FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM MXGP, MX2, WOMEN'S MOTOCROSS WORLD CHAMPIONSHIPS

FIM MOTOCROSS OF NATIONS

FIM VETERAN MOTOCROSS WORLD CUP REGULATIONS

2018

RÈGLEMENTS DES CHAMPIONNATS DU MONDE FIM DE MOTOCROSS MXGP, MX2, FÉMININ

FIM MOTOCROSS OF NATIONS

ET COUPE DU MONDE FIM DE MOTOCROSS VÉTÉRANS

FIM MOTOCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS REGULATIONS, MXGP/MX2, FIM MOTOCROSS OF NATIONS, WOMEN'S MOTOCROSS AND VETERAN MOTOCROSS

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GENERAL UNDERTAKINGS AND CONDITIONS

All riders, teams, officials and other parties participating in the FIM Motocross World Championships 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 Motocross 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 Regulations").

The FIM 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 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, Pits (formerly: 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 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.

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS

1.1 FIM World Championships and Prize Events

1. Each year, the FIM holds FIM Motocross World Championships and FIM Prize Events.

2. The FIM Motocross World Championships and FIM Prize Events are organised according to the FIM Regulations, Sporting Code, Chapter 30 - “FIM World Championships and Prize Events”.

In addition to 1.1:

1.1.MXGP FIM MXGP/MX2 Motocross World Championships

1.1.WMX FIM Women’s Motocross World Championship

3. Individual FIM Motocross World Championships for riders and manufacturers:
   a) FIM MXGP Motocross World Championship;
   b) FIM MX2 Motocross World Championship;
   c) FIM Women’s Motocross World Championship.

4. These Championships may also be called FIM Motocross World Championships.

5. A series of FIM Motocross events counting towards the FIM Motocross World Championships will be organised.

1.1.MXN FIM Motocross of Nations

3. FIM Motocross World Championship for national teams, selected by the FMNs:
   a) FIM Motocross of Nations.

1.1.VMX FIM Veteran Motocross World Cup

3. Individual FIM Motocross World Cup for riders:

   a) FIM Veteran Motocross World Cup.

4. The FIM Veteran Motocross World Cup may also be called FIM Motocross World Cup.

5. A series of FIM Motocross events counting towards the FIM Veteran Motocross World Cup will be organised.

1.2 Events

1. FIM Motocross World Championships and Prize Events must be inscribed in the Calendar.
2. These events must be staged on circuits that have been approved by the FIM and comply with the FIM Regulations (See FIM Standards for FIM Motocross Circuits).
3. An event may be cancelled, moved to another place or replaced by another event.
4. No event may be organised before all the necessary legal authorisations have been obtained by the organiser.
5. Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event.
6. The validity of the third party insurance must come into effect two days before the practices and terminate two days after the last race of the event.
7. The 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 Race Direction;
   b) All deadlines for lodging protests/appeals have expired; and
   c) All technical, sporting and anti-doping controls have been concluded.
8. If a protest is lodged, the results will not become official until a decision is taken by the Race Direction.
9. If an appeal is lodged against the decision of the Race Direction, the results will not become official until a decision is taken by the FIM Stewards Panel.
10. All officials, marshals and medical staff must remain fully operational at the circuit – available to the Race Direction and/or FIM Stewards Panel – until the end of the protest/appeal period.

1.3 Format of the Event

1.3.MXGP FIM MXGP/MX2 Motocross World Championships

MXGP / MX2	**Duration per session**	**Maximum number of riders**
1 X Free Practice	25 minutes	40 riders
1 X Time Practice	25 minutes	40 riders
1 X Qualifying Race	20 minutes + 2 laps	40 riders
1 X Warm-Up	15 minutes	40 riders
2 X Races	30 minutes + 2 laps	40 riders

1.3.WMX FIM Women's Motocross World Championship
1.3.VMX FIM Veteran Motocross World Cup

Women's Motocross Veteran Motocross	**Duration per session**	**Maximum number of riders**
1 X Free + Time Practice	**35** minutes	50 riders
1 X Sighting laps	10 minutes	42 riders
2 X Races	20 minutes + 2 laps	40 riders

1.3.MXN FIM Motocross of Nations

FIM Motocross of Nations	Duration per session	Maximum number of riders
1 X Free Practice MXGP	40 minutes	40 riders
1 X Free Practice MX2	40 minutes	40 riders
1 X Free Practice “Open”	40 minutes	40 riders
1 X Qualifying Race MXGP	20 minutes + 2 laps	40 riders
1 X Qualifying Race MX2	20 minutes + 2 laps	40 riders
1 X Qualifying Race “Open”	20 minutes + 2 laps	40 riders
1 X C-Final (*)	20 minutes + 2 laps	39 riders
1 X Warm-Up B-Final	15 minutes	39 riders
1 X Warm-Up MXN Group 1	15 minutes	40 riders
1 X Warm-Up MXN Group 2	15 minutes	40 riders
1 X B-Final	30 minutes + 2 laps	39 riders
1 X Race, MXN (MXGP + MX2)	30 minutes + 2 laps	40 riders
1 X Race, MXN (MX2 + “Open”)	30 minutes + 2 laps	40 riders
1 X Race, MXN (MXGP + “Open”)	30 minutes + 2 laps	40 riders

(*) Will be run only when 37 or more teams are present

1.4 FIM Championships and Prize Events Criteria

1.4.MXGP FIM MXGP/MX2 Motocross World Championships
1.4.WMX FIM Women's Motocross World Championship
1.4.VMX FIM Veteran Motocross World Cup

1. All organised events counting towards the corresponding FIM World Championship or Prize Event will be taken into consideration. However, the FIM Board of Directors or, if necessary, the FIM Executive Board is entitled, upon proposal from the FIM Motocross Commission and in exceptional circumstances, to make a decision deviating from this principle.

2. The winner of the FIM World Championship or Prize Event is the rider who has obtained the most points from all the Races of the FIM World Championship or Prize Event, irrespective of the number of Races he has completed (Please see also below MXGP/MX2, WMX and VMX).

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

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

5. In the case where a rider participates on motorcycles from 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 FIM Manufacturers' World Championship.

6. The final FIM World Championship or Prize Event 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.

7. All FIM World Champions are obliged to attend the official FIM Prize-Giving Ceremony.

In addition to 1.4:

1.4.MXGP FIM MXGP/MX2 Motocross World Championships
1.4.WMX FIM Women's Motocross World Championship

8. 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.

9. 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.

10. In case of ties, the number of better placings will be taken into account.

11. If a tie still exists, the points scored in the last Race of the FIM World Championship or Prize Event will determine the order of placing in the final standings. If necessary, the points scored in the last but one Race of the FIM World Championship or Prize Event will determine the order of placing in the final standings, and so on...

1.4.VMX FIM Veteran Motocross World Cup

8. In case of ties, the points scored in the second race will determine the order of placing in the final standings in the FIM Veteran Motocross World Cup.

1.5 Support Races

1. During an FIM Motocross World Championship and/or Prize Events event, support races may be permitted.

2. 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 FIM Championship Promoter.

3. 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.

4. Priority must at all times be given to the FIM Motocross World Championship and/or Prize Events programme.

5. If necessary, the Event Management can change the time schedule of these support races and/or other activities or cancel them.

2. ENTRIES, RIDERS AND TEAMS

2.1 Supplementary Regulations

1. The Supplementary Regulations (SR) must include all supplementary regulations to the Sporting Code and Appendices and include relevant provisions of the Environmental, Medical and Anti-Doping Codes, as well as details relative to the particular event. They must in no case modify the FIM regulations.
2. The Supplementary Regulations must be drawn up in conformity with the standard model established by the CMS (See copy published in this booklet).
3. The Supplementary Regulations must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM.
4. 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.
5. The FIM, FMNR and the organiser must also publish these SR on their respective websites as soon as they have been approved.
6. 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.
7. At the event, the Supplementary Regulations must subsequently be ratified by the Race Direction.
8. No amendment may be made to the Supplementary Regulations after its approval by the FIM or the FMNR and after the opening date for entries.
9. However, in exceptional circumstances, an amendment to the Supplementary Regulations may be authorised.
10. Amendments to the Supplementary Regulations must be approved by the FIM or the Race Direction and subsequently brought to the attention of all persons concerned.

2.2 Acceptance of Entries

1. Entries to an FIM Motocross World Championship or Prize Events event will be accepted for riders who:

   a) Are in possession of the appropriate FIM Motocross World Championship or Prize Event licence (see Art. 01.2.3 Age of Riders);

   b) Are authorised by their FMN;

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

2. Riders may enter for one or more events always using the official/specific on-line entry procedure of the FIM Championship Promoter on which all the requested information regarding the rider, team, sponsor and make of motorcycle must be indicated.

3. Entries must be requested by e-mail to the FIM Championship Promoter: sportoffice@mxgp.com.

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

5. 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 Prize Event 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.

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

7. For each event, within 72 hours after the closing date for entries, the list of riders entered will be published.

8. The FIM Administration will publish the list of riders entered.

In addition to 2.2:

2.2.MXGP FIM MXGP/MX2 Motocross World Championships

9. Riders can take part in several Championship classes during a season, but are limited to one class at each event.

10. The number of entries to each event is limited to 40 riders in the MXGP and MX2 classes. The procedure is the same for the entire World Championship. The following riders will be allowed to enter:

    a) In each class, the FMNR may enter two riders. The FMNR must inform the FIM Championship Promoter, at the latest 15 days before the closing date of entries of the event, of the names of the two riders the FMNR wishes to nominate;

    b) If the FMNR does not inform the FIM Championship Promoter at the latest 15 days before the closing date of entries of the event, the latter may automatically dispose of these entries;

    c) The FIM Championship Promoter is entitled to enter more riders in order to reach the maximum authorised in each class.

11. Riders who have won two FIM MX2 Motocross World Championships or reached the maximum age of 23 are not eligible to participate in the MX2 class.

12. The closing date for entries for the first event is 60 days before the event.

13. As of the second event, the closing date for entries for each event is 15 days before the event in question.

14. If at any point in time after the publication of the entry lists, the total number of entries in a class should not reach the maximum authorised, the FIM Championship Promoter is entitled to enter more riders in the respective class to reach the authorised maximum number.

15. The decision to admit these riders entered by the Promoter to the event must be made before the end of the technical verifications prior to the event in question.

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

2.2.WMX FIM Women's Motocross World Championship

9. The number of entries is limited to a maximum of 50 riders.
10. The closing date for entries for the first event is 60 days before the event.
11. As of the second event, the closing date for entries for each event is 15 days before the event in question.
12. If at any point in time after the publication of the entry list, the total number of entries should not reach 50, the FIM Championship Promoter is entitled to enter more riders to reach the maximum authorised.
13. The FIM Championship Promoter must then inform the rider's FMN, the FMNR and/or the organiser in writing, by fax or by e-mail before the end of the technical verifications prior to the meeting.
14. For these riders entered by the FIM Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply.

2.2.VMX FIM Veteran Motocross World Cup

9. The number of entries is limited to a maximum of 50 riders.
10. The closing date for entries is 15 days before the event.
11. If at any point in time after the publication of the entry list, the total number of entries should not reach 50, the FIM Championship Promoter is entitled to enter more riders to reach the maximum authorised.
12. The FIM Championship Promoter must then inform the rider's FMN, the FMNR and/or the organiser in writing, by fax or by e-mail before the end of the technical verifications prior to the meeting.
13. For these riders entered by the FIM Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply.

2.2.MXN FIM Motocross of Nations

9. Each FMN can enter one team only. Each team consists of three riders.

10. The motorcycles used by the riders are at the option of the team. However, each team must field:

    - One rider on a MXGP class motorcycle,
    - One rider on a MX2 class motorcycle,
    - One rider on an “Open” class motorcycle which meets the requirements of the MXGP or the MX2 class, at the option of the team.

11. Members of a team must be holders of the passport of the country which they represent but can be holders of a licence issued by any FMN.

12. Entry forms must be sent to the FIM Administration.

13. The closing date for entries is 30 days before the event.

14. The FIM Administration will publish the list of teams/riders entered.

15. Should an FMN consider that it has had its team entry wrongly refused; the matter may be submitted to the FIM Administration who will take immediate action.

16. Any FMN/team who considers its entry has been unjustly refused and because of this finds itself aggrieved, can appeal or lodge a protest in accordance with the regulations of the appropriate discipline.

17. In any case, the FIM Championship Promoter can enter up to 5 teams before the end of the technical verifications prior to the event.

18. The FIM Championship Promoter must then inform the FMN of the team and the FIM in writing, by fax or by e-mail before the end of the technical verifications prior to the event.

19. For these teams entered by the FIM Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply.

2.3 Age of Riders

1. FIM Motocross World Championship licences for riders are issued, only when the rider has attained the minimum age, as indicated below:
   a) FIM Motocross World Championship, MXGP class: 16 years
   b) FIM Motocross World Championship, MX2 class: 15 years
   c) FIM Women's Motocross World Championship: 15 years
   d) FIM Veteran Motocross World Cup: 40 years
2. The maximum age in each class is as indicated below:
   a) FIM Motocross World Championship, MXGP class: 50 years
   b) FIM Motocross World Championship, MX2 class: 23 years
   c) FIM Women's Motocross World Championship: 50 years
   d) FIM Veteran Motocross World Cup: 55 years
3. The limit for the minimum age starts on the date of the rider's birthday and the limit for the maximum age finishes at the end of the calendar year in which the rider reaches the maximum age of the class in question.

In addition to 2.3:

2.3.MX2 FIM MX2 Motocross World Championship

4. The maximum age limit of 23 years for riders in the MX2 class is not applicable to women riders.

2.3.VMX FIM Veteran Motocross World Cup

4. Applicants aged over 50 years must attach to their rider's licence request a certificate of medical fitness (including a normal exercise tolerance electrocardiogram).

2.3.MXN FIM Motocross of Nations

4. The maximum age limit of 23 years for riders in the MX2 class is not applicable in the FIM Motocross of Nations.

2.4 Replacement Riders

2.4.MXGP FIM MXGP/MX2 Motocross World Championships
2.4.WMX FIM Women's Motocross World Championships
2.4.VMX FIM Veteran Motocross World Cup

1. The replacement of an entered rider can be accepted.
2. Replacement riders will be eligible to replace riders among those entered who do not appear at the event.
3. The decision to admit one or more replacement riders to the event must be made before the end of the technical verifications prior to the event in question.
4. Once this deadline is passed, it will no longer be possible to enter a replacement rider.
5. For the replacement riders, all listed entry conditions (apart from the closing date of entries) apply.

2.4.MXN FIM Motocross of Nations

1. Once an FMN has entered a team, the replacement of riders or the changing of classes by the team's riders can still be authorised.
2. In both cases, all listed entry conditions (apart from the closing date of entries) apply.
3. The FMN of the team concerned must then inform the FIM in writing, by fax or by e-mail before the end of the technical verifications prior to the event.
4. Once this deadline is passed, it will no longer be possible to replace a rider in the team.

2.5 Reserve Riders

2.5.WMX FIM Women's Motocross World Championship
2.5.VMX FIM Veteran Motocross World Cup

1. The reserve riders are non-qualified riders who will be eligible to take the place of any qualified riders who cannot participate in a Race.
2. In each class, the reserve riders are nominated after the qualifications and according to the criteria valid for the class concerned.
3. The reserve riders are not guaranteed an opportunity to participate in the races.
4. The decision to admit one or more reserve riders to a race will be made 10 minutes before the race in question when the waiting zone is closed. At that time, any reserve riders who are not allowed to start must leave the waiting zone.
5. A reserve rider who was not allowed to start in the first race can do so in the second race if required.
6. On the other hand, a reserve rider who took part in the first race will not be allowed to participate in the second race if all the qualified riders are in the waiting zone.

2.6 Starting Numbers

2.6.MXGP FIM MXGP/MX2 Motocross World Championships
2.6.WMX FIM Women's Motocross World Championship
2.6.VMX FIM Veteran Motocross World Cup

1. Every rider participating in an FIM Motocross World Championship will be allocated a permanent starting number for the season by the FIM Championship Promoter.

2.6.MXN FIM Motocross of Nations

1. All the teams in the FIM Motocross of Nations final standings (event) of the previous year will have their starting numbers reserved.
2. The starting numbers will correspond to the team's result in the event of the previous year and be allocated accordingly.
3. The winning team will be allocated numbers 1, 2, 3; the second placed team: 4, 5, 6, and so on.
4. The FIM issues starting numbers to all the other teams that enter the event.

2.7 Non-Participation in an Event

1. Riders who enter an FIM Motocross World Championship event and who cannot take part are subject to the provisions of the FIM Regulations.

2. The FMN(s) of any riders 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.

3. 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.

4. 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.

5. Any rider, who is not attempting to succeed, is liable to be penalised by the Race Direction.

2.8 Rider Apparel

1. It is the responsibility of each rider to select a helmet and apparel which will provide appropriate protection.

2. The helmet, eye protection, equipment and protective clothing must be in accordance with the FIM Regulations.

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

4. Riders must rely on their own judgement in the selection of helmets and apparel for protection and durability.

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

   a) <u>Helmets</u>

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

   b) <u>Eye protection</u>

   Goggles must be worn at the start of each practice, qualification, sighting lap or race.

   c) <u>Equipment and protective clothing</u>

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

   d) <u>FIM Championship logo</u>

   Riders must display the FIM Championship logo (L 70 mm x W 35 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 logo on their jerseys.

e) Starting number

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

The number of the rider must appear on the back of his jersey or back protector if the latter is worn over the jersey. The number must be in contrasting colour from the jersey colour surrounding the placement of the number. The number may be outlined. The colour of the outlining must be in contrast to the jersey/back protector color as well as the number colour (ex: a white jersey with orange numbers could use a black outline).

f) Family name of the rider

The family name of the rider must appear on the shoulder line of the back of their jersey or their chest/back protector if the latter is worn over the jersey.

In addition to 2.8:

2.8.MXN FIM Motocross of Nations

a) Helmets

It is recommended that the helmet's overall colour scheme represent the colours of the team's national flag. The national flag can be replicated in stripes, bands or other designs.

In addition, the defending FIM Team World Champion is allowed to wear the rainbow colours on the helmet.

The overall pattern on the helmet – including its colour scheme, the stripes and bands or other designs representing the national flag of the team and/or the use of the "rainbow" on the helmet (in the case of the defending Champions) – must always be approved by the FMN of the team.

The rider's personal sponsors may be integrated into the overall pattern or displayed in a separate area under the lower end of the strap of the goggles (horizontal line). Consequently, the helmet of each of the riders may be different, but the pattern of the helmet of each rider of a single team must have a similar visual appearance.

Whenever a team is using a helmet and there is a case of “force majeure” (e.g. change of rider, broken helmet, etc.), the helmet in question can be replaced by any other helmet, provided that it complies with the FIM Technical Rules for the current year and has been presented to the Technical Stewards of the event.

b) <u>Equipment and protective clothing</u>

It is recommended that the equipment and protective clothing’s overall colour scheme represent the colours of the team’s national flag. The national flag can be replicated in stripes, bands or other designs.

In addition, the defending FIM Team World Champion is allowed to wear the rainbow colours on the equipment and protective clothing.

The overall pattern on the equipment and protective clothing – including its colour scheme, the stripes and bands or other designs representing the national flag of the team and/or the use of the “rainbow” on the equipment and protective clothing (in the case of the defending Champions) – must always be approved by the FMN of the team.

The upper (visible) half of the jersey will display the logo(s) of the FMN and/or FMN’s sponsor(s) (which cannot be in conflict with the rider’s and his team’s sponsors).

The lower (visible) half of the jersey will display the logo(s) of the teams and riders’ sponsor(s).

The sleeves of the jersey will display the logo(s) of the teams and riders’ sponsor(s).

The back of the jersey will display the rider’s name and number.

c) <u>FIM Championship logo</u>

Failure by the team to display the FIM Championship logo (FIM Motocross of Nations) on the upper front torso or shoulder area of the jersey or stone (or roost) shield/protector of its riders will result in a 50% reduction of the team’s prizes.

2.9 Rider/Mechanic/Team Clothing

1. All riders, mechanics and team members must present a clean and neat appearance.
2. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
3. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in the waiting zone and pit lane (formerly repair and signalling zone).
4. Riders, mechanics and team members are encouraged to display the FIM Championship logo on shirts/uniform/clothing.

In addition to 2.9:

2.9.MXN FIM Motocross of Nations

5. National teams are encouraged to have team shirts/uniforms/clothing for their riders, mechanics and team members.
6. 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.

2.10 Rider Behaviour and Assistance

1. Riders must at all times adhere to the provisions of the FIM Regulations.
2. 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.
3. Riders must report any underlying medical disorder or injury they may have to the CMO.
4. 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.
5. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
6. 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 Race Direction with one of penalties under Art. 4.7§9.
7. Riders may be held responsible for the actions of their team members.
8. 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.
9. Riders must obey the official flag signals and the boards which convey instructions.
10. Riders must carry "on-board" cameras when requested by the FIM Championship Promoter.
11. 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.
12. All body jewellery is to be taped over or removed during on-track competition.

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

14. 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.

15. 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 Race Direction with one of the penalties under Art. 4.7§9.

16. Riders must always start the Free and Time Practices and Warm-Up from the pit lane.

17. When the riders are on the course, consultation between them and team members is restricted to the pit lane. 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.

18. 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.

19. 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.

20. 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.

21. 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 Race Direction with one of the penalties under Art. 4.7§9.

22. Riders must 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, at the closest point to where they left **it**.

23. **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.**

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

25. **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.**

26. **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.**

27. Course cutting is forbidden. **Should the FIM Race Director 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.

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

29. Riders may enter the pit lane 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 Regulations. Refuelling is permitted, but must be done with engines dead.

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

31. Riders must always enter the pit lane by the pit lane entrance. When a rider “misses” the pit lane entrance, he must continue in the direction of the course for another lap. Entering the pit lane by the pit lane 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.**

32. Riders entering the pit lane should ride in a responsible manner. They should not ride at an excessive speed and not overtake any other riders.

33. Riders entering the pit lane must come to a complete stop. Violators will be disqualified from the practice/race in question.

34. Riders who stop their engines in the pit lane may be assisted in re-starting their motorcycles.

35. **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/Skybox. 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.**

36. **Riders are not allowed to have a spare motorcycle in the pit lane during a sighting lap/sighting lap session and/or 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.**

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

38. Riders returning slowly to the pit lane or paddock should take care to avoid the racing line and interfering with other riders.

39. Riders visually select their starting gate position from behind the rear barrier.

40. Riders and/or team members are not allowed to enter the start platform (zone between the rear barrier and the starting gate), nor to prepare a starting position/lane by any means (grooming, forming ramps, watering, touching the starting gate, etc.).

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

42. A rider must take his position at the starting gate with the motorcycle he is going to use for the race in question.

43. He can change motorcycle as long as he has not brought it 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 motorcycle, the rider may lose his initial starting position.

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

45. Riders **who** do not succeed **in returning to** the waiting zone/Skybox **before the start of the race**, will be disqualified from the race in question.

46. Riders who have mechanical problems in the waiting zone/Skybox, but do not succeed in repairing their motorcycle before the riders proceed to the starting gate, must follow the instructions of the officials. 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.

47. 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.

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

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

50. 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.

51. 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.

52. 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.

2.11 Team Manager

2.11.MXN FIM Motocross of Nations

1. Each national team is limited to one Team Manager.
2. A Team Manager should not at the same time be a rider.
3. The Team Manager is appointed by the FMN of the team he represents.
4. During the event, the Team Manager shall be responsible for all matters regarding his team.
5. The FIM must be informed, in writing, of all appointments of Team Managers on the closing date of entries at the latest.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

1. FIM Motocross World Championship and Prize Events events are open to motorcycles as defined in the FIM Regulations, Appendix 01, FIM Motocross Technical Regulations:

   a) MXGP: motorcycles of Cat. I, Group A1, over 175cc up to 250cc for 2-stroke engines and over 290cc up to 450cc for 4-stroke engines;

   b) MX2: motorcycles of Cat. I, Group A1, over 100cc up to 125cc for 2-stroke engines and over 175cc up to 250cc for 4-stroke engines.

In addition to 3.1:

3.1.MXGP FIM MXGP/MX2 Motocross World Championships

2. FIM MXGP/MX2 Motocross World Championship events will include two classes; MXGP and MX2.

3. The name "MXGP" is to be used exclusively for the FIM World Championship. Use of this name at the Continental or National levels is not allowed.

3.1.WMX FIM Women's Motocross World Championship

2. FIM Women's Motocross World Championship events will include one class: MX2.

3.1.VMX FIM Veteran Motocross World Cup

2. FIM Veteran Motocross World Cup events will be open to two classes: MXGP and MX2.

3.1.MXN FIM Motocross of Nations

2. The FIM Motocross of Nations will be open to two classes: MXGP and MX2.

3.2 Front Number Plate

1. The motorcycle's front number plate 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 area on the plate for a) b) and c) must have a minimum height of 200 mm and cover the complete width of the actual plate, with sufficient area to take 3 digits (ie 888) as specified in the FIM Regulations. This area is considered the front number plate;

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

   e) Team publicity is allowed on the front plate within a space 50 mm from the top section of the number plate or below the number plate.

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

   - MXGP White background + Black numbers/FIM Championship logo
   - MX2 Black background + White numbers/FIM Championship logo
   - Women Blue background + White numbers/FIM Championship logo
   - Veteran Yellow background + Black numbers/FIM Championship logo

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

   - Black 9005
   - White 9010
   - Yellow 1003
   - Blue 5005

4. The numbers must be clearly legible for the spectators and officials. Reflecting numbers are forbidden.

5. The following minimum dimensions must be respected on the front number plate:

- Height of the number 140 mm
- Width of the stroke 25 mm
- Space between two numbers 15 mm

In addition to 3.2:

3.2.MXGP FIM MXGP/MX2 Motocross World Championships
3.2.WMX FIM Women's Motocross World Championship

6. The motorcycle's front number plate must always display:

f) At the first event of the World Championship: a front red number plate with white numbers is compulsory for, and must be displayed by the reigning World Champion when competing in the class in which he won his World Title.

g) From the second event on, a front red number plate with white numbers is compulsory for, and must be displayed by the current leader in each class or Championship.

h) On the request of the Championship Promoter, a World Champion shall use a golden yellow number plate.

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

- White 9010
- Red 3020
- Golden yellow 1004

8. The following colours schemes shall be used:

- MXGP/MX2/Women's Motocross (*)

  Red background + White numbers/FIM Championship logo

  (*) In each Championship: only for the reigning World Champion (first event) or the leader of the Championship (as of the second event).

3.2.VMX FIM Veteran Motocross World Cup

6. The motorcycle's front number plate must always display:

   f) At the first meeting of the FIM Veteran's Motocross World Cup: a front red number plate with white numbers is compulsory for, and must be displayed by the winner of previous year's World Cup.

   g) From the second meeting on, a front red number plate with white numbers is compulsory for, and must be must be displayed by the current leader of the World Cup.

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

   - White 9010
   - Red 3020

8. The following colours schemes shall be used:

   - Veteran Motocross (*)

     Red background + White numbers/FIM Championship logo

     (*) Only for the winner of previous year's World Cup (first event) or the leader of the World Cup (as of the second event).

3.2.MXN FIM Motocross of Nations

6. The motorcycle's front number plate must always display:

   f) For the winning Team of previous year's FIM Motocross of Nations: a front red number plate with white numbers.

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

   - White 9010
   - Red 3020

8. The following colours schemes shall be used:

- FIM Motocross of Nations (*)

  Red background + White numbers/FIM Championship logo

  (*) Only for the winning Team of previous year's FIM Motocross of Nations.

3.3 Side Number Plates

1. The motorcycle's side number plates must always display:

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

2. The numbers must be clearly legible for the spectators and officials. Reflecting numbers are forbidden.

3. The following minimum dimensions must be respected on the side number plates:

   - Height of the number 100 mm
   - Width of the stroke 25 mm
   - Space between two numbers 15 mm

In addition to 3.3:

3.3.MXGP FIM MXGP/MX2 Motocross World Championships
3.3.WMX FIM Women's Motocross World Championship
3.3.VMX FIM Veteran Motocross World Cup

4. The motorcycle's side number plates must always display:

   b) The FIM Championship logo (L 70 mm x W 35 mm); and

   c) Optionally, publicity of the rider's/team's sponsor(s).

5. There is freedom of design and publicity, but incorporation of the rider's number and FIM Championship logo into the graphics is compulsory.

6. The colour scheme for the background of the side number plates and the numbers is free. However, there must be a clear colour distinction between the colour of the number and the colour of the background.

7. The FIM Championship logo must be in black or white.

3.3.MXN FIM Motocross of Nations

4. The motorcycle's side number plates must always display:

   b) The Team's national flag, respecting the dimensions of the number plate.

5. The colour scheme for the numbers on the side number plates is free. However, there must be a clear colour distinction between the colour of the number and the colour of the background/flag.

3.4 On-Board Cameras

1. **Riders may be required by the FIM Championship Promoter to carry on-board cameras.**
2. **Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.**
3. **The cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.**
4. 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.
5. These cameras and associated equipment are not considered as telemetry.
6. **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.**

4. OFFICIALS AND PROCEDURES

4.1 General

1. 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.
2. 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.
3. Official's FIM licences are only issued after the officials have proved to be competent according to the special requirements for each discipline. The relevant FIM Commissions organise seminars obligatory for certain officials.
4. The FIM or the FMNs have the right to renew or cancel an appointment whenever necessary.
5. An official shall not be a rider, sponsor, team manager, mechanic or promoter participating in the event.
6. The Clerk of the Course must present to the FIM Delegate a list of all Officials of whom the number of the FIM licence must be mentioned.
7. All officials and marshals must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.
8. See also the FIM Regulations, Chapter 40 of the Sporting Code.

4.2 Officials who hold an FIM Licence

1. It is recommended that officials who hold an FIM licence speak English or French fluently.

2. Any of the following officials, when on duty at FIM Motocross World Championships, must be a holder of the appropriate FIM official's licence valid for the current year:

- FIM Delegate;
- FIM Race Director;
- FIM Chief Steward;
- FMNR Steward;
- Clerk of the Course;
- FIM Technical Director;
- Chief Technical Steward;
- **Technical Steward;**
- Chief Timekeeper;
- FIM Medical Director;
- Chief Medical Officer;
- Environmental Steward.

4.3 Jurisdiction

1. With the exception of the FIM Delegate, the FIM Race Director and the FIM Stewards Panel, all FIM licence holders, holders of an FIM laissez-passer, officials and their assistants, and all other persons involved in the event are subject to the authority of the Clerk of the Course.

4.4 FIM Delegate

1. The FIM Motocross Commission (CMS) will appoint the FIM Delegate.
2. If the FIM Delegate is prevented from arriving at the event in time, until his arrival, he will be replaced by the FIM Chief Steward.
3. In case of a “force majeure” during the event where the FIM Delegate becomes permanently unavailable for the event in question, he will be replaced by the FIM Chief Steward.
4. The FIM Delegate has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes unless he is acting as a Member of the Race Direction.
5. The authority and duties of the FIM Delegate include but are not limited to:
   a) The FIM Delegate exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed.
   b) The FIM Delegate shall call a meeting of the Race Direction before the first official practice session and at the end of each day of official practices and/or races.
   c) The FIM Delegate is responsible for the communication with the Stewards.
   d) The FIM Delegate has the right to invite any guests to the Race Direction Meetings, when appropriate.
   e) The FIM Delegate must ensure that the decisions of the Race Direction conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
   f) The FIM Delegate must ensure that all parties concerned, as well as the Stewards, receive written notification of any judicial decision pronounced by the Race Direction as soon as possible.
   g) At the end of the event, the FIM Delegate, together with the Clerk of the Course, must sign the official classification of the event.
   h) The FIM Delegate must collate all the official reports and results of the event and forward them together with his report to the FIM Administration.

i) The FIM Delegate must send his report on the event, using the official FIM 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.

4.5 FIM and FMNR Stewards

1. There will be a Panel of two Stewards:

   - The FIM Chief Steward;
   - The FMNR Steward.

2. The FIM Chief Steward is appointed by the FIM Motocross Commission (CMS).

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

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

5. The FMNR is limited to one FMNR Steward.

6. Each Steward has one vote. Decisions are based upon a simple majority. In case of a tie, the FIM Chief Steward will exercise the casting vote.

7. The Stewards have no responsibility for the organisation of the event and their only duty is to give a verdict on appeals lodged against decisions of the Race Direction.

8. The authority and duties of the Stewards include but are not limited to:

   a) Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.

   b) Adjudicating on any appeal against the decisions of the Race Direction.

   c) The FIM Chief Steward must ensure that the decisions of the FIM Stewards Panel conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.

   d) The FIM Chief Steward must ensure that all parties concerned, as well as the Race Direction, receive written notification of any judicial decision pronounced by the Stewards as soon as possible.

4.6 Event Management

1. The Event Management is composed of the FIM Race Director, a Representative of the FIM Championship Promoter, as well as a Representative from the respective Organiser.

2. The FIM Race Director and the Representative of the FIM Championship Promoter each have voting right. The Representative from the respective Organiser has no voting right. The Representative of the FIM Championship Promoter will exercise a casting vote.

3. The Event Management will manage the event and is:

   a) To ensure the smooth and efficient running of the event.

   b) To make recommendations to the Race Direction to improve the smooth and efficient running of the event.

   c) To bring to the attention of the Race Direction any matter that is in contradiction to the Regulations.

4. The meetings of the Event Management are chaired by the Representative of the FIM Championship Promoter.

5. The Event Management will meet at any time required during the event, but at least:

   a) At the end of the first day of the event (= the day when the administrative control and the technical verifications start).

   b) At the end of each following day.

   c) At the end of the event.

4.7 Race Direction

1. The Race Direction is composed of the FIM Delegate, the FIM Race Director and the Clerk of the Course.
2. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Delegate will exercise a casting vote.
3. The quorum for a meeting of the Race Direction is two persons.
4. The meetings of the Race Direction are chaired by the FIM Delegate.
5. The Race Direction will meet at any time required during the event; at least before the first official practice session and at the end of each of day of official practices and/or races.
6. The Race Direction will hear any protests that are lodged during the event.
7. The Race Direction has the competence to pronounce ex officio sanctions against riders, team staff, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship.
8. The authority and duties of the Race Direction are:
   a) To approve all the official results of the event.
   b) To impose penalties for any infringements of the Regulations.
   c) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current Regulations or instructions given by an official of the event.
   d) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.

e) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.

f) To adjudicate on any protest relating to infringements of the Regulations.

9. The Race Direction 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 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, 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.

10. Any person or organisation affected by a disciplinary decision of the Race Direction has the right to appeal this decision. This appeal must be presented to the FIM Stewards Panel 30 minutes at the latest after the notification of that decision.

11. Appeals against a disciplinary decision taken by the Race Direction will be dealt with by the FIM Stewards Panel.

4.8 FIM Stewards Panel

1. The FIM Stewards Panel is composed of:
   a) The FIM Chief Steward,
   b) The FMNR Steward.
2. The quorum for a meeting of the FIM Stewards Panel is one person.
3. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Chief Steward will exercise a casting vote.
4. The meetings of the FIM Stewards Panel are chaired by the FIM Chief Steward.
5. The FIM Stewards Panel will meet at any time required during the event.
6. The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.
7. The FIM Stewards Panel 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 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, 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.
8. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision.
9. After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

4.9 Race Direction Meetings

1. During its first meeting, the Race Direction shall approve the following matters:

   a) Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged have been informed thereof;

   b) Report of the Secretary to the Race Direction stipulating that officials with any responsibility for the running of the event are in possession of their respective licences and authorisations;

   c) Report of the FIM Championship Promoter Representative to the Race Direction stipulating that all riders and participants entered have duly completed the official FIM Motocross World Championship entry form and that they are in possession of their respective licences and authorisations from their FMN;

   d) Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;

   e) Report and control of the safety standards of the event;

   f) Control and approve any amendments of requests of extra safety measures as mentioned in the inspection report;

   g) Control of the official permission from the local authorities to run the event and of the third party insurance policy of the organiser.

4.10 Minutes of Meetings

1. The Minutes of all the Race Direction and/or FIM Stewards Panel meetings must be written in both official FIM languages, unless the Race Direction or the FIM Stewards Panel is agreeable to accepting them in one official language.

2. 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 Race Direction regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

3. The Minutes are to be prepared by the Secretary and must be signed by him and the FIM Delegate.

4. The FIM Delegate must send a copy of these Minutes to the FIM Administration within 72 hours after the event.

4.11 Publication of Decisions

1. 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 at least in English.

2. Any judicial decision pronounced by the Race Direction or the FIM Stewards Panel must be notified directly at the venue of the event or, failing that, by registered letter with acknowledgement of receipt.

3. Whenever possible at the event, the party (parties) involved should at least be notified orally. However, it is preferable that the decision of the Race Direction/FIM Stewards Panel be notified by a written document.

4. Except for cases under §6, this document/notification of a decision shall:

   a) State the names and the licence numbers of the Members of the Race Direction/FIM Stewards Panel;

   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 Race Direction/FIM Stewards Panel and its evidence and brief reasons;

   h) For decisions of the Race Direction: **shall** be signed by the FIM Delegate;

   i) For decisions of the FIM Stewards Panel: shall be signed by the FIM Chief Steward.

5. 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 Race Direction/FIM Stewards Panel decision must sign for receipt on a copy of that decision/acknowledgement of receipt;

   b) For decisions of the Race Direction: shall be signed by the FIM Delegate;

   c) For decisions of the FIM Stewards Panel: **shall** be signed by the FIM Chief Steward;

   d) 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;

   e) The copy of the decision, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Delegate.

6. 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 to check out racing lines;**
     = Loss of the fastest lap time in the respective practice;

- **In the case of a start: riders who return to the Skybox 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;

- **In the case of a staggered re-start (during the re-start): riders who stall their engine when the re-start signal has been given;**
- **In the case of a staggered re-start (as of one minute before the re-start): riders who have proceeded to their box;**
  = Loss of the starting position and taking the restart behind all the others in the respective race;

- **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/Skybox (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;**
- **Changing motorcycles after having crossed the rear barrier behind the starting gate;**
- **Riders who have mechanical problems in the waiting zone/Skybox, 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;**
- **Riders returning late from the sighting lap to the waiting zone /Skybox after the start has been given;**
- **In the case of a staggered re-start (as of 5 minutes before the re-start): riders who do not succeed in bringing their motorcycle in the pit-lane;**
- **In the case of a staggered re-start (as of 2 minutes before the re-start): riders who receive any assistance from team members in the pit lane (including the handing over of goggles, gloves, water, refueling, etc);**
- **In the case of a staggered re-start (as of 2 minutes before the re-start): riders who are not ready and do not proceed to their box;**
- **In the case of a staggered re-start (as of one minute before the re-start): riders who have a mechanical failure or stall their engine and do not proceed to their box;**
- **In the case of a staggered re-start: a rider overtaking another rider before the designated starting line;**
  = Disqualification from the respective race.

7. In the above mentioned cases in §6, the following procedure will apply:

   a) The rider(s) will be notified orally

   b) The official results will be modified accordingly, with mention of rider(s) con-cerned 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).

4.12 FIM Race Director

1. The FIM Motocross Commission (CMS) will appoint the FIM Race Director.
2. If the FIM Race Director is prevented from arriving at the event in time, the FIM Delegate will decide on his replacement.
3. The FIM Race Director has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes unless he is acting as a Member of the Race Direction.
4. The authority and duties of the FIM Race Director include but are not limited to:

   a) The FIM Race Director must be present at least 24 hours before the start of practice and remain after the event until the completion of his duties.

   b) The FIM Race Director must inspect the circuit and safety installations before practice begins (= circuit control).

   c) The FIM Race Director is responsible for all communications between the Event Management and the Race Direction.

   d) The FIM Race Director may make recommendations to the Event Management which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.

   e) In exceptional circumstances occurring during a practice session and/or a race, the FIM Race Director may on his own initiative take decisions which affect or vary from the published programme, such as the duration, stopping and re-running of a practice session/race, the disqualification of a rider.

4.13 Clerk of the Course

1. The Clerk of the Course is appointed by the FMNR.
2. The Clerk of the Course cannot be at the same time the FMNR Steward.
3. When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Race Director.
4. The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties include but are not limited to:

   a) The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.

   b) The Clerk of the Course must present a copy of the third party insurance policy of the organiser to the FIM Delegate.

   c) 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 functions and that the safety, medical and control services are on duty.

   d) 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. injury, suspension, disqualification, or any other ban on riding (According to information given by the FIM Administration or the FIM Championship Promoter).

   e) The Clerk of the Course may make recommendations to the Event Management which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.

   f) In exceptional circumstances occurring during a practice session and/or a race, the Clerk of the Course may on his own initiative take decisions which affect or vary from the published programme, such as the duration, stopping and re-running of a practice session/race, the disqualification of a rider.

g) The Clerk of the Course 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.

h) The Clerk of the Course 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.

i) The Clerk of the Course must ensure that the FIM Regulations are respected; he may propose penalties to the Race Direction.

j) 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.

k) The Clerk of the Course must notify the Race Direction of all decisions to be taken or already taken, and of any protest handed over to him.

l) The Clerk of the Course must collate the reports and results from all officials and all other information necessary to present his report to the Race Direction, and to have the provisional results of the event approved.

4.14 FIM Technical Director

1. 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.

2. 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.

3. The FIM Technical Director works in cooperation with the FIM Race Director and the FIM Delegate.

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

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

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

   c) **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.**

   d) 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 FIM Delegate.

   e) The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights.

4.15 Chief Technical Steward

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

2. **The Chief Technical Steward shall in particular:**

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

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

   c) If requested to do so by the Race Direction, attend meetings, but without voting rights.

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

4. **At least one Technical Steward must be holder of an FIM Technical Steward's licence.**

4.16 Chief Timekeeper

1. The Chief Timekeeper and the timekeepers are appointed by the FIM Championship Promoter.

2. The Chief Timekeeper and the timekeepers shall in particular:

   a) Be qualified to use the timekeeping system of the event.

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

   c) Produce the official results in accordance with the FIM Regulations and hand a copy to the Clerk of the Course.

   d) If requested to do so by the Race Direction, attend meetings, but without voting rights.

4.17 Environmental Steward

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

   a) Ensure that the FIM Environmental Code is respected.

   b) Report to the Clerk of the Course any infringement to the FIM Environmental Code.

   c) Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations on all aspects of the event which may have potential environmental consequences.

   d) Draw up a report on the basis of a check-list prepared by the relevant Commission and send it to the FIM Administration and hand a copy to the Clerk of the Course.

   e) Give his recommendations to the Event Management.

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

4.18 FIM Medical Director

1. The FIM Medical Director is appointed by the Director of the FIM Medical Commission in consultation with the Director of the FIM Motocross Commission.

2. 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.

3. The FIM Medical Director works in cooperation with the FIM Race Director and the Delegate.

4. The authority and duties of the FIM Medical Director include but are not limited to (Please, also refer to the FIM Medical Code):

   a) 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.

   b) The FIM Medical Director will report any concerns or deficiencies relating to the event medical provision to the FIM Race Director and FIM Delegate and present proposals to resolve such concerns.

   c) The FIM Medical Director will report to the FIM Race Director and FIM Delegate any necessary interventions regarding the medical service.

   d) In extreme circumstances may the FIM Medical Director - in collaboration with the FIM Race Director - propose to the Event Management to delay the practice sessions or races or in exceptional circumstances recommend its cancellation.

   e) The FIM Medical Director is the final arbiter in relation to medical issues at the event.

f) 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.

g) The FIM Medical Director will advise regarding the fitness to compete, or otherwise of an injured competitor.

h) The FIM Medical Director will send the list of fit and unfit riders ti the FIM Medical Commission Coordinator and other relevant officials for onward transmission to the CMO of the following event.

i) The FIM Medical Director will examine with the Chief Medical Officer all competitors listed as injured to assess and agree their fitness to compete.

j) The FIM Medical Director will attend all meetings of the Race Direction, but without voting rights.

4.19 Chief Medical Officer

1. The Chief Medical Officer, appointed by the FMNR, shall be responsible for all medical aspects and shall, in particular (Please, also refer to the FIM Medical Code):

   a) Ensure that the FIM Medical Code is respected.

   b) Should be familiar with the circuit and the organisation of the medical services at which he is appointed.

   c) Must attend the circuit control together with the FIM Medical Director and the Clerk of the Course one day prior to the first practices.

   d) Inspect, together with the FIM Medical Director, all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.

   e) Ensure that all medical/paramedical services and staff are in their correct places and ready to function.

   f) Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.

   g) Give information and recommendations to the Race Direction on injured riders and all aspects of the event which may have potential medical consequences.

   h) Whenever required, declare riders fit or unfit.

   i) Draw up a report on the basis of a check-list prepared by the relevant Commission and hand a copy to the Clerk of the Course.

   j) If requested to do so by the Race Direction, attend meetings, but without voting rights.

4.20 Centre Medical Mobile

1. The Centre Medical Mobile will be in attendance at selected events with the full cooperation of the FIM, the event organisers and Chief Medical Officers.
2. The Centre Medical Mobile is in support of the medical services of the event.
3. The Centre Medical Mobile will treat those riders who wish to be treated by them.
4. The Centre Medical Mobile will give a medical report to the Chief Medical Officer after assessment and treatment of a rider, who will then decide whether the rider in question is medically fit or unfit to race.

4.21 Flag Marshals

1. 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.

2. 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 Clerk of the Course, who will hand it over to the FIM Delegate before the start of the official practices.

3. 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 confused with the flags.

4. As a principle, there must 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 in the interests of safety. One or more additional marshals are recommended at jumps.

5. However, the position and occupation of each post will be decided by the FIM Race Director, the Clerk of the Course 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.

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

4.22 Official Signals

1. 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 Skybox)	Everyone except one team member per rider, the person holding the rider/team board, the television crew and the essential officials must leave the Skybox.
	Riders prepare for their sighting lap.
"1 MINUTE" Board (In the Skybox)	Everyone except the riders, the television crew and the essential officials must leave the Skybox.
	The starting gate is cleared.
	The riders prepare for the start.
"15 SECONDS" board (At the start)	15 seconds until the starting procedure enters its final phase.
"5 SECONDS" board (At the start)	The starting gate will drop within the next 5 to 10 seconds.
"5 MINUTES" Board (Restart from the pit lane)	All the riders taking the restart must be in the pit lane.
	The riders are lined up for the restart.
"2 MINUTES" Board (Restart from the pit lane)	All team staff must leave the pit lane and stand back in their pit box.
	Any assistance to a rider in the pit lane is prohibited (including the handing over of goggles, gloves or water).
"1 MINUTE" Board (Restart from the pit lane)	1 minute until the restarting procedure enters its final phase.
	The riders start their engines.
	The riders are under the starter's orders.

2. Official flag signals will be given by means of a flag measuring 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 pit lane or access from the circuit to the paddock.
Yellow flag, held stationary	Danger, ride cautiously.
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)	

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.

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

4. The non-respect of the waved yellow and/or the medical flag by a rider (riders) 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.

5. 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

5. RUNNING OF THE EVENT

5.1 Administrative Control

1. Riders entered in an event 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 FIM/FMNR/Organisers and/or the FIM Championship Promoter.

2. It is necessary to confirm whether all the riders present at the event:

   a) Are in possession of a valid FIM Motocross World Championship licence;

   b) Have been authorised by their FMN to participate in that event;

   c) Have duly completed the official FIM Motocross World Championship entry form.

In addition to 5.1:

5.1.MXGP FIM MXGP/MX2 Motocross World Championships
5.1.WMX FIM Women's Motocross World Championship
5.1.VMX FIM Veteran Motocross World Cup

3. The FIM Championship Promoter must prepare an updated entry list and give it to the Clerk of the Course before the start of the administrative control.

4. The FIM Championship Promoter must also verify that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.

5. The report (confirmation) of administrative control must be presented to the Race Direction by the representative of the FIM Championship Promoter before the start of the official practices of the event.

5.1.MXN FIM Motocross of Nations

3. The FIM Administration must prepare an updated entry list and give it to the Clerk of the Course before the start of the administrative control.

4. The FIM Administration must also verify that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.

5. The report (confirmation) of administrative control must be presented to the Race Direction by the FIM Administration before the start of the official practices of the event.

5.2 FIM Laissez-Passer

1. The FIM MXGP, MX2 and Women's Motocross World Championships, the FIM Veteran Motocross World Cup and the FIM Motocross of Nations are covered by a contract signed by the FIM.

2. Therefore, and for security and practical reasons, only passes issued by the FIM Contractual Partner are valid.

3. 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.

5.3 Preliminary Technical Verifications

1. Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM Regulations and/or the Supplementary Regulations of the event.
2. The technical verifications must be held on the site of the event.
3. **The rider and/or the mechanic and/or the team manager must attend the Technical Verifications.**
4. **During these technical verifications, a rider must present for verification his helmet, his full upper body protection equipment and his racing jersey.**
5. **A** rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.
6. During the event and per class, riders are allowed to use only those motorcycles (maximum two) presented at scrutineering.
7. Each rider must present one motorcycle in his name and number at scrutineering. There are two possibilities for a second motorcycle, which must be of the same make, type and cylinder capacity as the first one:
   a) Riders may present at scrutineering a second motorcycle in their name and number;
   b) Teams may present at scrutineering 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.
8. Random sound controls will be carried out on Friday.
9. For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per motorcycle. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

10. The maximum limit of the sound level is fixed at:

    For all engine types:

    114 dB/A (112 + 2 for measurement precision - measured with a Type 1 sound meter).

11. Riders may change motorcycles at any time except during a race.

12. Before a race, a rider can change motorcycle up to the moment that he crosses the rear wheel barrier with his motorcycle to take his position behind the starting gate. Changing motorcycles during a race is prohibited.

13. At any time during the event:

    a) On request of the Chief Technical Steward, a rider must present himself and/or their motorcycle(s) and/or equipment to the technical verification;

    b) A rider will be responsible for keeping his motorcycle and/or equipment in conformity with the rules;

    c) 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;

    d) **The Race Director** can disqualify a motorcycle of which the construction or condition is considered to be or may become a source of danger.

5.4 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.**

5.5 Special Medical Examination

1. At any time during an event, at the request of the FIM Delegate 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.

2. Any rider who refuses to submit himself to such special medical examination shall be disqualified from the event, and his case notified to his FMN and to the FIM for the possible application of a penalty.

5.6 Circuit Control

1. A circuit control will be made the day preceding the Free Practices.
2. If deemed necessary, a second circuit control can be carried out.
3. The circuit control will be carried out by the Race Direction.
4. The FIM Medical Director and the Chief Medical Officer must also attend the circuit control.
5. Members of the Event Management, the FIM Stewards Panel, Representatives of the FIM Championship Promotor or the Organiser as well as the Secretary of the Event or any other person deemed necessary, may also attend this inspection.

5.7 Meeting with the Organisers

1. A meeting with the organisers will be held on Friday, generally at 17:00, after the circuit control.

2. The Members of the Race Direction, the Event Management and FIM Stewards Panel, as well as the FIM Medical Director and Chief Medical Officer, are expected to attend this meeting.

3. Also invited to attend this meeting are: 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 FIM Championship Promoter and the organisers, etc.

4. If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the event.

5.8 Filming with On-Board Cameras

1. Riders may be required by the FIM Championship Promoter to carry on-board cameras.
2. When a motorcycle is equipped with 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.
3. Cameras and other equipment will be supplied to the designated riders/ teams no later than 2 hours before the first practice.
4. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
5. An on-board/helmet-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.

5.9 Riders' Briefing

1. **There will be an "electronic" riders' briefing. All the information will be sent to the riders and officials by e-mail. The riders' briefing will be reduced to 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.**
2. **However, a briefing with the riders may be held at the starting gate, generally on Saturday.**
3. **In that case, it is the responsibility of each rider and team to attend the briefing, be aware of all information given and follow all instructions issued.**
4. **The Members of the Race Direction, the Event Management and the FIM Stewards Panel are expected to attend the riders' briefing.**
5. **Representatives of the FIM Championship Promoter and the organisers, the Chief Flag Marshal, the team managers and all riders participating in the event should attend.**
6. **The Secretary of the Event and the Chief Medical Officer may also attend this briefing.**
7. **During this briefing, matters relating to the circuit, safety and race procedures will be discussed.**
8. **After the briefing, there will be a demonstration of the complete start procedure.**

5.10 Practice / Practice Restrictions

1. During the event, 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.

5.11 Practice

5.11.MXGP FIM MXGP/MX2 Motocross World Championships

1. The maximum number of riders in each Free Practice/Time Practice session is 40.

5.11.WMX FIM Women's Motocross World Championship
5.11.VMX FIM Veteran Motocross World Cup

1. The maximum number of riders in each Free Practice/Time Practice session is 50.
2. The Free Practice and Time Practice will be run in one combined session.
3. **In that case,** a green flag will be displayed **at the finish line** to indicate the start of the time practice.

5.11.MXN FIM Motocross of Nations

1. For each class (MXGP, MX2 and "Open"), one separate Free Practice session must be provided.
2. The maximum number of riders in each Free Practice session is 50.
3. Riders may not change Group.

5.12 Qualifying

5.12.MXGP FIM MXGP/MX2 Motocross World Championships

1. Qualifying in each class will involve a Time Practice and a Qualifying Race.

2. Riders will qualify for their starting positions in the Qualifying Race according to their best result in the Time Practice. In case of ties, the second best times will be taken into consideration.

MXGP / MX2	Positions	Results
Time Practice (20 minutes/ Maximum 40 riders)	1 to 40	Determine the starting positions for the Qualifying Races

3. If, for unforeseen reasons, a rider does not score any qualification time in the Time Practice, he will be placed last on the starting gate for the Qualifying Race. If several riders are concerned, the times set in Free Practice will be taken in consideration. Should there still be riders without any times after this procedure, then a ballot will decide upon their starting position.

4. If the Time Practice is cancelled for any reason, times from the Free Practice will be used as qualifying times for the Qualifying Race.

5. Riders will qualify for their starting positions in the Races according to their result in the Qualifying Race:

MXGP / MX2	Positions	Results
Qualifying Race (20 minutes + 2 laps/ Maximum 40 riders)	1 to 40	Determine the starting positions for the Races

6. If the Qualifying Race is cancelled for any reason, results from the Qualifying Practice will be used as qualifying results for the Races.

7. A rider who has been disqualified from the Qualifying Race may be permitted to take part in the Races. He will then be placed last on the starting gate. If several riders are concerned, the times firstly set in Time Practice and secondly Free Practice will be considered.

8. If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, then the latter may be treated as a Qualifying session for the Grand Prix Races. The Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

5.12.WMX FIM Women's Motocross World Championship
5.12.VMX FIM Veteran Motocross World Cup

5.12.1 Up to 42 riders present

1. Qualifying will involve a Time Practice.

	Positions	Result
Time Practice (20 minutes / Maximum 42 riders)	1 to 40	Are qualified for the Races
	41 to 42	Are reserve riders

2. Riders will qualify for their starting positions in the Races according to their best result in the Time Practice. In case of ties, the second best times will be taken into consideration.

3. If, for unforeseen reasons, a rider does not score any qualification time in the Time Practice, he will be placed last at the starting gate for the Qualifying Race. If several riders are concerned, the times set in Free Practice will be taken in consideration. Should there still be riders without any times after this procedure, then a ballot will decide upon their starting position.

5.12.2 More than 42 riders/Up to 50 riders present

4. Qualifying will involve a Time Practice. The riders must take part in Time Practice.

	Positions	Result
Time Practice (20 minutes / Maximum 50 riders)	1 to 40	Are qualified for the Races
	41 to 42	Are reserve riders
	As of 43	Are eliminated

5. Riders will qualify for their starting positions in the Races according to their best result in the Time Practice. In case of ties, the second best times will be taken into consideration.

6. Riders must score a result in Time Practice otherwise they will not be placed in the results and lose any chance of participating in the Races.

5.12.3 In both cases

7. A green flag will be displayed **at the finish line** to indicate the start of the time practice.

8. If the Time Practice is cancelled for any reason, times from the Free Practice will be used as qualifying times for the Races.

9. If, for unforeseen reasons, no qualification results are obtained before the Sighting Laps session, then the latter may be treated as a Qualifying session for the Races. The Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

5.12.MXN FIM Motocross of Nations

5.12.1 Up to 36 teams present

1. In order to qualify for the FIM Motocross of Nations, teams must participate in the Qualifying Races and eventually the B-Final, scheduled respectively on the Saturday and the Sunday:

   a) MXGP class, Qualifying Race (20 minutes + 2 laps);
   b) MX2 class, Qualifying Race (20 minutes + 2 laps);
   c) “Open” class, Qualifying Race (20 minutes + 2 laps);
   d) B-Final (30 minutes + 2 laps).

2. The teams will qualify for the FIM Motocross of Nations; according to the following model:

MX of Nations	Teams positioned	Result
Qualifying Races (20 minutes + 2 laps)	1 to 19	Are qualified for the FIM Motocross of Nations
	20 to 32	Will participate in the B-Final
	As of 33	Are eliminated
B-Final (30 minutes + 2 laps)	1	Is qualified for the FIM Motocross of Nations
	2 to 13	Are eliminated

5.12.2 More than 36 teams present

3. In order to qualify for the FIM Motocross of Nations, teams must participate in the Qualifying Races and eventually the B-Final and/or C-Final, scheduled respectively on the Saturday and the Sunday:

   a) MXGP class, Qualifying Race (20 minutes + 2 laps);
   b) MX2 class, Qualifying Race (20 minutes + 2 laps);
   c) “Open” class, Qualifying Race (20 minutes + 2 laps);
   d) B-Final (30 minutes + 2 laps);
   e) C-Final (20 minutes + 2 laps).

4. The teams will qualify for the FIM Motocross of Nations; according to the following model:

MX of Nations	**Teams positioned**	**Result**
Qualifying Races (20 minutes + 2 laps)	1 to 19	Are qualified for the FIM Motocross of Nations
	20 to 31	Will participate in the B-Final
	32 to 44	Will participate in the C-Final
	As of 45	Are eliminated
B-Final (30 minutes + 2 laps)	1	Is qualified for the FIM Motocross of Nations
	2 to 13	Are eliminated
C-Final (20 minutes + 2 laps)	1	Is qualified for the B-Final
	2 to 13	Are eliminated

5.12.3 In both cases

5. Riders may not change Qualifying Race.
6. A ballot will decide upon the starting position of each team/rider.
7. A total of 20 teams will qualify for the FIM Motocross of Nations, 19 teams according to their results in the Qualifying Races, as well as the winning team of the B-Final.
8. A total of 13 teams will qualify for the B-Final, 12 teams according to their results in the Qualifying Races, as well as the winning team of the C-Final.
9. In all cases, the best two results of each team will be taken into account, irrespective of class.
10. In case of a tie, the best result of the third rider will be taken into account.
11. If a tie still exists, the best result of firstly the MXGP, secondly the MX2 or thirdly the “Open” class will be taken into account.
12. If one Qualifying Race is cancelled for any reason, the results from the two other Qualifying Races will be counted to determine the team’s qualifying position. In case of a tie with another team, the best result of one of the two riders will be taken into account. If a tie still exists, the best result of firstly the MXGP, secondly the MX2 or thirdly the “Open” class will be taken into account.
13. If two Qualifying Races are cancelled for any reason, the results from the one Qualifying Race that has been run will be used to determine the team’s qualifying position. This result will be counted together with the best lap time position of any of its two remaining riders in the Free Practice session. In case of a tie with another team, the best lap time position of each team’s remaining third rider in the Free Practice session will be taken into account. If a tie still exists, the best result of firstly the MXGP, secondly the MX2 or thirdly the “Open” class will be taken into account.

14. If all Qualifying Races are cancelled for any reason, lap time positions from the three riders' Free Practice sessions will be used to determine the team's qualifying position, still according to the principle of the two best results.

15. If the B-Final is cancelled for any reason, the remaining non-qualified teams will be classified according to their result in Qualifying. The first non-qualified team will then be designated the 20th team to qualify for the FIM Motocross of Nations.

16. If the C-Final is cancelled for any reason, the remaining non-qualified teams will be classified according to their result in Qualifying. The first non-qualified team to reach the C Final will then be designated the 13th team to qualify for the B-Final.

17. If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, then the latter may be treated as qualifying session. The Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

5.13 Designation of the Reserve Riders

5.13.WMX FIM Women's Motocross World Championship
5.13.VMX FIM Veteran Motocross World Cup

1. The reserve riders will appointed according to the following model:

Women's Motocross	Positions	Result
Time Practice (20 minutes)	41	First Reserve Rider
	42	Second Reserve Rider
	43 and over	Are eliminated

2. If the Time Practice session is cancelled for any reason, times from the Free Practice session will determine the qualifying results.

5.14 Start practice

1. An opportunity for practice starts **for up to 5 minutes** will be provided to the riders at the **end** of the Time Practice.
2. Several start practice sessions may be scheduled at the discretion of the FIM Race Director, time, conditions and weather permitting.
3. Start practice is optional.
4. Mass starts are forbidden.

5.15 Warm-Up

In addition to 5.15:

5.15.MXGP FIM MXGP/MX2 Motocross World Championships

1. A Warm-Up will be provided on the Sunday.
2. Participation is optional.
3. If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, the latter may be treated as qualifying session.
4. In that case, the Race Direction will decide upon any modifications to the time schedule and qualifying criteria.
5. Number of riders participating in the Warm-Up:

- Warm-Up, MXGP, MX2 Maximum 40 riders	(15 minutes)

5.15.WMX FIM Women's Motocross World Championship
5.15.VMX FIM Veteran Motocross World Cup

4. The Sunday Warm-Up will be replaced by several sighting laps.
5. Number of riders participating in the Sighting Laps Session (when the session is not treated as a qualifying session):

- Sighting Laps Session, Women's, Veteran Motocross Maximum 40 qualified riders + 2 reserve riders (if any)	(10 minutes)

5.15.MXN FIM Motocross of Nations

5. The 19 Teams that have qualified for the FIM Motocross of Nations will be allocated to their respective Warm-Up according to their position after the Qualifying Races.

6. Teams may not change Warm-Up/Group.

- Warm-Up, B-Final Maximum 13 non-qualified teams/39 riders	(15 minutes)

- Warm-Up, FIM Motocross of Nations/Group 1 Maximum 10 qualified teams/30 riders Teams positions 1, 3, 5, 7, 9, 11, 13, 15, 17, 19	(15 minutes)

- Warm-Up, FIM Motocross of Nations/Group 2 Maximum 9 qualified teams/27 riders Teams positions 2, 4, 6, 8, 10, 12, 14, 16, 18	(15 minutes)

7. If the Warm-up were to be treated as a qualifying session, the Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

5.16 Autograph Session

1. Riders may be required to participate in an autograph session arranged by the FIM Championship Promoter.

5.17 Team Presentation

5.17.MXN FIM Motocross of Nations

1. On Saturday, a short presentation of all the teams that have entered the FIM Motocross of Nations is optional, time, conditions and weather permitting.
2. If a team presentation is organised after the qualifications, the riders and team manager of each team must participate in it.
3. In that case, this presentation must be indicated in the Supplementary Regulations of the event.
4. On the day of the Races, a short presentation of all the teams participating in the FIM Motocross of Nations and the B-Final is compulsory, time, conditions and weather permitting.
5. In principle, each team will be presented to the public when its riders go out for their sighting lap.
6. The riders of each team should participate in the team presentation before the B-Final/Races.

5.18 Waiting Area Procedure

1. The waiting area consists of two parts:

   - a waiting zone behind or close to the Skybox, and
   - the lower part of the SkyBox which stops at the rear barrier behind the starting gate.

2. Each rider may bring two motorcycles in the waiting zone. The motorcycle that will be used for the sighting lap must be placed in the Skybox. If a second motorcycle is brought, it must be placed in the waiting zone (Both motorcycles must have a transponder).

3. The following procedure will be used in the Skybox:

20 minutes before the start:	The entrance to the waiting zone is open.
	Each rider, his motorcycle, two team members and the person holding the rider/team board proceed to the Skybox according to the rider's qualifying position.
	The second motorcycle (if any) is parked in waiting zone behind or close to the Skybox.
	Riders visually select their starting gate position from behind the rear barrier.
	No helmets are to be worn at this time.
	As soon as they have selected their position behind the starting gate, they return to their motorcycle and team members.
	Riders can put their helmets on and prepare for the sighting lap.

10 minutes before the start:	Whistle Signal.
	The entrance from the paddock to the waiting zone is closed and it will no longer be possible to enter any motorcycles from the paddock into the waiting zone or the Skybox.
	All the motorcycles of the riders participating in the race must be present in the waiting zone and/or the Skybox. The penalty for arriving late is disqualification from the race in question.

In addition to 5.18:

5.18.WMX FIM Women's Motocross World Championship
5.18.VMX FIM Veteran Motocross World Cup

20 minutes before the start:	The reserve riders (if any) and their motorcycles and one team member per rider proceed to a reserve area as indicated by the officials and remain there until further notice.

10 minutes before the start:	Upon the order of an official, the reserve riders (if any), who are not allowed to participate in the race, their motorcycles and team members must leave the reserve area and return to the paddock.

5.19 Sighting Lap

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

2. Participation in the sighting lap is optional.

3. The following procedure will apply:

2 minutes before the sighting lap:	The “2 MINUTES” board is displayed.
	Everyone except one team member per rider, the person holding the rider/team board, the television crew and the essential officials must leave the Skybox.
	The riders prepare for the sighting lap.

Approximately 10 minutes before the start:	Whistle signal.
	The entrance from the Skybox to the track is open.
	All the riders, who are present in the Skybox in time, may leave for the sighting lap.

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

4 minutes before the start:	The entrance from the track to the waiting zone is closed.
	All riders should be back from their sighting lap.
	The circuit should be clear.
	Riders may use their second motorcycle when it has been placed in the waiting zone. They may join the Skybox up to the moment of the raising of the green flag.
	Riders arriving after the raising of the green flag will lose their initial starting position. They must go to the area indicated by the officials and 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 who do not succeed to return to the waiting zone/Skybox before the start of the race; will be disqualified from the race in question.

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

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

6. After the sighting lap, riders must return with their motorcycles directly to the waiting zone close to or behind the Skybox using the access gate indicated.

7. If the rider uses a different motorcycle for the sighting lap than for the race, he must place this motorcycle in the waiting zone behind or close to the Skybox. If he uses the same motorcycle for the sighting lap and the race, he proceeds with this motorcycle to the Skybox.

8. The rider’s team is responsible for taking the second motorcycle (the one that will not be used for the race) back to the paddock immediately after having received the instructions from an official.

In addition to 5.19:

5.19.WMX FIM Women's Motocross World Championship
5.19.VMX FIM Veteran Motocross World Cup

9. On Sunday, the sighting lap can be replaced by several sighting laps (Sighting Laps Session).

10. Participation in the Sighting Laps Session is optional.

11. The following procedure will apply:

2 minutes before the Sighting Laps Session:	The "2 MINUTES" board is displayed.
	The riders prepare for the sighting laps.

20 minutes before the start:	Whistle signal.
	The entrance from the Skybox to the track is open.
	All the riders who are present in the Skybox in time, may leave for the sighting laps.

10 minutes before the start:	The entrance from the paddock to the waiting zone/Skybox is closed. No further sighting laps are allowed.

Approximately 10 minutes before the start	End of the Sighting Laps Session.
	The entrance from the Skybox to the track is closed. No further sighting laps are allowed.

4 minutes before the start:	The entrance from the track to the waiting zone is closed.
	All riders should be back from their sighting lap.
	The circuit should be clear.
	Riders may use their second motorcycle when it has been placed in the waiting zone. They may join the Skybox up to the moment of the raising of the green flag.
	Riders arriving after the raising of the green flag will lose their initial starting position. They must go to the area indicated by the officials and 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 who do not succeed to return to the waiting zone/Skybox before the start of the race will be disqualified from the race in question.

12. Riders are not authorised to enter the pit lane during the Sighting Laps Session. Adjustments, repairs **or refueling** must be done in the waiting zone/Skybox. **Entering the pit lane during the Sighting Laps Session will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.**

5.20 Start Procedure

1. The following procedure will be used:

5 minutes before the start:	The “1 MINUTE” board is displayed.
	Everyone except the riders, the television crew and the essential officials must leave the Skybox.
	The riders prepare for the start.

As of then:	Upon a whistle signal, the riders in the Skybox proceed to the starting gate with the motorcycle they will be using for the race.
	Riders must take their position behind the starting gate.
	Riders who return to the Skybox before the whistle signal may take their original starting position.
	Once all the riders have taken their positions at the starting gate, a green flag will be displayed and they are under the starter’s orders.
	Riders who return to the Skybox after the whistle signal but before the raising of the green flag will lose their initial starting position. They will be allowed to take the next available position behind the starting gate up to moment of the raising of the green flag.
	Riders arriving after the raising of the green flag will lose their initial starting position. They must go to the area indicated by the officials and 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 who have mechanical problems in the Skybox and do not succeed in repairing their motorcycle before the raising of the green flag must follow the instructions of the officials.
	Only the riders, the television crew and the essential officials are allowed in the starting area.

15 seconds before the start:	A “15 seconds” sign will be displayed.
	Riders arriving after the raising of the green flag or who had mechanical problems in the Skybox and have been directed to another spot, 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 after 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.

2. Mass starts will be made with engines running.

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

4. A rider can change motorcycle as long as he has not crossed the rear barrier behind the starting gate with it yet. The penalty for violation of this regulation is disqualification from the race in question. However, by changing motorcycle, the rider may lose his initial starting position.

5. A rider takes his position at the starting grid with the motorcycle he is going to use for the race in question.

6. **Starting blocks are allowed.**

7. 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.

8. When all riders are on the starting line, a green flag will be raised.

9. Upon a signal from the FIM Race Director:

   a) A “15 seconds” sign will be displayed from which moment the riders are under the starter’s orders. The «15 seconds» sign will be displayed for 15 full seconds.

   b) At the end of 15 seconds, a “5 seconds” sign will be displayed and the gate will drop between 5 and 10 seconds after the “5 seconds” sign is shown.

10. The Official who will order the release of the starting gate is nominated by the FIM Delegate.

11. 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.

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

13. The FIM Race Director moves to the side of the track, holding up the green flag. He then lowers the green flag upon which the race starts.

14. The area in front of the starting gate shall be prepared in a consistent manner providing conditions as equal as possible for all riders. No one except the essential officials, TV camera crews and photographers shall be allowed in this area. No grooming of the area is permitted.

In addition to 5.20:

5.20.MXGP FIM MXGP/MX2 Motocross World Championships
5.20.WMX FIM Women Motocross World Championship
5.20.VMX FIM Veteran Motocross World Cup

15. Starts must take place from one row.

5.20.MXN FIM Motocross of Nations

5.20.1 Up to 40 teams present

16. The starts must take place from one row.

5.20.2 More than 40 teams present

17. The starts of the Qualifying Races must take place from two rows.

18. All 40 positions on the first row must be filled, before a rider can take a position on the second row.

19. All other starts (C-Final, B-Final and FIM Motocross of Nations Races) must take place from one row.

5.21 Starting Order

1. If, for unforeseen reasons, no qualification results are obtained in one or more classes before the Races, then the Race Direction will decide upon the qualifying criteria and starting order. However, the same principle will be maintained.

In addition to 5.21:

5.21.MXGP FIM MXGP/MX2 Motocross World Championships

2. The starting order is as follows:

   A. For the Qualifying Races

3. In each class, the riders select their gates for the Qualifying Races based on the results of the Pre-Qualifying Practice.

   B. For the Grand Prix Races

4. In each class, the riders select their gates for the Grand Prix races based on the results of the Qualifying Races.

5.21.WMX FIM Women's Motocross World Championship

5.21.VMX FIM Veteran Motocross World Cup

2. The riders select their gates for the Races based on the results of Time Practice.

5.21.MXN FIM Motocross of Nations

5.21.1. Teams starting positions/C-Final

2. The results of the Qualifying Races will determine the non-qualified teams' starting order in the C-Final:

Positions	C-Final
1 to 13	The teams placed 32 to 44 in the Qualifying Races.

5.21.2. Teams starting positions/B-Final

A. More than 36 teams present

3. The results of the Qualifying Races and the C-Final will determine the non-qualified teams' starting order in the B-Final:

Starting positions	B-Final
1 to 12	The teams placed 20 to 31 in the Qualifying Races.
13	The winner of the C- Final.

B. Up to 36 teams present

4. The results of the Qualifying Races will determine the non-qualified teams' starting order in the B-Final:

Starting positions	B-Final
1 to 13	The teams placed 20 to 32 in the Qualifying Races.

5.21.3. Teams starting positions/FIM Motocross of Nations Races

5. The results of the Qualifying Races and B-Final will determine the qualified teams' starting order in the three FIM Motocross of Nations Races:

Starting positions	FIM Motocross of Nations
1 to 19	Teams placed 1 to 19 in the Qualifying Races.
20	Winner of the B- Final.

5.21.4. Riders starting positions

6. Team managers are free to decide on the allocation of the assigned starting positions within their team.

A. For the B-Final/C-Final

Starting positions for the B-Final/C-Final (If all 13 teams/39 riders are present)		
Positions 1 to 13:	**Positions 14 to 26:**	**Positions 27 to 39:**
The first assigned rider of each team, according to the team's qualifying result.	The second assigned rider of each team, according to the team's qualifying result.	The third assigned rider of each team, according to the team's qualifying result.

7. The riders will proceed to the starting gate, one by one, according to the team's qualifying position. They select their position at the gate beginning with one rider of the best placed team, followed by a rider of the second best placed team, then a rider of the third best placed team and so on until the first rider of each qualified team has taken his position. The same procedure will then be repeated for the second and the third riders of each team.

B. For the FIM Motocross of Nations Races

Starting positions for the FIM Motocross of Nations (If all 20 teams/40 riders are present)	
Positions 1 to 20:	**Positions 21 to 40:**
The first assigned rider of each team, according to the team's qualifying result and classes competing.	The second assigned rider of each team, according to the team's qualifying result and classes competing.

8. The riders will proceed to the starting gate, one by one, according to the team's qualifying position, and select their position at the gate beginning with one rider of the best placed team, followed by a rider of the second best placed team, then a rider of the third best placed team and so on until the first rider of each qualified team has taken his position. The same procedure will then be repeated for the second rider of each team.

5.22 Races

5.22.MXGP FIM MXGP/MX2 Motocross World Championships

1. In each class, the Grand Prix will be run in two races of 30 minutes plus two laps (Maximum 40 riders).

5.22.WMX FIM Women's Motocross World Championship
5.22.VMX FIM Veteran Motocross World Cup

1. The event will be run in two races of 20 minutes plus two laps (Maximum 40 riders).

5.22.MXN FIM Motocross of Nations

5.22.1. C-Final

1. The C-Final is open to 13 non-qualified teams for the FIM Motocross of Nations and will be run in one race of 20 minutes plus two laps (Maximum 39 riders).
2. A maximum of 13 and a minimum of 6 non-qualified teams are necessary to run the C-Final.
3. If this number is not reached, the C-Final will not be run and the teams in question will be classified according to their result in Qualifying.

5.22.2. B-Final

4. The B-Final is open to the best 13 non-qualified teams for the FIM Motocross of Nations and will be run in one race of 30 minutes plus two laps (Maximum 39 riders).
5. A maximum of 13 and a minimum of 6 non-qualified teams are necessary to run the B-Final.
6. If this number is not reached, the B-Final will not be run and the teams in question will be classified according to their result in Qualifying.

5.22.3. FIM Motocross of Nations

7. The FIM Motocross of Nations is open to the 20 qualified teams and will be run over three races of 30 minutes plus two laps, as follows:

   a) FIM Motocross of Nations, Race 1
   (MXGP and MX2 Riders/Maximum 40 riders)

   b) FIM Motocross of Nations, Race 2
   (MX2 and «Open» Riders/Maximum 40 riders)

   c) FIM Motocross of Nations, Race 3
   (MXGP and «Open» Riders/Maximum 40 riders)

8. Riders may not change Race.

5.23 False Start

1. In case of a false start, there will be a re-start.
2. A red flag will be displayed to the riders.
3. The riders will return to the waiting zone and the re-start will take place as soon as possible with the same riders.
4. Changing of motorcycles will not be allowed after a false start.
5. The FIM Race Director may recommend to the other Members of the Race Direction excluding the rider(s) deemed being at fault for the false start from taking part in the restart.

In addition to 5.23:

5.23.WMX FIM Women's Motocross World Championship
5.23.VMX FIM Veteran Motocross World Cup

6. A reserve rider (if any) who has not been admitted to the initial start cannot be introduced after a false start.

5.24 Stopping of a Practice, Time Practice or Warm-up

1. The FIM Race Director is authorised to prematurely stop any part of the event for urgent and/or safety reasons or other cases of “force majeure”. In that case, a red flag will be displayed to the riders.

2. Riders must follow instructions of officials and go directly to the pit lane (formerly repair and signalling zone) where they can receive assistance. Changing of motorcycles is allowed.

3. The Practice, Time Practise or Warm-up will be continued as soon as possible, upon the discretion of the FIM Race Director; time, conditions and weather permitting. In all cases, every attempt will be made to run the total duration of the session in question.

4. The FIM Race Director may recommend to the other Members of the Race Direction that the rider(s) deemed to be at fault for the stopping of the Practice, Qualifying Practise or Warm-up be excluded from taking part in the remainder of the session.

5.25 Stopping of a Race

1. The FIM Race Director is authorised to prematurely stop any part of the event for urgent and/or safety reasons or other cases of “force majeure”. In that case, a red flag will be displayed to the riders:

5.25.1. Before 2 laps have been completed

2. 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.

3. Changing of motorcycles will not be allowed.

4. The FIM Race Director may recommend to the other Members of the Race Direction that the rider(s) deemed to be at fault for the stopping of the Race be excluded from taking part in the restart.

5. No reserve riders (if any) will be introduced.

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

6. If a Qualifying Race or Race is stopped after 2 laps and before 51% of the race time (rounded up) have elapsed, there will be a restart from the pit lane (formerly repair and signalling zone).

7. Riders must follow instructions of officials and go directly to the pit lane (formerly repair and signalling zone) where they can receive assistance. Changing of motorcycles is not allowed.

8. A restart will take place as soon as possible at the discretion of the FIM Race Director. At all times, a minimum of 5 minutes from the time the race was stopped will be given to make repairs/adjustments.

9. Only riders who are “on track” (actively taking part in the race or who are involved in a racing incident) at the moment of the stopping of the race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.

10. Riders will line up in a staggered formation in the pit lane in their finishing order at the end of the lap preceding the stopping of the race. The TV monitors will display the restart starting order. Riders who are involved in a racing incident at the moment of the stopping of the race will be placed according to their position at the end of the lap preceding the stopping of that race.

5 minutes before the restart:	The “5 MINUTES” board is displayed to announce the restart in the pit lane.
	All the riders taking the restart must be in the pit lane (formerly repair and signalling zone) and will be lined up according to the results displayed on the TV monitors.
	Riders “on track” who did not succeed in bringing their motorcycle to the pit lane by this time will be excluded from the restart.

2 minutes before the restart:	The “2 MINUTES” board is displayed.
	All team staff must leave the pit lane and stand back in their pit box. Any assistance to a rider in the pit lane is prohibited (including the handing over of goggles, gloves or water). The penalty for violation of this regulation is disqualification from the restart in question.
	A rider who is not ready by this time must return to the pit box where he can receive assistance. He will lose his starting position and must take the restart from behind all the other riders. If several riders are concerned, they will take the restart according to their position at the end of the lap preceding the stopping of the race. The penalty for violation of this regulation is disqualification from the restart in question.

1 minute before the restart:	The “1 MINUTE” board is displayed.
	A green flag will be raised and all the riders are under the starter’s orders.
	The riders start their engines.
	A rider who stalls his engine or has any mechanical failure by this time must return to the pit box where he can try to restart his engine or receive assistance. He will lose his starting position and must take the restart from behind all the other riders. If several riders are concerned, they will take the restart according to their finishing order at the end of the lap preceding the stopping of the race. The penalty for violation of this regulation is disqualification from the restart in question.

As of then:	The green flag will be lowered.
	The race is restarted.

11. The pit lane exit will be reduced in width to allow only one motorcycle to pass through the exit at the time of the procedure.

12. Riders leave the pit lane onto the track one at a time and continue the race. A rider may not overtake a rider in front of him before the designated starting line. Any rider overtaking another rider before the designated starting line will be disqualified.

13. Every attempt will be made to run the total duration of the race in question; time, conditions and weather permitting.

14. The FIM Race Director may recommend to the other Members of the Race Direction that the rider(s) deemed to be at fault for the stopping of the Race be excluded from taking part in the restart.

5.25.3. <u>After 51% of the race time has been completed</u>

15. If a Race is stopped after 51% of the race time (rounded up) have elapsed, the race will be completed. The riders’ placings will then be those at the end of the lap preceding the stopping of the race.

16. In that case, full championship points will be awarded.

5.26 Control of the Sound Levels after each Race

1. Immediately after each Race, three motorcycles, chosen at random by the Race Direction, may be checked for compliance with sound level regulations.

2. Other motorcycles may also be checked at the request of the Race Direction or the FIM Race Director.

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

   For all engine types:

   115 dB/A (112 + 2 for measurement precision + 1 for degradation accepted during the race - measured with a Type 1 sound meter)

   - 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.

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

5.27 Results/Procedure

1. All official outings of the riders on the circuit (see Art. 01.1.3 Format of the Event) must be timed, with the results displayed on monitors and communicated to the press.

2. Timing shall continue until:

   a) 5 minutes after the end of each practice or timed qualifying session;
   b) 5 minutes after the arrival of the winner of the race in question.

3. The winner of a race is the rider who crosses the finish line first.

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

5. The riders who follow the winner will then be stopped when crossing the finishing line.

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

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

8. All the riders participating in the Qualification Race and/or 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.

9. 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.

10. 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.

11. All results must be homologated by the Race Direction.

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

13. If a protest is lodged, the results will not become official until a decision is taken by the competent body.

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

5.28 Results/Awarding of Points

5.28.MXGP FIM MXGP/MX2 Motocross World Championships
5.28.WMX FIM Womens' Motocross World Championship
5.28.VMX FIM Veteran Motocross World Cup

1. 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

5.28.MXN FIM Motocross of Nations

1. Points are allocated in each Qualifying Race/Race.
2. The winner of each Qualifying Race/Race obtains one point, the second two points, etc. irrespective of class.

5.29 Results/Final Standings

5.29.MXGP FIM MGP/MX2 Motocross World Championships
5.29.WMX FIM Womens' Motocross World Championship
5.29.VMX FIM Veteran Motocross World Cup

1. In each FIM Motocross World Championship or Prize Event, 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.

2. If a tie exists, the points scored in the Race 2 will determine the order of placing in the final standings of the event of those riders who scored points.

3. The overall results will be completed with those riders who have not scored any 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.

4. If a tie exists, the position in the Race 2 will determine the order of placing in the final standings of the event of those riders who did not score any points.

5.29.MXN FIM Motocross of Nations

5.29.1. Final C

1. The final team results of the C-Final are determined as follows:

   a) The team winning the C-Final (and thus qualified for the B-Final) is that which has gained the lowest total number of points after having added the two best results of its riders, irrespective of class;

   b) In case of a tie, the best result of the third rider will be taken into account. The team whose rider has obtained the best third result will be placed before the other(s).

   c) If a tie still exists, the team having scored the best result.

   d) These results will be completed by adding teams not having obtained two results. For these teams, the same system will be used for classification and deciding ties.

5.29.2. Final B

2. The final team results of the B-Final are determined as follows:

   a) The team winning the B-Final (and thus qualified for the FIM Motocross of Nations Races) is that which has gained the lowest total number of points after having added the two best results of its riders, irrespective of class;

   b) In case of a tie, the best result of the third rider will be taken into account. The team whose rider has obtained the best third result will be placed before the other(s).

   c) If a tie still exists, the team having scored the best result.

   d) These results will be completed by adding teams not having obtained two results. For these teams, the same system will be used for classification and deciding ties.

5.29.3. FIM Motocross of Nations/Races

3. The FIM Motocross of Nations is a Championship for national teams. However, individual overall results will also be published in each class for those riders who participated in the FIM Motocross of Nations Races.

A) Team Results

4. The final team results of the FIM Motocross of Nations Races are determined as follows:

   1) The team winning the FIM Motocross of Nations is the one which has gained the smallest total number of points after having added the five best results of its riders irrespective of class;

   2) In case of a tie the results will be established as follows:

      a) The team whose riders have obtained the highest number of first places, second places, etc. amongst the five best results;

      b) The team whose riders have obtained the highest number of first places, second places, etc. in the last Race (FIM MXGP + «Open»);

      c) The team whose riders have obtained the highest number of first places, second places, etc. in the second Race (FIM MX2 + «Open»);

      d) The team whose riders have obtained the highest number of first places, second places, etc. in the first Race (FIM MXGP + FIM MX2);

      e) If a tie still exists, the teams in question will be placed equal.

   3) These results will be completed by adding teams not having obtained five results. For these teams the same system will be used for classification and breaking ties;

B) Individual Results

5. In each class, the final individual results of the FIM Motocross of Nations Races are determined as follows:

   1) The rider winning the FIM Motocross of Nations in his class, is the one who has gained the smallest total number of points after having added his results in both races, irrespective of class (the same results/positions scored by the rider for the teams standings will also be used for the individual standings per class);

2) In case of a tie between two or more riders in the individual results, the rider with the best position in the last race will be given the advantage;

3) These results will be completed by adding those riders who did not obtain two results. For these riders the same system will be used for classification and breaking ties.

5.29.4. FIM Motocross of Nations/Event

A. Up to 36 teams present

6. The overall results of the FIM Motocross of Nations of all the teams that participated in the event are determined as follows:

Positions 1 to 20:	According to the final results of the FIM Motocross of Nations Races;

As of position 21: (to 32 maximum)	Teams eliminated in the B-Final, classified according to the final results of the B-Final;

Over:	The remaining teams, eliminated in Qualifying, classified according to their final result in the Qualifying Races.

B. More than 36 teams present

7. The overall results of the FIM Motocross of Nations of all the teams that participated in the event are determined as follows:

Positions 1 to 20:	According to the final results of the FIM Motocross of Nations Races;

As of position 21: (to 32 maximum)	Teams eliminated in the B-Final, classified according to the final results of the B-Final;

As of position 33: (to 44 maximum)	Teams eliminated in the C-Final, classified according to the final results of the C-Final;

Over:	The remaining teams, eliminated in Qualifying, classified according to their final result in the Qualifying Races.

5.30 Results/Presentation and Publication

1. The results must include at least the following information:

   a) FIM, FMNR, Organiser/Moto Club and Championship logo;
   b) Title of the Event;
   c) IMN number;
   d) FMNR;
   e) Date and venue of the event;
   f) Class;
   g) Position, number, name and first name of the riders;
   h) FMN of the rider;
   i) Nationality of the rider;
   j) Motorcycle of the rider;
   k) The number of laps and times of all riders;
   l) The number of classified riders;
   m) The winner's average speed;
   n) The name of the rider making the best lap in the race, his time and average speed;
   o) Publication time of the results;
   p) The name and signature of the FIM Delegate;
   q) The name and signature of the Clerk of the Course.

2. The results of the practice and qualifying sessions and races must be communicated to the Race Direction and to the press.

3. The final results of each FIM World Championship race must be transmitted to the FIM Administration within the hour that follows their approval.

4. The Championship Promoter Chief Timekeeper is responsible for this transmission which will be made by through FTP (File Transfer Protocol) on the FIM server.

In addition to 5.30:

5.30.MXGP FIM MXGP/MX2 Motocross World Championships
5.30.WMX FIM Womens' Motocross World Championship
5.30.VMX FIM Veteran Motocross World Cup

5. The results must also include the following information:

   r) Team of the rider (only if the Team is holder of a valid FIM Team Licence);

   s) Championship points earned by the rider:

6. The following results of each event must be transmitted to the FIM Administration:

   a) Race 1;
   b) Race 2;
   c) Overall result of the event.

5.30.MXN FIM Motocross of Nations

5. The results must also include the following information:

   a) Team of the rider (Country represented by the rider = his nationality).

6. The following results of the event must be transmitted to the FIM Administration:

   a) Race 1, FIM MXGP and FIM MX2 (individual results);
   b) Race 2, FIM MX2 and «Open» (individual results);
   c) Race 3, FIM MXGP and «Open» (individual results);
   d) B-Final (individual results);
   e) B-Final (Team results);
   f) C-Final (individual results);
   g) C-Final (Team results);
   h) Overall result of the FIM Motocross of Nations (Team results according to Art. 01.5.27.4).

5.31 Lap of Honour

1. If requested by the FIM Championship Promoter, the winner of the Race will be expected to make a lap of honour immediately after having crossed the finish line, time, conditions and weather permitting.

5.32 Prize-Giving Ceremony

1. A Prize-Giving Ceremony must be held at each event, conditions and time permitting.
2. The top three positions in the overall standings in the event must take part in the Prize-Giving Ceremony. Any infraction will be penalised by the Race Direction.
3. During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played.
4. The national flags of the top three finishers (based on their passport) may be hoisted at the same time.
5. Any infraction of this rule will be penalised by the Race Direction.

In addition to 5.32:

5.32.MXGP FIM MXGP/MX2 Motocross World Championships
5.32.WMX FIM Women's Motocross World Championship
5.32.VMX FIM Veteran Motocross World Cup

6. Prize-Giving Ceremony: after the second Race of each class.
7. The following persons must take part in the Prize-Giving Ceremony:
   a) The rider winning the event (with motorcycle);
   b) The second placed rider in the event (with motorcycle);
   c) The third placed rider in the event (with motorcycle);
   d) The team manager of the rider winning the event;
   e) If not already in a), b) or c), the rider leading in the points standings.

5.32.MXN FIM Motocross of Nations

6. Prize-Giving Ceremony: after the last FIM Motocross of Nations Race.

7. The riders and team managers of the following teams must take part in the Prize-Giving Ceremony:

   a) The team winning the FIM Motocross of Nations (with their motorcycles);
   b) The second placed team in the FIM Motocross of Nations;
   c) The third placed team in the FIM Motocross of Nations.

5.33 Press Conference

1. In principle, the Press Conference must be held immediately after the Prize-Giving Ceremony, conditions and time permitting.

2. Any infraction of this rule will be penalised by the Race Direction.

In addition to 5.33:

5.33.MXGP FIM MXGP/MX2 Motocross World Championships
5.33.WMX FIM Women's Motocross World Championship
5.33.VMX FIM Veteran Motocross World Cup

3. The following persons must take part in the Press Conference:

   a) The rider winning the event;
   b) The second placed rider in the event;
   c) The third placed rider in the event;
   d) Other participants invited at the discretion of the FIM Championship Promoter.

5.33.MXN FIM Motocross of Nations

3. The riders and team managers of the following teams must take part in the Press Conference:

   a) The team winning the FIM Motocross of Nations;
   b) The second placed team in the FIM Motocross of Nations;
   c) The third placed rider in the FIM Motocross of Nations.

5.34 Final Verification

1. The motorcycles that are placed in the closed park for final verification must remain there 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.

In addition to 5.34:

5.34.MXGP FIM MXGP/MX2 Motocross World Championships
5.34.WMX FIM Women's Motocross World Championship
5.34.VMX FIM Veteran Motocross World Cup

2. Immediately after the prize-giving ceremony, the motorcycles of the first three riders of the overall standings of the respective class must be placed in the closed park.

5.34.MXN FIM Motocross of Nations

2. Immediately after the FIM Motocross of Nations prize-giving ceremony, the motorcycles of the three riders of the winning team must be placed in the closed park.

5.35 Protests/Appeals

1. Any person or group of persons (rider, team, 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.
2. All protests must be lodged to the Race Direction.
3. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the start of the official practice.
4. Any other protests must be lodged immediately after the reason for the protest is known.
5. Protests against results must be presented within 30 minutes following the announcement of the results.
6. Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.
7. 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.
8. Protests entailing a fuel control must be accompanied by an additional deposit of € 800.-.
9. Anybody who has lodged a protest according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event may request to have access to any element (written or printed matters and/or official TV images-if available) that allowed the Race Direction to take its decision. Such a request must be made in writing within 30 minutes after reception of the decision of the Race Direction.
10. If this information is required in order to formulate an appeal against a decision of the Race Direction, the time limit for acceptance of the appeal must be extended until 30 minutes after this information has been provided.

11. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision and must be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the appeal is justified.

12. An appeal against the decision of the FIM Stewards Panel may be lodged to the CDI. This appeal must be presented 5 days at the latest after the notification of the FIM Stewards Panel decision (Security deposit for appeal: € 1’200.-).

13. After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

5.36 Fuel Control

1. A fuel control may be carried out at any time during an event, according to the FIM Championships Regulations.

2. All requests for fuel controls following a protest must be accompanied by a deposit of € 800.- paid to the competent body or the FIM (supplementary controls).

3. Any new requests for controls must be presented to the FIM within 5 days of the reception date of the results of the preceding control notified in conformity with the FIM Motocross World Championships Regulations.

4. After the last control:

   a) The winning party will have its deposit reimbursed;

   b) The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it had already paid.

5. 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.

In addition to 5.36:

5.36.MXN FIM Motocross of Nations

6. Consequently, the team of the rider concerned will also be disqualified from the whole event and forfeit all Championship results and prizes earned.

5.37 Anti-Doping and Alcohol Tests

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

2. A rider who tests positive will be disqualified from the whole event and forfeit all points and trophies earned. Additional penalties may be imposed.

In addition to 5.37:

5.37.MXN FIM Motocross of Nations

3. Consequently, the team of the rider concerned will also be disqualified from the whole event and forfeit all results and prizes earned.

5.38 Travel Indemnities and Prizes

5.38.MXN FIM Motocross of Nations

1. All amounts are shown in Euros (€). They are net amounts from which no deductions are allowed. They are payable in € only.
2. They will be paid to the FMNs of the teams who participated in the FIM Motocross of Nations, by bank transfer after the event.
3. The travel indemnity for each team entered in the FIM Motocross of Nations is € 2'040.-.
4. The minimum prize money is € 23'000.- which must be divided as follows:

FIM Motocross of Nations		B-Final	
Position	**Prize money (€)**	**Position**	**Prize money (€)**
1.	3'420.-	1.	690.-
2.	2'730.-	2.	615.-
3.	2'370.-	3.	545.-
4.	2'045.-		
5.	1'920.-	**Total:**	1'850.-
6.	1'845.-		
7.	1'635.-		
8.	1'440.-		
9.	1'225.-		
10.	960.-		
11.	810.-		
12.	750.-		
Total:	21'150.-		

5. All the team's riders must display the FIM Motocross of Nations logo on the front number plate and their racing shirt, otherwise their team will forfeit 50% of its prize money.
6. Should an FMN consider that its team 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.

5.39 FIM Awards

5.39.MXN FIM Motocross of Nations

1. The following awards will be presented, for one year, to the FMN of the first three teams in the final standings of the FIM Motocross of Nations:

    a) 1st team: The “Peter Chamberlain Trophy” donated by the ACU;

    b) 2nd team: The “Trophée” given by the FMI;

    c) 3rd team: The “Coupe” given by the FMI.

2. The FIM must ensure that they are available for presentation at the following year’s event.

6. TIME TABLES

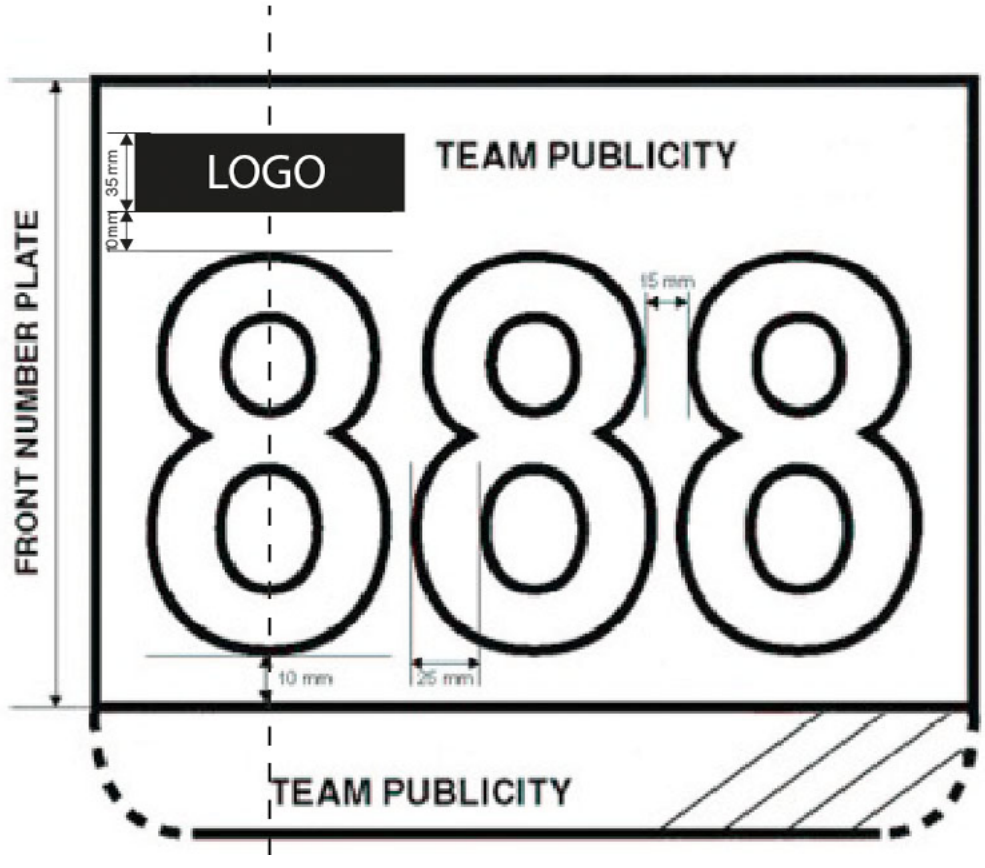
6.1 FIM MXGP & MX2 Motocross World Championships
FIM Women's Motocross World Championship
FIM Veteran Motocross World Cup

FIM MXGP/MX2/WMX/VMX	Friday
Technical Control	10:00 – 18:00
Random Sound Testing	12:00 – 15:00
Circuit control	15:00
Meeting with the Organiser	17:00
Second Circuit Control (if necessary)	18:00

The final time table of the event will be published by the Championship Promoter in due time.

7. FRONT NUMBER PLATE

Diagrams



LOGOS

The various logos of the FIM World Championship and Prize Events are displayed on the following pages.

In order to obtain this logo in high resolution together with the corporate chart, please contact YouthStream, Mr Hans-Martin Fetzer:

(sportoffice@mxgp.com).

8. FIM MOTOCROSS CHAMPIONSHIPS & PRIZE EVENT LOGOS

FIM MXGP MOTOCROSS WORLD CHAMPIONSHIP

FIM MX2 MOTOCROSS WORLD CHAMPIONSHIP

FIM MOTOCROSS OF NATIONS

FIM WOMEN'S MOTOCROSS WORLD CHAMPIONSHIP

FIM VETERAN MOTOCROSS WORLD CUP

Organiser's Logo
Will be placed
by the FIM

FMNR Logo
Will be placed
by the FIM

FIM MOTOCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS
CHAMPIONNATS DU MONDE ET PRIX FIM DE MOTOCROSS
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)
Code 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:

Organiser's Logo Will be placed by the FIM

FMNR Logo Will be placed by the FIM

FIM MOTOCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS
CHAMPIONNATS DU MONDE ET PRIX FIM DE MOTOCROSS
SUPPLEMENTARY REGULATIONS / *REGLEMENT PARTICULIER*

Title of the event / *Titre de la manifestation* :
FIM MXGP/MX2 Motocross Grand Prix of (Country / Pays)
Grand Prix FIM de Motocross MXGP/MX2 de
FIM Women's Motocross World Championship / Championnat du Monde FIM de Motocross Féminin
FIM Veteran Motocross World Cup / Coupe du Monde FIM de Motocross Vétérans
Classes: Motocross MXGP - MX2 - Women / Féminin - Veteran / Vétérans
IMN : 202/ (MXGP/MX2) + IMN 211/ (WMX) + IMN 214/ (VMX)
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 / *Sortie*:
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*
Address / Adresse Tel. N°:
E-mail :
Website:

Organiser's Logo Will be placed by the FIM

FMNR Logo Will be placed by the FIM

Open on / O*uvert le*

Thursday / J*eudi*	(date)	from/*de*	(time/heure)	to/*à*	(time/heure)
Friday / V*endredi*	(date)	from/*de*	(time/heure)	to/*à*	(time/heure)
Saturday / S*amedi*	(date)	from/*de*	(time/heure)	to/*à*	(time/heure)
Sunday / D*imanche*	(date)	from/*de*	(time/heure)	to/*à*	(time/heure)

3. OFFICIALS / *OFFICIELS* & FIM LICENCE NO / *LICENCE FIM NO*

- FIM Delegate		No:
- *Délégué FIM*	*email address*	
- FIM Chief Steward	Tony Skillington	No: 3083
- *Chef Commissaire FIM*	*cms-director@fim.ch*	
- FMNR Steward		No:
- *Commissaire FMNR*	*email address*	
- FIM Race Director	Ingo Partsch	No: 3111
- *Directeur de l'Epreuve FIM*	*ingo.partsch@oeamtc.at*	
- FIM MXGP Deputy Race Director	Jiri Sitina	No: 3122
- *Directeur Adjoint MXGP de l'Epreuve FIM*	*jiri.sitina@gmail.com*	
- FIM Medical Director		No:
- *Directeur Médical FIM*	*email address*	
- FIM Motocross Technical Director	Andy Summers	No: 10528
- *Directeur Technique FIM Motocross*	*andy.w.summers@blueyonder.co.uk*	
- Clerk of the Course		No:
- *Directeur de Course*	*email address*	
- Secretary of the Race Direction		
- *Secrétaire de la Direction de Course*	*email address*	
- Chief Technical Steward		No:
- *Chef Commissaire Technique*	*email address*	
- Technical Steward		No:
- *Commissaire Technique*	*email address*	
- Chief Timekeeper	Ludwig Verheyden	No: 10547
- *Chef Chronomètreur*	*timekeeping@mxgp.com*	
- Environmental Steward		No:
- *Commissaire Environnement*	*email address*	
- Chief Medical Officer		No:
- *Chef du Service Médical*	email address	
- Press Officer		
- *Officier de Presse*		
- Paddock Official		
- *Responsable du Parc des Coureurs*		

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 entries must be made on-line via:
Les demandes d'engagement, les engagements provisoires et/ou d'engagements doivent être envoyés à :

YouthStream Sport Office,
E-mail: sportoffice@mxgp.com

Closing date of entries / *date de clôture des engagements :*
(MXGP/MX2: First event/première manifestation: the start date of the event /date du début de la manifestation: - 60 days/jours)
(All other events/toutes les autres manifestations: the start date of the event/date début de la manifestation: - 15 days/jours)

For the following points (5-16), see attached Time Schedule in English.
Pour les points suivants (5-16), voir Horaire en français ci-joint.

5. CIRCUIT CONTROL / *CONTROLE DU CIRCUIT*

Meeting point: at the starting grid / *Lieu de rencontre : à la grille de départ.*

6. MEETING WITH THE ORGANISER / *REUNION AVEC L'ORGANISATEUR*

Venue / *Lieu*: Race Direction Office.

7. TECHNICAL CONTROL / *CONTROLE TECHNIQUE*

Venue / *Lieu*: the technical control post / *au poste du contrôle technique.*

8. RACE DIRECTION MEETINGS / *SEANCES DE LA DIRECTION DE COURSE*

Venue / *Lieu*: Race Direction Office.

9. RIDERS' BRIEFING / *BRIEFING AVEC LES COUREURS*

Meeting point / *Lieu du briefing :* at the starting grid / *à la grille de départ.*

10. PRACTICE / *ENTRAINEMENTS*

11. QUALIFYING / *QUALIFICATIONS*

12. FREE START SESSION / *TEST LIBRE DE DEPART*

13. WARM-UP

14. SIGHTING LAP / *TOUR DE RECONNAISSANCE*

15. WAITING ZONE / *ZONE D'ATTENTE*

16. RACES / *COURSES*

17. FUEL / *CARBURANT*

In accordance with FIM specifications / C*onformément aux prescriptions de la FIM*.

18. INSURANCE / *ASSURANCE*

By endorsing the application form for entry, the FMN of the rider certifies that the rider is insured in accordance with the FIM requirements.
Par l'approbation du bulletin d'engagement, la FMN du coureur certifie que le coureur est assuré conformément aux prescriptions de la FIM.

The organiser has contracted a third party insurance in accordance with Art. 110.1 of the FIM Sporting Code.
L'organisateur a contracté une assurance responsabilité civile conformément à l'Art. 110.1 du Code Sportif de la FIM.

This insurance includes a guarantee of
C*ette assurance comporte une garantie de* (local currency / monnaie locale, min. US$ 2'500'000.-)

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.

19. 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 to the Race Direction and appeals against it decisions to be adjudicated by the FIM Stewards Panel 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.
Toute réclamation auprès de la Direction de Course ou appel contre une décision de celle-ci sur lequel doit se prononcer le Collège des Commissaires FIM 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.

An appeal may be made against a decision of the FIM Stewards Panel to the International Disciplinary Court (CDI).
Il pourra être fait appel devant la Cour Disciplinaire Internationale (CDI) contre une décision du Collège des Commissaires FIM.

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 Race Direction within 30 minutes following the announcement of the results.
Toute réclamation concernant les résultats doit être présentée à la Direction de Course dans un délai de 30 minutes, au plus tard, après la publication des résultats.

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.-.

20. PRIZE-GIVING CEREMONY / *CÉRÉMONIE DE REMISE DES PRIX*

Venue of the prize-giving ceremony:
Lieu de la cérémonie de remise des prix : YouthStream podium
See attached Time Schedule / *Voir Horaire ci-joint.*

21. INTERPRETATION OF THE SR / *INTERPRETATION DU RP*

The interpretation of these Supplementary Regulations rests entirely with the Race Direction. 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 de la Direction de Course. 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)

	Organiser's Logo Will be placed by the FIM	**FMNR 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*

FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM-LIVE.COM
11, ROUTE DE SUISSE | CH - 1295 MIES
cms@fim.ch

6520001