

# FIM EUROPE SUPERCROSS EUROPEAN CHAMPIONSHIP

## REGULATIONS 2020

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**TIMETABLES:- The promoter will put online THE TIMETABLES FOR EVENTS**

**Every entrant will can have a timetable by email a few days before the event.**

### **General Undertakings and Conditions**

All riders, teams, officials and other parties participating in the FIM-EUROPE Supercross European Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the:

1. FIM-Europe Sporting Code
2. FIM-Europe Supercross Regulations
3. FIM Motocross Technical Regulations
4. FIM-Europe Disciplinary and Arbitration Code
5. FIM and/or FIM-Europe Supercross Circuit Standards

6. FIM Environmental Code
7. FIM and/or FIM-Europe Medical Code
8. FIM and/or FIM-Europe Anti-Doping Code
9. FIM-Europe Annuaire
10. FIM-Europe Supplementary Regulations

of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the " FIM-EUROPE Supercross European Championship Regulations").

The FIM-EUROPE Supercross European Championship Regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail.

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

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

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

## **01.1 FIM-EUROPE Supercross European Championship**

### **01.1.1 Supercross European Championship**

Each year, the FIM-EUROPE holds by a promoter a Supercross European Championship. These Championships are organised according to the FIM-EUROPE Supercross European Championship, Sporting Code, Chapter 30 - "FIM-EUROPE European Championships and FIM-EUROPE Prize Events".

**Subject to the criteria laid down in these regulations, the Supercross European Championship are open to any rider from any FMN as recognised by the FIM, regardless of CONU.**

### **01.1.2 FIM-EUROPE Supercross European Championship Events**

FIM-EUROPE Supercross European Championship events must be inscribed in the FIM-Europe calendar.

These events must be staged on circuits that have been approved by the FIM-EUROPE/FIM and comply with the FIM-EUROPE and/or FIM-EUROPE Supercross European Championship Regulations (See FIM-EUROPE and FIM Standards for Supercross Circuits).

No event may be organised before all the necessary legal authorisations have been obtained by the organiser.

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

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

FIM-EUROPE Supercross European Championship begin at the scheduled time for technical and sporting verifications and end when all of the following have occurred:

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

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

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

### **01.1.3 Format of the event**

#### **1.1.3.1.32 FIM-EUROPE Supercross European Championship**

- a) SX Men Class

One or more qualifying group dependent on the number of riders present (20 riders by group)

SX Men	Duration per session	Maximum number of
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		Riders
Free Practice	5 min	40 riders <b>(Max 20 per group)</b>
Timed Practice	8 min	40 riders <b>(Max 20 per group)</b>
Heat	5 min + 1 Lap	40 riders <b>(Max 20 per group)</b>
* Last Chance Qualifying Race	4 min + 1 Lap	24 riders
Race 1	8 min + 1 Lap	20 riders
Race 2	12 min + 1 Lap	20 riders
Race 3	15 min + 1 Lap	20 riders

More than 40 riders :

Race Direction/Event Management will decide the format, groupings and qualification criteria.

#### b) SX Women Class

One or more qualifying group dependent on the number of riders present (20 riders by group)

SX Women	Duration per session	Maximum number of Riders
Free Practice	5 min	40 riders <b>(Max 20 per group)</b>
Timed Practice	8 min	40 riders <b>(Max 20 per group)</b>
Heat	5 min + 1 Lap	40 riders <b>(Max 20 per group)</b>
* Last Chance Qualifying Race	4 min + 1 Lap	24 riders
Race 1	6 min + 1 Lap	20 riders
Race 2	9 min + 1 Lap	20 riders
Race 3	12 min + 1 Lap	20 riders

More than 40 riders :

Race Direction/Event Management will decide the format, groupings and qualification criteria.

#### c) SX Junior Class

One or more qualifying group dependent on the number of riders present (20 riders by group)

SX Junior	Duration per session	Maximum number of Riders
Free Practice	5 min	40 riders <b>(Max 20 per group)</b>
Timed Practice	8 min	40 riders <b>(Max 20 per group)</b>
Heat	5 min + 1 Lap	20 riders
* Last Chance Qualifying Race	4 min + 1 Lap	24 riders
Race 1	6 min + 1 Lap	20 riders
Race 2	9 min + 1 Lap	20 riders

Race 3	12 min + 1 Lap	20 riders
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More than 40 riders :

Race Direction/Event Management will decide the format, groupings and qualification criteria.

\* Last Chance Qualifying Race :

- If less than 20 riders or 20 riders in a class, the Last chance Qualifying Race will be canceled, all riders will be qualify for Races.

- If more than 20 riders in a class, we will have the Last chance Qualifying Race. In this case, riders from 1st to 8th in Heat races (Group A and Group B) will qualify for the main races. Riders in position 9 to 20 in Heat Races (Group A and Group B) will go into the Last Chance Qualifying Race. The top 4 from the LCQR will go forward to the main races. Position 5 and 6 from the LCQR will be considered as first and second reserve rider.

#### **01.1.4 Supercross European Championship Criteria**

All organised events counting towards the corresponding FIM-EUROPE Supercross European Championship will be taken into consideration. However, the FIM-EUROPE Management Council or, if necessary, the FIM-EUROPE Executive Board is entitled, upon proposal from the Motocross Commission and in exceptional circumstances, to make a decision deviating from this principle.

The winner of the FIM-EUROPE Supercross European Championship is the rider who has obtained the most points from all the Races of the FIM-EUROPE Supercross European Championship, irrespective of the number of races he has completed.

In cases of ties, the number of better placings will be taken into account except in the case of a one-off final. (See note below \*\*)

If a tie still exists, the points scored in the last race of the FIM-EUROPE Supercross European Championship will determine the order of placing in the final standings. If necessary, the points scored in the last but one race of the FIM-EUROPE Supercross European Championship will determine the order of placing in the final standings, and so on...

\*\* For any one-off finals, plus the first round of any championship, ties will be decided by the higher placing in the last race.

For the time being, there is no Manufacturers Supercross European Championship.

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 Manufacturers' FIM-EUROPE Supercross European Championship (if there is one).

The final FIM-EUROPE Supercross European 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.

### **01.1.5 Support Races**

During a FIM-EUROPE Supercross European Championship event, support races may be permitted.

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-EUROPE or the Championship Promoter.

Authorisation from the FIM-EUROPE does not imply nor include any FIM-EUROPE involvement in and/or liability for these support races/activities which are not run under the aegis and the responsibility of the FIM-EUROPE.

Priority must at all times be given to the FIM-EUROPE Supercross European Championship program. If necessary, the Race Direction/International Jury can change the time schedule of these support races and/or other activities, or cancel them. Support Race for non qualified riders must take place if the minimum number of non qualified riders are present.

## **01.2 ENTRIES, RIDERS AND TEAMS**

### **01.2.1 Supplementary Regulations**

The Supplementary Regulations (SR's) must include all supplementary regulations to the Sporting Code and Appendices and include relevant provisions of the Environmental, Medical and Anti-Doping Codes, as well as details relative to the particular event. They must in no case modify the FIM-EUROPE regulations.

The Supplementary Regulations should be published in the two official languages of the FIM-EUROPE, but minimum in English, and must be approved by the FMNR and the FIM-EUROPE and subsequently ratified by the Race Direction/International Jury.

A copy of the SR's must be sent to the Executive Secretariat no later than two months before the date of the event for approval by the FIM-EUROPE.

Copies of the Supplementary Regulations must also be sent to the Championship Promoter if one exists, and to all Federations having riders liable to participate in the event in question.

The SR's must be drawn up in conformity with the standard model established by the FIM-EUROPE MXC.

No amendment may be made to the Supplementary Regulations after its approval by the FIM-EUROPE or the FMNR and after the opening date for entries.

However, in exceptional circumstances, an amendment to the Supplementary Regulations may be authorised provided that it is approved by the FIM-EUROPE or the Race Direction/International Jury and subsequently brought to the attention of all persons concerned.

### **01.2.2 Acceptance of Entries**

Entries to a FIM-EUROPE Supercross European Championship event will be accepted for riders who

a) are in possession of the appropriate Supercross license as follows

b) are authorised by their FMN

c) have requested an entry before the closing date of the event

**d) Age of rider must be within the age limits as stated in article 01.2.3**

In Addition to 01.2.2 Licenses allowed in FIM-EUROPE Supercross European Championship:

Licenses for Supercross European Championship SX Men :

Continental Championship (FIM-Europe) (annual or one-event).

Licenses for Supercross European Championship SX Women :

Promosport License (annual or one-event).

Licenses for Supercross European Championship SX Junior :

Promosport License (annual or one-event).

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

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

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

There is no limit on the number of entries per Federation in any FIM-EUROPE Supercross European Championship event.

For all FIM-EUROPE Supercross European Championship the promoter may charge an entry fee of a maximum of 300 Euros.

The maximum number of riders will determined by the Championship Promoter, but there is no limit per FMN or FMNR.

Entry procedure :

- Registration is done online : <https://www.supercrosseuro.com>

The rider should receive a reply within 48 hours.

Important: All riders must register their personal email address as this is used for the login. In case of problems please contact the promoter by email at [info@supercrosseuro.com](mailto:info@supercrosseuro.com)

The Championship Promoter will publish the list of riders entered. Should an FMN consider that one of its riders has had his entry wrongly refused, the matter may be submitted to the FIM-EUROPE Executive Secretariat who will take immediate action.

### **01.2.3 Age of Riders**

FIM-EUROPE Supercross European Championship licenses for riders are issued, only when the rider has attained the minimum age, as indicated below:

**SX Men – minimum 16 years** – maximum 50 (see note below)

**SX Women – Only Women - minimum 14 years (13 years on 125cc)** – maximum 50 (see note below)

**SX Junior – minimum 14 years (13 years on 125cc)** – maximum 21 years

Note: - Applicants aged over 50 years must attach to their rider's license request a certificate of medical fitness (including a normal exercise tolerance electrocardiogram) issued by a doctor recognised by their FMN.

The minimum age starts on the date of the rider's birthday. The maximum age finishes at the end of the calendar year in which the rider reaches the age of 21 for SX Junior and in all other cases reaches the age of 50.

#### **01.2.4 Replacement of Riders**

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

Thus the Championship promoter is authorized to replace one or more of the riders entered in an event at the closing date of entries.

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

The Championship promoter will then inform the FMNR and/or organiser in writing, by fax or by email, before the end of the technical verifications.

The Championship promoter can replace any rider/s who is/are excused or not present at the event before the end of technical verification.

Any entered rider who cannot attend an event for whatever reason must inform the Championship promoter before the end of technical verification.

#### **01.2.5 Reserve Riders**

The reserve riders (maximum 2) are non-qualified riders who will be eligible to take the place of any qualified riders who cannot participate in a Race.

In each class, the reserve riders are nominated after the qualifications and according to the criteria valid for the class concerned.

The reserve riders are not guaranteed an opportunity to participate in the races.

The decision to admit one or both of the reserve riders to a race will be made 10 minutes before the race in question when the waiting zone is closed. At that time, any reserve riders who are not allowed to start must leave the waiting zone.

A reserve rider who was not allowed to start in the first race can do so in the second race if required.

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.

#### **01.2.6 Starting Numbers**

Every rider participating in « FIM Europe Supercross European Championship » will be allocated a permanent starting number for the season by the by the Championship Promoter.

#### **01.2.7 Non-Participation in an Event**

Riders who enter a « FIM Europe Supercross European Championship » event and who cannot take part are subject to the provisions of the FIM Europe Supercross European Championship Regulations.

Riders who do not inform the Championship Promoter and the organisers of their inability to attend, or who do not provide an acceptable reason, will be fined € 300,- by FIM Europe.

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 promoter of the reasons for his non-participation.

#### **01.2.8 Rider Apparel**

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

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

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

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

The following apparel must be worn by riders in all events:

1. Helmets  
Helmets must be marked with one of the official international standard marks mentioned in the FIM Technical rules. Long hair must be contained within the helmet
2. Eye protection  
Eye protection must be worn at the start of each practice, qualification or race.
3. Equipment and protective clothing  
This equipment includes but is not limited to: boots, trousers, jerseys/protective clothing and chest/back protector. Gloves and goggles must be worn at the start of each practice, qualification, sighting lap or race.  
**Riders must wear unmodified, commercially available, full upper body protection (back and front) at all times whilst on the track.**  
**Riders are recommended to use shoulder, elbow and knee protection.**

4. FIM-EUROPE Championship logos  
FIM-EUROPE Championship logo **must** be displayed on the front number plate.  
Riders **must** display the corresponding FIM European Championship logo 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.  
The layout of the respective logo must be respected and have a surface of minimum 25 cm<sup>2</sup> (this is valid for both front numberplate and jersey).  
The logos for the different European championships are available on the FIM-Europe website.
5. Starting number  
Riders must wear a dorsal starting number conforming to Art. 01.76 of the FIM Motocross Technical Regulations.  
The Rider is responsible for his own dorsal number  
Riders **must** print their starting number on their jerseys or display it on their chest/back protector if the latter is worn over the jersey.
6. Family name of the rider  
The family name of the rider **must** appear on the shoulder line of the back of their jersey or their chest/back protector if the latter is worn over the jersey.

#### **01.2.9 Riders / Mechanic / Team Clothing**

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

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

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

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

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

#### **01.2.10 Rider Behaviour and Assistance**

Riders must at all times adhere to the provisions of the FIM-EUROPE Supercross European Championship Regulations.

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

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

Long hair must be contained within the helmet.

Riders must report any underlying medical disorder or injury they may have to the Chief Medical Officer.

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

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

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

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

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

Riders must carry "on-board" cameras on their motorcycles when requested by the Championship Promoter.

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

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/International Jury.

Riders must ride in a responsible manner which does not cause danger to other competitors/participants.

**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 promoters' staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the Race Direction/International Jury with one of penalties as specified in the FIM-Europe Disciplinary and Arbitration Code**

**Whenever a rider is receiving treatment from the medical staff, team members/family are not allowed to interfere or hinder their proceedings. The non-respect of this rule may be sanctioned.**

**Subject to the right of appeal, the Race Direction/International Jury is empowered to penalise a rider according to the FIM-Europe Disciplinary & Arbitration Code and, in exceptional circumstances, loss of right to participate in the CUP which may be applied to one or more events**

Riders must always start the free practices/timed practices from the Waiting Zone.

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

**Unless unavoidable, riders are not allowed to stop on the track or alongside the track during any session. This may be considered as hindering the progress of other riders. The penalty for deliberately stopping, unless authorized by an official, will be the loss of their fastest lap time in the respective session.**

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

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

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

Riders must use only the marked track.

Course cutting is forbidden. If a rider accidentally or unintentionally leaves the marked track he/she may continue, without accelerating and at a greatly reduced speed and re-enter the track safely at the closest possible point, without gaining an advantage. The penalty for gaining an advantage or attempting to gain an advantage by course cutting will be disqualification from the respective practice/race. Further penalties may be imposed by the Race Direction/International Jury.

In all cases the Clerk of the Course will determine whether leaving the marked track was deliberate, accidental or unavoidable and/or whether an advantage was gained or not, and may impose penalties in accordance with the FIM-Europe Disciplinary and Arbitration Code.

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

**No spare/second motorcycle is allowed in the repair/signaling zone/Pit Lane during a race. The penalty for violation of this rule is disqualification from the race or qualification race in question.**

**Riders must always enter the pit lane (repair zone) by the pit lane (repair zone) entrance. When a rider "misses" the pit lane (repair zone) entrance, he must continue in the direction of the course for another lap. Entering the pit lane (repair zone) by the pit lane (repair zone) exit **may** be considered as attempting to gain an advantage by course cutting. **The penalty for gaining an advantage is disqualification from the respective practice, qualification or race.****

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

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

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

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

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

Riders returning slowly to the signaling and repair zone or paddock should take care to avoid the racing line and interfering with other riders.

Riders may groom their place behind the starting gate, without the use of any tools. Riders are not allowed to touch or drop the starting gate when preparing their start position. Watering of starting lanes by riders and/or team staff is prohibited.

Ramps of any kind may not be formed in the starting line prepared by the rider behind the starting grid. The front and the rear tyres must be level. Motorcycles must be centred in the starting gate. Riders may not start in an angle.

**Riders/team members are not allowed to prepare their place behind the gate. Riders are not allowed in front of the rear barrier before they are called to the start.**

Riders may not use any **electronic** starting aid devices **unless supplied as standard to a production motorcycle. However, starting blocks are allowed where the metal, serrated starting grid is used.**

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

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

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

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

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

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

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 officials of the reasons for his non-participation.

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

The rider must inform the Clerk of the Course of the reasons for his non-participation.

#### **01.2.11 Team Manager**

Each team is limited to one team manager.

A team manager cannot at the same time be an FMN delegate or a rider.

## **01.3 MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS**

### **01.3.1 Motorcycles and Classes**

FIM-EUROPE Supercross European Championship events are open to motorcycles as defined in the FIM Appendix 01, Motocross Technical Regulations:

a) SX Men : motorcycles of CAT. I, Group A1, over 150 cc up to 250cc for 2-stroke engines and over 249 cc up to 450cc for 4-stroke engines.

a) SX Women : motorcycles of Cat. I, Group A1, up to 125cc for 2-stroke engines (minimum age 13 years old) and over 175cc up to 250cc for 2-stroke and 4-stroke engines (minimum age 14 years old).

B) SX Junior : motorcycles of Cat. I, Group A1, up to 125cc for 2-stroke engines (minimum age 13 years old) and over 175cc up to 250cc for 2-stroke and 4-stroke engines (minimum age 14 years old).

### **01.3.2 Front Number Plate**

The motorcycle's front number plate must always display (see diagrams in FIM Technical Rules):

- a) The background colour, in accordance with the FIM Motocross Technical Rules.
- b) The number of the rider, in accordance with the hereunder, as well as the FIM Motocross Technical Rules;
- c) The area on the plate for a) b) and c) must have a minimum height of 200 mm and cover the complete width of the actual plate, with sufficient area to take 3 digits (ie 888) as specified in the FIM Technical Rules. This area is considered the front number plate;
- d) The FIM-EUROPE Championship logo or the promoter's logo, is compulsory for all solo classes, and the layout of the respective logo must be respected and have a surface of minimum 25 cm<sup>2</sup> (this is valid for both front number plate and jersey) and must have a minimum clear space of 10 mm between the logo and the number and team publicity;
- e) Team publicity is allowed on the front plate within a space 50 mm from the top section of the number plate or below the number plate.

The background colours and figures vary according to the class. The following colours schemes shall be used:

- SX Men :                White background Black numbers
- SX Women :            Blue background White numbers
- SX Junior :            White background Black numbers

In addition to the above, the Championship leader can use a red background with white numbers. The following colours shall be used, following the RAL colour table, i.e.:

- Black 9005
- White 9010
- Blue 5005

- Yellow 1003

The numbers must be clearly legible for the spectators and officials. Reflecting numbers are forbidden. The following minimum dimensions must be respected on the front number plate:

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

### **01.3.3 Side Number Plates**

The motorcycle's side number plates must always display:

- a) The number of the rider, in accordance with the FIM Motocross Technical Rules.

### **01.3.4 On-Board Cameras**

When a motorcycle is equipped with on-board cameras, the weight of the camera and associated equipment will count towards the total minimum weight of the motorcycle.

These cameras and associated equipment are not considered as telemetry.

In « FIM Europe Supercross European Championship », riders are only allowed to use on-board/helmet cameras after explicit permission of the Championship Promoter.

Requests for use of on-board/helmet cameras must be done at the latest on the Friday morning before the event and the Championship Promoter is free to concede the use or not as well as the conditions of use.

## **01.4 OFFICIALS AND PROCEDURES**

### **01.4.1 General**

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

In all other cases the FIM-EUROPE procedures as published in these rules will be valid.

The FIM-EUROPE or the FMNs have the right to renew or cancel an appointment whenever necessary.

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

The FIM-EUROPE 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 and/or FIM-EUROPE license for the appropriate discipline and function.

Official FIM-EUROPE approval is only given after the officials have proved to be competent according to the special requirements for each discipline.

The permanent Commissions organize seminars obligatory for certain officials. The official must have successfully completed a seminar organized by the permanent Commission in question.

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

During an event, the holders of FIM/FIM-EUROPE licenses are required to present their licenses to the Jury President/FIM-EUROPE Delegate.

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

#### **01.4.2 Officials who hold a FIM-EUROPE or FIM Licence**

It is recommended that officials who hold a FIM and/or FIM-EUROPE license speak English or French fluently.

Any of the following officials, when on duty at Supercross European Championships, must be a holder of the appropriate FIM-EUROPE or FIM official's license which is valid for the current year:

- FIM-Europe Jury President
- FMNR Jury Member;
- Clerk of the Course;
- Chief Technical Steward;
- Chief Timekeeper;
- Environmental Steward.

Chief Medical Officer as appointed by the FMNR who guarantees his/her competence.

#### **01.4.3 Jurisdiction**

Except for the Race Direction/International Jury, all officials and their assistants are subject to the authority of the Clerk of the Course.

#### **01.4.4 FIM-EUROPE Jury President, Jury Members**

FIM-EUROPE Jury President and FIM-EUROPE Jury Member will be appointed by the Commission or by the Management Council.

If the nominated FIM-EUROPE Delegate is prevented from arriving at the event in time, the FIM-EUROPE or the FIM will decide on his replacement.

If the nominated Jury President is prevented from arriving at the event in time, he will be replaced until his arrival by the Jury Member appointed by the FIM-EUROPE. If the nominated FIM-EUROPE Jury Member is prevented from arriving at the event in time, the Jury President may name a replacement, with first priority given to a FIM EUROPE MX Commission Member not from the FMNR.

The FMNR is limited to one Jury Member.

One representative each of the Championship Promoter, if there is one, and the Motorcycle Manufacturers can be admitted as observers to the Race Direction/International Jury meetings.

The authority and duties of the FIM-EUROPE Delegate/Jury President are:

- The FIM-EUROPE Delegate/Jury President shall determine the times of the Race Direction/Jury meetings and, if necessary, convene any extraordinary meetings.
- The FIM-EUROPE Delegate/Jury President shall call a meeting of the Race Direction/Jury before the first official practice session.
- At the end of each day of official practice, the FIM-EUROPE Delegate/Jury President will call a meeting of the Race Direction/International Jury to hear the reports of the Clerk of the Course, the Secretary to the Race Direction/Jury and any other appropriate officials.
- At the end of the event, during the last meeting of the Race Direction/International Jury, the FIM-EUROPE Delegate/Jury President, together with the Clerk of the Course, must sign the official classification of the event. He must also sign together with the Secretary to the Jury, all Minutes of the Race Direction/Jury meetings.
- The FIM-EUROPE Delegate/Jury President must ensure that the decisions of the Race Direction/International Jury conform to the rules of the FIM-EUROPE Sporting Code, to the regulations published by the FIM/FIM-EUROPE and the Supplementary Regulations of the event. - The FIM-EUROPE Delegate/Jury President has the right to invite any guests to the Race Direction/Jury meetings, if appropriate for the event or the CUP.
- The Jury President is responsible for the communication with the FMNs' Delegates. - If necessary, the Jury President will arrange a meeting with FMNs' in order to explain the work of the International Jury and to receive the remarks of the FMNs' Delegates.
- The Jury President/FIM-EUROPE Delegate must send his report of the 37 event, using the official Jury President's/Delegate's Report File, to the FIM-EUROPE Executive Secretariat within 72 hours of the finish of the event. This file shall contain his report, details of any protests submitted together with the fees collected, a copy of the third party insurance, the official results, the official programme of the event and other official documents as requested in the file.

**The Jury President/FIM-Europe Delegate, together with the Chief Medical Officer, is also responsible for sending accident report forms to the FIM-Europe secretariat and to the injured riders FMN's.**

#### **01.4.5 Race Direction/Jury Meetings**

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

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

#### **01.4.6 Minutes of the Race Direction/Jury Meetings**

The Minutes of all the Race Direction/Jury meetings must be written in minimum of one of the official FIM-EUROPE languages (English).

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

The Minutes are to be prepared by the Secretary to the Race Direction/Jury and must be signed by him/her and the FIM-EUROPE Delegate/Jury President.

A copy of these Minutes must be sent to the FIM-EUROPE Executive Secretariat within 72 hours after the event.

#### **01.4.7 Publication of Race Direction/Jury Decisions**

All decisions of the Race Direction/International Jury necessary for the running of the event as well as the results must be published as soon as is reasonably possible. These decisions must be published in minimum one of the official languages of the FIM-EUROPE.

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

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

This document shall:

- State the names and the license numbers of the FIM-EUROPE Delegate/Jury President and the FIM-EUROPE and FMNR Jury Members;
- State the name(s) of the party (parties) involved;
- In case of a protest, state that the protest fee has been paid by the protesting party;
- State the reasons for the action taken/protest;
- State the articles to which the action taken/protest relates;
- State any additional information obtained during the hearing;
- State the decision of the Race Direction/International Jury and its evidence and brief reasons;
- Be signed by the FIM-EUROPE Delegate/Jury President and the FIM-EUROPE and FMNR Members of the Race Direction/International Jury.

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

- The party (parties) concerned by the decision of Race Direction/International Jury must sign on a copy of the Race Direction/International Jury decision acknowledging the receipt of the document.

#### 01.4.7. Publication of Race Direction/Jury Decisions

- The name of the person who receives the decision, his position/function, the 39 venue, date, time of reception must also be mentioned on this acknowledgement of receipt.
- The copy of the Race Direction/International Jury decision, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM-EUROPE Delegate/Jury President.

#### **01.4.8 Clerk of the Course**

The Clerk of the Course cannot be a voting member of the International Jury. The Clerk of the Course is appointed by the FMNR. The Clerk of the Course is responsible for the conduct and efficient running of the event.

His essential duties are:

- The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty.
- The Clerk of the Course must verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding.
- The Clerk of the Course can postpone the start of an event for an urgent case of safety or for any other case of "force majeure" or proceed with the improvement of the conditions of the circuit, track or venue, stop an event prematurely or cancel part of or the entire event.

- The Clerk of the Course can prevent a rider or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
- The Clerk of the Course must ensure that the FIM-EUROPE rules are respected; he may propose penalties to the Race Direction/International Jury.
- The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- The Clerk of the Course must notify the Race Direction/International Jury of all decisions to be taken or already taken, and of any protest addressed to him.
- The Clerk of the Course must collate the reports of the Timekeepers and other executive officials and all other information necessary to present his report to the Race Direction/International Jury, and to have the provisional results of the event approved.

The authority of the Clerk of the Course is overridden by the authority of the Race Director, if appointed. At any time, the Clerk of the Course shall work in permanent consultation with the Race Director.

#### **01.4.9 FMN Delegates**

Each FMN which has a rider/team participating in the event is entitled to be represented by a national Delegate, holder of a Sporting Steward's license.

Each FMN and the FMNR is limited to one Jury Delegate, even in the case of multi championship events.

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

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

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

#### **01.4.10 Chief Technical Steward**

The Technical Steward, appointed by the FMNR, must verify the motorcycles and equipment are in accordance with the FIM-EUROPE/FIM rules and the Supplementary Regulations.

#### **01.4.11 Chief Timekeeper**

Appointed Timekeepers must be qualified to use the timekeeping system of the event.

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

The Chief Timekeeper must produce the official results in accordance with FIM-EUROPE regulations and hand a copy to the Race Director/Clerk of the Course.

#### **01.4.12 Environmental Steward**

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

- Ensure that the FIM Environmental Code is respected.
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM-EUROPE Delegate/Jury President on all aspects of the event which may have potential environmental consequences.
- Be entitled to attend all open meetings of the Race Direction/Jury, but without voting rights.
- Draw up a report on the basis of a check-list prepared by the relevant Commission and send it to the FIM-EUROPE Executive Secretariat and hand a copy to the FIM-EUROPE Delegate/Jury President.

#### **01.4.13 Chief Medical Officer**

The Chief Medical Officer (CMO), appointed by the FMNR, shall be responsible for all medical aspects and shall in particular:

- Ensure that the FIM/FIM-EUROPE Medical Code is respected.
- Inspect all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
- Ensure that all medical/paramedical services and staff are in their correct place and ready to function.
- Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
- Attend all open meetings of Race Direction/Jury, but without voting rights.
- Give information and recommendations to the FIM-EUROPE Delegate/Jury President, the Race Director and/or Clerk of the Course and The Championship Promoter representative on injured riders and all aspects of the event which may have potential medical consequences.
- Fill in the FIM-EUROPE accident report and provide the document to the Race Direction/Jury and the organiser.

The CMO must give the information and recommendations on injured riders and all aspects of the event which may have potential medical consequences to the Clerk of the Course.

**The CMO, together with the Jury President/FIM-Europe Delegate, is also responsible for sending accident report forms to all FMN's of injured riders as soon as possible after the event.**

#### **01.4.14 Flag Marshals**

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

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

The marshals should be identified by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that they cannot be confused with the flags. They must also have in their possession a whistle in order to attract attention.

There should be a minimum of two marshals 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. Marshals are not allowed to assist riders to re-start their motorcycles.

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

#### **01.4.15 Official Signals**

Official board signals shall be given by means of a white board measuring 750 mm high by 600 mm wide, with a black block number 10', 4', 15" and 5" on both sides. The numbers shall measure 500 mm in height.

Signal	Meaning
8 minutes before the Start	Reserve riders who are not allowed to start in the Race must leave the waiting zone.
	The entrance from the paddock to the waiting zone for motorcycles is closed.
	The access gate from the waiting zone to the circuit is opened.
	Riders leave for their sighting lap
3 minutes before the start	The entrance from the circuit to the waiting zone is closed.
	The starting grid is cleared.
	At the whistle signal, everyone except the riders, one mechanic and umbrella holder per rider, the television crew and the essential officials, must leave the waiting zone.
	Riders who have mechanical problems during the sighting lap and/or do not succeed in bringing their motorcycle into the waiting zone in time will be disqualified from the Race in question.
	The riders prepare for the start.
Board, 15 seconds (15") (At the start)	15 seconds until the starting procedure enters its final phase.
Board, 5 seconds (5") (At the start)	The starting gate will drop within the next 5

	to 10 seconds.
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Official flag signals will be given by means of a flag measuring 750 mm high by 600 mm wide as follows:

Signal	Meaning
Red flag	<b>All riders must stop racing and go to the area indicated by the officials.</b>
(All false starts must be indicated by waving a red flag)	
Black flag and a board with a rider's number on it	<b>Rider in question to stop racing and leave the circuit using the repair and signalling zone or access from the circuit to the paddock.</b>
Yellow flag, held stationary	<b>Danger, ride cautiously.</b>
Yellow flag, waved	<b>Great danger, prepare to stop, no overtaking. A significant reduction in speed must be seen, therefore jumps should not be attempted.</b> <b>The waved yellow flag is superior to the stationary yellow flag.</b>
Blue flag, waved	<b>Warning, you are about to be lapped.</b> <b>Hold your line.</b>
(The blue flag must be used by supplementary flag marshals, specialised for this flag only)	
Green flag	<b>Course clear for the start of the race.</b>
(The green flag can only be used by an Official during the start procedure)	
Black and white chequered flag	<b>End of the practices, the qualifications, the race.</b>
<b>Medical flag. (White flag with diagonal red cross).</b> <b>A medical flag must be available at each flag marshal post.</b>	<b>Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern.</b> <b>The medical flag is superior to the stationary and/or waved yellow flags</b>

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

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

The Pantones for the colours are as follows:

Black: Pantone Black C

Blue: Pantone 286C

Red: Pantone 186C

Yellow: Pantone Yellow C

Green: Pantone 348C

White: Pantone White C

## **01.5 RUNNING OF THE EVENT**

### **01.5.1 Administrative Control**

Riders entered in an event may be required to present their FIM-EUROPE license, starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FIM-EUROPE/FMNR/Organisers and/or the Championship Promoter.

At the first meeting of the Race Direction/International Jury, it must be reported to the Race Direction/International Jury whether all the riders present at the event:

- 1) Are in possession of a valid FIM-EUROPE license;
- 2) Have been authorised by their FMN to participate in that event;
- 3) Have duly completed the official FIM-EUROPE Supercross European Championship entry form.

The report of administrative control must be given by the representative of the FMNR/Organizer (Clerk of the Course).

### **01.5.2 FIM-EUROPE Laissez-Passer**

A FIM-EUROPE Laissez-Passez is not yet in use. All informations will be on Supplement rules by the promoter.

### **01.5.3 Preliminary Technical Verifications**

Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM-EUROPE Supercross European Championship Regulations and/or the Supplementary Regulations of the event.

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

During these technical verifications, a rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.

During the event and per class, riders are allowed to use only those motorcycles (maximum two), presented at scrutineering.

For all classes each rider must present one motorcycle in his name and number at scrutineering. There are two possibilities for a second motorcycle, which must be of the same make, type and cylinder capacity as the first one:

- 1) Riders may present at scrutineering a second motorcycle in their name and number;
- 2) Teams may present at scrutineering a second motorcycle to be used by two or more riders. In this case, the team presenting the motorcycle, must inform the Technical Stewards of the names and numbers of the riders eligible to use this motorcycle. In all cases the motorcycles must pass technical verification and the Chief Technical Steward must be notified of "team" motorcycles during the technical verifications. Riders may change motorcycles at any time, except during a race. The final choice of motorcycle to be used in a race must be made 10 before the start of the race in question.

At any time during the event:

- 1) On request of the Chief Technical Steward, a rider must present herself and/or their
- 2) A rider will be responsible for keeping her motorcycle and/or equipment in conformity with the rules;
- 3) The Race Direction/International Jury can disqualify a motorcycle, the construction or condition of which is considered to be or may become a source of danger.

#### **01.5.4 Special Medical Examination**

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

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

#### **01.5.5 Circuit Control**

A circuit control will be made by the FIM-EUROPE Delegate/Jury President, the Clerk of the Course, the day preceding the Free Practices.

This control can also involve the members of the Jury, the Chief Marshal, the Secretary of the event and the Championship Promoter's representative.

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

#### **01.5.6 Meeting with the Organisers and the Jury**

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

The FIM-EUROPE Delegate/President of the Jury, the Clerk of the Course, the organiser and an FMNR representative are expected to attend.

Also invited to attend are the FMNR Jury Member, the Secretary of the Event, the Chief Timekeeper and the Chief Technical Steward, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Chief Medical Officer, the Press Officer, representatives of the Championship Promoter.

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

#### **01.5.7 Filming with On-Board Cameras**

Riders may be required by the FIM-EUROPE Championship Promoter to carry onboard cameras on their motorcycles.

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.

Cameras and other equipment will be supplied to the designated riders/teams no later than 2 hours before the first practice.

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

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

#### **01.5.8 Practice / Practice Restrictions**

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

#### **01.5.9 Practice / Free Practice**

The official Free Practice sessions of a FIM-EUROPE Supercross European Championship event are part of that event and cannot be considered pre-event practices.

If there are more than 20 riders, the riders will be allocated to group "A" and "B" by ballot:

**a) For the first event of the season (of the first year\*) :**

**A ballot will decide upon the riders having no overall places from the previous year's Championship, same class.**

**\* For the first event of the season for next years, the 20 best riders present from the previous year of the FIM-EUROPE Supercross European Championship will be allocated to the groups as follows : - the best rider present will be allocated to Group "A", the second best rider to group B, the third best rider to group A, the fourth best rider to group B, and so on. A ballot will decide group placings of riders without points**

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

**The riders will be allocated to Groups "A" and "B" upon their standings in the current year's FIM-EUROPE Supercross European Championship and presence at the event: - the best rider present will be allocated to Group "A", the second best rider to group B, the third best rider to group A, the fourth best rider to group B, and so on. A ballot will decide group placings of riders without points.**

**The Race Direction/International Jury will proceed with the ballot after technical verifications and before the first Race Direction/Jury Meeting.**

**Changing group is forbidden.**

#### **01.5.10 Riders' Briefing/Demonstration of the start gate.**

The FIM-EUROPE Delegate/President of the Jury, the FIM-EUROPE and FMNR Jury Members, the Clerk of the Course, the Chief Flag Marshal, the organiser's representative, the Championship Promoter, the industry representative, the team managers and all riders participating in the event should attend.

The Secretary of the event, the Chief Medical Officer, and the FMN Delegates where there is not Race Direction, may also attend this briefing.

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

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

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

#### **01.5.11 Qualifying**

For each category, qualifying will involve Heat Race.

If there are more than 20 riders :

Timed Qualifying : The results will form the groups for the Heat races as well as the order of entry on the starting grid. The rider with the best time will go to Group A. Second in Group B, third in Group A, fourth in Group B, fifth in Group A, ...

Heat Races : 1 to 8 in Group A and Group B, Advance to the FIM-EUROPE Supercross European Championship main races. 9 to 20 in Group A and Group B go to the LCQR.

Last Chance Qualifying Race (LCQR) : 1 to 4 Advance to the FIM-EUROPE Supercross European Championship main races. Other riders advance to the Consolation Race (depending on the number of riders present).

If, for unforeseen reasons, no qualification results are obtained, then the Free Practice may be treated as a Qualifying Practice. In collaboration with the Race Director/Clerk of the

Course, Race Direction/Event Management or the International Jury will decide upon any modifications to the time schedule and qualifying criteria.

#### **01.5.12 Designation of the Reserve Rider (more than 20 riders)**

The two reserve riders will be appointed according to the results of the Last Chance Qualifying Race (LCQR) as follows:

- The rider placed 5th will be the first reserve.
- The rider placed 6th will be the second reserve.

All other riders are eliminated. If, for unforeseen reasons, no qualification results are obtained, then the times from the Pre-Qualifying Practice may be used to define qualified riders. In collaboration with the Clerk of the Course, the International Jury will decide upon any modifications to the time schedule and qualifying criteria.

If, for unforeseen reasons, no qualification results are obtained before the main races, then the latter may be treated as qualifying session. In collaboration with the Clerk of the Course, the International Jury will decide upon any modifications to the time schedule and qualifying criteria.

#### **01.5.13 Start Practice**

No Start practice before races.

Mass starts are forbidden.

#### **01.5.14 Autograph Session**

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

#### **01.5.15 Rider Presentation**

Before the main event, a presentation will be organized. The promoter and the organizer will decide riders at the indicated time.

The presentation can be canceled by the organizer or promoter.

#### **01.5.16 Waiting Zone Procedure**

The following procedure will be used in the waiting zone:

15 minutes before the start:	The entrance to the waiting zone is open.
8 minutes before the start:	The entrance from the paddock to the waiting zone is closed.
	The motorcycles of all the qualified riders

	must be placed in the waiting zone.
	The penalty for arriving late at the waiting zone is disqualification from the race in question.
	Reserve riders who are not allowed to participate in the race must leave the waiting zone.

### **01.5.17 Sighting Lap**

Participation in the sighting lap is optional.

Once a rider has started his sighting lap, he must continue in the direction of the track. **No practice starts are allowed.**

After their sighting lap, riders must return with their motorcycles directly to the waiting zone using the access gate indicated. No changing of motorcycles is allowed.

Before each race of the FIM-EUROPE Supercross European Championship, the riders will be given the opportunity to make a sighting lap.

The following procedure will apply :

15 minutes before the start:	The entrance to the waiting zone is open.
	Riders wishing to make a sighting lap present themselves in the waiting zone.

8 minutes before the start:	The entrance from the waiting zone to the track is open.
	All the riders, who are present in the waiting area in time, may leave for the sighting lap.

6 minutes before the start:	The entrance to the track is closed. No further sighting laps are allowed. Once a rider has started his sighting lap, he must continue in the direction of the race. No practice starts are allowed.
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3 minutes before the start:	The entrance from the circuit to the waiting zone is closed.
	The circuit should be clear.
	Riders who have mechanical problems during the sighting lap and/or do not succeed in bringing their motorcycle into the waiting zone in time, will be disqualified from the race in question

### **01.5.18 Start Procedure**

The following procedure will be used:

3 minutes before the start:	At the whistle signal, everyone except the riders, two team members per rider, the
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	television crew and the essential officials must leave the waiting zone.
	The riders prepare for the start.

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
	Once the riders have taken their positions at the starting gate, a green flag will be displayed and all the riders are under the starter's orders.
	Team members remain in the waiting zone until the start has been given.
	Only the riders, the television crew and the essential officials are allowed in the starting area.

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

### **01.5.19 Starting Order**

Races Starting Order In these classes, the riders select their gates for the Championship races based on the results of the Heat Race.

In the case of 2 Heat Races, the first rider to proceed to the starting gate will be the winner of the Group A, followed by the winner of the Group B, the third will be the second of the Group A, followed by the second of the Group B. the fifth will be the third of the Group A, and so on.

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

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

### **01.5.20 Races**

#### a) SX Men

The events will be run in three separate races :

Race 1 :	8 min + 1 Lap
Race 2 :	12 min + 1 Lap
Race 3 :	15 min + 1 Lap

#### b) SX Women

The events will be run in three separate races :

Race 1 :	6 min + 1 Lap
Race 2 :	9 min + 1 Lap
Race 3 :	12 min + 1 Lap

#### c) SX Junior

The events will be run in three separate races :

Race 1 :	6 min + 1 Lap
Race 2 :	9 min + 1 Lap
Race 3 :	12min + 1 Lap

### **Consolation Race :**

A minimum of 10 riders are necessary to run the Consolation Race. The promoter and the Jury President can group several classes together in order to have enough number of riders to organize a consolation race with different rankings.

### **01.5.21 False Start**

In case of a false start, there will be a complete re-start.

A red flag will be displayed to the riders.

The riders will return to the waiting zone and the re-start will take place as soon as possible with the same riders. Changing of motorcycles will not be allowed after a false start.

A reserve rider who has not been admitted to the initial start cannot be introduced after a false start.

The Clerk of the Course may recommend to the Race Direction/International Jury that the rider(s) deemed to be at fault for the false start be excluded from taking part in the restart.

### **01.5.22 Stopping of a Race**

Any part of the FIM-EUROPE Supercross European Championship event can be prematurely stopped for urgent and/or safety reasons or other cases of "force majeure". In that case, a red flag will be displayed to the riders:

#### **1. Before 2 laps have elapsed**

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

Changing of motorcycles will not be allowed.

If one or more riders are deemed to be at fault for the race being stopped, they may be excluded from taking part in the restart.

No reserve riders will be introduced.

#### **2. After 2 laps have been completed**

If a race is stopped after 2 laps have been completed and before 51% (rounded up but not including the + 1 lap) of the race has elapsed, there will be a complete restart. **Riders must return to the Waiting Zone.**

A complete restart for the full race time will take place as soon as possible and up to 30 minutes after the red flag was displayed, at the discretion of the International Jury/Clerk of the Course. Changing of motorcycles will be allowed. The final choice of motorcycle must be made 8 minutes before the re-start and the motorcycle must be in the waiting zone.

Reserve riders (if any) may take part in the restart of the race if one or more of the original starters are unable to take part or are disqualified from the restart.

**If a points scoring Championship race is stopped after 51% (rounded up but not including the + 1 lap) of the elapsed race time, full Championship points will be awarded. In that case the rider's placing will be as at the end of the lap preceding the stopping of the race.**

**The Clerk of the Course: - Is authorised to prematurely stop any part of the event; - May recommend to the Race Direction/International Jury that the rider(s) deemed to be at fault for the race being stopped be excluded from taking part in the restart.**

### **01.5.23 Noise Control after each Race**

Immediately after each Race, three motorcycles, chosen at random by the Race Direction/International Jury, may be checked for compliance with noise regulations. Other motorcycles may also be checked.

Any rider whose motorcycle is above the maximum allowed post-race limit as specified in the current FIM motocross technical regulations - whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified - will be **penalised by the loss of 5 positions in the race in question.**

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

#### **01.5.24 Results / Procedure**

All official outings of the riders on the circuit must be timed, with the results displayed on monitors and communicated to the press.

Timing shall continue until:

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

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

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

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

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

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

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

#### **b01.5.24. Results / Procedure**

All results must be homologated by the Race Direction/International Jury.

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

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

If an appeal is lodged against the decision of the Race Direction/International Jury, the results cannot be considered as definitive until a final decision has been taken by the competent body. In the case of Race Direction the appeal is lodged with the appointed Stewards of the event and their decision is final.

#### **01.5.25 Results / Awarding of Points**

Points will be awarded to riders in each FIM-EUROPE Supercross European Championship Race according to the following scale:

25	points to the	1st	10	points for the	11th
22	points to the	2 <sup>nd</sup>	9	points for the	12th
20	points to the	3rd	8	points for the	13th
18	points to the	4th	7	points for the	14th
16	points to the	5th	6	points for the	15th
15	points to the	6th	5	points for the	16th
14	points to the	7th	4	points for the	17th
13	points to the	8th	3	points for the	18th
12	points to the	9th	2	points for the	19th
11	points to the	10th	1	point for the	20th

### **01.5.26 Results / Final Standings**

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

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

### **01.5.27 Results / Presentation and Publication**

The results must clearly indicate:

- Title of the event;
- EMN number;
- FMNR;
- Date and venue of the event;
- Class.

The results must always include the following information:

- Position, name and first name of the riders;
- FMN of the rider; - Nationality of the rider;
- Motorcycle of the rider;
- Team of the rider;
- The number of laps and times of all riders;
- The number of classified riders;
- The winner's average speed;
- The name of the rider making the best lap in the race, his time and average speed.

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

Immediately after the end of the event, the final results of the event, duly signed by the Clerk of the Course, must be sent by electronic mail to the FIM-EUROPE Executive Secretariat and to the FIM-EUROPE Press Office.

### **01.5.28 Lap of Honour**

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

### **01.5.29 Prize-Giving Ceremony**

A Prize-Giving Ceremony must be held at each event, conditions and time permitting.

The top three positions in the overall standings in the event must take part in the Prize-Giving Ceremony. Any infraction of this rule will be penalised by Race Direction/International Jury.

### **01.5.30 Press Conference**

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

The following persons must take part in the Press Conference:

- The rider winning the event
- The second placed rider in the event
- The third placed rider in the event
- Other participants invited at the discretion of the CUP Promoter or organiser.

Any infraction of this rule will be penalised by Race Direction/International Jury.

### **01.5.31 Final Verification**

The motorcycles that are placed in the closed park for final verification must remain there for 30 minutes after the arrival of the winner, under the control of the technical stewards, in case of a protest or should further examination be required.

Immediately after the last race in each class, the first 3 motorcycles of the race and class in question must be placed in a closed park for the technical control.

### **01.5.32 Protests and Appeals**

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM-EUROPE and Supplementary Regulations and be accompanied by a fee of **€ 350** - or the equivalent amount in local currency, returnable if the protest is justified.

If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 500.

This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

Protest entailing a fuel control must be accompanied by a deposit of € 800.

### **01.5.33 Fuel Control**

A fuel control may be carried out at any time during an event, according to the FIM-EUROPE Supercross European Championship Regulations.

All requests for fuel controls following a protest must be accompanied by a deposit of € 800.- paid to Race Direction/International Jury or the FIM-EUROPE (supplementary controls).

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

After the last control:

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

A rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all Championship 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.

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

#### **01.5.34 Anti-Doping and Alcohol Tests**

Anti-doping and alcohol tests may be carried out according to the FIM-EUROPE European Motocross Championship Regulations.

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

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

#### **01.5.35 Prize Money**

The promoter will decide to give a prize money or no, and the amount for each category and rider. It must be announced before registering the riders.

#### **01.5.36 FIM-EUROPE Awards**

The following awards will be presented to the first three individual riders of each category by the FIM Europe :

1st : Gold medal

2<sup>nd</sup> : Silver medal

3rd : Bronze medal