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DE MOTOCYCLISME

FIM SIDECAR MOTOCROSS WORLD CHAMPIONSHIP REGULATIONS

2023

SIDECARCROSS
FIM WORLD CHAMPIONSHIP

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General Undertakings and Conditions

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

1. FIM Sporting Code
2. FIM Code of Ethics
3. FIM SuperMoto Regulations
4. FIM Motocross Technical Regulations
5. **FIM Fuel Regulations**
6. **FIM Sound Regulations**
7. FIM Disciplinary and Arbitration Code
8. FIM Motocross Circuit Standards
9. FIM Environmental Code
10. FIM Medical Code
11. FIM Anti-Doping Code
12. FIM Yearbook
13. Protocol at FIM World Championship and Prize Events
14. 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.

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.

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

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 SIDECAR MOTOCROSS WORLD CHAMPIONSHIP

1.1 FIM World Championship

1. Each year, the FIM holds an FIM Sidecar Motocross World Championship for riders and manufacturers.
2. The FIM Sidecar Motocross World Championship is organised according to the FIM Regulations, Sporting Code, Chapter 30 - “FIM World Championships and Prize Events”.
3. A maximum of 14 events counting towards the FIM Sidecar Motocross World Championship will be organised.

1.2 Events

1. The FIM Sidecar Motocross World Championship must be inscribed in the Calendar.
2. These events must be staged on circuits that will have to be 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 date and/or replaced by another event.
4. No event may be organised without all the necessary legal authorisations have been provided 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 event is being run over three days, generally Friday, Saturday and Sunday but this may differ depending on the event. For reasons of simplification, this principle is maintained in these regulations.
8. 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 have expired; and
   c) All technical, sporting and anti-doping controls have been concluded.
9. If a protest is lodged, the results will not become official until a decision is taken by the **Race Direction.**
10. 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.
11. 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. The format of an FIM Sidecar Motocross World Championship event is as follows:

Sidecar	Duration per session	Maximum number of riders
1 X Free Practice (Group “A”)	30 minutes	40
1 X Free Practice (Group “B”)	30 minutes	40
1 X Time Practice (Group “A”)	30 minutes	40
1 X Time Practice (Group “B”)	30 minutes	40
1 X Qualifying Race (Group “A”)	20 minutes + 2 laps	30
1 X Qualifying Race (Group “B”)	20 minutes + 2 laps	30
1 X “Last Chance”	20 minutes	36
1 X “Warm-Up”	20 minutes	32
2 X Races	30 minutes+ 2 laps	30

1.4 FIM World Championships Criteria

1. All organised events counting towards the corresponding FIM World Championship will be taken into consideration. However, the FIM Board of Directors or, if necessary, the FIM Executive Board is entitled, upon proposal from the FIM Motocross Commission and in exceptional circumstances, to make a decision deviating from this principle.
2. 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.
3. 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.
4. In case of ties in the provisional standings, the number of better placings will be taken into account.
5. If a tie still exists, the points scored in the last Race will then determine the order of placing in the provisional standings. If necessary, the points scored in the last but one Race will determine the order of placing in the provisional standings, and so on...
6. The winner of the FIM World Championship (rider) is the rider who has obtained the most points from all the Races of the FIM World Championship, irrespective of the number of Races he has completed.
7. In case of ties for the final standings of the FIM World Championship, the same conditions as for the provisional standings will apply to determine the winner of the Championship and the ranking of the riders tied in points.
8. The passengers will also be classified and receive awards in the final classification together with the rider.
9. The passenger who will receive the awards will be the one who has gained the most points with the rider.
10. In case of ties, the number of better placings of the passenger with the respective rider will be taken into account.
11. If a tie still exists, the passenger with whom the rider last gained points will be placed first and receive the awards.
12. 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.
13. 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 and the ranking of the Manufacturers tied in points.

14. 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.

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

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

1.5 Support Races

1. During an FIM Sidecar Motocross World Championship 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. Riders who have been entered in an event of the FIM Sidecar Motocross World Championship are not allowed to participate in any support races or any other activities implying any vehicular use of the circuit during the same event.
5. Priority must at all times be given to the FIM Sidecar Motocross World Championship programme.
6. If necessary, the Race Direction can change the time schedule of these support races and/or other activities or cancel them

2. ENTRIES, RIDERS AND TEAMS

2.1 Acceptance of Entries

1. Entries/provisional entries must be made on-line according to the procedure of the FIM Championship Promotor.
2. The number of entries to each event is limited to 80 riders. The procedure is the same for the entire World Championship.
3. Entries to an FIM Sidecar Motocross World Championship event will be accepted for riders and passengers who:
   a) Are in possession of the appropriate FIM Motocross World Championship licence (see Art. 01.2.3 Age of Riders and FIM Sporting Code 70.2.1. FIM Licence for riders, passengers and teams). By issuing the FIM Motocross World Championship/Cup licence, the FMN certifies that the rider/passenger is insured for personal accidents covering, death, permanent disability; medical treatment and repatriation equivalent to the minimum benefits required by the FIM for the current year in accordance with Art. 110.2 of the FIM Sporting Code. The FMNs have the responsibility of informing the FIM and the FIM Championship Promoter whenever they have suspended a rider/passenger or withdrawn his licence;
   b) Have requested an entry before the closing date of the event.
4. Riders may enter for one or more events always using the official/specific entry procedure of the Championship/Cup. All the requested information regarding the rider, team and the make of frame/motorcycle must be indicated.
5. Provisional entries can be made by e-mail to the competent body but must be confirmed by the duly completed official entry form on-line.
6. 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;
   - Name and first name of the rider/passenger;
   - FMN of the rider/passenger;
   - FIM Motocross World Championship licence number of the rider/ passenger (if the licence has already been issued);
   - Date of birth and nationality of the rider/passenger;
   - Motorcycle (Frame/Engine) and team of the rider.
7. Riders/Passengers may be required to sign an individual entry form during the administrative control.

2. ENTRIES, RIDERS AND TEAMS
2.1 Acceptance of Entries

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

9. The FIM Championship Promoter must draw up the entry list in conformity with the CMS standard model.

10. The FIM Administration will publish the list of entries for each event.

11. Riders/Passengers who have been entered in an event of the FIM Sidecar Motocross World Championship are not allowed to participate in any Continental, international or national races at the same event.

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

13. If at any point in time after the publication of the entry list, the total number of entries should not reach the maximum of 80, the FIM Championship Promoter is entitled to enter more riders to reach the authorised maximum before Thursday noon preceding the beginning of the event.

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

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

2.2 Age of Riders / Passengers

1. FIM Motocross World Championship licences for riders/passengers are issued, only when they have attained the minimum age, as indicated below:
   a) FIM Sidecar Motocross World Championship / Rider: 16 years
   b) FIM Sidecar Motocross World Championship / Passenger: 16 years
2. The limit for the minimum age starts on the date of the rider's/passenger's birthday and must be reached at the moment of the first technical verifications of the event in question.
3. The maximum age in each class is as indicated below:
   a) FIM Sidecar Motocross World Championship / Rider: 50 years
   b) FIM Sidecar Motocross World Championship / Passenger: 50 years
4. The limit for the maximum age finishes at the end of the calendar year in which the rider/passenger reaches the maximum age of the class in question.
5. **Riders who have reached or are above the maximum age but have finished in the top 10 of the previous year's final standings of the FIM Sidecar Motocross World Championship will be given the opportunity to participate again in the Championship the following year, subject to the approval of the FIM Motocross Commission.**
6. **Riders who have reached or are above the maximum age, but have not finished in the top 10 of the previous year's final standings of the FIM Sidecar Motocross World Championship and have been confirmed with a season-long injury or other special circumstance which have prevented them from competing that season, will be given the opportunity to participate again in the Championship the following year, subject to the approval of the FIM Motocross Commission.**

2.3 Replacement Riders / Passengers

1. A replacement rider is a rider who replaces a rider of the same FMN who has been withdrawn from the entry list. A replacement rider is not considered as a “late entry”.
2. The replacement of an entered rider who has been withdrawn from the entry list can thus be accepted.
3. The FMN of the riders concerned must then inform the FIM Championship Promoter in writing or by e-mail before the end of the technical verifications prior to the event.
4. Consequently, 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.
5. Once a rider has been entered in an FIM Sidecar Motocross World Championship event, the replacement of his passenger before the end of the technical verifications prior to this event can still be authorised.
6. Once this deadline is passed, it will no longer be possible to enter a replacement rider/passenger.
7. For the replacement riders/passengers, all listed entry conditions (apart from the closing date of entries) apply.

2.4 Reserve Riders

1. 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 Group, one reserve rider is nominated after the qualifications and according to the criteria in place.
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 15 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.

2.5 Starting Numbers

1. Riders will have the possibility to choose a “career number” (e.g. the starting number they are using in their national or continental competitions). However, the number one (1) will always be reserved for the current FIM World Champion.
2. Riders must make the request for a “career number” to the FIM Administration (sandra.berthoud@fim.ch) but there is no guarantee whatsoever that they will receive this number. If the requested number is still available, it will be allocated to the rider.
3. Once a number has been issued to a rider – whether it was upon his request or by a decision of the FIM – it cannot be changed during the same year of competition.

2.6 Non-Participation in an Event

1. Riders who enter an FIM Sidecar 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 the FIM Administration and/or the FIM Championship Promoter/organisers of their inability to attend, or who do not provide an acceptable reason before the end of the Technical Verifications, may be fined € 150.- by the FIM Administration.
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 by the Race Direction.

2.7 Rider Apparel

1. Riders are responsible for and must rely on their own judgement in the selection of helmets and apparel which will provide appropriate and durable protection.
2. The helmet, eye protection, equipment and protective clothing must be in accordance with the FIM Technical Rules Motocross.
3. Although the FIM approves materials, it does not endorse or guarantee specific products or manufacturers.
4. The following apparel must be worn by riders during each practice, qualification, "Warm-Up", sighting lap or race:

a) Helmets

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

b) Eye protection

Goggles must be worn during all on-track competition (practice, qualification, "Warm-Up", sighting lap or race). However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the pit lane during the next lap.

c) Equipment and protective clothing

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

d) FIM and FIM Championship logos

Riders/Passengers must display the FIM (L x W mm) and the FIM Championship logos (L mm x W 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.

It is recommended that riders print the FIM and the FIM Championship logos on their jerseys **(See 7. Diagrams)**.

e) Family name/Starting number of the rider

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

The number on the jersey must be the same as the one that has been allocated to the rider for the FIM Sidecar Motocross World Championship.

The rider's starting number must appear on the back of the rider's/ passenger's jersey.

The family name of the rider or the passenger must appear on the shoulder line of their respective jersey.

If a back protector is worn over the jersey; the family name and number must appear on the back protector (same principles as for the jersey).

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

2.8 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.
4. Riders, mechanics and team members are encouraged to display the FIM and FIM Championship logos on shirts/uniform/clothing.

2.9 Rider Behaviour and Assistance

1. Riders must at all times adhere to the provisions of the FIM Regulations.
2. **All riders, mechanics and Team members must present a clean and neat appearance.**
3. **Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.**
4. Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, passengers, team members, officials, spectators and other persons involved in the event.
5. Riders must report any underlying medical disorder or injury they may have to the CMO.
6. **Any rider who refuses to submit himself to a special medical examination will be excluded from the event and his FMN, the Race Direction and the FIM will be notified about this.**
7. 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.
8. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
9. 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 Race Direction.**
10. Riders may be held responsible for the actions of their team members.
11. 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.
12. Riders must obey the official flag signals and the boards which convey instructions.
13. Riders have to carry on-board" cameras when requested by the FIM Championship Promoter. An "on-board"-camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.
14. **The FIM Championship Promoter, rider and Team in question assume full responsibility and the FIM shall not be held liable in case of any incidents in connection with the use of these cameras.**

15. **Riders are responsible for being aware of all information issued in the riders' electronic briefing which will be sent to the e-mail address provided by them and/or any other rider's briefing held at the event. Therefore, riders are also responsible to provide their correct personal e-mail address and to take care that e-mails can be delivered.**

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

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

18. 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 penalized **by the Race Direction.**

19. Riders not performing up to competition level may be excluded from the event **by the Race Direction**.

20. **No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.**

21. 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.**

22. **Riders must obey the official flag, light and the board signals which convey instructions.**

23. Goggles must be worn during all on-track competition (practice, qualification, "Warm-Up", sighting lap or race). However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the pit lane during the next lap.

24. Riders are responsible for being aware of their surroundings at all time while on the course. They must obey all official signals and directions given to the or they **may be sanctioned by the Race Direction.**

25. Riders must always start the Free/Time Practices and "Warm-Up" from the waiting zone. They will line up in the waiting zone in order of their arrival. Upon the signal from an official, riders leave the waiting zone for their practice session/Warm-Up one at a time without overtaking another rider before arriving onto the track.

26. Whenever there is a Qualifying Race/Race, riders must enter the waiting zone with the motorcycle he is going to use for the Qualifying Race/Race in question.

27. 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.

28. 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.

29. 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.

30. Marshals may assist riders by lifting motorcycles and moving them to a safe place. **Any repairs, adjustments or attempts to restart the motorcycle** must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to **repair or** restart their motorcycles.

31. **Receiving medical treatment while on-course during a race, outside of the scope of evaluating the rider's ability to continue, will be considered outside assistance and the rider will not be allowed to continue that race.**

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

33. **In accordance with the FIM Medical Code, Art. 09.3.3 Medical fitness to Race, injured riders must be assessed by the Chief Medical Officer (CMO) before they can resume or return to the competition.**

34. Riders must use only the marked 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.

35. 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.

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

37. 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.

38. 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.

39. Course cutting is forbidden. Should the **Race Direction** 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.

40. 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. **Apart from riders, persons under the age of 16 are not allowed.**

41. **Pit lane signals to riders must be given from the pit box side directly facing the course. Signalling from any other spot in the pit lane in any other direction from the pit lane box is prohibited and will be considered outside assistance for which the penalty will be disqualification from the respective practice, qualification or race.**

42. 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 Technical Rules Motocross. Refuelling is permitted, but must be done with engines dead.

43. 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.

44. In addition, when riders want to change goggles, they must do this in the pit lane.

45. 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.

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

47. Riders who stop their engines in the pit lane may be assisted in restarting their motorcycles.

48. **Once a rider has started his warm up lap, he must continue in the direction of the course. Any infraction may be penalised by the Race Direction.**

49. Riders are not allowed to enter the pit lane during the sighting lap. Adjustments, repairs or refuelling must be done in the waiting zone. 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.

50. Riders are not allowed to have a spare motorcycle in the pit lane during a sighting lap 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.

51. After they have returned from their sighting lap, riders may make adjustments, repairs, change wheels or refuel their motorcycle in the waiting zone. By doing so, they may lose their initial starting position if they are not ready when the starting procedure starts. If they are ready before the entrance to the start area is closed, they may take the next available place behind the starting gate.

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

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

54. Riders who enter the paddock during the sighting lap or a race will not be allowed to re-join that race.

55. Riders returning slowly to the pit lane or paddock should ride carefully, avoid the racing line and not hinder or impede the progress of other riders. Stopping on the course or riding at a slow pace in a manner that could impede or hinder the progress of other riders without a valid reason is prohibited and may be sanctioned each time by the **Race Direction** with one of the penalties under Art. 4.7§9.

56. Riders select their starting position from behind the starting gate.

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

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

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

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

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

62. **Motorcycles may not use any mechanical starting aid devices at the start with the exception of the front and rear suspension locks.**

63. Riders may not take any positions on the second starting row before all the positions on the first row have been filled.

64. A rider can remove re-usable tyre covers as long as he does not bring it across the rear barrier behind his starting position yet. The penalty for violation of this regulation is disqualification from the race in question.

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

66. Riders taking the start from the second row are not allowed to cross the ear barrier of the first row before the start has been given.

67. 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.

68. When crossing control lines, the rider and passenger must always be in contact with the motorcycle **otherwise the lap will not be counted in his result.**

69. After having crossed the finish line, riders must continue at race speed until they have passed the “END FINISH ZONE” board 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.

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

71. 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.

72. The riders/passengers concerned (top three positions in the overall standings of the event), the rider/passenger leading the Championship (if not in the top three positions) 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.

73. **Teams, their staff and riders must avoid any verbal/written public declaration which could damage or negatively affect the FIM Motocross World Championship. Accordingly, it is an obligation for all riders, Teams and Teams staff and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the FIM, the FIM Championship Promoter or which may be contrary to the integrity of the FIM Motocross World Championship or the sport.**

74. **Public pronouncements which harm irresponsibly the lawful interest of the FIM Sidecar Motocross World Championship or which are contrary to its integrity or the sport shall include, but not be limited to:**

a) **Public statements or comments to the media that irresponsibly attack, disparage, disrepute or damage the FIM and the FIM Championship Promoter;**

b) **Public comments that members and riders of the team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the FIM and the FIM Championship Promoter are expressly covered by this regulation;**

c) **It is understood that responsible expressions of legitimate disagreement with the FIM, the FIM Championship Promoter and FIM Sidecar Motocross World Championship policies are not prohibited.**

75. **Before leaving a venue/facility, it is the responsibility of riders/teams to deposit all their waste fuel, fuel drums, motor oils, coolants, tires, batteries, black water and all other hazardous wastes in the proper hazardous waste disposal area provided by the venue/facility. Should proper hazardous waste disposal containers not be available on-site, riders/teams must transport such items from the venue/facility for proper disposal.**

3. MOTORCYCLES AND OTHER SPECIFICATIONS

3.1 Motorcycles

1. FIM Sidecar Motocross World Championship events are open to motorcycles as defined in the FIM Technical Regulations Motocross:

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

3.2 Number Plates

1. The motorcycle's number plates must always display (see diagrams):
   a) The background colour, in accordance with the FIM Regulations hereunder, as well as the FIM Technical Rules Motocross;
   b) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Technical Rules Motocross;
   c) The FIM and FIM Championship logos as shown on the diagram;
   d) 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;
   e) There must be a minimum clear space of 10 mm between the logos and the number (front and side plate) and team publicity (front plate).
2. The numbers must be clearly legible for the spectators and officials.
3. The FIM and FIM Championship logos must be clearly visible.
4. At the first event of the World Championship, the following number plates colour scheme must be displayed by the reigning World Champion:
   - Red background with white numbers.
5. From the second event on, the following number plates colour scheme must be displayed by the current leader of the Championship:
   - Red background with white numbers.
6. The following number plates colour scheme must be displayed by all the remaining riders:
   - Yellow background with black numbers.
7. The following colours shall be used, following the RAL colour table, i.e.:
   - Number plates: Yellow 1003 / Red 3020
   - Numbers: Black 9005 / White 9015

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.
3. The FIM and FIM Championship logo must be clearly visible.
4. The motorcycle's side number plates must always display:
   b) The FIM and FIM Championship logo (L 65 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.

3.4 Additional Technical Specifications

1. In addition to the Motocross Technical Rules, additional technical specifications will apply for motorcycles entering FIM Sidecar Motocross World Championships. Please refer to **Article 01.53** of the current FIM Technical Rules for Motocross.

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. Appointed officials must be fluent in English or French. Other languages are an asset.
3. 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.
4. 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.
5. The FIM or the FMNs have the right to renew or cancel an appointment whenever necessary.
6. An official shall not be a rider, passenger, sponsor, team manager, mechanic or promoter participating in the event.
7. During an event, officials holding an FIM licence are required to present their licences to the **FIM Delegate.**
8. 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.
9. 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.
10. See also the FIM Regulations, Chapter 40 of the Sporting Cod

4.2 Supplementary Regulations

1. The Supplementary Regulations (SR) must include all additional information and details relative to a particular meeting which are not stated in the FIM Codes, Appendices and Regulations.
2. The SR must in no case be in contradiction with the FIM Codes, Appendices and Regulations.
3. The SR must be drawn up in conformity with the standard model laid down by the CMS (see copy published in this booklet).
4. The SR must be published at least in English and must be approved by the FMNR and the FIM.
5. The FMNR must send an electronic copy of the draft SR to the FIM Administration for approval by the FIM, no later than three months before the date of the event.
6. The FIM, FMNR and the organiser must also publish these SR on their respective websites as soon as they have been approved by the FIM.
7. Amendments to the SR may be made but must always be approved by the Race Direction, and subsequently brought to the attention of all persons concerned.
8. The SR must subsequently be ratified by the Race Direction during its first meeting.

4.3 Officials who hold an FIM Licence

4. Any of the following officials, when on duty at FIM Motocross World Championships events, 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 Chief Flag Steward
- FIM Technical Director
- Chief Technical Steward
- Technical Steward
- Chief Timekeeper
- FIM Medical Director
- Chief Medical Officer
- Environmental Steward.

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

4.4 Jurisdiction

1. **With the exception of the FIM Delegate, the FIM Race Director, the FIM Stewards Panel, the FIM Technical Director, the FIM Medical Director and the FIM Chief Flag Steward, 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.**

4.5 FIM Delegate

1. The FIM Motocross Commission (CMS) will appoint the FIM Delegate.
2. The FIM Delegate must be holder of an FIM Motocross Sporting Steward licence.
3. 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.
4. 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.
5. 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.
6. The authority and duties of the FIM Delegate include but are not limited to:
   a) The FIM Delegate must be present before the start of the technical verifications and remain after the event until the completion of his duties.
   b) The FIM Delegate exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed.
   c) 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.
   d) The FIM Delegate is responsible for the communication with the Stewards.
   e) The FIM Delegate has the right to invite any guests to the Race Direction Meetings, when appropriate.
   f) 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.
   g) 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.
   h) At the end of the event, the FIM Delegate, together with the Clerk of the Course, must sign the official classification of the event.
   i) The FIM Delegate must collate all the official reports, documents and official results of the event according to the respective FIM Delegate e-File and upload this file on the FIM Share Platform within 72 hours after the end of the event.

4.6 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 FIM Stewards Panel as soon as possible.

4.7 FIM 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 ensure the smooth and efficient running of the event.
   b) To approve all the official results of the event.
   c) To impose penalties for any infringements of the Regulations.
   d) 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.
   e) 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.
   f) 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.
   g) 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 € 3’000.-
   c) Time and/or point penalties
   d) Drop of positions
   e) Disqualification

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

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

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

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 € 3'000.-
   c) Time and/or point penalties
   d) Drop of positions
   e) Disqualification
   f) Suspension for a period not exceeding 30 days starting from the date of the offence
   g) Loss of right to participate in the Championship, which may be applied to one or more events

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

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 Sidecar Motocross World Championship entry form and that they are in possession of their respective licences.**

   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 English.
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 Minutes must be added to the FIM Delegate e-File of 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 it is reasonably possible. These decisions must be published in English.

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

3. Except for cases under §5, 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** 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;

4. 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: the receipt shall be signed by the FIM Delegate;

   c) For decisions of the FIM Stewards Panel: the receipt 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.

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

A. Any time during the event:

Offence (in alphabetical order)	**Penalty**
Entering the pit lane by the exit:	Disqualification from the respective Practice/Race.
Entering the pit lane and not coming to a complete stop:	Disqualification from the respective Practice/Race.
Non-conformity of the rider's motorcycle / General:	Disqualification from the respective Practice/Race.
Non-conformity of the rider's motorcycle / Failing a sound test:	Loss of 5 positions in the respective Practice/Race (*).
Radio communication between a rider and his team:	Disqualification from the respective Practice/Race.
Receiving any assistance to **control,** restart or repair the motorcycle **on the course** (except in the pit lane):	Disqualification from the respective Practice/Race.
Receiving any assistance on the course other than from a marshal in the interest of safety (except in the pit lane):	Disqualification from the respective Practice/Race.
Refuelling on the course:	Disqualification from the respective Practice/Race.
Receiving signals along the course, (except from the **pit lane box/ trackside):**	Disqualification from the respective Practice/Race.
Stopping to consult with others on the course (except in pit lane):	Disqualification from the respective Practice/Race.
Non-respect of the waved yellow and/or medical and or green flag(s) / First offence during an event	First offence during the event: Loss of 2 positions in the respective Free Practice/Time Practice/Race (*)
Non-respect of the waved yellow and/or medical and or green flag(s) / Any additional offence during the same event	Loss of 10 positions in the respective Free Practice/Time Practice/Race (*).

(*) positions and points corresponding to the new position in case of a race awarding points.

B. During the Free Practices/Time Practices/Warm-Up:

Offence (in alphabetical order)	**Penalty**
Hindering or impeding the progress of other riders:	Loss of the fastest lap time in the respective Free Practice/Time Practice/Warm-Up.
Leaving the course and gaining an advantage:	Loss of the fastest lap in the respective Free Practice/Time Practice/Warm-Up.
Stopping on the course without any valid reason:	Loss of the fastest lap in the respective Free Practice/Time Practice/Warm-Up.

C. Waiting zone:

Offence	**Penalty**
Arriving late in the waiting zone (cut-off point: 15 minutes before the start of the Qualifying Race/Race):	Disqualification from the respective Qualifying Race/Race.
Arriving back from the sighting lap in the waiting zone after the start has been given:	Disqualification from the respective Qualifying Race/Race.
Changing motorcycle after having crossed the rear barrier behind the starting gate:	Disqualification from the respective Qualifying Race/Race.

D. During the Sighting Lap:

Offence	**Penalty**
Entering the pit lane:	Disqualification from the respective Qualifying Race/Race.
Having a spare motorcycle in the pit lane:	Disqualification from the respective Qualifying Race/Race.
Refuelling anywhere else than in the waiting zone:	Disqualification from the respective Qualifying Race/Race.
Stopping anywhere on the course to do a practice start:	Disqualification from the respective Qualifying Race/Race.

E. During the Start Procedure:

Offence (in alphabetical order)	**Penalty**
Changing position at the starting gate:	Disqualification from the respective Qualifying Race/Race.

During the Start Procedure (Cont'd):

Offence (in alphabetical order)	**Penalty**
Not following the instructions of an official after the green flag has been raised (riders with mechanical problems at the start):	Disqualification from the respective Qualifying Race/Race.
Receiving assistance after having taken a position behind the starting gate and before the gate has dropped:	Disqualification from the respective Qualifying Race/Race.
Returning from the sighting lap (session) in the waiting zone after the whistle signal but before the raising of the green flag:	Possible loss of the initial starting position, take the next available position up to the moment of the raising of the green flag.
Returning from the sighting lap (session) late in the waiting zone after the start has been given:	Disqualification from the respective Qualifying Race/Race.
Returning to the waiting zone after having taken a position behind the starting gate:	Disqualification from the respective Qualifying Race/Race.

F. During the Qualifying Races/Races:

Offence (in alphabetical order)	**Penalty**
Having a spare motorcycle in the pit lane:	Disqualification from the respective Qualifying Race/Race.
Leaving the course and gaining an advantage without gaining any position:	Loss of 1 position in the respective Qualifying Race/Race (*).
Leaving the course and gaining an advantage and/or positions:	Loss of one position plus the number of positions gained in the respective Qualifying Race/Race (*).

(*) positions and points corresponding to the new position in case of a race awarding points.

G. In the case of a Re-Start:

Not succeeding in bringing the motorcycle in the waiting zone:	Disqualification from the respective Qualifying Race/Race.

6. In the above-mentioned cases in §5, the following procedure will apply:
   a) The rider(s) will be notified orally by the FIM Race Director when he (they) finishes (finish) the race.
   b) The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty.
   c) The rider can appeal the decision within 30 minutes after the publication of the results (only in the case of course cutting).
7. In the case of these other following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different:

4.12 FIM Race Director

1. The FIM Race Director is nominated by the Director of the Motocross Commission (CMS).
2. The FIM Race Director must be holder of an FIM Motocross Clerk of the Course Superlicence.
3. **If the FIM Race Director is prevented from arriving at the event in time, the FIM Delegate will decide on his replacement.**
4. The FIM Race Director has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes and his only executive duties are those defined in these Regulations.
5. 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 may make recommendations to the Race Direction which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.
   d) 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 and must be holder of an FIM Motocross Clerk of the Course Superlicence.

2. When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Race Director.

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

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

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

   d) The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty.

   e) The Clerk of the Course must verify the identity of the riders and passengers, the correct numbering of the motorcycles, and that there is nothing to prevent a rider/passenger from participating in the event, e.g. suspension, disqualification or any other ban on riding.

   f) **The Clerk of the Course may make recommendations to the Race Direction** which affect or modify the published programme, such as the duration, the postponement, re- running, stopping of a practice session/race or abandonment of the event.

   g) The Clerk of the Course, in consultation with the FIM Race Director, can prevent a rider/passenger or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.

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

   i) 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.

   j) 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.

k) 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 Chief Flag Steward

1. The FIM Chief Flag Steward is appointed by the Director of the FIM Motocross Commission.
2. The FIM Chief Flag Steward must be holder of an FIM Motocross Clerk of the Course Superlicence.
3. The FIM Chief Flag Steward is not responsible for the flag marshals but will ensure that their duties are carried out in accordance with the FIM Regulations.
4. The FIM Chief Flag Steward works in cooperation with the FIM Race Director, **the FIM Delegate**, the Clerk of the Course and the Chief Flag Marshal.
5. The authority and duties of the FIM Chief Flag Steward include but are not limited to:
   a) The FIM Chief Flag Steward will report any concerns or deficiencies relating to the flag marshals to the FIM Race Director and **FIM Delegate** and present proposals to resolve such concerns.
   b) The FIM Chief Flag Steward will attend the circuit control and define the flag marshal positions in cooperation with the FIM Race Director, The Clerk of the Course and the Chief Flag Marshal.
   c) The FIM Chief Flag Steward will hold a briefing with the flag marshals.
   d) The FIM Chief Flag Steward is the final arbiter in relation to flag marshal issues at the event.
   e) The FIM Chief Flag Steward will attend all meetings of the race Direction, but without voting rights.

4.15 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 must be holder of an FIM Senior Technical Steward's licence.
3. 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.
4. The FIM Technical Director works in cooperation with the FIM Race Director, the **FIM Delegate** and the Chief Technical Steward.
5. The authority and duties of the FIM Technical Director include but are not limited to (please, also refer to the FIM Technical Code Motocross):
   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 will hold a briefing with the technical stewards prior to the technical verifications.
   c) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
   d) Data provided by a rider/motorcycle may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Technical Director must remain strictly confidential.
   e) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the **FIM Delegate.**
   f) The FIM Technical Director will attend all meetings of the **Race Direction**, but without voting rights.

4.16 Chief Technical Steward

1. The Chief Technical Steward, appointed by the FMNR, must be holder of an FIM Senior Technical Steward's licence.
2. In addition to the Chief Technical Steward, at least one Technical Steward must be holder of an FIM Technical Steward's licence.
3. The Chief Technical Steward shall in particular:
   a) Together with his staff and equipment, be fully operational as of one hour before the technical verifications.
   b) Together with his staff, participate in a briefing with the FIM Technical Director prior to the technical verifications.
   c) Verify the machines and equipment in accordance with the FIM Regulations and the Supplementary Regulations.
   d) Draw up a technical report and hand a copy to the Clerk of the Course.
   e) If requested to do so by the **Race Direction**, attend meetings of the **Race Direction**, but without voting rights.
4. When carrying out his duties, the Chief Technical Steward shall act and work in permanent consultation with the FIM Technical Director.
5. After an event, the Chief Technical Steward, his staff and equipment must remain available until protest time has expired.

4.17 Chief Timekeeper

1. The Chief Timekeeper must be holder of an FIM Timekeeper's licence.
2. The Chief Timekeeper and the timekeepers shall in particular:
   a) **Have the required knowledge and understanding of the FIM Sidecar Motocross World Championship Regulations concerning the procedures, production, presentation and publication of the results of the respective FIM Championship/Cup.**
   b) Be qualified to use the timekeeping system of the event.
   c) If requested to do so by the riders, examine their results and show them the recording of their lap times.
   d) Produce the official results in accordance with the FIM Regulations and hand a copy to the Clerk of the Course.
   e) If requested to do so by the **Race Direction**, attend meetings, but without voting rights.
3. After an event, the Chief Timekeeper, his staff and equipment must remain available until protest/appeal time has expired.

4.18 Environmental Steward

1. The Environmental Steward, appointed by the FMNR, must be holder of an FIM Environmental Steward's licence.

2. The Environmental Steward 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 to the organiser on all aspects of the event which may have potential environmental consequences.

   d) Fill in the environmental check-list, send it as per the instructions to the CID and hand a copy to the **FIM Delegate**.

   e) Give his recommendations to the **FIM Delegate.**

   f) May attend meetings of the **Race Direction**, but without voting rights.

3. After an event, the Environmental Steward must remain available until protest time has expired.

4.19 FIM Medical Director

1. The FIM Medical Director at an event will be a member of the FIM Medical Commission and is appointed by the Director of the Medical Commission in consultation with the Director of the Motocross Commission.

A. Overall Role and Responsibilities

1. The duties of the FIM Medical Director at an MX event shall be:
2. To receive from the CMO a signed copy of the Circuit CMO Questionnaire (appendix F) and to ensure that the facilities comply with it.
3. To inspect the circuit with the CMO and Race Director the day before the first practice session. A further check will be made no later than 30 minutes before the first practice session and at least 15 minutes before the start of subsequent session or race each day to ensure that all medical facilities and staff including the Medical Centre are ready to function and in accordance with the agreed medical plan and the Medical Code, and to report any shortcomings to the CMO, Race Director and FIM Delegate.
4. To obtain from the CMO at the end of each practice session or race a list of injured competitors and to ensure that the list of unfit competitors established by the Medical Director is up to date to ensure unfit competitors are not allowed on the circuit.
5. To attend serious incidents with the CMO or his nominated deputy and render such assistance as may be necessary and to deal with any issues with the medical service around the circuit. A motorcycle or quad if possible should be provided to facilitate this.
6. To observe the promptness and appropriateness of rescue actions and interventions during the event. Whenever possible the Medical Director should be able to watch each race on television with the Race Director to ensure maximum coverage and facilitate rapid decision making.
7. To examine with CMO all competitors listed as injured (Unfit Competitors/Riders List) who wish to compete and to assess and agree their fitness to do so.
8. To attend meetings of the Race Direction.
9. To observe and advise regarding the appropriate application of the Medical Code.
10. To inform the Race Direction, and if necessary the FIM Medical Commission of any medical arrangement that contravenes the FIM Medical Code.

11. **To advise regarding the fitness to compete, or otherwise, of an injured competitor.**

B. Rules of Engagement

1. **The Medical Director will work in co-operation with the Race Director and FIM Delegate.**
2. **The Medical Director will report to the Race Director and FIM Delegate any necessary interventions regarding the medical service.**
3. **The Medical Director is the final arbiter in relation to medical issues at the event.**
4. **The Medical Director is independent of the promoter, the organizer and the teams.**
5. **The Medical Director is a member of the FIM International Medical Commission.**
6. **The Medical Director is responsible to the FIM.**
7. **The 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.**
8. **The Medical Director will report any concerns or deficiencies relating to the event medical service provision to the Race Director and FIM Delegate and present proposals to resolve such concerns.**
9. **In extreme circumstances the Medical Director may in collaboration with the Race Director propose to the Event Management to delay the practice sessions or races or in exceptional circumstances recommend its cancellation.**
10. **The CMO has the overall responsibility for the medical service.**
11. **In any case of uncertainty, the Medical Director will contact the Director of the FIM Medical Commission or a medical colleague of the Bureau of the FIM Medical Commission.**
12. **The Medical Director will send the list of fit and unfit riders to the Medical Commission Coordinator and other relevant officials for onward transmission to the CMO at the following event.**
13. **The Medical Director will be provided with accident and injury statistics from each event and forward these to the CMI Coordinator for collation.**
14. **The Medical Director will provide a report to the CMS & CMI Coordinators, CMI Director, CMS Director, Race Director and the Promoter following each event.**
15. **The Medical Director is available for medical questions and advice for riders, teams and the Promoter and other and will liaise with the CMO and the local medical services on their behalf.**

16. The Medical Director will if necessary attend the hospital to ensure the prompt and appropriate treatment of riders and officials if required and to ascertain the arrangements for repatriation.

17. The Medical Director will ensure that arrangements are in place to receive information and updates from the hospitals regarding the condition of injured riders.

18. The Medical Director will provide advice regarding anti-doping requirements to the riders, their doctors, their teams and the CMO.

19. The overall aim of the Medical Director is to ensure that all participants are provided with rapid, appropriate and all necessary medical care of the highest standard at each event.

20. This list is not exhaustive and also includes any other duties that are required to ensure the safety and wellbeing of the participants and to ensure the event medical service is in accordance with the FIM Medical Code.

C. Other Duties, Roles and Responsibilities Before and During an Event

1. Prior to the event the Medical Director must receive the CMO Questionnaire as required by and in accordance with the FIM Medical Code.

2. Any injured rider must first be seen and assessed by the official event medical service and CMO for emergency treatment and be declared fit or unfit to compete as appropriate. He may then attend any other doctor of his choice. If the CMO advises against this, the rider must sign a declaration that he is seeking other advice and treatment (Appendix C). If necessary the Medical Director is able to overrule the CMO.

3. Any rider, who, after treatment by a doctor not part of the event medical service, wishes to ride, must first obtain authorization for this from the CMO of the event or his deputy, who should consider any recommendation by the doctor treating him. A full report has to be given in writing to the Medical Director.

4. Please refer to the current FIM Medical Code regarding the schedule of the FIM Medical Director.

4.20 Chief Medical Officer

1. **The Chief Medical Officer (CMO) is appointed by the FMNR.**
2. **The CMO must be holder of an FIM Chief Medical Officer's licence.**
3. **The CMO has the overall responsibility for the medical service and shall, in particular:**

   a) Be the same throughout the event.

   b) Must complete the FIM Circuit CMO Questionnaire (Appendix F) and send it - together with all relative documents - to cmi@fim.ch and the FIM Medical Director at least 60 days prior to the event.

   c) Must contact in writing, at least 60 days before the event, hospitals in the vicinity of the event that are able to provide the specialist services as required by the current FIM Medical Code.

   d) Be familiar with the circuit and the organisation of the medical services at which he is appointed.

   e) Have to attend the circuit control together with the FIM Medical Director (if appointed), the FIM Race Director and the Clerk of the Course one day prior to the first practices.

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

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

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

   i) Give recommendations to the **Race Direction**, the FIM Race Director and Clerk of the Course on all aspects of the event which may have potential medical consequences and/or may require the stopping of a practice/race.

   j) To examine with the FIM Medical Director (if appointed) all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.

   k) Ascertain that fallen riders are medically fit to continue in competition.

   l) In accordance with normal medical practice, will complete a clinical record of all medical examinations and assessments. A copy of the clinical record should be provided to the rider or their nominated representative to facilitate ongoing treatment after the event and referral to the rider's medical insurance provider.

m) Will prepare the list of injured riders (Medically unfit list) to be given to the FIM Medical Director and FIM Medical Representative (if appointed).

n) Must inform and update the FIM Medical Director (if appointed) and FIM Medical Coordinator (cmi@fim.ch) regarding the condition of injured riders and liaise with the relevant hospital to ascertain and report the progress of their condition and treatment.

o) Send the accident reports and accident statistic forms electronically to the FIM Medical Coordinator (cmi@fim.ch) by the day following the event (Appendices D and E/FIM Medical Code).

p) Should attend meetings of the **Race Direction**, but without voting rights.

4. **This list is not exhaustive and also includes any other duties that are required to ensure the safety and well-being of the participants and to ensure the event medical service is in accordance with the FIM Medical Code. Please, also refer to the current FIM Medical Code.**

4.21 Flag Marshals

1. **Flag Marshals are appointed by the FMNR/organiser.**
2. **It is recommended that Flag Marshals be holder of an FMNR Flag Marshal's licence. The minimum age for Flag Marshals is 18 years.**
3. **Flag Marshals must have participated in a briefing with the Chief Flag Marshal, the Clerk of the Course or a qualified official nominated by him.**
4. 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.
5. The marshals must be identified by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that they cannot be mistaken with the flags.
6. As a principle, there should be a minimum of two marshals available per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider in the interests of safety. One or more additional marshals are recommended at jumps.
7. **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.**
8. 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 be produced to a high standard and be clearly readable.

Signal	Meaning
"2 MINUTES" Board (In the waiting zone)	2 minutes until the riders leave the waiting zone for the sighting lap or take their position at the starting gate.
	Riders get ready.
"1 MINUTE" Board (In the waiting zone)	1 minute until the riders leave the waiting zone for the sighting lap or take their position at the starting gate.
	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.
"END FINISH ZONE" board (At the finish)	Riders must continue at race speed until they have passed this board. Slowing down abruptly or stopping before is not allowed unless it is ordered by an official.

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

Signal	Meaning
Red flag	All riders must stop racing and go to the area indicated by the officials.
• All false starts must be indicated by waving a red flag. The red flag is superior to all flags.	
Black flag and a board with a rider's number on it	Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock.
Yellow flag, held stationary	Danger, ride cautiously.
(A yellow stationary flag will be displayed for maximum 5 minutes at the beginning of the first free practice session and during the sighting lap which precedes a qualifying race or a race)	

Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore jumps should not be attempted.
• The waved yellow flag is superior to the stationary yellow flag.	
Medical flag **(Displayed in an area of concern)**	Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually **and neither accelerate, nor overtake until past the area of concern.**
• A medical flag must be available at each flag marshal post. • The medical flag is superior to the stationary and waved yellow flags.	
Blue flag, waved	Warning, you are about to be lapped. Hold your line.
• The blue flag must be used by supplementary flag marshals, specialised for this flag only. A blue stationary flag will be displayed during the sighting lap which precedes a qualifying race or a race.	
Green flag, **held stationary** (In case of a Race)	Course clear for the start of the race.
Green flag, waved **(At the finish, during a combined Free and Time Practice)**	Beginning of Time Practice.
Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.

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

3. **The non-respect by a rider (riders) of the waved yellow and/or the medical flag and/or the green flag will be sanctioned as follows:**

   a) First offence during an event: loss of 2 positions in the respective practice/race (positions and points corresponding to the new position in case of a race awarding points);

   b) Any additional offence during the same event: loss of 10 positions in the respective practice/race (positions and points corresponding to the new position in case of a race awarding points);

   c) for the rider(s) in question.

4. **The penalty will not be carried over to the next event.**

5. **The non-respect of the waved yellow and/or the medical flag by a rider will be considered as a statement of fact to which no protests are possible.**

6. 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/Passengers entered in an event may be required to present their FIM Motocross World Championship licence 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 Sidecar Motocross World Championship licence;
   b) Have duly completed the official FIM Sidecar Motocross World Championship entry form.
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 the administrative control must be presented to the **Race Direction** by the representative of the FIM Championship Promoter during the first meeting of the **Race Direction.**

5.2 FIM Laissez-Passer

1. The FIM Sidecar Motocross World Championship is covered by a contract signed by the FIM.
2. Therefore, and for security and practical reasons, only passes issued by the FIM Contractual Partner (= the FIM Championship Promoter) are valid.
3. Passes issued by the Organiser may also be used with the approval of the FIM Contractual Partner.
4. All participants must follow the orders of the Paddock Official at all times.

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 motorcycle, together with his and his passenger's helmets, their full upper body protection equipment and racing jerseys.
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, riders are allowed to use only those motorcycles (maximum two) presented at technical control.
7. Each rider must present one motorcycle in his name and number at technical control. There are two possibilities for a second motorcycle, which must be of the same make, type and cylinder capacity as the first one:
   a) Riders may present at technical control a second motorcycle in their name and number;
   b) Teams may present at technical control a second motorcycle to be used by two or more riders. In this case, the team presenting the motorcycle must inform the Technical Stewards of the names and numbers of the riders eligible to use this motorcycle.
8. 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.
9. The maximum limit of the pre-race sound level is fixed at:
   112 dB/A + 2 dB/A tolerance (for all engine types).

   As of 2025: 109 dB/A + 2 dB/A tolerance (for all engine types).
10. Riders may change motorcycles at any time except during a race.
11. The final choice of motorcycle to be used in a race must be made 15 minutes before the start of each race.
12. At any time during the event:
    a) **No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.**

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

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

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

e) The FIM 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 Medical Director, FIM Race Director, 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/passenger who refuses to submit himself to such special medical examination will immediately be excluded from competition, and his case notified to his FMN and to the FIM for the possible application of a penalty.

5.6 Circuit Control

1. A circuit control will be carried out by the **Race Direction** the day preceding the Free Practices (generally at 15:00 p.m. or at any other time set by the latter).
2. If deemed necessary, a second circuit control can be carried out.
3. The FIM Medical Director and the Chief Medical Officer, as well as the FIM Chief Flag Steward and the Chief Flag Marshal, must also attend the circuit control.
4. If the Chief Medical Officer is not present, the Clerk of the Course must be prepared to discuss any topics related to the medical set-up around the track: positions and number of staff for each ground post, evacuation of injured riders, etc.
5. If the Chief Flag Marshal is not present, the Clerk of the Course must be prepared to discuss any topics related to the flag marshals: number of marshals, positions, etc.
6. Members of the **Race Direction**, Representatives of the FIM Championship Promotor, the FMNR or the Organiser as well as the Secretary of the Event or any other person deemed necessary, may also attend the circuit control.
7. **The FIM Delegate, together with the FIM Race Director, must prepare the Circuit Control Report.**
8. **When the course has been approved and homologated for the event, the FIM Race Director must prepare the Circuit Inspection Report and hand it over to the FIM Delegate.**

5.7 Meeting with the Organisers

1. **Generally, the meeting with the organisers will be held together with the first meeting of the Race Direction. However, if the Race Direction deems it necessary, separate meetings can be organised.**
2. The Members of the **Race Direction, the FIM Stewards** Panel as well as the FIM Chief Flag Steward, the FIM Medical Director and Chief Medical Officer, have to attend these meetings.
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. All the Officials participating in these meetings must be fully prepared to discuss any topics related to their respective duties.

5.8 Filming with On-Board Cameras

1. Riders may be required by the FIM Championship Promoter to carry on- board cameras.
2. **The FIM Championship Promoter, rider and Team in question assume full responsibility and the FIM shall not be held liable in case of any incidents in connection with the use of these cameras.**
3. 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.
4. Cameras and other equipment will be supplied to the designated riders/ teams in due time before the first practice.
5. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
6. 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. All the information related to the event will be sent to the riders and officials by e-mail.
2. In addition to this "electronic briefing", there will be a demonstration of the complete start procedure.
3. It is the responsibility of each rider, passenger and team to attend the start procedure demonstration, be aware of all information given and follow all instructions issued in the "electronic briefing".
4. A separate briefing may be held with the local riders ("Wild Card" riders) whose participation is mandatory. The time and place of this briefing will be decided by the FIM Race Director.

5.10 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 Qualifying Groups

1. The riders present will be allocated to Qualifying Groups “A” and “B” by ballot. Should there be an odd number of riders to divide, Group “A” will consist of one more rider than Group “B”.

2. Riders may not change group. The maximum number of riders in each Group is 40:

   a) **For the first event of the season:**

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

   b) **As of the second event of the season:**

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

3. The **Race Direction** and the Clerk of the Course will compose the groups after the end of the technical verifications and before the first Meeting of the **Race Direction**.

5.12 Free Practices

1. In each group, one Free Practice session must be provided:

Sidecar	Duration per session	Maximum number of riders
1 X Free Practice (Group “A”)	30 minutes	40
1 X Free Practice (Group “B”)	30 minutes	40

2. Participation in the Free Practices is optional.

3. If the Time Practice is cancelled for any reason, times from the Free Practice will determine the starting order for the Qualifying Race.

5.13 Qualifying

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

2. The "Last Chance" will be run only when the total number of riders present at the event is above 30.

3. All the riders must participate in Time Practice.

4. In each Group, 30 riders will qualify from Time Practice to the Qualifying Race according to the following model:

Sidecars	Positions	Result
Time Practice (30 minutes / Maximum 40 riders)	1 to 30	Advance to the Qualifying Race
	31 and above	Are eliminated

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

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

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

8. In each Group, 12 riders will qualify directly from the Qualifying Race to the Races according to the following model:

Sidecars	Positions	Result
Qualifying Race (20 minutes + 2 laps / Maximum 30 riders)	1 to 12	Advance to the Races
	13 and above	Relegated to the "Last Chance"

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

10. From the "Last Chance", 6 riders will qualify for the Races and 2 reserves will be appointed according to the following model:

Sidecars	Positions	Result
"Last Chance" (**20 minutes** / Maximum 36 riders)	1 to 6	Are qualified for the Races
	7	First reserve
	8	Second reserve
	9 and above	Are eliminated

11. If, for unforeseen reasons, only the Qualifying Races "A" and "B" are run and the "Last Chance" is cancelled, the remaining 6 places for the Races and 2 places for the reserves will be filled according to the following model:

Sidecars	Positions	Result
Qualifying Race Group "A" (20 minutes + 2 laps / Maximum 30 riders)	13 to 15	Are qualified for the Races
	16	First reserve
	17 and above	Are eliminated
Qualifying Race Group "B" (20 minutes + 2 laps / Maximum 30 riders)	13 to 15	Are qualified for the Races
	16	Second reserve
	17 and above	Are eliminated

12. If, for unforeseen reasons, only Qualifying Race "A" is run, the first 15 riders of this Qualifying Race will qualify for the Races and the rider in 16th position will be first reserve.

13. In Group "B", the results from Time Practice will be considered as decisive. The first 15 riders of this Time Practice will qualify for the Races and the rider in 16th position will be second reserve. In case of ties, the second best times will be taken into consideration.

14. The procedure will then be the following:

Sidecars	Positions	Result
Qualifying Race Group "A" (20 minutes + 2 laps / Maximum 30 riders)	1 to 15	Are qualified for the Races
	16	First reserve
	17 and above	Are eliminated
Time Practice Group "B" (30 minutes / Maximum 40 riders)	1 to 15	Are qualified for the Races
	16	Second reserve
	17 and above	Are eliminated

15. If, for unforeseen reasons, the Qualifying Races and the "Last Chance" are cancelled, the results of the Time Practices will be considered as decisive and the riders will qualify as follows:

Sidecars	Positions	Result
Time Practice Group "A" (30 minutes / Maximum 40 riders)	1 to 15	Are qualified for the Races
	16	First reserve
	17 and above	Are eliminated
Time Practice Group "B" (30 minutes / Maximum 40 riders)	1 to 15	Are qualified for the Races
	16	Second reserve
	17 and above	Are eliminated

16. 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 Races. The **Race Direction** in collaboration with the FIM Race Director will decide upon any modifications to the time schedule and qualifying criteria.

17. In all cases, if the number of riders present is below 32 and there is a rider who did not score any result in the Qualifying Race, nor the "Last Chance" (for proven exceptional cases of "force majeure": medical, technical, disqualification, etc.), he may be permitted by the **Race Direction** to participate in the "Warm-Up".

18. The rider concerned will then be put last on the list of riders eligible to participate in the "Warm-Up". If several riders are concerned, the times firstly set in Time Practice and secondly Free Practice will be considered.

5.14 Designation of the Reserve Riders

1. Except in a case of "force majeure" (See Art, 5.13 Qualifying), the reserve riders will be appointed according to their best time set in the "Last Chance":

Sidecars	Positions	Result
"Last Chance"	7	First reserve
	8	Second reserve

2. In a case of ties, the second best times will be taken into consideration.

5.15 Start practice

1. An opportunity for practice starts for up to 5 minutes will be provided to the riders of each Group after their respective Time Practice session.
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.

5.16 “Warm-Up”

1. A “Warm-Up” will be provided on the day of the Races.
2. Participation is optional. However, a rider who has been admitted by the **Race Direction** to the “Warm-Up” (proven exceptional cases of “force majeure”), must participate in the “Warm-Up” and record at least one officially timed lap in order to be admitted to the Races.
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** in collaboration with the FIM Race Director will decide upon any modifications to the time schedule and qualifying criteria.
5. Number of riders participating in the “Warm-Up”:

Sidecar	Duration per session	Maximum number of riders
1 X “Warm-Up”	**20 minutes**	32

5.17 Riders' Presentation

1. Riders/passengers may be required to participate in a riders' presentation (without motorcycles) arranged by the FIM Championship Promoter, conditions and time permitting.
2. Presentations of the riders in places where alcohol is served (ex: beer tents) are not allowed.
3. The date and time of this riders' presentation must be indicated in the Supplementary Regulations of the event.
4. The FIM Championship Promotor is responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the riders' presentation.

5.18 Waiting Zone Procedure

1. Each rider must enter the waiting zone with the motorcycle they will be using in the Race.
2. Only re-usable tyre covers are allowed on the tyres.
3. The following procedure will be used in the waiting zone:

25 minutes before the start:	The entrance to the waiting zone is open.
	Each rider/passenger and three team members present themselves in the waiting zone
	Riders and/or passengers may prepare their places behind the starting gate.

15 minutes before the start:	All the motorcycles must be in the waiting zone. The penalty for violation of this regulation is disqualification from the Race in question.
	The entrance to the waiting zone is closed.
	Upon the order of an official, the reserve riders, who are not allowed to participate in the Race, their motorcycle and team members must leave the waiting zone and return to the paddock.

4. If they need to, riders/passengers must use the toilets/urinals in the waiting zone.
5. Only riders and/or passengers may groom their place behind the starting gate, without the use of any tools. Grooming anywhere in front of the starting gate is not allowed.
6. Riders are not allowed to touch or drop the starting gate when preparing their start position.
7. Watering of starting lanes by riders/passengers and/or team staff is prohibited.
8. Ramps of any kind may not be formed in the starting line prepared by the rider behind the starting grid. The front and the rear tyres must be level.

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. However, riders who did not score a result in the Time Practices but have been admitted by the **Race Direction** to participate in a Qualifying Race, must do the sighting lap.

3. The following procedure will apply:

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

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

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

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

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

   a) For the Qualifying Races: according to the results of Time Practice.

   b) For the Races: according to the Qualifying results.

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

6. Riders are not allowed to enter the pit lane during the sighting lap. Adjustments, wheel changes, repairs or refuelling must be done in the waiting zone after the sighting lap. 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.

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

5.20 Start Procedure

1. The following procedure will be used:

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

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

As of then:	Upon a whistle signal, the entrance to the starting gate is opened and the riders in the waiting zone proceed to the starting gate.
	The FIM Race Director will hold a green flag and the riders are under his orders.
	Team members remain in the waiting zone until the start has been given.
	Only the riders/passengers, the television crew and the essential officials are allowed in the starting area.
	When all the riders have taken their positions at the starting gate, the FIM Race Director will raise the green flag.

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

2. No one except the riders and passengers, the essential officials, TV camera crews and photographers shall be allowed in the area behind the starting gate.

3. No one except the essential officials, TV camera crews and photographers shall be allowed in the area in front of the starting gate.

4. Mass starts will be made with engines running.

5. All starts must take place from two rows. The individual starting gates must be marked in pairs using two different colours to indicate the start position of each rider. The rear barrier behind each row must be marked every 2 m.

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

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

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

9. Riders may not use any starting aid devices.

10. A rider can remove re-usable tyre covers as long as he does not go with the motorcycle across the rear barrier behind his starting position. The penalty for violation of this regulation is disqualification from the Race in question.

11. 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.

12. When all the riders have taken their position on the starting gate, the FIM Race Director will raise the green flag. Upon his signal,

    a) A “15 second” sign will be displayed for 15 full seconds.

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

8. The Official who will order the release of the starting gate is nominated by the FIM Race Director.

5.21 Start Procedure with flags

1. 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.
2. The same start procedure (as mentioned in Art. 5.21) will be maintained until 15 seconds before the start of the race.
3. 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

5.22 Starting Order

1. If, for unforeseen reasons, no qualification results are obtained before the Races, then the **Race Direction** in collaboration with the FIM Race Director will decide upon the qualifying criteria and starting order. However, the same principle will be maintained.

5.22.1 For the Qualifying Races

2. The starting order for the Qualifying Races is as follows:

   a) Riders select their gates for the Qualifying Races based on the results of Time Practice.

   b) Additionally, riders without any result in Time Practice (proven exceptional cases of "force majeure") may be added. They will be placed behind the riders who scored a result in Time Practice in order of their result in Free Practice.

5.22.2 For the Races

3. The starting order for the Qualifying Races is as follows:

   a) Riders select their gates for the Races based on the results of the Qualifying Races and "Last Chance".

   b) The first riders to proceed to the starting gate are the riders who qualified directly from the Qualifying Races (12/15 per Qualifying Race). The winner of Qualifying Race "A" is the first to proceed to the gate, followed by the winner of Qualifying Race "B", the 2nd placed riders of Qualifying Race "A", the 2nd placed riders of Qualifying Race "B", and so on.

   c) The next riders to proceed to the starting gate are the riders who qualified from the "Last Chance". The fastest rider of the "Last Chance" is the first to the gate, followed by the 2nd fastest rider, and so on.

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

5.23 Races

1. There will be two separate Races:

Sidecar	Duration	Maximum number of riders
2 X Races	30 minutes + 2 laps	30

2. The recommended minimum interval between the “Warm-Up” and the first Race is 3 hours.

3. The recommended minimum interval between Races is 90 minutes.

5.24 False Start

1. In case of a false start, there will be a restart.
2. A red flag will be displayed to the riders.
3. The riders will return to the waiting zone and the restart will take place as soon as possible with the same riders.
4. **Riders not present at starting gate for the initial start will not be allowed to take part in the restart.**
5. A reserve rider (if any) who has not been admitted to the initial start cannot be introduced after a false start.
6. Changing of motorcycles will not be allowed after a false start.
7. The rider(s) deemed being at fault for the false start may be excluded by the **Race Direction** from taking part in the restart

5.25 Stopping of a Practice Session

1. The FIM Race Director is authorised to prematurely stop any Practice session (= Free Practice/Time Practice/“Last Chance”/”Warm-Up”) for urgent and/or safety reasons or other cases of “force majeure”.
2. A red flag will be displayed to the riders.
3. Riders must follow instructions of officials and go directly to the area indicated by the FIM Race Director.
4. The Free Practice, Time Practice, “Last Chance” or Warm-up Practice session 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.
5. The rider(s) deemed to be at fault for the stopping of the Free Practice, Time Practice, “Last Chance” or Warm-up session may be excluded by the **Race Direction** from taking part in the remainder of the session.

5.26 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".**
2. **A red flag will be displayed to the riders.**

5.26.1 Before 2 laps have been completed

1. If a Race is stopped before 2 laps have been completed, there will be a complete restart.
2. 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. 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.
5. **Riders who were present at the starting gate for the initial start of the Race but were unable to start and who did not join the Race before the red flag was displayed are not authorised to take part in the restart.**
6. The rider(s) deemed to be at fault for the stopping of the Race may be excluded by the **Race Direction** from taking part in the restart.
7. No reserve riders (if any) will be introduced.

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

8. If a Race is stopped after 2 laps and before 51% of the race time (rounded up) has been completed, there will be a complete restart.
9. Riders will return to the paddock and the restart will take place 30 minutes after the red flag was displayed.
10. Changing of motorcycles will be allowed. The final choice must be made 15 minutes before the restart.
11. The rider(s) deemed being at fault for the stopping of the Race may be excluded by the **Race Direction** from taking part in the restart.
12. Reserves (if any) may take part in the restart of a race if one or more of the original starters are unable to take part or are disqualified.
13. Every attempt will be made to restart the Race in question; time, conditions and weather permitting.
14. Except in the case of a false start, a Qualifying Race/Race may be restarted only once.

15. If it is necessary to stop a Qualifying Race/Race for a second time, and if 51% of the race time (rounded up) has not been completed, the Race will be considered null and void.

5.26.3 After 51% of the race time has been completed

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

17. In the case of a Race awarding Championship points, full Championship points will be awarded.

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

5.27 Crossing of the Finish Line

1. **After having crossed the finish line, riders must continue at a race speed until they have passed the "End Finish Zone" sign and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.**

5.28 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 and conditions permitting.

5.29 Control of the Sound Levels after each Race

1. Immediately after each Race (= Qualifying Race/Race), three motorcycles, chosen at random by the FIM Technical Director, 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. At any time during the event: any rider who has been selected for sound control must immediately present his motorcycle to the Technical Stewards without returning to the pit lane/ paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the Practice/Race in question.
4. The maximum limit of the post-race sound level is fixed at: 112 dB/A + 2 dB/A tolerance + 1 dB/A for degradation accepted after the race (for all engine types).
5. Any rider whose motorcycle is above the maximum allowed post-race sound level limit - 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 Practice/Race in question.
6. 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.

5.30 Results / Procedure

1. All official outings of the riders on the course (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 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 and passenger must always be in contact with the motorcycle.
8. All the riders participating in the Race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result.
9. 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.
10. **If a rider does not complete one officially timed lap during a Race, he will be placed last in the results. If more than one rider is concerned, then they will be placed according to their qualifying result.**
11. 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.
12. 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.
13. All results must be homologated by the **Race Direction**.
14. The results will not become official until the time limits for protests have elapsed.

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

5.31 Results / Awarding of Points

1. Qualifying Races do not award any World Championship points.

2. **Points counting towards the FIM World Championship and event final standings 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

5.32 Results / Event Final Standings

1. 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. These results will be completed by adding those riders who did not obtain two results according to the same principle.
5. 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.

5.33 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 and passengers;
   h) FMN of the rider and passenger;
   i) Nationality of the rider and passenger;
   j) Motorcycle of the rider;
   k) Team of the rider (if the Team is holder of a valid FIM Team licence);
   l) The number of laps and times of all riders;
   m) Championship points earned by the rider;
   n) The number of classified riders;
   o) The winner's average speed;
   p) The name of the rider making the best lap in the race, his time and average speed;
   q) Publication time of the results;
   r) **The name and signature of the Chief Timekeeper;**
   s) The name and signature of the Clerk of the Course.
   t) The name and signature of the FIM Delegate.

2. The results of the Practices 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 FMNR Chief Timekeeper is responsible for this transmission which must be made according to the procedure defined by the IT Department of the FIM.

5.34 Prize-Giving Ceremony

1. At each event there will be one Prize-Giving Ceremony only; after the end of the second Race.

2. The top three positions in the overall standings in the event must take part in the Prize-Giving Ceremony, which must be held immediately after the second race, conditions and time permitting. Any non-respect of this rule may be penalised by the **Race Direction**.

3. During this Prize-Giving Ceremony, the national anthem of the winner's country (based on the passport of the rider) must be played and the national flags of the top three finishers (based on the passport of the rider) must be hoisted at the same time.

4. The following persons must take part in the Prize-Giving Ceremony:

   a) The rider and passenger winning the event;
   b) The second placed rider and passenger in the event;
   c) The third placed rider and passenger in the event;
   d) A representative of the Team or Manufacturer of the rider winning the event;
   e) If not already in a), b) or c), the rider and passenger leading in the points standings.

5. At the final event of the Championship, there will also be a Prize-Giving Ceremony for the first 3 riders and passengers in the final standings of the Championship. This ceremony will be held after the Prize-Giving Ceremony of the event.

6. The following persons must take part in the Championship Prize-Giving Ceremony during which they will receive FIM Medals:

   a) The rider and passenger FIM World Champion (with motorcycle)
   b) The second placed rider and passenger in the Championship (with motorcycle);
   c) The third placed rider and passenger in the Championship (with motorcycle).

5.35 Press Conference

1. In principle, the Press Conference must be held immediately after the Prize- Giving Ceremony, conditions and time permitting.
2. Any non-respect of this rule may be penalised by the **Race Direction**.
3. The following persons must take part in the Press Conference:
   a) The rider and passenger winning the event;
   b) The second placed rider and passenger in the event;
   c) The third placed rider and passenger in the event;
   d) Other participants invited at the discretion of the FIM Championship Promoter.

5.36 Final Verification

1. Immediately after the prize-giving ceremony, the motorcycles of the first three riders of the overall standings in the event must be placed in the closed park for final verification.
2. These motorcycles must remain in the closed park for 30 minutes after the arrival of the winner, under the control of the Technical Stewards, in case of a protest or should further examination be required.

5.37 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 the **applicable** fee 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.- or the equivalent amount in local currency. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.
8. Protests entailing a fuel control must be accompanied by an additional deposit of € 800.- or the equivalent amount in local currency.
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. **Protests to the Race Direction must be handed over to a member of the Race Direction who must note the time at which the protest was handed over to him on the document.**

13. **An appeal against the decision of the Race Direction must be handed over to a member of the FIM Stewards Panel who must note the time at which the appeal was handed over to him on the document.**

14. **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: € 1'320.-).**

15. **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.**

5.38 Fuel Control

1. A fuel control may be carried out at any time during an event, according to the current FIM Technical Rules Motocross, Article 63.05 Fuel sampling and testing.
2. All requests for fuel controls following a protest must be accompanied by a deposit of € 800.- or the equivalent amount in local currency, paid to the **Race Direction** or the FIM (in case of supplementary controls).
3. In the latter case, any new requests for controls must be presented to the FIM within **72 hours** of the reception date of the results of the preceding control notified in conformity with the FIM Sidecar 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. In all cases, a rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all points and trophies earned. This rider will also be liable for the reimbursement of the full costs of the test. Further penalties may be imposed.

5.39 Anti-Doping Tests

1. **Anti-doping tests may be carried out according to the FIM Regulations. For details of the procedure to be followed, please refer to the FIM Anti-Doping Code of the current year.**
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.

5.40 Alcohol Tests

1. **Alcohol tests may be carried out according to the FIM Regulations.**
2. **Further to an FIM alcohol testing procedure, if the result of the confirmatory test is above the permitted threshold, for details of the procedure to be followed, please refer to the FIM Medical Code of the current year, Art. 09.1.1 I. and appendix N "FIM Alcohol Testing Procedure".**

5.41 Prizes and Travel Indemnities

1. All amounts are shown in Euro (€). They are net amounts from which no deductions are allowed. They are payable in Euro (€) only (cash payments).

2. The minimum prize scale per Race is the following:

Position	€	Position	€
1.	300.-	11.	60.-
2.	250.-	12.	50.-
3.	200.-	13.	50.-
4.	160.-	14.	50.-
5.	130.-	15.	50.-
6.	110.-	16.	50.-
7.	100.-	17.	50.-
8.	90.-	18.	50.-
9.	80.-	19.	50.-
10.	70.-	20.	50.-

Total: € 2000.-

3. All the riders who qualified to participate in the Races awarding World Championship points, as well as the two reserves who are allowed to take part in the "Warm-Up", will receive a travel indemnity of € 500.-.

4. Should a rider consider that he has not had his travel indemnity and/or prize money paid at the correct minimum level, he may submit the matter to the **Race Direction** or FIM Administration which will take immediate action.

6. TIME TABLES

FIM SIDECAR MOTOCROSS WORLD CHAMPIONSHIP

FRIDAY	
Briefing of the Technical Stewards:	14:00
Sidecars / Technical control and verification:	15:00 – 19:00
1st circuit control:	15:00
Meeting with the organisers:	17:00
2nd circuit control (if necessary):	18:00

SATURDAY	
Technical control and verification:	07:30 – 08:30
Flag Marshall Briefing:	08:00
Race Direction Meeting 1:	08:45
Sidecars Riders ' briefing:	09:15
Sidecars / Free Practice Group "A":	10:00 – 10:30
Sidecars / Free Practice Group "B":	10:40 – 11:10
Camera on-board:	11:15 - 11:30
Support program :	11:30 – 11:45
Track preparation:	11:45 – 12:00
Sidecars / Time Practice Group "A":	12:00 – 12:30
Sidecars / Free Start Practice Group "A":	After Time Practice Group "A"
Sidecars / Time Practice Group "B":	13:00 – 13:30
Sidecars / Free Start Practice Group "B":	After Time Practice Group "B"
Support Program:	13:45 – 14:15
Track preparation:	14:20 – 14:40
Sidecars Qualifying Group A (Qualifying Races: maximum 30 riders / 20 minutes + 2 laps)	
Motorcycles in the Waiting Zone: / Sighting Lap	14:45
Start:	15:00
Sidecars Qualifying Group B (Qualifying Races: maximum 30 riders / 20 minutes + 2 laps)	
Motorcycles in the Waiting Zone: / Sighting Lap	15:45
Start:	16:00
Support Program:	16:30 – 17:30
Sidecars Last Chance Group "A"+"B":	17:30 – 17:50
Race Direction Meeting 2:	18:30

6. TIME TABLES
FIM Sidecar Motocross World Championship

SUNDAY	
Sidecars / Distribution pit lane passes for qualified riders):	08:30 – 09:30
Sidecars / Warm-up:	09:30 – 09:50
Sidecars/ Riders Presentation:	10:30
Autograph session	Immediately after Riders Presentation
Support program:	11:00 – 12:30
Track preparation:	12:30 – 13:00
Sidecars / Race 1 (maximum 30 riders / 30 minutes + 2 laps)	
Motorcycles in the Waiting Zone: and Sighting Lap	13:00
Start:	13:15
Support Program:	14:00 – 15:15
Track preparation:	15:15 – 15:45
Sidecars / Race 2 (maximum 30 riders / 30 minutes + 2 laps)	
Motorcycles in the Waiting Zone: and Sighting Lap	15:45
Start:	16:00
Sidecars / Prize-Giving Ceremony: (Final Results of the event)	Immediately after Race 2
Race Direction Meeting 3:	17:00
Payment of the travel indemnities/prizes:	17:30 – 18:30

7. DIAGRAMS

Front number plate

Side number plate

6.5 cm
on jersey &
number plates

7. DIAGRAMS

Jersey

8. FIM SIDECAR MOTOCROSS WORLD CHAMPIONSHIP LOGO

In order to obtain this logo in high resolution together with the corporate chart, please contact APO Multimedia, Mr Rien Willems: rien@fimsidecarcross.com

FMNR Logo
Will be placed
by the FIM

Organiser's Logo
Will be placed
by the FIM

FIM SIDECAR MOTOCROSS WORLD CHAMPIONSHIP
CHAMPIONNAT DU MONDE FIM DE MOTOCROSS SIDECAR
SUPPLEMENTARY REGULATIONS / *REGLEMENT PARTICULIER*
ADDITIONAL INFORMATION / *INFORMATIONS SUPPLEMENTAIRES*

GENERAL INFORMATION / *INFORMATIONS GENERALES*

Time difference to GMT/*Différence d'heure(s) par rapport GMT*:

Power/*Courant*: Volts Currency/U*nité monétaire*: (in full / en entier)

TOURISTIC INFORMATION / *INFORMATIONS TOURISTIQUES*

Tel N°: E-mail:

Website:

OPENING DAYS AND HOURS / *JOURS ET HEURES D'OUVERTURE*

Banks/*Banque:* (Mon-Fri/Lu-ve, Sat/Sa, Sun/Di)

Supermarkets/*Supermarchés:* (Mon-Fri/Lu-ve, Sat/Sa, Sun/Di)

Chemists/*Pharmacies:* (Mon-Fri/Lu-ve, Sat/Sa, Sun/Di)

EMERGENCY TELEPHONE Nos / N°ˢ DE TELEPHONES D'URGENCE

Code prefix to phone abroad (when in the country of the meeting)
C*ode préfix pour téléphoner à l'étranger (depuis le pays de la manifestation):*

N° to make a collect call / *N° pour téléphoner en PCV* :

Police : Fire/F*eu* : Ambulance :

NEAREST HOSPITAL / *HOPITAL LE PLUS PROCHE*

Address / Adresse

Tel. N°:
E-mail :
Website:

FIM SIDECAR MOTOCROSS WORLD CHAMPIONSHIP
***CHAMPIONNAT DU MONDE FIM DE MOTOCROSS* SIDECAR**
SUPPLEMENTARY REGULATIONS / *REGLEMENT PARTICULIER*

Title of the event / *Titre de la manifestation :*
IMN : 204/ Date*:*
Organising FMN / *FMN organisatrice:*
Venue of the event / *lieu de la manifestation*:
The event is organised in accordance with the FIM Sporting Code, Appendices and Regulations.
Cette manifestation est organisée conformément au Code Sportif, aux Annexes et aux Règlements FIM.

ACCESS / ACCÈS

Nearest airport / A*éroport le plus proche*:
At / *à* km from the circuit / *du circuit*
Motorway / Auto*route*: Exit / S*ortie*:
National road / R*oute nationale*:
Nearest town / V*ille la plus proche*:
At / *à* km from the circuit / *du circuit*
Direction: (north, south, east, west / nord, sud, est, ouest)
GPS:
See attached map / V*oir plan annexé*

1. CIRCUIT

Name / *Nom*:
Length of the course / L*ongueur de la piste*:
Minimum width / *Largeur minimale*:
A drawing of the circuit is attached / U*n plan du circuit est annexé*

2. ORGANISER / *ORGANISATEUR*

Name / *Nom* (Club/Promoter/*Promoteur*):
Address / Adresse Tel. N°:
E-mail :
Website:

Secretariat of the Event / *Secrétariat de la Manifestation (Welcome Office)*
Address / Adresse Tel. N°:
E-mail :
Website:

Open on / *Ouvert le*

Thursday / Jeu*di*	(date)	from/*de* 14:00	to/*à* 20:00	
Friday / V*endredi*	(date)	from/*de* (time/heure)	to/*à* (time/heure)	
Saturday / *Samedi*	(date)	from/*de* (time/heure)	to/*à* (time/heure)	
Sunday / D*imanche*	(date)	from/*de* (time/heure)	to/*à* (time/heure)	

Paddock & Paddock office open as of Thursday: **14:00**
Parc des coureurs & Bureau du Parc des coureurs ouverts dès jeudi : ***14:00***

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

- FIM Delegate		No:
- *Délégué FIM*	*email address*	
- FIM Chief Steward		No:
- *Chef Commissaire FIM*	*email address*	
- FMNR Steward		No:
- *Commissaire FMNR*	*email address*	
- FIM Race Director	Dave Edwards	No: tba
- *Directeur de L'Epreuve FIM*	*dave3902@icloud.com*	
- FIM Technical Director	Alan Laurimäe	No: tba
- *Directeur Technique FIM*	*allan.laurimae@gmail.com*	
- FIM Chief Flag Steward	Kenny Gardner	No: tba
- *Chef Commissaire des Drapeaux FIM*	*kgracing14@gmail.com*	
- Secretary of the Race Direction		
- *Secrétaire de la Direction de Course*		
- Clerk of the Course		No:
- *Directeur de Course*	*email address*	
- Secretary of the Event		
- *Secrétaire de la Manifestation*	*email address*	
- Chief Technical Steward		No:
- *Chef Commissaire Technique*	*email address*	
- Technical Steward		No:
- *Commissaire Technique*	*email address*	
- Chief Timekeeper		No:
- *Chef Chronomètreur*	*email address*	
- Environmental Steward		No:
- *Commissaire Environnement*	*email address*	
- Chief Medical Officer		No:
- *Chef du Service Médical*	email address	
- Official Responsible for the Protocol	APO Multimedia	
- *Officiel en charge du Protocole*	*martin.bena@apomulticam.cz*	
- Press Officer APO Multimedia	Rien Willems	
- *Officier de Presse APO Multimedia*	*rien@fimsidecarcross.com*	
- Press Officer		
- *Officier de Presse*		
- Paddock Official		
- *Responsable du Parc des Coureurs*		

- FMN Delegates according to the FIM Sporting Code and Regulations.
- *Délégués FMN conformément au Code Sportif et aux Règlements FIM.*

The event will be organised in conformation with the 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*

Entries must be made on-line via APO Multimedia Registration Platform. For any info, please contact the Promotor:

Les demandes d'engagement doivent être faites en ligne sur la plateforme d'engagement APO Multimedia. Pour tout renseignement, veuillez contacter le Promoteur :

APO Multimedia
E-mail: sportoffice@fimsidecarcross.com

As of the 3rd event of the season, the entry fee is of € 200.- per rider and must be paid by the rider to the Promotor during the administrative verifications of the event. If the rider does not qualify on the Saturday, he will get 100 € back.

Dès la 3ème manifestation de la saison, le droit d'inscription est de € 200.- par coureur et doit être payé par le coureur au Promoteur lors de la vérification administrative de la manifestation. Si le coureur ne se qualifie pas le samedi, 100 € lui seront retournés.

Closing date of entries / *date de clôture des engagements :* Sidecars : the start date of the event/date du début de la manifestation: - 30 days/jours)

5. TIME SCHEDULE / *HORAIRE*

See hereafter/ *Voir ci-après.*

6. CIRCUIT CONTROL / *CONTROLE DU CIRCUIT*

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

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

Venue / *Lieu*: the Race Direction room / *au local de la Direction de Course*

8. BRIEFING TECHNICAL STEWARDS / *BRIEFING DES COMMISSAIRES TECHNIQUES*

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

9. TECHNICAL CONTROL / *CONTROLE TECHNIQUE*

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

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

Venue / *Lieu*: the Race Direction room / *au local de la Direction de Course*

11. FUEL / *CARBURANT*

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

12. INSURANCE / *ASSURANCE*

By endorsing the application form for entry, the FMN of the rider and/or passenger certifies that the rider and/or passenger are insured in accordance with the FIM requirements.
Par l'approbation du bulletin d'engagement, la FMN du coureur et/ou du passager certifie que le coureur et/ou le passager sont assurés conformément aux prescriptions de la FIM.

The organiser has contracted a third party insurance in accordance with Art. 110.1.2 of the FIM Sporting Code.
L'organisateur a contracté une assurance responsabilité civile conformément à l'Art. 110.1.2 du Code Sportif de la FIM.

The general liability insurance coverage which shall not be less than the minimum standards provided for by the national laws of the country in which the relevant event is taking place, shall be in an amount not less than five million Euros (€5 million) for any one occurrence.
La couverture générale de l'assurance Responsabilité Civile , qui ne doit pas être inférieure aux normes minimales prévues par la législation nationale du pays dans lequel se déroule la manifestation en question, doit être d'un montant minimum de cinq millions d'Euros (€5 millions) pour chaque occurrence.

This insurance includes a guarantee of:
Cette assurance comporte une garantie de :

The organiser disclaims all responsibility for damage to a motorcycle, its accessories and components arising out of an accident, fire or other incident.
L'organisateur décline toute responsabilité pour des dommages occasionnés à un motocycle, à ses accessoires et pièces, par un accident, le feu ou tout autre incident.

13. PROTESTS AND APPEALS / *RECLAMATIONS ET APPELS*

Any person or group of persons (rider, entrant, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
Toute personne ou groupe de personnes (coureur, concurrent, constructeur, officiel, etc.), reconnu par la FIM et se considérant lésé à la suite d'une décision prise sous l'autorité de la FIM, a le droit de demander réparation pour les conséquences qu'ont entraînées cette décision.

Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.
Toute réclamation doit être présentée conformément au Code Disciplinaire et d'Arbitrage FIM et au Règlement Particulier et être accompagnée d'une caution de € 660.- ou d'un montant équivalent en monnaie locale, qui sera remboursée si *la réclamation est fondée.*

Generally, protests against the eligibility of a rider, entrant or a motorcycle entered, must be made before the start of the official practice.

En règle générale, toute réclamation contre l'éligibilité d'un coureur, passager, concurrent ou un motocycle inscrit doit être présentée avant le début des entraînements officiels.

Any other protests must be lodged immediately after the reason for the protest is known.

Toutes les autres réclamations doivent être présentées dès que la raison de la réclamation est connue.

Protests against results must be presented to the 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.

An appeal may be made against a decision of the Race Direction to the International Disciplinary Court (CDI).

Il pourra être fait appel devant la Cour Disciplinaire Internationale (CDI) contre une décision de la Direction de Course.

If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 120.-. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

Si la réclamation implique le démontage d'un motocycle, la caution doit être accompagnée par une caution supplémentaire de € 120.-. Cette caution doit être payée par la partie perdante au mécanicien du coureur qui a dû ouvrir le moteur.

Protests entailing a fuel control must be accompanied by an additional deposit of € 800.-

Des réclamations impliquant un contrôle du carburant doivent être accompagnées par une caution supplémentaire de € 800.-.

14. TRAVEL INDEMNITIES AND PRIZES / *INDEMNITES DE VOYAGE ET PRIX*

All amounts are shown in Euro (€). They are net amounts from which no deductions are allowed. They are payable in Euro (€) only (cash payments, **please do not use bank notes over 50 Euros**).

*Tous les montants sont indiqués en en Euros (€). Ils sont nets, aucune déduction n'étant autorisée. Ils sont payables en € uniquement (paiements comptant, **prière de ne pas utiliser des billets supérieurs à 50 Euros**).*

Minimum prize scale / *Barème minimum des prix*

Position	€	Position	€
1.	300.-	11.	60.-
2.	250.-	12.	50.-
3.	200.-	13.	50.-
4.	160.-	14.	50.-
5.	130.-	15.	50.-
6.	110.-	16.	50.-
7.	100.-	17.	50.-
8.	90.-	18.	50.-
9.	80.-	19.	50.-
10.	70.-	20.	50.-

A travel indemnity will be paid to the sidecar teams by the Organiser. All the teams which qualified on Saturday to participate in the FIM Sidecar Motocross World Championship Races, as well as the two reserve sidecar teams who are allowed to take part in the warm-up on Sunday, will receive a travel indemnity of € 500.-.

Une indemnité de voyage sera payée par l'organisateur du Grand Prix aux équipages. Tous les équipages qui se sont qualifiés le samedi pour participer aux Courses de Championnat du Monde FIM de Motocross Sidecar, ainsi que les équipages de réserve qui sont autorisés à prendre part au warm-up le dimanche, recevront une indemnité de voyage de € 500.-.

Venue of the Payment at / *Lieu du paiement :*
See attached Time Schedule / *Voir Horaire ci-joint.*

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

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

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

The interpretation of these Supplementary Regulations rests entirely with the 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)

If there wouldn't be any Quads' races but instead, support races, please send for approval the complete time schedule of the event including the World Championship races and the support races (Continental or National, these activities include the sighting lap) to the CMS and copy the FIM Race Director / Mr Dave Edwards (dave3902@icloud.com)

S'il ne devait pas y avoir de courses Quads mais des courses annexes, veuillez envoyer pour approbation à la CMS ainsi qu'au Directeur de la Manifestation FIM,* M. Dave Edwards (dave3902@icloud.com) *l'horaire complet de la manifestation, comprenant les courses du Championnat du Monde ainsi que les courses annexes (Continentales ou Nationales, ces activités comprennent le tour de reconnaissance).

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

6520002