shown in Euro (€). They are net amounts from which no deductions are allowed. They are payable in Euro (€) only (cash payments).

36.22.2 Minimum prize scale per Race

Position	€	Position	€
1.	300.-	11.	60.-
2.	250.-	12.	50.-
3.	200.-	13.	50.-
4.	160.-	14.	50.-
5.	130.-	15.	50.-
6.	110.-	16.	50.-
7.	100.-	17.	50.-
8.	90.-	18.	50.-
9.	80.-	19.	50.-
10.	70.-	20.	50.-

Total: € 2000.-

All the sidecar crews which qualified on Saturday to participate in the races of the World Championship event, as well as the two reserve sidecar crews who are allowed to take part in the Warm-up on Sunday, will receive a travel indemnity of € 500.-.

Payment of the travel indemnities/prizes: 17:30 to 18:30.

Should an FMN/team consider that one of its riders/passengers has had his travel indemnity and/or prize money not paid at the correct minimum level, this matter may be submitted to the FIM Administration which will take immediate action.

CHAMPIONSHIPS LOGOS
FIM SIDECAR MOTOCROSS WORLD CHAMPIONSHIP EVENTS

The various logos of the FIM World Championship and the FIM are displayed below.

LOGO SIDECAR MOTOCROSS

FIM LOGO

TIMETABLE FOR
FIM SIDECAR MOTOCROSS WORLD CHAMPIONSHIP EVENTS

FRIDAY add date	
Briefing of the Technical Stewards:	14:00
Technical control and verification:	15:00 – 19:00
1st circuit control:	15:00
Meeting with the organisers:	17:00
2nd circuit control (if necessary):	18:00

SATURDAY add date	
Technical control and verification:	07:30 – 08:30
Jury Meeting 1:	08:45
Crews ' briefing:	09:15
Sidecars Free Practice Group "A":	10:00 – 10:30
Sidecars Free Practice Group "B":	10:40 – 11:10
Camera on-board:	11:15 - 11:30
Support programme:	11:30 – 11:45
Track preparation:	11:45 – 12:00
Sidecars Time Practice Group "A":	12:00 – 12:30
Sidecars Free Start Practice Group "A":	After Time Practice Group "A"
Sidecars Time Practice Group "B":	13:00 – 13:30
Sidecars Free Start Practice Group "B":	After Time Practice Group "B"
Support programme:	13:45 – 14:15
Track preparation:	14:15 – 14:45
Sidecars Qualifying (Qualifying Races: maximum 30 crews / 20 minutes + 2 laps)	
Group "A", Qualifying Race	
Motorcycles in the Waiting Zone: and Sighting Lap	14:45
Start:	15:00
Group "B", Qualifying Race	
Motorcycles in the Waiting Zone: and Sighting Lap	15:45
Start:	16:00
Support programme:	16:30 – 17:30
Groups "A" + "B" (Non-qualified riders)	
Sidecars “Last Chance”:	17:30 – 18:00
Jury Meeting 2:	18:30

SUNDAY add date	
Sidecars Warm-up:	10:00 – 10:30
Sidecars Autograph session:	10:50
Sidecars Presentation of the crews:	11:15
Support programme:	11:30 – 12:30
Track preparation	12:30 – 13:00
Sidecars Race 1 (maximum 30 crews / 30 minutes + 2 laps)	
Motorcycles in the Waiting Zone: and Sighting Lap	13:00
Start:	13:15
Support programme:	14:00 – 15:15
Track preparation:	15:15 – 15:45
Sidecars Race 2 (maximum 30 crews / 30 minutes + 2 laps)	
Motorcycles in the Waiting Zone: and Sighting Lap	15:45
Start:	16:00
Prize-Giving Ceremony of the Meeting (PGCF): (Final Results)	Immediately after Race 2
Press Conference	Immediately after PGCF
Jury Meeting 3:	17:00
Payment of the travel indemnities/prizes:	17:30 – 18:30

FMNR Logo
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by the FIM

Organiser's Logo
Will be placed
by the FIM

FIM SIDECAR MOTOCROSS WORLD CHAMPIONSHIP
CHAMPIONNAT DU MONDE FIM DE MOTOCROSS SIDECAR
SUPPLEMENTARY REGULATIONS / *REGLEMENT PARTICULIER*
ADDITIONAL INFORMATION / *INFORMATIONS SUPPLEMENTAIRES*

GENERAL INFORMATION / *INFORMATIONS GENERALES*

Time difference to GMT/*Différence d'heure(s) par rapport GMT*:

Power/*Courant*: Volts Currency/U*nité monétaire*: (in full / en entier)

TOURISTIC INFORMATION / *INFORMATIONS TOURISTIQUES*

Tel N°: E-mail:

Website:

OPENING DAYS AND HOURS / *JOURS ET HEURES D'OUVERTURE*

Banks/*Banque:* (Mon-Fri/Lu-ve, Sat/Sa, Sun/Di)

Supermarkets/*Supermarchés:* (Mon-Fri/Lu-ve, Sat/Sa, Sun/Di)

Chemists/*Pharmacies:* (Mon-Fri/Lu-ve, Sat/Sa, Sun/Di)

EMERGENCY TELEPHONE Nos / N°ˢ DE TELEPHONES D'URGENCE

Code prefix to phone abroad (when in the country of the meeting)
C*ode préfix pour téléphoner à l'étranger (depuis le pays de la manifestation*):

N° to make a collect call / *N° pour téléphoner en PCV* :

Police : Fire/F*eu* : Ambulance :

NEAREST HOSPITAL / *HOPITAL LE PLUS PROCHE*

Address / Adresse

Tel. N°:
E-mail :
Website:

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Organiser's Logo
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by the FIM

FIM SIDECAR MOTOCROSS WORLD CHAMPIONSHIP
***CHAMPIONNAT DU MONDE FIM DE MOTOCROSS* SIDECAR**
SUPPLEMENTARY REGULATIONS / *REGLEMENT PARTICULIER*

Title of the event / *Titre de la manifestation* :
IMN : 204/ Date:
Organising FMN / *FMN organisatrice*:
Venue of the event / *lieu de la manifestation*:
The event is organised in accordance with the FIM Sporting Code, Appendices and Regulations.
Cette manifestation est organisée conformément au Code Sportif, aux Annexes et aux Règlements FIM.

ACCESS / ACCÈS

Nearest airport / A*éroport le plus proche*:
At / *à* km from the circuit / *du circuit*
Motorway / Auto*route*: Exit / S*ortie*:
National road / R*oute nationale*:
Nearest town / V*ille la plus proche*:
At / *à* km from the circuit / *du circuit*
Direction: (north, south, east, west / nord, sud, est, ouest)
GPS:
See attached map / V*oir plan annexé*

1. CIRCUIT

Name / *Nom*:
Length of the course / L*ongueur de la piste*:
Minimum width / *Largeur minimale*:
A drawing of the circuit is attached / U*n plan du circuit est annexé*

2. ORGANISER / *ORGANISATEUR*

Name / *Nom* (Club/Promoter/*Promoteur*):
Address / Adresse Tel. N°:
E-mail :
Website:

Secretariat of the Event / *Secrétariat de la Manifestation (Welcome Office)*
Address / Adresse Tel. N°:
E-mail :
Website:

FMNR Logo
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by the FIM

Organiser's Logo
Will be placed
by the FIM

Open on / *Ouvert le*

Thursday / Jeu*di*	(date)	from/*de*	14:00	to/*à*	18:00
Friday / V*endredi*	(date)	from/*de*	(time/heure)	to/*à*	(time/heure)
Saturday / *Samedi*	(date)	from/*de*	(time/heure)	to/*à*	(time/heure)
Sunday / D*imanche*	(date)	from/*de*	(time/heure)	to/*à*	(time/heure)

Paddock & Paddock office open as of Thursday: 14:00
Parc des coureurs & Bureau du Parc des coureurs ouverts dès jeudi : 14:00

3. OFFICIALS / *OFFICIELS* & FIM LICENCE NO / *LICENCE FIM NO*

- Jury President		No:
- *Président du Jury*	*email address*	
- CMS Jury Member		No:
- *Membre CMS du Jury*	*email address*	
- FMNR Jury Member		No:
- *Membre FMNR du Jury*	*email address*	
- FIM Race Director	Rodrigo Castro	No: 3511
- *Directeur de L'Epreuve FIM*	*rodrigo.u.castro@gmail.com*	
- FIM Technical Director	Allan Laurimäe	No:
- *Directeur Technique FIM*	*allan.laurimae@gmail.com*	
- FIM Chief Flag Steward		No:
- *Commissaire des Drapeaux FIM*	*email address*	
- Secretary of the Jury		
- *Secrétaire du Jury*		
- Clerk of the Course		No:
- *Directeur de Course*	*email address*	
- Secretary of the Event		
- *Secrétaire de la Manifestation*	*email address*	
- Chief Technical Steward		No:
- *Chef Commissaire Technique*	*email address*	
- Technical Steward		No:
- *Commissaire Technique*	*email address*	
- Chief Timekeeper		No:
- *Chef Chronomètreur*	*email address*	
- Environmental Steward		No:
- *Commissaire Environnement*	*email address*	
- Chief Medical Officer		No:
- *Chef du Service Médical*	email address	
- Official Responsible for the Protocol	APO Multimedia	
- *Officiel en charge du Protocole*	martin.bena@apomulticam.cz	
- Press Officer		
- *Officier de Presse*		
- Paddock Official		
- *Responsable du Parc des Coureurs*		
- FMN Delegates according to the FIM Sporting Code and Regulations.		
- *Délégués FMN conformément au Code Sportif et aux Règlements FIM.*		

The event will be organised in conformation with the International FIM Sporting Code, the CMS Regulations, the general rules of the FMNR, when applicable, and these Supplementary Regulations which have been duly examined and approved by the FMNR.

La manifestation est organisée conformément au Code Sportif de la FIM, aux règlements de la CMS, aux règlements généraux de la FMNR, lorsque applicable et au présent Règlement Particulier qui a été examiné et approuvé par la FMNR.

4. ENTRIES / *ENGAGEMENTS*

Entry requests, provisional entries and/or entry forms duly completed by the participant and approved by his FMN must be sent to:
Les demandes d'engagement, les engagements provisoires et/ou formulaires d'engagement dûment remplis par le participant et approuvés par sa FMN doivent être envoyés à :

FMNR/ORGANISER/ORGANISATEUR
Contact Person
Address / Adresse

Tel. N°:
E-mail :
Website:

Closing date of entries / *date de clôture des engagements :* Sidecars : the start date of the event/date du début de la manifestation: - 30 days/jours)

5. TIME SCHEDULE / *HORAIRE*

See hereafter/ *Voir ci-après.*

6. CIRCUIT CONTROL / *CONTROLE DU CIRCUIT*

Meeting point: at the starting grid / *Lieu de rencontre : à la grille de départ.*

7. MEETING WITH THE ORGANISER / *REUNION AVEC L'ORGANISATEUR*

Venue / *Lieu*: the Jury room / *au local du Jury*

8. BRIEFING TECHNICAL STEWARDS / *BRIEFING DES COMMISSAIRES TECHNIQUES*

Venue / *Lieu*: the technical control post / *au poste du contrôle technique.*

9. TECHNICAL CONTROL / *CONTROLE TECHNIQUE*

Venue / *Lieu*: the technical control post / *au poste du contrôle technique.*

10. JURY MEETINGS / *SEANCES DU JURY*

Venue / *Lieu*: the Jury room / *au local du Jury*

11. FUEL / *CARBURANT*

In accordance with FIM specifications / C*onformément aux prescriptions de la FIM.*

12. INSURANCE / *ASSURANCE*

By endorsing the application form for entry, the FMN of the rider and/or passenger certifies that the rider and/or passenger are insured in accordance with the FIM requirements.
Par l'approbation du bulletin d'engagement, la FMN du coureur et/ou du passager certifie que le coureur et/ou le passager sont assurés conformément aux prescriptions de la FIM.

The organiser has contracted a third party insurance in accordance with Art. 110.1.2 of the FIM Sporting Code.
L'organisateur a contracté une assurance responsabilité civile conformément à l'Art. 110.1.2 du Code Sportif de la FIM.
The general liability insurance coverage which shall not be less than the minimum standards provided for by the national laws of the country in which the relevant event is taking place, shall be in an amount not less than five million Euros (€5 million) for any one occurrence.
La couverture générale de l'assurance Responsabilité Civile , qui ne doit pas être inférieure aux normes minimales prévues par la législation nationale du pays dans lequel se déroule la manifestation en question, doit être d'un montant minimum de cinq millions d'Euros (€5 millions) pour chaque occurrence.

This insurance includes a guarantee of:
C*ette assurance comporte une garantie de* :

The organiser disclaims all responsibility for damage to a motorcycle, its accessories and components arising out of an accident, fire or other incident.
L'organisateur décline toute responsabilité pour des dommages occasionnés à un motocycle, à ses accessoires et pièces, par un accident, le feu ou tout autre incident.

13. PROTESTS AND APPEALS / *RECLAMATIONS ET APPELS*

Any person or group of persons (rider, entrant, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
Toute personne ou groupe de personnes (coureur, concurrent, constructeur, officiel, etc.), reconnu par la FIM et se considérant lésé à la suite d'une décision prise sous l'autorité de la FIM, a le droit de demander réparation pour les conséquences qu'ont entraînées cette décision.

Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.
Toute réclamation doit être présentée conformément au Code Disciplinaire et d'Arbitrage FIM et au Règlement Particulier et être accompagnée d'une caution de € 660.- ou d'un montant équivalent en monnaie locale, qui sera remboursée si *la réclamation est fondée.*

Generally, protests against the eligibility of a rider, entrant or a motorcycle entered, must be made before the start of the official practice.
En règle générale, toute réclamation contre l'éligibilité d'un coureur, passager, concurrent ou un motocycle inscrit doit être présentée avant le début des entraînements officiels.

Any other protests must be lodged immediately after the reason for the protest is known.
Toutes les autres réclamations doivent être présentées dès que la raison de la réclamation est connue.

Protests against results must be presented to the International Jury within 30 minutes following the announcement of the results.
Toute réclamation concernant les résultats doit être présentée au Jury International dans un délai de 30 minutes, au plus tard, après la publication des résultats.

An appeal may be made against a decision of the International Jury to the International Disciplinary Court (CDI).
Il pourra être fait appel devant la Cour Disciplinaire Internationale (CDI) contre une décision du Jury International.

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.
Si la réclamation implique le démontage d'un motocycle, la caution doit être accompagnée par une caution supplémentaire de € 120.-. Cette caution doit être payée par la partie perdante au mécanicien du coureur qui a dû ouvrir le moteur.

Protests entailing a fuel control must be accompanied by an additional deposit of € 800.-
Des réclamations impliquant un contrôle du carburant doivent être accompagnées par une caution supplémentaire de € 800.-.

14. TRAVEL INDEMNITIES AND PRIZES / *INDEMNITES DE VOYAGE ET PRIX*

All amounts are shown in Euro (€). They are net amounts from which no deductions are allowed. They are payable in Euro (€) only (cash payments, **please do not use bank notes over 50 Euros**).
*Tous les montants sont indiqués en en Euros (€). Ils sont nets, aucune déduction n'étant autorisée. Ils sont payables en € uniquement (paiements comptant, **prière de ne pas utiliser des billets supérieurs à 50 Euros**).*

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Organiser's Logo
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by the FIM

Minimum prize scale / *Barème minimum des prix*

Position	€	Position	€
1.	300.-	11.	60.-
2.	250.-	12.	50.-
3.	200.-	13.	50.-
4.	160.-	14.	50.-
5.	130.-	15.	50.-
6.	110.-	16.	50.-
7.	100.-	17.	50.-
8.	90.-	18.	50.-
9.	80.-	19.	50.-
10.	70.-	20.	50.-

A travel indemnity will be paid to the sidecar teams by the Organiser. All the teams which qualified on Saturday to participate in the FIM Sidecar Motocross World Championship Races, as well as the two reserve sidecar teams who are allowed to take part in the warm-up on Sunday, will receive a travel indemnity of € 500.-.

Une indemnité de voyage sera payée par l'organisateur du Grand Prix aux équipages. Tous les équipages qui se sont qualifiés le samedi pour participer aux Courses de Championnat du Monde FIM de Motocross Sidecar, ainsi que les équipages de réserve qui sont autorisés à prendre part au warm-up le dimanche, recevront une indemnité de voyage de € 500.-.

Venue of the Payment at / *Lieu du paiement :*
See attached Time Schedule / *Voir Horaire ci-joint.*

15. PRIZE-GIVING CEREMONY / *CÉRÉMONIE DE REMISE DES PRIX*

Venue of the prize-giving ceremony:
Lieu de la cérémonie de remise des prix :
See attached Time Schedule / *Voir Horaire ci-joint.*

16. INTERPRETATION OF THE SR / *INTERPRETATION DU RP*

The interpretation of these Supplementary Regulations rests entirely with the Jury. In case of dispute, regarding interpretation or if there is any difference between the two official texts, the English text will prevail.

L'interprétation du présent Règlement Particulier est entièrement du ressort du Jury. En cas de contestation concernant l'interprétation ou s'il existe une différence entre les deux textes officiels, c'est le texte anglais qui prévaudra.

Place and date / *Lieu et date* :

The Clerk of the Course / *Directeur de Course* :

Approved by / Approuvé par : (FMNR)

FMNR Logo Will be placed by the FIM

Organiser's Logo Will be placed by the FIM

Please insert hereafter / *Veuillez insérer ci-après* :

- Drawing of the circuit / *Plan du circuit*
- Access map/ *Plan d'accès*
- Your FMNR logo in JPEG/ *Le logo de votre FMNR en JPEG*
- The Organiser's Logo / *Le logo de l'Organisateur*

Please also send the CMS and copy the FIM Race Director / *Veuillez aussi envoyer à la CMS ainsi qu'au Directeur de la Manifestation FIM*, Mr Rodrigo Castro (rodrigo.u.castro@gmail.com) :

- The complete time schedule of the event, including the World Championship races and the support races (Continental or National). **Please note that there can only be support race track activities within the given "green" time slot. These activities include the sighting lap.** / *L'horaire complet de la manifestation, comprenant les courses du Championnat du Monde ainsi que les courses annexes (Continentales ou Nationales).* ***Veuillez noter qu'il ne peut y avoir des activités de courses annexes sur le circuit que durant la plage horaire "verte".*** **Ces activités comprennent le tour de reconnaissance.**

If there are no support races, please confirm it by returned email. We remind you that the FIM must always be informed about any support races that might take place, even when decided after the FIM approval of the SR.

S'il ne devait pas y avoir de courses annexes, merci de nous le confirmer par retour de mail. Nous vous rappelons que la FIM doit toujours être informée de toute course annexe qui pourrait avoir lieu, même si elle devait être décidée après l'approbation FIM du RP.

FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM-LIVE.COM
11, ROUTE DE SUISSE | CH - 1295 MIES
cms@fim.ch

6520002