

FIM-EUROPE

EUROPEAN MOTOCROSS CHAMPIONSHIPS, WOMEN'S EUROPEAN MOTOCROSS CHAMPIONSHIP, QUADCROSS EUROPEAN CHAMPIONSHIP, MOTOCROSS OF EUROPEAN NATIONS/ WOMEN'S MOTOCROSS OF EUROPEAN NATIONS, SIDECARCROSS OF EUROPEAN NATIONS/QUADCROSS OF EUROPEAN NATIONS.

CHAMPIONSHIP REGULATIONS 2022

(Note:- changes and additions marked in red)

Regulations:

- 01 MX European Championship (general)
- 032 Individual European Motocross Championships
- 034 Motocross of European Nations - MXoEN
- 035 Sidecar Cross of European Nations - SCXoEN
- 036 Quadcross of European Nations - QXoEN
- 037 Women's Motocross of European Nations - WMXoEN

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TIMETABLES:- SEE FIM-EUROPE WEBSITE FOR THE TIMETABLES FOR EVENTS THAT ARE NOT COMBINED WITH A WORLD CHAMPIONSHIP EVENT.

NOTE:- For events combined with MXGP/MX2/MXoN, the timetable is issued by the promoter and may be different for each event. Every entrant is sent a timetable by email a few days before the event. The latest version of the timetable will be included in the electronic rider's briefing.

General Undertakings and Conditions

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

1. FIM-Europe Sporting Code
2. FIM-Europe Motocross Regulations
3. FIM Motocross Technical Regulations
4. FIM-Europe Disciplinary and Arbitration Code
5. FIM and/or FIM-Europe Motocross 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 European Motocross Championship Regulations").

The FIM-EUROPE European Motocross 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 European Motocross 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 the FIM-EUROPE European Motocross 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 EUROPEAN MOTOCROSS CHAMPIONSHIPS

01.1.1 European Motocross Championships

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

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

In addition to 01.1.1:

01.1.1.032 Individual European Motocross Championships for riders and manufacturers:

- a) EMX Open European Motocross Championship.
- b) EMX250t, 2stroke European Motocross Championship.
- c) EMX250 European Motocross Championship.
- d) EMX125, 2stroke European Motocross Championship.
- e) Yamaha YZ125, YZ85 and YZ65 Cup (the Final)
- f) EMX85, 2stroke European Motocross Championship.
- g) EMX65 2 stroke European Motocross Championship.
- h) EMX Quadcross European Championship.
- i) EMX Women's European Motocross Championship **(including 125cc 2 str. Ch).**

The Final event of the EMX65 class and of the EMX85 class will be organized in conjunction with a round of the MXGP/MX2 World Championship at a venue and date decided by the Championship Promoter.

This one Final event will decide the European Championship titles in EMX65 class and EMX85 class.

The Championship Promoter will invite the **8** best riders from each zone to participate at the final event. **The Championship Promoter, at its discretion, may invite up to 18 additional riders from one or more of the zones plus riders from outside Europe, up to a maximum of 50 riders in each class. 40 riders plus 2 reserves will qualify for the 2 point scoring races to determine the champions in each class.**

At the Final event riders must pay the entry/facility fee as decided by the Championship promoter.

At each zone event, the organiser may charge an entry/facility fee up to 100€ per rider.

EMX65/85 zone events should normally be organised on dates that are free of MXGP/MX2 dates except when MXGP/MX2 is outside of Europe. Any exceptions to this rule must have the permission and authorisation of the Championship promoter.

Riders can only compete in the zone in which their license is issued, or if the

license is issued by an FMN from another CONU, the rider must nominate the zone he/she will compete in.
Changing of zones is forbidden.

The 4 EMX65/EMX85 zones are as follows:-

North West Europe – Finland, Norway, Sweden, Denmark, Germany, The Netherlands, Belgium, Luxembourg, Great Britain, Ireland, Iceland, Czech Republic and Slovakia.

North East Europe – Poland, Lithuania, Latvia, Estonia, Ukraine, Belarus, Russia and Kazakhstan.

South East Europe – Hungary, Romania, Moldova, Bulgaria, Turkey, Azerbaijan, Bosnia-Herzegovina, Cyprus, Greece, Israel, Macedonia, Montenegro and Serbia.

South West Europe – Andorra, Croatia, Portugal, Spain, France, Italy, Monaco, San Marino, Slovenia, Switzerland, Austria, Liechtenstein and Malta.

These European Motocross Championships may also be called Individual European Motocross Championships.

- 01.1.1.034 Motocross of European Nations - MXoEN
- 01.1.1.035 Sidecar Cross of European Nations – SCXoEN
- 01.1.1.036 Quadcross of European Nations – QXoEN
- 01.1.1.037 Women's Motocross of European Nations - WMXoEN

are European Motocross Championships for National teams, selected by the FMN's
and are open to any FMN Worldwide as recognised by the FIM.

The Motocross of European Nations and the Women's Motocross of European Nations can be scheduled at any time during the season and is decided by the Championship Promoter.

The Sidecarcross of European Nations and the Quadcross of European Nations, should be scheduled after the FIM Sidecarcross championship and FIM-Europe Quadcross Championships.

01.1.2 European Championship Events

European Motocross 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 Motocross Championship Regulations (See FIM-EUROPE and FIM Standards for Motocross 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.

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

- a) The final results have been approved by the Race Direction or International Jury;
- b) All deadlines for lodging protests and also appeals in the case of Race Direction/Steward's Panel, have expired.
- c) All technical, sporting and anti-doping controls have been concluded.

If a protest or, in the case of Race Direction/Steward's panel an appeal, is lodged, the results will not become official until a decision is taken by the International Jury/Race Direction/Steward's panel.

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 Race Direction or International Jury, during that period.

01.1.3 Format of the event

01.1.3.1.032 Individual European Motocross Championships

For events combined with MXGP/MX2/MXoN

Up to 50 riders present:-

One group. The top 40 riders + 2 reserves from the qualifying practice will qualify for the main races.

EMX Open/EMX250 / EMX125 2str / EMX2t.		
Up to 50 riders – top 40 riders qualify + 2 reserves.		
	Duration	Max number of riders
One or more qualifying group dependent on the number of riders present		
1 X Free practice	20 minutes	50 riders
1 X Qualifying practice	<u>25 minutes</u>	50 riders
Free start practice (5 minutes)	Immediately <u>after</u> Qualifying Practice	
1 X Warm-Up/Sighting laps	Up to 10 minutes	42 riders
2 X Races	25 minutes + 2 laps	40 riders

More than 50 riders present and up to 100 riders present :-

Two groups.

With reference to the above format, if there are more than 50 riders present and up to **100** riders present for EMX Open, EMX125, EMX250 and/or EMX2t, the riders present will be placed in 2 groups.

The composition of these two groups will be done based upon the position of the riders in the current European Championship. The placement of riders who do not appear in the current European Championship as well as for the first event of the current European Championship will be decided by ballot.

In this case, the top **20** riders from each group in Qualifying Practice will qualify for the main races.

The first reserve rider will be from the pole position winner's Qualifying Group (regardless whether from Group "1" or "2"). The second reserve rider will be from the remaining Qualifying Group.

More than 100 riders present and up to 150 riders present:-

Three groups.

With reference to the above format, if there are more than **100** riders present and up to **150** riders present for EMX Open, EMX125, EMX250 and/or EMX2t, the riders present will be placed in 3 groups.

The composition of these **three** groups will be done based upon the position of the riders in the current European Championship. The placement of riders who do not appear in the current European Championship as well as for the first event of the current European Championship will be decided by ballot.

In this case, the top 14 from group 1 in Qualifying Practice and the top 13 riders from group 2 and group 3 in Qualifying Practice will qualify for the main races. The first reserve will be the rider placed 14th in group 2 and the second reserve will be the rider placed 14th in group 3.

Yamaha YZ125, YZ85 and YZ65 Cup Final
Maximum as decided by Yamaha Europe and the Championship Promoter.
One qualifying group for each class.
Format and duration of practices, warm-up and races will be decided by Yamaha Europe and the Championship Promotor.

NOTE:- Entry for the YZ 125, YZ85 and YZ65 Cup Final event is at the invitation of Yamaha Europe. Preliminary heats are staged in various Countries and the regulations and entry criteria for these heats are at the discretion of Yamaha Europe and the organizing Federation.

For EMX Open, EMX125, EMX250 and EMX2t plus EMX65/85 Finals, the Event Management can modify the timetable and the format based on the presence of the number of riders present and the efficient running of the event.

For all events **not** combined with MXGP/MX2/MXoN

EMX85 Zone Events	<i>Duration per session</i>	<i>Maximum number of Riders</i>
Up to 40 riders - One qualifying group		
1 X Free Practice	20 minutes	40 riders
1 X Pre-Qualifying Practice	20 minutes	40 riders
Free start test session 5 minutes after Pre-Qualifying Practice		
1X Qualifying Race	15 minutes + 2 laps	40 riders
1 X Warm-Up	15 minutes	40 riders
2 X Races	20 minutes + 2 laps	40 riders
<i>More than 40 riders Two qualifying groups</i>		
1 X Free Practice - Group A	20 minutes	40 riders
1 X Free Practice - Group B	20 minutes	40 riders
1 X Pre-Qualifying Practice - Group A	20 minutes	40 riders
Free start test session 5 minutes after Pre-Qualifying Practice		
1 X Qualifying Race – Group A	15 minutes + 2 laps	40 riders
1 X Pre-Qualifying Practice - Group B	20 minutes	40 riders
Free start test session 5 minutes after Pre-Qualifying Practice		
1 X Qualifying Race – Group B	15 minutes + 2 laps	40 riders
Last Chance Qualifying Timed Practice	15 minutes	44 riders
1 X Warm-Up	15 minutes	<i>42 riders</i>
2 X Races	20 minutes + 2 laps	<i>40 riders</i>

EMX65 Zone Events	<i>Duration per session</i>	<i>Maximum number of Riders</i>
Up to 40 riders - One qualifying group		
1 X Free Practice	15 minutes	40 riders
1 X Pre-Qualifying Practice	15 minutes	40 riders
Free start test session 5 minutes after Pre-Qualifying Practice		
1X Qualifying Race	10 minutes + 2 laps	40 riders
1 X Warm-Up	15 minutes	40 riders
2 X Races	12 minutes + 2 laps	40 riders

EMX65 Zone Events		
<i>More than 40 riders</i> <i>Two qualifying groups</i>		
1 X Free Practice - Group A	15 minutes	40 riders
1 X Free Practice - Group B	15 minutes	40 riders
1 X Pre-Qualifying Practice - Group A	15 minutes	40 riders
Free start test session 5 minutes after Pre-Qualifying Practice		
1X Qualifying Race – Group A	10 minutes + 2 laps	40 riders
1 X Pre-Qualifying Practice - Group B	15 minutes	40 riders
Free start test session 5 minutes after Pre-Qualifying Practice		
1X Qualifying Race – Group B	10 minutes + 2 laps	40 riders
Last Chance Qualifying Timed Practice	10 minutes	44 riders
1 X Warm-Up	15 minutes	42 riders
2 X Races	12 minutes + 2 laps	40 riders

For EMX65/EMX85 a Prize-Giving Ceremony of the zone winners must be held at the last event of each zone.

The top three riders in the zone's standings of each class must take part in the Prize-Giving Ceremony.

Any infraction of this rule will be penalized by the International Jury

During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played.

The national flags of the top three zone' s winners (based on their passport) may be hoisted at the same time.

For the EMX65/85 Finals the format and race times will be modified as follows:-

<u>EMX65 and EMX85 FINALS</u>	<i>Duration per session</i>	<i>Maximum number of Riders</i>
50 riders – one group.		
1 X Free Practice per class	15 Minutes for EMX65	50 riders
	20 minutes for EMX85	50 riders
1 X Qualification Practice per class	15 Minutes for EMX65	50 riders
	20 minutes for EMX85	50 riders
Free start test session – up to 5 minutes, immediately after Qualification Practice		
1 X Warm-up/Sighting laps (Sunday) riders	up to 10 minutes	42
2 X Races	EMX65 – 12 minutes + 2 laps.	40 riders
	EMX85 - 20 minutes + 2 laps	40 riders

EMX Quad Up to 32 Quads One qualifying group	Duration per session	Maximum number of Riders
1 X Free Practice	15 minutes	32 riders
1 X Pre-Qualifying Practice	20 minutes	32 riders
Free 5 minutes start test after Pre-Qualifying Practice.		
1 X Qualifying Race	20 minutes plus 2 laps	30 riders
1 X Warm-Up	20 minutes	32 riders
2 X Races	25 minutes + 2 laps	30 riders
More than 32 Quads Two qualifying groups		
1 X Free Practice/Group A	15 minutes	30 riders
1 X Free Practice/Group B	15 minutes	30 riders
1 X Pre-Qualifying Practice/Group A	20 minutes	30 riders
Free 5 minutes start test after Pre-Qualifying Practice..		
1 X Pre-Qualifying Practice/Group B	20 minutes	30 riders
Free 5 minutes start test after Pre-Qualifying Practice..		
1 X Qualifying Race	20 minutes plus 2 laps	30 riders
1 X Warm-Up	20 minutes	32 riders
2 X Races	25 minutes + 2 laps	30 riders

(NOTE:- For EMX Quad, when combined with FIM World Championship Sidecarcross, the times of practices and warm-up plus qualification criteria may be modified at the discretion of the International Jury and the Race Director).

EMX Women's Championship	Duration per session	Maximum number of Riders
Up to 40 riders One qualifying group		
1 X Free Practice	20 minutes	40 riders
1 X Qualifying Timed Practice	20 minutes	40 riders
Free start test session 5 minutes after Pre-Qualifying Practice		
1 x Qualifying Race	15 minutes + 2 laps	40 riders
1 X Warm-Up	15 minutes	42 riders
2 x Races	20 minutes + 2 laps	40 riders

<u>More than 40 riders</u>		
<i>Two qualifying groups</i>		
1 X Free Practice - Group A	20 minutes	40 riders
1 X Free Practice - Group B	20 minutes	40 riders
1 X Pre-Qualifying Practice - Group A	20 minutes	40 riders
Free start test session 5 minutes after Pre-Qualifying Practice		
1X Qualifying Race – Group A	15 minutes + 2 laps	40 riders
1 X Pre-Qualifying Practice - Group B	20 minutes	40 riders
Free start test session 5 minutes after Pre-Qualifying Practice		
1X Qualifying Race – Group B	15 minutes + 2 laps	40 riders
Last Chance Qualifying Timed Practice	15 minutes	44 riders
1 X Warm-Up	15 minutes	42 riders
2 X Races	20 minutes + 2 laps	40 riders

01.1.3.034 Motocross of European Nations - MXoEN

Motocross of European Nations	Duration per session	Maximum number of Riders
<i>1 X Free Practice EMX85 2stroke (Group A)</i>	<i>30 minutes</i>	<i>40 riders</i>
<i>1 X Free Practice EMX85 2stroke (Group B)</i>	<i>30 minutes</i>	<i>40 riders</i>
<i>1 X Free Practice EMX125 2stroke</i>	<i>30 minutes</i>	<i>40 riders</i>
<i>1 X Free Practice EMX 250</i>	<i>30 minutes</i>	<i>40 riders</i>
<i>1 X Qualifying Race EMX85 2stroke (Group A)</i>	<i>15 minutes + 2 laps</i>	<i>40 riders</i>
<i>1 X Qualifying Race EMX85 2stroke (Group B)</i>	<i>15 minutes + 2 laps</i>	<i>40 riders</i>
1 X Qualifying Race EMX125 2stroke	20 minutes + 2 laps	40 riders
1 X Qualifying Race EMX250	20 minutes + 2 laps	40 riders
1 X Warm-Up B-Final (if necessary)	15 minutes	39 riders
1 X Warm-Up MXoEN Group 1	15 minutes	40 riders
1 X Warm-Up MXoEN Group 2	15 minutes	40 riders
1 X B-Final (if necessary)	20 minutes + 2 laps	39 riders
2 X Races, MXoEN (EMX85 Group A and B)	20 minutes + 2 laps	40 riders
2 X Races, MXoEN (EMX125 + EMX 250)	25 minutes + 2 laps	40 riders

**** Note:- Race Direction may put EMX85 Group A and Group B together for Free Practice and/or Qualifying Race dependent on the number of teams present.**

Race Direction may put EMX125 and EMX250 together for free practice and/or Qualifying race dependent on the number of teams present.

01.1.3.035 Sidecar Cross of European Nations - SCXoEN

Sidecar Cross of European Nations	Duration per session	Maximum number of SideCars
Up to 10 National Teams		
1 X Free Practice	30 minutes	30
1 X Qualifying Practice	40 minutes	30
2 X Races	25 minutes+ 2 laps	30
More than 10 National Teams		
1 X Free Practice Group A	30 minutes	30
1 X Free Practice Group B	30 minutes	30
1 x Free Practice Group C	30 minutes	30
1 X Qualifying race Group A	20 minutes + 2 laps	30
1 X Qualifying race Group B	20 minutes + 2 laps	30
1 X Qualifying race Group C	20 minutes + 2 laps	30
3 X Races	25 minutes + 2 laps	30

01.1.3.036 Quad Cross of European Nations - QXoEN

Quadcross of European Nations	Duration per session	Maximum number of Quads
Up to 10 National Teams		
1 X Free Practice	30 minutes	30
1 X Qualifying Practice	40 minutes	30
2 X Races	25 minutes+ 2 laps	30
More than 10 National Teams		
1 X Free Practice Group A	30 minutes	30
1 X Free Practice Group B	30 minutes	30
1 x Free Practice Group C	30 minutes	30
1 X Qualifying race Group A	20 minutes + 2 laps	30
1 X Qualifying race Group B	20 minutes + 2 laps	30
1 X Qualifying race Group C	20 minutes + 2 laps	30
3 X Races	25 minutes + 2 laps	30

When the SCXoEN and the QXoEN are combined, a separate timetable/format will be used.

01.1.3.037 Women's Motocross of European Nations - WMXoEN

Women's Motocross of EN.	Duration	Maximum number per session of Riders
1 X Free Practice Group A ** see note	30 minutes	40 riders
1 X Free Practice Group B ** see note	30 minutes	40 riders
1 X Qualifying Race Group A ** see note	15 minutes + 2 laps	40 riders
1 X Qualifying Race Group B ** see note	15 minutes + 2 laps	40 riders
1 X Warm-Up WMXoEN	15 minutes	40 riders
2 X Races, WMXoEN	20 minutes + 2 laps	40 riders

**** Note:- Race Direction may put Group A and Group B together for Free Practice and/or Qualifying Race dependent on the number of teams present.**

01.1.4 Championship Criteria

01.1.4.032 Individual European Motocross Championships

All organised events counting towards the corresponding 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 European Championship is the rider who has obtained the most points from all the Races of the 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, for instance the EMX65/85 finals. (See note below **)

If a tie still exists, the points scored in the last race of the 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 European Championship will determine the order of placing in the final standings, and so on...

**** For any one-off finals, for instance the EMX65/85 finals, plus the first round of any championship, ties will be decided by the higher placing in the second race.**

For the time being, there is no Manufacturers 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' European Motocross Championship (if there is one).

The final 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.

All European Champions are obliged to attend the official FIM-EUROPE Prize-Giving Ceremony.

01.1.5 Support Races

During a European Motocross 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 and 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 European Motocross Championship programme. If necessary, the Race Direction/International Jury can change the time schedule of these support races and/or other activities, or cancel them.

No additional support classes or activities on the track can be included when three European Championship classes are combined at the same event, unless prior agreement and permission is given by the FIM-Europe Motocross Commission and the promoter.

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 European Motocross Championship event will be accepted for riders who

- a) are in possession of the appropriate Motocross 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 MX Championships:

Licenses for European Championship EMX65 and the Yamaha YZ65 final
Continental Championship PROMOSPORT License (annual or one-event).

Licenses for European Championship EMX85, including the 85cc class in the MXoEN and the Yamaha YZ85 final
Continental Championship PROMOSPORT License (annual or one-event).

Licenses for European Women's Motocross championship including the WMXoEN
Continental Championship PROMOSPORT License (annual or one-event).

Licenses for European Championship EMX Open, EMX2t, EMX250, **EMX125, Yamaha YZ125 final**, EMX Quad, , SCXoEN, QXoEN
• **Continental Championship (the full license)** Motocross 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 entered in the MXGP or the MX2 class cannot “downgrade” to compete in any European championship class when a World Championship event includes a European class or classes in the 2 day programme.

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

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

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

- IMN number; FMNR; date and venue of the event in which the rider wishes to enter;
- Name and first name of the rider;
- FMN and **Continental** Championship license number of the rider (if the license has already been issued);
- Date of birth and nationality of the rider;
- Motorcycle and team of the rider.

Provisional entries must always be confirmed with the duly completed official entry form.

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

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

01.2.2.032 Individual European Motocross Championships

There is no limit on the number of entries per Federation in any individual European Motocross Championship event.

For all individual championships not combined with MXGP/MX2/MXoN the organiser may charge an entry fee of a maximum of 100 Euros.

There is no entry fee for EMX Quads.

Women's European Motocross Championship:- Entries cannot be accepted from any rider who has finished in the top 4 positions in the 2021 and/or 2020 FIM Women's World Motocross Championship.

For EMX Open, EMX2t, EMX250 and EMX125 events, the maximum number of riders will be determined by the Championship Promoter, but there is no limit per FMN or FMNR.

For the final round of the EMX125, EMX250, EMX Open and the EMX2t Championships, the Championship promoter may decide to limit the entries to the 50 best placed riders in the current championship standings prior to the final round. If the entries are limited to 50 riders and there are less than 50 riders within the current standings or riders within the standings are excused, the championship promoter can enter additional riders up to the maximum of 50.

For the Yamaha YZ125, YZ85 and YZ65 Finals, only riders who are confirmed by Yamaha Europe are allowed to make an entry to the Championship Promoter.

For all events combined with MXGP/MX2/MXoN, the Championship promoter may charge an entry fee.

The Championship Promoter will decide on the fee and method of payment.

Entry procedure for EMX125, EMX250, EMX2t, EMX Open and the EMX65 / EMX85 finals combined with MXGP/MX2/MXoN:-

Registration is done online.

New riders should register online at <https://results.mxgp.com/riderloginrequests.aspx>
The rider should receive a reply within 48 hours.

Riders who have already registered in the past can start the entry process directly at <https://results.mxgp.com/entry/entryform1.aspx>
In the case of a rider forgetting his password please go to <https://results.mxgp.com/passwordrequest.aspx>

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 sportoffice@mxgp.com

As soon as the entry request is submitted an automatic email will be sent to the rider's FMN to obtain online start authorisation and necessary information.

For all other classes entry forms must be sent to the FMNR and/or Organiser.

For each event and in all classes the closing date for entries is 30 days before the event in question.

In the EMX Open, EMX2t, EMX250 and EMX125 classes, the Championship Promoter is entitled to enter additional riders.

In any case in all solo classes, the Championship Promoter can enter additional riders after the closing date and before the end of the technical verifications prior to the event.

In the case of EMX Quads, the FIM-EUROPE Motocross Commission can enter additional riders before the end of the technical verifications prior to the event.

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

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

For EMX Open, EMX2t, EMX250, EMX125, plus the EMX65/85 Finals, the Championship Promoter will publish the list of riders entered.

For all other classes the FMNR and/or organiser 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.

Official Approved Team

Teams involved in combined European and World Championship solo events can request their registration with the Championship promoter as an “Official Approved Team”. Interested teams should contact the promoter by email (sportoffice@mxgp.com) to obtain more information on procedure, conditions and advantages related to the status of an “Official Approved Team.”

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

01.2.2.034 Motocross of European Nations - MXoEN

Each FMN can enter one team only. Each team consists of **four** riders.

If at the closing date of entries there are less than 20 National Teams entered, the FMNR may enter one extra National Team (“B” Team).

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

- Two riders on a EMX85 2stroke class motorcycle,
- One rider on a EMX125 2stroke class motorcycle,
- One rider on a EMX250, 2stroke or 4 stroke.

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

Entry forms must be sent to the FMNR/Organiser.

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

In any case, the Championship Promoter can enter additional teams before the end of the technical verifications prior to the event.

The FMNR/Organiser will publish the list of teams/riders entered.

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

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

01.2.2.035 Sidecar Cross of European Nations - SCXoEN

Each FMN can enter one National team only.

If at the closing date of entries there are less than 15 National Teams entered, the FMNR may enter one extra National Team (“B” Team).

The FIM-EUROPE Motocross Commission can enter additional teams after the closing date and before the end of technical verification prior to the event.

Each team consists of three Sidecar Teams.

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

Sidecars, Category I, Group B2

- 2 stroke, over 350cc up to 750cc

- 4 stroke, 1 or 2 cylinders, up to 1000 cc

Drivers of a team must be holders of the passport of the country which they represent, but can be holders of a license issued by any FMN.

Passengers may have any nationality and be holders of a license issued by any FMN.

Entry forms must be sent to the FMNR/Organiser.

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

The FMNR/Organiser will publish the list of teams/riders entered.

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

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

01.2.2.036 Quad Cross of European Nations - QXoEN

Each FMN can enter one National team only.

If at the closing date of entries there are less than 15 National Teams entered, the FMNR may enter one extra National Team ("B" Team).

The FIM-EUROPE Motocross Commission can enter additional teams after the closing date and before the end of technical verification prior to the event.

Each team consists of three Quad riders.

The quads used by the riders are at the option of the team. However, quads must comply with FIM/FIM-EUROPE Technical rules.

EMX Quad: up to **500cc** 2 or 4-stroke engines.

Riders of a team must be holders of the passport of the country which they represent, but can be holders of a license issued by any FMN.

Entry forms must be sent to the FMNR/Organiser.

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

The FMNR/Organiser will publish the list of teams/riders entered.

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

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

01.2.2.037 Women's Motocross of European Nations

Each FMN can enter one team only. Each team consists of **two** riders.

If at the closing date of entries there are less than 20 National Teams entered, the FMNR may enter one extra National Team ("B" Team).

The motorcycles used by the riders are at the option of the team. However, each team must field two riders on "MX2" specification motorcycles as defined in the FIM Technical Rules.

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

Entry forms must be sent to the FMNR/Organiser.

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

In any case, the Championship Promoter can enter additional Teams before the end of the technical verifications prior to the event.

The FMNR/Organiser will publish the list of teams/riders entered.

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

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

01.2.3 Age of Riders

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

	<u>Minimum Age</u>	<u>Maximum Age</u>
- European Motocross Championship, EMX250	14 years	23
- European Motocross Championship, EMX Open	16 years	50 (<i>see note below</i>)
- European Motocross Championship, EMX2t (2stroke)	15 years	50 (<i>see note below</i>)
- European Motocross Championship, EMX125 (2stroke)	13 years	17
- Yamaha YZ125 Cup Final	13 years	16
- European Motocross Championship, EMX85 (2str)	11 years	14
- Yamaha YZ85 Cup Final	11 Years	13
- European Motocross Championship, EMX65 +YZ65 (2str)	8 years	12
- Yamaha YZ65 Cup Final	8 years	11
- European Motocross Championship, EMX Quad	16 years	50 (<i>see note below</i>)

- European Motocross Women's Championship, WEMX <i>note below)</i>	14 years (13 years on 125cc)	50 (see
- European Motocross Championship, EMX Snowcross	16 years	50 (<i>see note below)</i>
- Sidecarcross of European Nations, Rider	16 years	50 (<i>see note below)</i>
- Sidecarcross of European Nations, Passenger	16 years	50 (<i>see note below)</i>
- Quadcross of European Nations	16 years	50 (<i>see note below)</i>
- Women's Motocross of European Nations <i>note below)</i>	14 years (13 years on 125cc)	50 (see
- Motocross of European Nations – EMX2 class rider	14 years	<u>23</u>

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 and must be reached at the moment of the first technical verifications of the event in question. This is normally on the Friday of the event.

The maximum age **finishes** at the end of the calendar year in which the rider reaches the age of **12** for EMX65 (11 for YZ65 Cup), **14** for EMX85 (13 for YZ85 Cup), **17** for EMX125 2 stroke (16 for YZ125 Cup), **23 for EMX250 and the EMX250 rider in the Motocross of European Nations** and in all other cases reaches the age of 50.

01.2.4 Replacement of Riders

01.2.4.032 Individual European Motocross Championships

For events not combined with MXGP/MX2/MXoN

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

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

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

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

The Championship Promoter can also authorize the replacement of (a) rider(s) who is/are excused or not present at the event, before the end of the technical verifications.

In addition, the Championship Promoter can replace a rider(s) in the case that they are not replaced by their FMN, before the end of the technical verifications.

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

For events combined with MXGP/MX2/MXoN

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 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 and the FMNR/Organiser. This must be done by midday (local time) on the day of technical control.
See 01.2.7 Non- Participation in an Event.

01.2.4.034 Motocross of European Nations - MXoEN.

01.2.4.035 Sidecar Cross of European Nations - SCXoEN.

01.2.4.036 Quadcross of European Nations - QXoEN

01.2.4.037 Women's Motocross of European Nations - WMXoEN

Once an FMN has entered a team, the replacement of riders can still be authorised. In the MXoEN changing of classes can be authorized but must be within the permitted class age.

In the WMXoEN, the EMX85 class of MXoEN, the SCXoEN and the QXoEN changing of groups is forbidden.

In all cases, all listed entry conditions (apart from the closing date of entries) apply.

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

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

01.2.5 Reserve Riders

01.2.5.032 Individual European Motocross Championships.

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 **(15 minutes in the case of EMXQuads)** 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 in time.

01.2.6 Starting Numbers

01.2.6.032 Individual European Motocross Championships.

Every rider participating in an Individual European Motocross Championship will be allocated a permanent starting number for the season by the FIM-EUROPE Motocross Commission **or, in the case of EMX Open, EMX2t, EMX250, EMX125 by the Championship Promoter and in the case of the YZ125/85/65 Cups by Yamaha Europe.**

In the case of EMX Open, EMX2t, EMX250, EMX125 starting numbers are allocated by the championship promoter and can be requested as part of the online entry procedure (see 01.2.2.032).

01.2.6.034 Motocross of European Nations - MXoEN.

01.2.6.037 Women's Motocross of European Nations - WMXoEN.

01.2.6.035 Sidecar Cross of European Nations - SCXoEN.

01.2.6.036 Quadcross of European Nations – QXoEN

All teams in the standings of the previous year will have their starting numbers reserved.

The starting numbers will correspond to the team's result in the MXoEN, WMXoEN, SCXoEN and QXoEN of the previous year and be allocated accordingly.

The winning team from the previous year may use numbers with a red background colour.

The FIM-EUROPE MXC together with the FMNR/Organiser will issue starting numbers to all remaining teams that have entered the event.

01.2.7 Non-Participation in an Event

Riders who enter a European Motocross Championship event and who cannot take part are subject to the provisions of the FIM-EUROPE European Motocross Championship Regulations.

The FMN(s) of any riders who do not inform FIM-EUROPE, 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 officials 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. **It is strongly recommended that goggles are worn at all times whilst on track. Change or replacement of goggles and/or gloves is permitted at any time by entering the Pit Lane/Working Area, or the "Goggle Lane" in the case of events combined with MXGP/MX2.**

Riders entering the working area/Pit Lane or the goggle lane to replace goggles and/or gloves must come to a complete stop. Signalling from the "Goggle Lane" in events combined with MXGP is forbidden. In addition, when riders want to change goggles/gloves during a Qualifying Race and/or a Race, they must do this in the pit lane or the "goggle exchange lane". If the "Goggle Lane" is used the motorcycle must always remain under the control of the rider during the process and the rider's team member must operate from behind the fence that separates the "goggle exchange lane" from the team staff area. The team member may give assistance to the rider to clean his face/eyes and change goggles/gloves. Any other assistance in this area is strictly prohibited. Signalling from this area is not allowed and will be considered as outside assistance for which the penalty will be disqualification from the respective practice, qualification or race.

Riders **must** wear unmodified, commercially available, full upper body protection (back and front) at all times whilst on the track.

Riders in **EMX65, EMX85 and EMX125** **must** wear commercially available, unmodified shoulder, elbow and knee protection at all times whilst on the track.

Riders in all other classes including quad riders and sidecar drivers and passengers are **recommended** to use shoulder, elbow and knee protection at all times whilst on the track.

4. **FIM-Europe and Promoter's Logos**

The FIM-Europe logo together with the correct class related Promoter's logo (see pages 92 and 93) **must** be displayed on the front number plate. This also applies to the Motocross of European Nations/Women's Motocross of European Nations.

These 2 logos must also be shown and be clearly visible on the upper front torso or shoulder area of their jersey/race shirt or on their chest/back protector if the latter is worn over the jersey. This also applies to the Motocross of European Nations/Women's Motocross of European Nations.

The layout of the respective logo must be respected and have a surface of minimum 25 cm² (this is valid for both front number plate and jersey/race shirt).

Riders who do not respect this rule will be prevented from entering the track for races and practises.

The logos for the different European championships are available on the FIM-Europe website and on page 92/93 of these rules.

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.

Mechanics and team members are encouraged to display the FIM-Europe and the class related Promoter's logo on shirts/uniform/clothing.

01.2.6.034 Motocross of European Nations - MXoEN.

01.2.6.035 Sidecar Cross of European Nations - SCXoEN.

01.2.6.036 Quadcross of European Nations – QXoEN

01.2.6.037 Women's Motorcross of European Nations - WMXoEN

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

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

For riders/passengers in the SCXoEN and QXoEN, the FIM-Europe logo should be displayed on their front number plate and jersey/race shirts.

01.2.10 Rider Behaviour and Assistance

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

Riders/parents/teams are responsible for the security of their motorcycles and all personal property/equipment whilst in attendance at any European championship event whether combined with MXGP/MX2 or not.

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 behavior 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 Championship which may be applied to one or more events

Riders must always start the free practices and timed qualification practices from the Waiting Zone, **except in the case of combined FIM World Championship events where they will start the free and timed qualification practice from the Pit Lane.**

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 OR ride at a slow pace in a manner that could impede or hinder the progress of other riders, anywhere on the track or alongside the track during any session. The penalty for violation of this rule, 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 whilst off course during a practice session will be the loss of the fastest lap in the respective practice. Further penalties may be imposed by the Race Direction/International Jury.

The penalty for gaining an advantage or attempting to gain an advantage whilst off course during a RACE will be the loss of the number of positions gained plus one additional position in the final results of the respective race. If no positions were gained, the penalty will be the loss of one position.

In all cases the Race Director, or Clerk of the Course in events not combined with MXGP/MX2/MXoN, 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.

Should the Race Director and/or the International Jury determine that a rider left the course with the intention to gain an advantage, then the rider in question may be disqualified from the respective practice/race. Further penalties may be imposed.

A zone must be reserved for repairs and signaling (pit lane in the case of events combined with MXGP/MX2/MXoN) 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 or during a sighting lap. 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.

For events combined with MXGP/MX2/MXoN (EMX Open/125/250/2t + EMX65/85 Finals) and the Yamaha YZ125/85/65 Cup Final, riders/team members are not allowed to prepare their place behind the gate. There will be a metal serrated grid in place which must not be interfered with. 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 in EMX65, EMX85, EMX Women's, the Women's Motocross of European Nations and the EMX85 class in the MXoEN, plus EMX Open, EMX125, EMX250, EMX2t and Yamaha YZ125/85/65 Cup Final when combined with MXGP/MX2/MXoN 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 (the Skybox in the case of combined events with MXGP/MX2) 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 Championship 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.

01.2.10.034 Motocross of European Nations - MXoEN.

01.2.10.035 Sidecar Cross of European Nations - SCXoEN.

01.2.10.036 Quadcross of European Nations – QXoEN

01.2.10.037 Women’s Motocross of European Nations - WMXoEN

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

01.2.11 **Team Manager**

01.2.11.034 Motocross of European Nations (MXoEN).

01.2.11.035 Sidecar Cross of European Nations (SCXoEN).

01.2.11.036 Quadcross of European Nations (QXoEN)

01.2.11.037 Women’s Motocross of European Nations (WMXoEN)

Each team is limited to one team manager.

In case of the MXoEN+WMXoEN and the SCXoEN+QXoEN only one FMN Delegate can be appointed.

The FMNR must be informed, in writing, of all appointments of team managers on the closing date of entries at the latest.

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

Individual and Team European Motocross Championship *events* are open to motorcycles as defined in the FIM Appendix 01, Motocross Technical Regulations:

- a) **EMX Open: motorcycles of Cat. I, Group A1, over 175cc up to 500cc for 2-stroke and over 175cc up to 450cc for 4-stroke engines;**
- b) **EMX2t: motorcycles of Cat. I, Group A1, over 175cc and up to 250cc 2-stroke engines with a minimum weight of 98kg.**
- c) **EMX250: motorcycles of Cat. I, Group A1, over 175cc and up to 250cc for 2-stroke (minimum weight 98kg) and 4-stroke engines (minimum weight 95 kg).**
- d) EMX 125: motorcycles of Cat. I, Group A1, up to 125cc for 2-stroke engines
- e) EMX85: motorcycles of Cat. I, Group A1, up to 85cc for 2-stroke engines
- g) EMX65: motorcycles of Cat. I, Group A1, over 50cc and up to 65cc for 2-stroke engines.
Minimum weight 53kg, rear wheel max.12 inch, front wheel max. 14 inch only spoke wheels.
- h) EMX Quad: up to **500cc** 2 or 4-stroke engines.
Quads must have protection on the rear chain sprocket as detailed in the FIM technical rules.
Quads must be fitted with a number plate fixed to the rear of the vehicle so that the number can be read on both sides. This must be made of easily breakable and flexible material.
See 01.3.3.036 Rear number plates – Quads.
- i) **Women's EMX: 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 2stroke and 4-stroke engines (minimum age 14 years old).**

In addition to 01.3.1:

01.3.1.032 Individual European Motocross Championships

A combination of up to three of the following European championships can be included in any one event:- EMX65/85 plus EMX Women.

01.3.1.034 Motocross of European Nations - MXoEN

MXoEN Motocross of European Nations events will be open to 3 classes:
EMX85 / EMX125 / EMX250.

01.3.1.035 Sidecar Cross of European Nations - SCXoEN

The Sidecar Cross of European Nations will be open to one class: Sidecars.

01.3.1.036 Quad Cross of European Nations - QXoEN

The Quad Cross of European Nations will be open to one class: Quads.

01.3.1.037 Women's Motocross of European Nations - WMXoEN

The Women's Motocross of European Nations will be open to one class: MX2 specification motorcycles as defined in the FIM Technical Rules (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 and the class related 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 cm² (this is valid for both front number plate and jersey – see page 92) 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:

	White background	Black numbers
- EMXOpen/EMX2t		
- EMX250	Black background	White numbers
- EMX125	Black background	White numbers
- EMX85	White background	Black numbers
- EMX65	Blue background	White numbers
- SCXoEN	Yellow background	Black numbers
- EMX Quad	Yellow background	Black numbers
- MXoEN	EMX85 - White background	Black numbers
	EMX125 - Black background	White numbers
	EMX250 – Black background	White numbers
- QXoEN	Yellow background	Black numbers
WEMX + WMXoEN	Blue background	White 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.

01.3.3.036 Rear Number Plates – Quads

All Quad machines must also be fitted with a front & rear number plate of a minimum size of 150mm x 150mm with the rear number plate mounted behind the rider on the rear grab bar, and be in line with the machine reading left to right on both sides (flag type).

The mounting bracket must not be higher than 150mm. Height of the number 100mm. Width of the number 70mm. Width of stroke 25mm. Space between two numbers 15mm.

The rear number plate must be made of easily breakable and flexible material.

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

The following minimum dimensions must be respected on the side number plates and rear number plates for quads:

- Height of the number 100 mm
- Width of the number 70 mm
- Width of the stroke 25 mm
- Space between two numbers 15 mm

In addition to 01.3.3:

01.3.3.034 Motocross of European Nations - MXoEN.

01.3.3.035 Sidecar Cross of European Nations - SCXoEN.

01.3.3.036 Quad Cross of European Nations - QXoEN.

01.3.3.037 Women's Motocross of European Nations - WMXoEN.

The motorcycle's side number plates shall always display:

- b) The FIM-EUROPE Championship logo, when compulsory, (50 mm x 50 mm); and
- c) Optionally, publicity of the rider's/team's sponsor(s).

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

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.

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 EMX65, EMX85, EMX125, YZ125/85/65 Cup Final, EMX250, EMX2t and **EMX Open** and also at the MXoEN and WMXoEN, 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 the case of the EMX Open, EMX2t, EMX250, EMX125, Championship events, and the final of EMX65, EMX85 and the YZ125/85/65 Cup, being combined with FIM Motocross World Championships MXGP/MX2, plus the Motocross of European Nations and the Women's Motocross of European Nations, the judicial procedure with Race Direction and Stewards Panel as published in the FIM rules will come into effect.

In these cases, the FIM-EUROPE MX Commission will appoint a FIM-EUROPE Delegate to the event. For these events the Race Direction is composed of the FIM-EUROPE Delegate, the FIM/FIM-E Race Director and the Clerk of the Course.

The maximum fines as published in the FIM-EUROPE Sporting Code will be valid.

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

The FIM-EUROPE or the FMNs/FMNR 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 1st 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.

See also the European Motocross Championship Regulations, Sporting Code.

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 European Motocross 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
- FIM-Europe Jury Member;
- FIM-Europe Delegate (in the case of events combined with World Championship events plus the Motocross of European Nations and Women's Motocross of European Nations)
- Race Director (whether appointed by the FIM or the FIM-EUROPE)
- FMNR Jury Member;
- FMN/FMNR Delegate (Sporting Steward);
- Clerk of the Course;
- FIM Permanent Technical Steward (at events combined with MXGP);
- Chief Technical Steward;
- Chief Timekeeper;
- Environmental Steward.

In addition to 01.4.2:

01.4.2.032 Individual European Motocross Championships.

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

01.4.2.034 Motocross of European Nations - MXoEN.

01.4.2.037 Women's Motocross of European Nations - WMXoEN.

Race Director.

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

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01.4.2.035 Sidecar Cross of European Nations - SCXoEN.

01.4.2.036 Quad Cross of European Nations - QXoEN.

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

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A Race Director may be appointed, at the discretion of the FIM-EUROPE Motocross Commission.

01.4.3 Jurisdiction.

01.4.3.032 Individual European Motocross Championships.

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

01.4.3.034 Motocross of European Nations - MXoEN.

01.4.3.037 Women's Motocross of European Nations - WMXoEN.

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

01.4.3.035 Sidecar Cross of European Nations - SCXoEN.

01.4.3.036 Quad Cross of European Nations - QXoEN.

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

01.4.4 FIM-EUROPE Delegate, FIM-EUROPE Jury President, Jury Members

The FIM-EUROPE Delegate, 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 Championship.
- 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 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.

See also the FIM-EUROPE European Motocross Championship Regulations, Sporting Code.

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.

In addition to 01.4.5:

01.4.3.032 Individual European Motocross Championships.

- Report of the Secretary of the Race Direction/Jury stipulating that all riders and participants entered have duly completed the official FIM-EUROPE European Motocross 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 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 Race Director

01.4.8.034 Motocross of European Nations - MXoEN.

01.4.8.035 Sidecar Cross of European Nations - SCXoEN.

01.4.8.036 Quad Cross of European Nations - QXoEN.

01.4.8.0367 Women's Motocross of European Nations - WMXoEN.

The FIM-EUROPE can appoint a Race Director for the MXoEN, the WMXoEN, the SCXoEN and the QXoEN.

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

All FIM/FIM-EUROPE license holders, holders of a FIM/FIM-EUROPE laissez-passer, and all other persons involved in the event are subject to the authority of the Race Director and the Race Direction/International Jury.

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

The authority and duties of the Race Director are:

- The Race Director exercises supreme control of the event and is responsible for ensuring that all regulations are observed.
- The 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.
- Accompanied by the FIM-EUROPE Delegate/Jury President and the Clerk of the Course, the Race Director must inspect the circuit and safety installations before practice begins.
- The Race Director may make recommendations to the Race Direction/International Jury which affect or vary from the published programme, such as the re-running of a race, the disqualification of a rider, the duration of a race, or the postponement, stopping or abandonment of the event.
- In exceptional circumstances, the Race Director may on his own initiative reduce the duration of a Free or Time Practice session, a Qualification Race, a Last Chance Qualifying Practice or a Race.

01.4.9 Clerk of the Course

The Clerk of the Course cannot be a voting member of the International Jury, **but he/she is a voting member of the Race Direction team when events are combined with MXGP/MX2/MXoN.**

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.

In addition to 01.4.9:

01.4.9.035 Motocross of European Nations - MXoEN.

01.4.9.035 Sidecar Cross of European Nations - SCXoEN.

01.4.9.036 Quad Cross of European Nations - QXoEN.

01.4.9.037 Women's Motocross of European Nations - WMXoEN.

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.

01.4.10 FMN Delegates

Except in the case of European Championship events that are combined with MXGP/MX2/MXoN and the Motocross of European Nations and Women's Motocross of European Nations, 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.

01.4.11 FIM Technical Director (at events combined with MXGP/MX2/MXoN)

1. The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Motocross Commission.
2. The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.
3. The FIM Technical Director works in cooperation with the FIM/FIM-Europe Race Director and the FIM and FIM Europe Delegates.
4. The authority and duties of the FIM Technical Director include but are not limited to (Please, also refer to the FIM Technical Code):
 - a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM/FIM-Europe Race Director and FIM and/or FIM Europe Delegates and present proposals to resolve such concerns.
 - b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
 - c) The FIM Technical Director will examine with the Chief Technical

Steward the motorcycle(s) of any rider(s) involved in serious or fatal accidents and present a written report to the FIM and/or FIM Europe Delegate.

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

01.4.12 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.

01.4.13 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.

01.4.14 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.

01.4.15 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 (if present) on injured/**unfit** 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

In addition to 01.4.15:

01.4.14.032 Individual European Motocross Championships.

01.4.14.035 Sidecar Cross of European Nations - SCXoEN.

01.4.14.036 Quad Cross of European Nations - QXoEN.

01.4.14.036 Quad Cross of European Nations - QXoEN.

01.4.14.037 Women's Motocross of European Nations - WMXoEN.

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 and/or "Fit or Unfit" lists to all FMN's of injured riders as soon as possible after the event.

01.4.16 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. The Race Director or Clerk of the Course will have the final decision with reference to the positioning of marshals. **Marshals are not allowed to assist riders to re-start their motorcycles.**

After an event, the Flag Marshals must remain available until protest time **or appeal time in the case of Race Direction/Steward's panel, has expired.**

01.4.17 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
10 minutes before the start (15 minutes in the case of Quads/S/C's)	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.
4 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.

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

Signal	Meaning
Red flag	All riders must stop racing and go to the area indicated by the officials.
(All false starts must be indicated by waving a red flag)	
Black flag and a board with a rider's number on it	Rider in question to stop racing and leave the circuit using the repair and

	signalling zone or access from the circuit to the paddock.
Yellow flag, held stationary	Danger, ride cautiously.
Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be seen, therefore jumps should not be attempted. The waved yellow flag is superior to the stationary yellow flag.
Blue flag, waved	Warning, you are about to be lapped. Hold your line.
(The blue flag must be used by supplementary flag marshals, specialised for this flag only)	
Green flag	Course clear for the start of the race.
(The green flag can only be used by an Official during the start procedure)	
Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.
Medical flag. (White flag with diagonal red cross). A medical flag must be available at each flag marshal post.	Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern. The medical flag is superior to the stationary and/or waved yellow flags

The penalty for violation of the waved yellow and/or medical flags will be the loss of 10 positions from the practise session or race in question for each violation. Such an action will be considered as a statement of fact to which no protests are possible. This applies to all European Championship classes including EMX Quads and the SCXoEN/QXoEN.

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 Motocross Championship 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 Motocross Championship license;
- 2) Have been authorised by their FMN to participate in that event;
- 3) Have duly completed the official FIM-EUROPE European Motocross 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.

Special information may be given in the Supplementary Regulations.

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 European Motocross 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;

For the SCXoEN and the QXoEN, riders may use any of their team's motorcycles and/or a "team" motorcycle if presented during technical verification. 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 and in a combined warm-up/sighting lap session in events combined with MXGP/MX2/MXoN.**

The final choice of motorcycle to be used in a race must be made 10 minutes (15 minutes in the case of EMX Quads, the SCXoEN and the QXoEN) before the start of the race in question.

For European championships combined with MXGP/MX2/MXoN (EMX125//250/2T/EMX Open + EMX65/85 Finals and the **Yamaha 125/85/65 Cup**), the final choice of motorcycle must be made before entry into the technical area of the waiting zone/Sky Box. **No change of motorcycle will be permitted after a motorcycle has passed this point.**

At any time during the event:

- 1) On request of the Chief Technical Steward, a rider must present himself and/or their motorcycle(s) and/or equipment to the technical verification;
- 2) A rider will be responsible for keeping his 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.

In addition to 01.5.3:

01.5.3.032 Individual European Motocross Championships.

01.5.3.035 Sidecar Cross of European Nations - SCXoEN.

01.5.3.036 Quad Cross of European Nations - QXoEN.

01.5.3.037 Women’s Motocross of European Nations - WMXoEN.

At any time during the event:

- 2) The Clerk of the Course may also disqualify a motorcycle, the construction or condition of which is considered to be or may become a source of danger.

01.5.3.034 Motocross of European Nation - MXoEN.

01.5.3.035 Sidecar Cross of European Nations - SCXoEN.

01.5.3.036 Quad Cross of European Nations - QXoEN.

01.5.3.037 Women’s Motocross of European Nations - WMXoEN.

At any time during the event:

- 1) The Race Director, if appointed, may also 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 Race Director if appointed and 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.

In addition to 01.5.5:

01.5.5.034 Motocross of European Nations - MXoEN.

01.5.5.035 Sidecar Cross of European Nations - SCXoEN.

01.5.5.036 Quad Cross of European Nations - QXoEN.

01.5.5.037 Women's Motocross of European Nations - WMXoEN.

If appointed, the Race Director is also expected to attend the circuit control.

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 Race Director, 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.

In addition to 01.5.6:

01.5.6.034 Motocross of European Nations - MXoEN.

01.5.6.035 Sidecar Cross of European Nations - SCXoEN.

01.5.6.036 Quad Cross of European Nations - QXoEN.

01.5.6.037 Women's Motocross of European Nations - WMXoEN.

If appointed, the Race Director is also expected to attend this meeting.

01.5.7 Filming with On-Board Cameras

Riders may be required by the FIM-EUROPE Championship Promoter to carry on-board 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 European Championship event are part of that event and cannot be considered pre-event practices.

01.5.9.032 Individual European Motocross Championships.

One free practice session and one Pre-Qualifying practice session must be provided, except in the case of combined FIM/FIM-EUROPE events and the MXoEN, the WMXoEN, the SCXoEN and the QXoEN.

With the exception of events combined with MXGP/MX2/MXoN, if there are more than 40 riders (32 for Quads), the riders will be allocated to group "A" and "B" by ballot:

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

The riders will be allocated to Groups "A" and "B" according to their standings in the previous year's European Motocross Championship and presence at the event: the best rider present will be allocated to Group "A", the second best rider present to Group "B", the third best

rider present to Group "A", and so on. A ballot will decide upon the riders having no overall places from the previous year's Championship, same class.

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 European Motocross Championship and presence at the event: the best rider present will be allocated to Group "A", the second best rider present to Group "B", the third best rider present to Group "A", and so on. A ballot will decide upon the riders having no overall places from the current year's Championship.

The Race Direction/International Jury will proceed with the ballot after Saturday morning's technical verifications and before the first Race Direction/Jury Meeting.

Should there be an odd number of riders to divide, Group "A" will consist of one more rider than Group "B".

Changing group is forbidden.

01.5.9.034 Motocross of European Nations - MXoEN

For each class (EMX85, EMX125 and EMX250), one separate Free Practice session must be provided.

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

Riders may not change Group.

01.5.9.035 Sidecar Cross of European Nations - SCXoEN

01.5.9.036 Quad Cross of European Nations – QXoEN

Up to 10 National Teams:

One separate Free Practice session of 30 minutes must be provided.

More than 10 National Teams:

One free practice sessions of 30 minutes for each group (A, B, C; by ballot) must be provided.

In the case of the SCXoEN and QXoEN being a combined event, practice times and format may be changed.

The maximum number of sidecars/quads in each Free Practice session is 30.

Riders cannot change Groups.

01.5.9.037 Women's Motocross of European Nations - WMXoEN

For each group, one separate Free Practice session of 30 minutes must be provided.

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

Riders may not change Group.

01.5.10 Riders' Briefing/Demonstration of the start gate.

A briefing/demonstration of the start gate will be held between the Race Direction/International Jury and the riders at the starting gate, generally on Saturday.

For events combined with MXGP/MX2/MXoN, the riders' briefing at the starting gate can be replaced by an "electronic" briefing. In that case, all the information will be sent to the riders and officials by e-mail. The riders' briefing will be reduced to a demonstration of the complete start procedure. It is the responsibility of each rider and team to attend the start procedure demonstration, be aware of all information given and follow all instructions issued in the "electronic" briefing.

The FIM-EUROPE Delegate/President of the Jury, the FIM-EUROPE and FMNR Jury Members, the Race Director (if appointed), 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.

In addition to 01.5.10:

01.5.10.034 Motocross of European Nations - MXoEN.

01.5.10.035 Sidecar Cross of European Nations - SCXoEN.

01.5.10.036 Quad Cross of European Nations - QXoEN.

01.5.10.037 Women's Motocross Cross of European Nations - WMXoEN.

If appointed, the Race Director is also expected to attend this briefing

01.5.11 Qualifying

01.5.11.1.032 EMX Open, EMX2t, EMX250 and EMX125 2stroke

For EMX Open, EMX2t, EMX250 and EMX125, qualifying will involve a Timed Qualifying session of 25 minutes duration. See format on page 6 and 7.

EMX85/ EMX65 zone events, EMX Open and Women's EMX

For EMX85 and EMX65 Zone events plus EMX Open and Women's EMX, qualifying in these classes will involve Qualifying Race/s.

All the riders present at the event should take part in the Qualifying Race.

The riders will qualify according to their best result in the Qualifying Race/s.
The fastest 40 riders will qualify for the European Motocross Championship Races.

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.

If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, then the latter may be treated as Qualifying Practice. In collaboration with the Race Director/Clerk of the Course, the Race Direction/Event Management or the International Jury will decide upon any modifications to the time schedule and qualifying criteria.

Riders must always start Timed Practice from the Waiting Zone, or in the case of combined events with MXGP/MX2 free and qualifying practise from the Pit Lane

EMX Open, EMX2t, EMX250 and EMX125 - Up to 50 riders

A) Up to 50 riders present

There will be one Qualifying Group.

The riders will qualify according to the following model:

EMX Open, EMX2t, EMX250, EMX125	Positions	Result
Qualifying Timed Practice (25 minutes)	1 to 40	Advance to the EMX European Motocross Championship Races

B) More than 50 riders present – EMX125, EMX250, EMX2t and EMX Open

Refer to page 6 and 7 – format.

Up to 40 riders - EMX85, EMX65 and WEMX

EMX85 (Zone event). Up to 40 riders	Positions	Result
Qualifying Race (15 minutes + 2 laps)	1 to 40	Advance to the EMX85 European Motocross Championship Races
EMX65 (Zone event). Up to 40 riders	Positions	Result

Qualifying Race (10 minutes + 2 laps)	1 to 40	Advance to the EMX65 European Motocross Championship Races
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EMX Open . Up to 40 riders	Positions	Result
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Qualifying Race (20 minutes + 2 laps)	1 to 40	Advance to the EMX Open European Motocross Championship Races
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EMX Women . Up to 40 riders	Positions	Result
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Qualifying Race (15 minutes + 2 laps)	1 to 40	Advance to the EMX Women European Motocross Championship Races
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a) More than 40 riders – EMX65/85 zone events plus WEMX

**There will be two Qualifying Races "A" and "B".
Start positions will be determined by their positions in Pre-Qualifying
practice.**

If the Qualifying Races are cancelled for any reason, times from the Pre-Qualifying Practice session will determine the qualifying results.

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

For EMX85/EMX65 zone events and WEMX with more than 40 riders present, the riders will qualify according to the following model:-

<u>EMX85</u>	Positions in each group	Result
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Qualifying Races (15 minutes + 2 laps)	1 to 18	Advance to the EMX85 European Motocross Championship Races
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Last Chance Qualifying Timed Practice (15 minutes)	1 to 4	Advance to the EMX85 European Motocross Championship Races
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EMX65	Positions in each group	Result
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Qualifying Races (10 minutes + 2 laps)	1 to 18	Advance to the EMX65 European Motocross Championship Races
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Last Chance Qualifying Timed Practice (10 minutes)	1 to 4	Advance to the EMX65 European Motocross Championship Races
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<u>EMX Women</u>	Positions in each race	Result
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Qualifying Races (15 minutes + 2 laps)	1 to 18	Advance to the EMX Women European Motocross Championship Races
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Last Chance Qualifying Timed Practice (15 minutes)	1 to 4	Advance to the EMX Women European Motocross Championship Races
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If the Qualifying Races are cancelled for any reason, times from the Pre-Qualifying Practice session will determine the qualifying results.

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

01.5.11.2.32 Individual European Motocross Championships – EMX Quads

All the riders present at the event must take part in the **Pre-Qualifying Time Practice**.

Qualifying in the class will be solely through **Pre-Qualifying Time Practice**.

For the Qualifying Race, the riders will qualify according to their best result in the Pre-Qualifying Time Practice.

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

For the 2 championship point scoring races, riders start positions will be determined by their finishing order in the qualifying race.

The fastest 30 riders will qualify for the European Motocross Championship Races.

If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, then the latter may be treated as Qualifying Practices. In collaboration with the Race Director/Clerk of the Course, the Race Direction/International Jury will decide upon any modifications to the time schedule and qualifying criteria.

The format of the Qualifying Practices will depend upon the number of riders present at the event:

a) Up to 32 Quads

There will be one Qualifying Group.

Qualifying will involve a pre-qualifying practice and a qualifying race.

All quad riders present may participate in the free practice. They must participate in the pre-qualifying practice. 30 quad riders will qualify for the qualifying race.

The riders will qualify according to the following model:

<i>EMX Quad</i>	<i>Positions</i>	<i>Result</i>
Pre-Qualifying Practice (20 minutes)	1 to 30	Advance to the Qualifying Race. Positions 31 and 32 will be first and second reserves.

**b) More than 32 Quads – only when not combined with FIM World
Championship Sidecars.**

There will be two Qualifying Groups. Riders may not change groups.

The riders will qualify according to the following model:

<i>EMX Quad</i>	<i>Positions in each group</i>	<i>Result</i>
Pre-Qualifying Practice (20 minutes)	1 to 15	Advance to the Qualifying Race. Positions 16 in each group will be first and second reserves. The first reserve will be the rider in 16th place in the pole position rider's group.

If the **Pre-Qualifying Practice** session is cancelled for any reason, times from the Free Practice sessions will determine the qualifying results.

01.5.11.034 Motocross of European Nations – MXoEN.

In order to qualify for the Motocross of European Nations, teams must participate in the Qualifying Races except when agreed by Race Direction or International Jury for unforeseen reasons, and eventually the B-Final, scheduled respectively on the Saturday and the Sunday:

- **EMX85** class, Qualifying Race (15 minutes + 2 laps);
- **EMX125** class, Qualifying Race (20 minutes + 2 laps);
- **EMX250** class, Qualifying Race (20 minutes + 2 laps);
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The teams will qualify for the Motocross of European Nations; according to the following model:

<i>MX of European Nations</i>	<i>Teams positioned</i>	<i>Result</i>
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Qualifying Races (15 minutes + 2 laps for EMX85) (20 minutes + 2 laps for EMX125 and EMX250) X - if there is no B-Final	1 to 19 (1 to 20) ^x	Are qualified for the Motocross of European Nations
	20 to 32	Will participate in the B-Final
	As of 33	Are eliminated

B-Final for 125cc/250cc riders only (if necessary) (25 minutes + 2 laps) B Final - Only if there are 25 or more teams present.	1	Is qualified for the Motocross of European Nations
	2 to 13	Are eliminated

Riders may not change Qualifying Race.

A ballot will decide upon the starting order of each team/rider.

01.5.11.34 Motocross of European Nations – MXoEN

A total of 20 teams will qualify for the Motocross of European Nations.,

In both cases, the best **three** results of each team will be taken into account, irrespective of class. In case of a tie, the best result of the **fourth** rider will be taken into account. If a tie still exists, the best result of firstly the EMX250, secondly the EMX125 or thirdly the EMX85 class will be taken into account.

If one Qualifying Race is cancelled for any reason, the results from the other Qualifying Race/s will be counted to determine the team's qualifying position. If a tie still exists, the best result of firstly the EMX250, secondly the EMX125 or thirdly the EMX85 class will be taken into account.

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

In the case of a B-Final being necessary (25 or more teams present) and is cancelled for any reason, the remaining non-qualified teams will be classified according to their result in Qualifying. The first non-qualified team will then be designated the 20th team to qualify for the Motocross of European Nations.

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

01.5.11.037 Women's Motocross of European Nations - WMXoEN.

In order to qualify for the Women's Motocross of European Nations, teams must participate in the Qualifying Races, except when agreed by Race Direction or International Jury for unforeseen reasons.

Group A qualifying race (15 minutes + 2 laps).

Group B qualifying race (15 minutes + 2 laps).

The 2 groups may be combined in one qualifying race if there are 20 or less teams present.

The teams will qualify for the Women's Motocross of European Nations; according to the following model:

WMX of European Nations	Teams positioned	Result
Qualifying Races (15 minutes + 2 laps)	1 to 20	Are qualified for the Women's Motocross of European Nations

Riders may not change Qualifying Race.

A ballot will decide upon the starting order of each team/rider.

01.5.11.37 Women's Motocross of European Nations – WMXoEN

A total of 20 teams will qualify for the Motocross of European Nations.

The best two results of each team will be taken into account, irrespective of group. In case of a tie, the best result of the Group B rider will be taken into account.

If one Qualifying Race is cancelled for any reason, the results from the one Qualifying Race that has been run will be used to determine the team's qualifying position.

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

If there are 20 or less teams present, one qualifying race will be held in which both riders of each team will participate in.
In any case Race Direction may change the format of qualification depending on the number of teams present.

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

01.5.11.35 Sidecar Cross of European Nations - SCXoEN

01.5.11.36 Quad Cross of European Nations - QXoEN

In order to qualify for the Sidecar Cross/Quad Cross of European Nations, teams must participate in the qualifying practice or races except when agreed by Race Direction or International Jury for unforeseen reasons, scheduled respectively on the Saturday, depending on the number of participating nations.

Up to 10 National Teams:

- One qualifying Practice (40 minutes) for all Sidecar teams.
- One qualifying Practice (40 minutes) for all Quad teams.

More than 10 National Teams:

- Group A, Qualifying Race (20 minutes + 2 laps)
- Group B, Qualifying Race (20 minutes + 2 laps)
- Group C, Qualifying Race (20 minutes + 2 laps)

The Teams will qualify for the Sidecar Motocross of European Nations/Quadcross of European Nations according to the following model:

<i>Sidecar Cross/Quad Cross of European Nations</i>	<i>Nat. Teams positioned</i>	<i>Result</i>
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Up to 10 National Teams:

<i>Qualifying Practice (40 minutes)</i>	<i>1 to 10</i>	<i>Are qualified for the Sidecar Cross/Quad Cross of European Nations</i>
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More than 10 National Teams:

<i>Qualifying Races (20 minutes + 2 laps)</i>	<i>1 to 15</i>	<i>Are qualified for the Sidecar Cross/Quad Cross of European Nations</i>
	<i>As of 16</i>	<i>Are eliminated</i>

Riders may not change Qualifying race or free practice group.

A ballot will decide upon the order of each team/rider.

A maximum of 15 National teams will qualify for the Sidecar Cross/Quad Cross of European Nations.

In both cases, the best two results of each team will be taken into account, irrespective of class. In case of a tie, the best result of the third sidecar/quad will be taken into account.

If a tie still exists, the best result of firstly the group A, secondly the Group B or thirdly the Group C will be taken into account.

01.5.12 Designation of the Reserve Rider (more than 40 riders)

01.5.12. EMX Open/EMX2t/ EMX250 / EMX 125 2stroke

More than 40 riders:-

A maximum of 2 reserve riders will be appointed according to the number of riders present and the format used as shown on page 6 – rule 01.1.3 1.032

If, for unforeseen reasons no qualification results are obtained, Race Direction/Event Management will decide upon any modifications to the time schedule and qualifying criteria.

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

01.5.12.2. Individual European Motocross Championships – WEMX and EMX85, EMX65 zone events (more than 40 riders present).

The two reserve riders will be appointed according to the results of the Last Chance Qualifying Timed Practice 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 Warm-Up, 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.

For EMX Quads, the reserve rider/s will be appointed according to the following model:-

EMX Quads - Up to 32 riders	Positions	Result
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Pre-Qualifying Practice	31	1st Reserve Rider
	32	2 nd Reserve Rider

EMX Quads – More than 32 riders	Positions	Result
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Pre-Qualifying Practice (2 Groups)	16	Reserve Rider
	17 and over	Are eliminated

If, for unforeseen reasons, only Qualifying Group "A" is run, the reserve rider will be appointed in this Qualifying Group.

For the remaining non-qualified riders of Qualifying Group "B", their last Timed Practice results prior to the Qualifying Practice will be considered as decisive:

In all cases, the first reserve rider will be from the pole position winner's Qualifying Group (regardless whether from Group "A" or "B"). The second reserve rider will be from the remaining Qualifying Group.

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

01.5.13 Start Practice

An opportunity for practice starts of 5 minutes will be provided to the riders.

Start practice is optional.

Mass starts are forbidden.

In addition to 01.5.13:

01.5.11.032 Individual European Motocross Championships.

-	EMX Open, EMX2t, EMX250, EMX125, plus EMX85/EMX65 Finals and Yamaha YZ125/85/65 Cup Final - Immediately <u>after</u> Qualifying Practice
-	EMX65/EMX85 zone events and WEMX - Immediately after Qualifying Practice.
-	EMX Quad: Immediately after Pre-Qualifying Practice

01.5.13.034 Motocross of European Nations - MXoEN

-	EMX85 class:	Immediately after the EMX85 Free Practices (Group A and B/Maximum 40 riders)
-	EMX125 class:	Immediately after the EMX125 Free Practice (One Group/Maximum 40 riders)
-	EMX250 class:	Immediately after the EMX250 Free Practice (One Group/Maximum 40 riders)

01.5.13.037 Women's Motocross of European Nations - WMXoEN

- Group A:	Immediately after the Group A Free Practice
	(One Group/Maximum 40 riders)

- Group B:	Immediately after the Group B Free Practice
	(One Group/Maximum 40 riders)

If the groups are combined, the free start test session will take place immediately after the free practice.

01.5.13.035 Sidecar Cross of European Nations - SCXoEN.

01.5.13.036 Quad Cross of European Nations - QXoEN

- Group A:	Immediately after the Free Practice
	(One Group/Maximum 30 Sidecar Teams/Quads)

- Group B:	Immediately after the Free Practice
	(One Group/Maximum 30 Sidecar Teams/Quads)

- Group C:	Immediately after the Free Practice
	(One Group/Maximum 30 Sidecar Teams/Quads)

01.5.14 Warm Up

A Warm-Up will be provided on the day of the European Championship Races.

Participation is optional.

If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, the latter may be treated as qualifying session.

In addition to 01.5.14:

01.5.14.032 Individual European Motocross Championships

Warm-Up, Maximum 40 qualified riders (30 for Quad) + 2 reserve riders

If the Warm-Up were to be treated as a qualifying session, the Race Direction/International Jury, in collaboration with Clerk of the Course, will decide upon any modifications to the time schedule and qualifying criteria.

In addition to 01.5.14 for EMX125, EMX250, EMX2t, EMX Open and the EMX65/85 Finals and the Yamaha YZ125/85/65 Cup final:-

For the second day of the competition, the warm-up session will be replaced by a sighting lap/s session of approximately 10 minutes duration which will start from the Sky Box. Participation is optional and also the number of laps within the time limit is optional. Entry into Pit Lane is forbidden.

Under no circumstances will a change of motorcycle be allowed after the rider's first motorcycle has entered the technical area of the waitingzone/SkyBox regardless of whether the waiting zone is still open or not. Upon the return to the Sky Box after the sighting lap/s session, refueling and/or mechanical adjustments is permitted in the Sky Box, subject to the use of an environmental mat.

01.5.14.034 Motocross of European Nations - MXoEN.

The 20 Teams^{*)} that have qualified for the Motocross of European Nations will be allocated to their respective Warm-Up according to their position after the Qualifying Races.

Teams may not change Warm-Up/Group.

1) 20 teams, if no B-Final.

-	Warm-Up, B-Final (Maximum 13 non-qualified teams/39 riders)
-	Warm-Up, Motocross of European Nations/Group 1 (Maximum 10 qualified teams/30 riders) (Teams positions 1, 3, 5, 7, 9, 11, 13, 15, 17, 19)
-	Warm-Up, Motocross of European Nations/Group 2 (Maximum 9 qualified teams/27 riders / 10 (if there is no B.-Final) / 30 riders) (Teams positions 2, 4, 6, 8, 10, 12, 14, 16, 18, (20*))

If the Warm-Up were to be treated as a qualifying session, the Race Direction/International Jury, in collaboration with the Race Director, will decide upon any modifications to the time schedule and qualifying criteria.

01.5.14.035 Sidecar Cross of European Nations - SCXoEN.

The Teams that have qualified for the Sidecar Cross of European Nations will be allocated to their respective Warm-Up according to their position after the Qualifying practice or Races.

Teams may not change Warm-Up/Group.

Up to 10 National Teams:

-	Warm-Up, Sidecar Cross of European Nations (All National Teams in one Group – max 30 sidecars)
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More than 10 National Teams and up to 15 national Teams:

-	Warm-Up, Sidecar Cross of European Nations / Group 1
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(Teams positions 1 to 8; (or first 50% of National teams present)

- Warm-Up, Sidecar Cross of European Nations / Group 2 (Teams positions 9 - 15; (or second 50% of National teams present)
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If the Warm-Up were to be treated as a qualifying session, the Race Direction/International Jury, in collaboration with Clerk of the Course, will decide upon any modifications to the time schedule and qualifying criteria.

01.5.14.036 Quad Cross of European Nations - QXoEN.

The Teams that have qualified for the Quad Cross of European Nations will be allocated to their respective Warm-Up according to their position after the Qualifying practice or Races.

Riders may not change Warm-Up/Group.

Up to 10 National Teams:

- Warm-Up, Quad Cross of European Nations (All National Teams in one Group – max 30 quads)

More than 10 National Teams and up to 15 National Teams:

- Warm-Up, Quad Cross of European Nations / Group 1 (Teams positions 1 to 8; (or first 50% of National teams present)
- Warm-Up, Quad Cross of European Nations / Group 2 (Teams positions 9 to 15; (or second 50% of National teams present)

If the Warm-Up were to be treated as a qualifying session, the Race Direction/International Jury, in collaboration with Clerk of the Course, will decide upon any modifications to the time schedule and qualifying criteria.

01.5.15 Autograph Session

Riders may be required to participate in an autograph session arranged by the Championship Promoter (if there is one).

01.5.16 Team Presentation (National Team Championships)

On Saturday, a presentation of all the teams that have entered the Motocross of European Nations, the Women's Motocross of European Nations, the Sidecar Cross of European Nations and the Quad Cross of European Nations is optional, conditions and weather permitting.

If a team presentation is organised after the qualifications, the riders and team manager of each team must participate in it.

In that case, this presentation must be indicated in the Supplementary Regulations/Timetable of the event.

On the day of the races, a short presentation of all the teams participating in the Motocross of European Nations, the B-Final and the Women's Motocross of European Nations is compulsory, conditions and weather permitting.

In principle, each team will be presented to the public when its riders go out for their sighting lap.

The riders of each team should participate in the team presentation before the B-Final/Races.

01.5.17 Waiting Zone Procedure

The following procedure will be used in the waiting zone:

01.5.17.032 Individual European Motocross Championships, *except Quads*.

20 minutes before the start:	The entrance to the waiting zone is open.
	Riders may prepare their places behind the starting gate.
10 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.

01.5.17.034 Motocross of European Nations/Women's Motocross of European Nations – MXoEN/WMXoEN.

20 minutes before the start:	The entrance to the waiting zone is open.
10 minutes before the start:	
	The entrance from the paddock to the waiting zone is closed.
	The rider's motorcycles must be present in the waiting zone. The penalty for arriving late at the waiting zone is disqualification from the race in question.

01.5.17.035 Sidecar Cross of European Nations SCXoEN

01.5.17.036 Quad Cross of European Nations – QxoEN

01.5.17.036 Individual Quad European Championships

<i>25 minutes before the start:</i>	<i>The entrance to the waiting zone is open.</i>
<i>15minutes before the start:</i>	
	<i>The entrance from the paddock to the waiting zone is closed.</i>
	<i>The riders's motorcycles must be present in the waiting zone. The penalty for arriving late at the waiting zone is disqualification from the race in question.</i>

In all classes re-usable/disposable tyre covers are allowed. Any other device (cardboard, plastic,etc) is forbidden.

01.5.18 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/Sky Box using the access gate indicated. **No changing of motorcycles is allowed.** A rider can change wheels or remove re-usable/disposable tyre covers in the waiting zone/Sky Box as long as the motorcycle has not crossed the rear barrier behind the starting gate. The penalty for violation of this regulation is disqualification from the race in question. However, by changing wheels or removing re-usable/disposable tyre covers, the rider may lose his initial starting position if not ready in time.

In addition to 01.5.18:

01.5.18.032 Individual European Motocross Championships

Before each race awarding European Championship points, the riders will be given the opportunity to make a sighting lap.

The following procedure will apply for the solo classes:

20 minutes before the start:	The entrance to the waiting zone is open.
	Riders wishing to make a sighting lap present themselves in the waiting zone.
	Riders may prepare their places behind the starting gate.
10 minutes before the start: The entrance to the waiting zone/Sky Box is closed. No change of motorcycle is allowed.	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.
7 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.
4 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.

The following procedure will apply for Quads, SCXoEN and QXoEN

25 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.
	Riders may prepare their places behind the starting gate.

15 minutes before the start:	The entrance from the waiting zone to the track is open.
The entrance to the waiting zone is closed. No change of motorcycle is allowed.	All the riders, who are present in the waiting area in time, may leave for the sighting lap. Once a rider has started his sighting lap, he must continue in the direction of the race. No practice starts are allowed.

12 minutes before the start:	The entrance to the track is closed. No further sighting laps are allowed.
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4 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.

01.5.18.034 Motocross of European Nations/Women's Motocross of European Nations – MXoEN/WMXoEN.

Before each Qualifying Race, the B-Final or each Motocross of European Nations Race, the riders will be given the opportunity to make one sighting lap. **No practice starts are allowed.**

The teams/riders may be presented during this sighting lap and they should participate in this presentation, conditions and weather permitting.

The following procedure will apply:

20 minutes before the start:	The entrance to the waiting zone is open.
	Riders, their motorcycles and two team members per rider proceed to the starting grid according to the team's qualifying position.
	Riders select their starting gate position.
	No helmets are to be worn at this time.
	As soon as, they have prepared their place behind

	the starting gate, riders return to their motorcycles and team members.
	Riders can put their helmets on and prepare for the sighting lap.
10 minutes before the start:	All the riders, present in time, may leave for their sighting lap.
7 minutes before the start:	The entrance to the track is closed. No further sighting laps are allowed.
	The starting grid should be clear.
4 minutes before the start:	The entrance from the circuit to the waiting zone is closed.
	All riders must be back from their sighting lap. The circuit should be clear.
	Riders failing to complete the sighting lap and/or do not succeed into bringing their motorcycle in the waiting zone on time; will be disqualified from the race in question.

01.5.19 Start Procedure

The following procedure will be used:

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

Starts must take place from one row (except in the case of EMX Quads, SCXoEN and QXoEN, where there will be 2 rows with a max of 15 sidecars/quads on each row). Mass starts will be made with engines running.

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.

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

A "15 seconds" sign will be displayed from which moment the riders are under the starter's orders. The "15 seconds" sign will be displayed for 15 full seconds.

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

A official appointed by the Race Direction/Jury President will order the release of the starting gate.

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

In addition to 01.5.19:

01.5.19.034 Motocross of European Nations - MXoEN.

01.5.19.037 Women's Motocross of European Nations - WMXoEN.

The Race Director will give the signal to display the "15 seconds" and "5 seconds" signs.

01.5.19.032 Individual European Motocross Championships

01.5.19.035 Sidecar Cross of European Nations – SCXoEN

01.5.19.036 Quad Cross of European Nations - QXoEN.

The Clerk of the Course, or Race director if appointed, will give the signal to display the "15 seconds" and "5 seconds" signs.

01.5.20 Starting Order

For all solo events combined with MXGP, the Race Director in conjunction with the Promoter, will decide how many starting gates and which gates will be closed when there are less than 40 riders in any one race.

For events NOT combined with MXGP, the Clerk of the Course in conjunction with the Jury President, will decide how many starting gates and which gates will be closed when there are less than 40 riders in any one race.

01.5.20.2.032 EMX2t/EMX250/EMX125/EMXOpen/EMX85/EMX65/WEMX - Races Starting Order

In these classes, the riders select their gates for the Championship races based on the results of the Qualifying.

In the case of 2 Qualifying Groups, the first rider to proceed to the starting gate will be the fastest rider (regardless whether from Group "A" or "B"), followed by the fastest rider from the other group, the second fastest from the pole position rider's group, the second fastest from the other group, and so on.

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 Sunday, then Race Direction/International Jury will decide upon the qualifying criteria and starting order. However, the same principle will be maintained.

01.5.20.3.036 Individual European Motocross Championships – EMX Quads

The riders select their gates for the European Motocross Championship Races based on the results of the Qualifying Race.

The starting order is as follows:

- a) The first rider to the gate will be the winner of the qualifying race, followed by the second in the qualification race, third in the qualification race, and so on.
- b) If they are admitted to the race, the reserve riders leave the reserve area and proceed to the starting gate in order of priority.
- b) If they are admitted to the race, the reserve riders leave the reserve area and proceed to the starting gate in order of priority.

01.5.20.034 Motocross of European Nations - MXoEN.

01.5.20.037 Women's Motocross of European Nations - WMXoEN.

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

01.5.20.1.034 B-Final (if necessary)

The results of the Qualifying Races will determine the non-qualified teams' starting order in the B-Final (Teams placed 20 to 33).

01.5.20.034 Motocross of European Nations - MXoEN.

Starting positions for the B-Final (only for EMX250 and EMX125 riders).		
The first assigned rider of each team, according to its qualifying result.	The second assigned rider of each team, according to its qualifying result.	

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

The results of the Qualifying Races (Teams placed 1 to 19 / 20 if there is no B-Final) and B-Final (Team placed 20th) will determine the qualified teams' starting order in the three Motocross of Nations Races.

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

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

01.5.20.037 – Women's Motocross of European Nations

Starting positions for the Women's Motocross of European Nations (If all 20 teams/40 riders are present)	
Positions 1 to 20:	Positions 21 to 40:

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

01.5.20.035 Sidecar Cross of European Nations – SCXoEN

01.5.20.036 Quad Cross of European Nations - QXoEN.

Starting positions for the Sidecar Cross/Quad Cross of European Nations (If all 15 National teams/30 Sidecars/Quads are present)	
Positions 1 to 15:	Positions 16 to 30:

The first assigned Sidecar/Quad of each National team, according to its qualifying result.	The second assigned Sidecar/Quad of each National team, according to its qualifying result..
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The Sidecar Teams/Quads will proceed to the starting gate, one by one, according to the National Team's qualifying position, and select their position at the gate on the first row beginning with one Sidecar/Quad of the best placed team, followed by one Sidecar/Quad of the second best placed team, then one Sidecar/Quad of the third best placed team and so on, until the first Sidecar/Quad of each qualified National team have taken their position. The same procedure will then be repeated for the second Sidecar/Quad of each National team for the positions on the second row.

Riders are free to choose any vacant position on the appropriate row.

Only one Sidecar/Quad from each National team is allowed on the front row. Therefore start gates must be closed off in the case of less than 15 National teams present. **The International Jury and the Clerk of the Course, together with the Race Director if appointed, will decide upon the number and position of the closed gates.**

In the case of less than 8 teams present, the sidecars and/or quads will start from one row – the front row.

01.5.21 Races

01.5.21.032 Individual European Motocross Championships.

The events will be run in two separate races.

The race times are:

EMX2t 2stroke	= 25 minutes + 2 laps
EMX125 2stroke	= 25 minutes + 2 laps
EMX250	= 25 minutes + 2 laps
EMX Open	= 25 minutes + 2 laps
EMX85	= 20 minutes + 2 laps

EMX65 = 12 minutes + 2 laps

EMX Quad = 25 minutes + 2 laps

WEMX = 20 minutes + 2 laps

Yamaha YZ125 Cup final = 15 minutes + 2 laps (or as determined by Yamaha Europe.)

01.5.21.034 Motocross of European Nations - MXoEN.

01.5.21.1.034 B-Final

The B-Final is open to the best 13 non-qualified teams for the Motocross of European Nations and will be run in one race of 25 minutes plus two laps (Maximum 13 Teams/39 riders).

A maximum of 13 and a minimum of 6 non-qualified teams are necessary to run the B-Final.

If this number is not reached, the B-Final will not be run and the teams in question will be classified according to their results in the Qualifying races.

The Motocross of European Nations will be run in 2 races of **20** minutes plus two laps for EMX85 and races of **25** minutes + 2 laps for EMX125/250 as follows:

Motocross of European Nations, Race 1 (EMX85 Riders / Maximum 20 teams or 40 riders)	20+2 laps
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Motocross of European Nations, Race 2 (EMX125 and EMX250 Riders / Maximum 20 teams or 40 riders)	25+2 laps
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Motocross of European Nations, Race 3 (EMX85 Riders / Maximum 20 teams or 40 riders)	20+2 laps
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Motocross of European Nations, Race 4 (EMX125 and EMX250 Riders / Maximum 20 teams or 40 riders)	25+2 laps
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Riders may not change race.

01.5.22 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.

In addition to 01.22:

01.5.22.032 Individual European Motocross Championships

01.5.22.035 Sidecar Cross of European Nations - SCXoEN.

01.5.22.036 Quad Cross of European Nations - QXoEN.

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.

01.5.22.034 Motocross of European Nations - MXoEN.

01.5.22.035 Sidecar Cross of European Nations - SCXoEN.

01.5.22.036 Quad Cross of European Nations – QXoEN

01.5.22.037 Women's Motocross of European Nations – WMXoEN

The Race Director, if appointed, 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.

01.5.23 Stopping of a Race

Any part of the European Championship motocross 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 Qualifying Race or a Race is stopped before 2 laps have elapsed, there will be a complete restart. Riders will go back to the waiting zone/SkyBox 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

A. For European championship races that are NOT combined with MXGP/MX2/MXoN:-

If a race is stopped after 2 laps have been completed and before 51% (rounded up but not including the + 2 laps) 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, or Race Direction. Changing of motorcycles will be allowed. The final choice of motorcycle must be made 10 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.

B. For European Championship events that ARE combined with MXGP/MX2/MXoN

If a Race is stopped after 2 laps and before 51% of the race time (rounded up) has elapsed, there will be a restart from the pit lane. Riders must follow instructions of officials and go directly to the pit lane where they can receive assistance. Changing of motorcycles is not allowed. No reserve riders can take part in this restart.

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

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.

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

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

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

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

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

The pit lane exit will be reduced in width to allow only one motorcycle to pass through the exit at the time of the procedure. Riders leave the pit lane onto the track one at a time and continue the race. A rider may not overtake a rider in front of him before the designated starting line. Any rider overtaking another rider before the designated starting line will be disqualified. Every attempt will be made to run the total of the remaining time of the race in question; time, conditions and weather permitting.

A and B. In all cases, the Race Director, or the Clerk of the Course in the case of no Race Director being appointed, may recommend to the Race Direction/International Jury that the rider/s deemed to be at fault for the stopping of the race be excluded from taking part in the restart.

A and B. In all cases, if a points scoring Championship race is stopped after 51% (rounded up but not including the + 2 laps) 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.

In addition to 01.5.23

01.5.23.032 Individual European Motocross Championships

01.5.23.035 Sidecar Cross of European Nations - SCXoEN.

01.5.23.036 Quad Cross of European Nations - QXoEN.

01.5.23.037 Women's Motocross of European Nations - WMXoEN.

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.

01.5.23.034 Motocross of European Nations - MXoEN.

01.5.23.035 Sidecar Cross of European Nations - SCXoEN.

01.5.23.036 Quad Cross of European Nations – QXoEN

01.5.23.037 Women's Motocross of European Nations - WMXoEN

The Race Director, if appointed:

- 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.

01.5.24 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.

In addition to 01.5.24:

01.5.24.032 Individual European Motocross Championships.

Other motorcycles may also be checked at the request of the Race Direction/International Jury or Clerk of the Course.

01.5.24.034 Motocross of European Nations - MXoEN.

01.5.24.035 Sidecar Cross of European Nations - SCXoEN.

01.5.24.036 Quad Cross of European Nations – QXoEN

01.5.24.037 Women's Motocross of European Nations - WMXoEN.

Other motorcycles may also be checked at the request of the Race Direction/International Jury or Clerk of the Course.

01.5.25 Results / Procedure

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

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 (and passenger in the SCXoEN) must always be in contact with the motorcycle.

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

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.

01.5.25. 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.

01.5.26 Results / Awarding of Points

01.5.26.032 Individual European Motocross Championships.

Points will be awarded to riders in each European Motocross Championship Race according to the following scale:

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

See 01.5.37 on page 91 regarding the WEMX and the Women's 125cc championship.

01.5.26.034 Motocross of European Nations - MXoEN.

01.5.26.035 Sidecar Motocross of European Nations - SCXoEN.

01.5.26.036 Quad Cross of European Nations - QXoEN.

01.5.26.037 Women's Motocross of European Nations - WMXoEN.

Points are allocated in each Qualifying Race / Race.

The winner of each Qualifying Race / Race obtains one point, the second two points, etc. irrespective of class.

01.5.27 Results / Final Standings

01.5.27.032 Individual European Motocross Championships.

In each class, the winner of the 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 Race 2 will determine the order of placing in the final standings of the event of those riders who scored points.

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

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

01.5.27.34 Motocross of European Motocross of Nations

01.5.27.1.34 Final B

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

- 1) The team winning the B-Final (and thus qualified for the Motocross of European Nations Races) is that which has gained the lowest total number of points after having added the two best results of its riders (EMX125 and EMX250), irrespective of class;
- 2) In case of a tie, the best result of the third rider will be taken into account. The team whose rider has obtained the best third result will be placed before the other(s).

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

01.5.27. Motocross of European Nations - MXoEN, WMXoEN, SCXoEN and QXoEN.

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

01.5.27.034 Results / Final Standings

a) Team Results

The final team results of the Motocross of European Nations Races are determined as follows:

- 1) The team winning the Motocross of European Nations is the one which has gained the smallest total number of points after having added the **seven** best results of its riders irrespective of class;
- 2) In case of a tie the results will be established as follows:
 - a) The team whose riders have obtained the highest number of first places, second places, etc. amongst the **seven** best results;
 - b) The team whose riders have obtained the highest number of first places, second places, etc. in the last Race (EMX125 + EMX250);
 - c) The team whose riders have obtained the highest number of first places, second places, etc. in the third Race (EMX85);
 - d) The team whose riders have obtained the highest number of first places, second places, etc. in the second Race (EMX125 + EMX250);
 - e) The team whose riders have obtained the highest number of first places, second places, etc. in the first Race (EMX85);
 - f) If a tie still exists, the teams in question will be placed equal;
- 3) These results will be completed by adding teams not having obtained **seven** results. For these teams the same system will be used for classification and breaking ties.

b) Individual Results

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

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

- 2) In case of a tie between two or more riders in the individual results, the rider with the best position in his last race will be given the advantage;
- 3) These results will be completed by adding those riders who did not obtain 2 results. For these riders the same system will be used for classification and breaking ties.

01.5.27.2.034 Motocross of European Nations / Event

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

Positions 1 to 20	According to the final results of the Motocross of European Nations Races;
As of position 21 (to 32 maximum)	Teams eliminated in the B-Final, classified according to the final results of the B-Final, if necessary.

01.5.27.035 Sidecar Cross of European Nations - SCXoEN.

01.5.27.036 Quad Cross of European Nations - QXoEN.

The final team results of the Sidecar Cross of European Nations and the Quad Cross of European Nations are determined as follows:

1. The winning team is the one which has gained the smallest total number of points after having added the five best results in the SCXoEN and the five best results in the QXoEN of its riders irrespectively of classes.
2. In case of tie the results will be established as follows:
 - a. The team whose riders have obtained the highest number of first places, second places, etc amongst the 5 best results of the SCXoEN and the QXoEN
 - b. The team whose riders have obtained the highest number of first places, second places, etc. in the last heat.
 - c. The team whose riders have obtained the highest number of first places, second places, etc. in the second heat.
 - d. The team whose riders have obtained the highest number of first places, second places, etc. in first heat.
 - e. If a tie still exists, the teams in question will be placed equal.
3. The results will be completed by adding teams having obtained only 4 or less results in SCXoEN and the QXoEN. For these teams the same system will be used for classification and breaking ties.

01.5.27.037 Women's Motocross Of European Nations - Results / Final Standings

a) Team Results

The final team results of the Women's Motocross of European Nations races are determined as follows:

- 1) The team winning the Women's Motocross of European Nations is the one which has gained the smallest total number of points after having added the **three** best

results of its riders irrespective of group;

- 2) In case of a tie the results will be established as follows:
 - a) The team whose riders have obtained the highest number of first places, second places, etc. amongst the **three** best results;
 - b) The team whose riders have obtained the highest number of first places, second places, etc. in the second Race.
 - c) The team whose riders have obtained the highest number of first places, second places, etc. in the first race.

If a tie still exists, the teams in question will be placed equal;

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

b) Individual Results

The final individual results of the Women's Motocross of European Nations races are determined as follows:-

- 1) The rider winning the Women's Motocross of European Nations, is the one who has gained the smallest total number of points after having added her results in both races, (the same results/positions scored by the rider for the teams standings will also be used for the individual standings);
- 2) In case of a tie between two or more riders in the individual results, the rider with the best position in the last race will be given the advantage;
- 3) These results will be completed by adding those riders who did not obtain 2 results. For these riders the same system will be used for classification and breaking ties.

01.5.28 Results / Presentation and Publication

The results must clearly indicate:

- Title of the event;
- IMN 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.

In addition to 01.5.28:

01.5.28.032 Individual European Motocross Championships:

Information concerning the results:

- Team of the rider (only if the Team is holder of a valid FIM-EUROPE Sponsor License).

Results to be sent by electronic mail to the FIM-EUROPE Executive Secretariat, to the FIM-EUROPE Press office,

- Race 1;
- Race 2;
- Overall result of the European Motocross Championship event.

For EMX65/85 Zone events, full race results must also be sent to the Championship Promoter Sport Office at sportoffice@mxgp.com.

01.5.28.034 Motocross of European Nations - MXoEN.

Information for the results:

- Team of the rider (Country represented by the Team).

Results to be sent by electronic mail to the FIM-EUROPE Executive Secretariat and to the FIM-EUROPE Press Office:

- Race 1, EMX85;
- Race 2, EMX125 and EMX250;
- Race 3, EMX85;
- Race 4, EMX125 and EMX250;
- B-Final;
- Overall result of the Motocross of European Nations.

01.5.28.035 Sidecar Cross of European Nations - SCXoEN.

01.5.28.036 Quad Cross of European Nations - QXoEN.

Information for the results:

- Team of the Sidecar/Quad (Country represented by the Team).

Results to be sent by electronic mail to the FIM-EUROPE Executive Secretariat and to the FIM-EUROPE Press Office:

- Race 1, A and B;
- Race 2, B and C;
- Race 3, A and C;
- Overall result of the Sidecar Cross of European Nations/Quad Cross of European Nations

01.5.28.037 Women's Motocross of European Nations - WMXoEN.

Information for the results:

- Team of the rider (Country represented by the Team).

Results to be sent by electronic mail to the FIM-EUROPE Executive Secretariat and to the FIM-EUROPE Press Office:

- Race 1 and race 2 results,
- Overall result of the Women's Motocross of European Nations.

01.5.29 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.

01.5.30 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. **This includes the 125cc class in the Women's European championship events.** Any infraction of this rule will be penalised by Race Direction/International Jury.

During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played.

The national flags of the top three finishers (based on their passport) may be hoisted at the same time.

In addition to 01.5.30:

01.5.30.032 Individual European Motocross Championships.

Prize-Giving Ceremony: After the second race of each class.

The first three riders from each race must take part in the prize-giving ceremony.

01.5.30.034 Motocross of European Nations - MXoEN.

01.5.30.037 Women's Motocross of European Nations - WMXoEN.

Prize-Giving Ceremony: After the last Motocross of European Nations Race.

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

-	The team winning the Motocross of European Nations and the WMXoEN;
-	The second placed team in the Motocross of European Nations and the WMXoEN;
-	The third placed team in the Motocross of European Nations and the WMXoEN.

01.5.30.035 Sidecar Cross of European Nations - SCXoEN.

01.5.30.036 Quad Cross of European Nations - QXoEN.

Prize-Giving Ceremony:- to be held after the last Sidecar Cross of European Nations Race.

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

-	The team winning the Sidecar Cross/Quad Cross of European Nations;
-	The second placed team in the Sidecar Cross/Quad Cross of European Nations;
-	The third placed rider in the Sidecar Cross/Quad Cross of European Nations.

01.5.31 Press Conference

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

In addition to 01.5.31:

01.5.31.032 Individual European Motocross Championships.

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 Championship Promoter or organiser.

01.5.31.034 Motocross of European Nations - MXoEN.

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

- The team winning the Motocross of European Nations;
- The second placed team in the Motocross of European Nations;
- The third placed team in the Motocross of European Nations.

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

01.5.31.035 Sidecarcross of European Nations - SCXoEN.

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

- The team winning the Sidecarcross of European Nations;
- The second placed team in the Sidecarcross of European Nations;
- The third placed team in the Sidecarcross of European Nations.

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

01.5.31.036 Quadcross of European Nations - QXoEN.

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

- The team winning the Quadcross of European Nations;
- The second placed team in the Quadcross of European Nations;
- The third placed team in the Quadcross of European Nations.

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

01.5.31.037 Women's Motocross of European Nations - WMXoEN.

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

- The team winning the Women's Motocross of European Nations;
- The second placed team in the Women's Motocross of European Nations;
- The third placed team in the Women's Motocross of European Nations.

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

01.5.32 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.

In addition to 01.5.32:

01.5.32.032 Individual European Motocross Championships.

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.

01.5.32.034 Motocross of European Nations - MXoEN.

01.5.32.035 Sidecar Cross of European Nations - SCXoEN.

01.5.32.036 Quad Cross of European Nations - QXoEN.

01.5.32.037 Women's Motocross of European Nations - WMXoEN.

Immediately after the final race of the Motocross of European Nations, the Women's Motocross of European Nations, the Sidecar Cross of European Nations and the Quad Cross of European Nations, the motorcycles of the first three teams in the final standings of the Motocross of European Nations, the Women's Motocross of European Nations, the Sidecar Cross of European Nations and the Quad Cross of European Nations (motorcycles of the riders who participated in that last race; in total

6 motorcycles in the MXoEN, the SCXoEN, the QXoEN and the WMXoEN must be placed in the closed park for the technical control.

01.5.33 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.

In the case of events combined with MXGP's, an appeal can be lodged following an unsuccessful protest, with the Steward's Panel. The appeal fee is 650 Euros, returnable if the appeal is successful.

01.5.34 Fuel Control

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

In addition to 01.5.34:

01.5.34.034 Motocross of European Nations - MXoEN.

01.5.34.035 Sidecar Cross of European Nations - SCXoEN.

01.5.34.036 Quad Cross of European Nations - QXoEN.

01.5.34.037 Women's Motocross of European Nations - WMXoEN.

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 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.

In addition to 01.5.35:

01.5.35.034 Motocross of European Nations - MXoEN.

01.5.35.035 Sidecar Cross of European Nations - SCXoEN.

01.5.35.036 Quad Cross of European Nations - QXoEN.

01.5.35.037 Women's Motocross of European Nations - WMXoEN.

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

01.5.36 Travel Indemnities and Prizes

In addition to 01.5.36:

01.5.36.34 Motocross of European Nations - MXoEN.

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

They will be paid to the FMNs of the teams who participated in the Motocross of European Nations, after the event, normally after the protest time has expired.

The minimum prize money is € 3,500 which must be divided among the first 10 National teams as follows:

Position Prize money-€

1.	1,000	6.	200
2.	700	7.	100
3.	500	8.	100
4.	400	9.	100
5.	300	10.	100

A suitable trophy must be given to the best overall rider.

The travel indemnity for each team taking part in the Motocross of European Nations is € 150, - per rider (qualified and non qualified teams).

01.5.36.35 Sidecar Cross of European Nations - SCXoEN.

01.5.36.036 Quad Cross of European Nations - QXoEN.

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

They will be paid to the FMNs of the teams who participated in the Sidecar Cross of European Nations and Quad Cross of European Nations, after the event, normally after the protest time has expired.

The minimum prize money is € 3.250 for the Sidecar Cross of European Nations and the same for the Quad Cross of European Nations, - which must be divided among the first 10 National teams as follows:

Position Prize money - €

1.	800	6.	200
2.	650	7.	100
3.	500	8.	100
4.	400	9.	100
5.	300	10.	100

A suitable trophy must be given to the best overall sidecar driver and passenger, and also for the best overall quad rider.

Travel indemnity

The travel indemnity for each Sidecar Team present at the Sidecar Cross of European Nations is € 200, - / € 600, - for each National Team of 3 Sidecars (qualified and non qualified teams).

The travel indemnity for each Quad rider present at the Quad Cross of European Nations is € 200, - / € 600, - for each National Team of 3 Quads (qualified and non qualified teams).

01.5.36.037 Women's Motocross of European Nations – WMXoEN

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

They will be paid to the FMNs of the teams who participated in the Motocross of European Nations, after the event, normally after the protest time has expired.

The minimum prize money is € 1,650 which must be divided among the first 8 National teams as follows:

Position Prize money-€

1.	500	6.	100
2.	350	7.	50
3.	250	8.	50
4.	200		
5.	150		

A suitable trophy must be given to the best overall rider.

The travel indemnity for each team taking part in the Motocross of European Nations is € 150, - per rider (qualified and non qualified teams).

A suitable trophy must be given to the best overall rider.

01.5.37 FIM-EUROPE Awards

01.5.37.032 Individual European Motocross Championships

01.5.37.034 Motocross of European Nations – MXoEN

01.5.37.035 Sidecar Cross of European Nations - SCXoEN.

01.5.37.036 Quad Cross of European Nations - QXoEN.

01.5.37.037 Women's Motocross of European Nations – WMXoEN

The following awards will be presented to the first three individual riders and the riders/passengers of the first three teams in the final standings of the above mentioned classes **plus the first three riders in the Women's EMX riding 125cc motorcycles.**

For the WEMX championship, riders on 125cc machines will score points for both the WEMX championship and the Women's 125cc championship based on their actual positions in each race, plus points for the relative position amongst the 125cc riders.

EXAMPLES –

- 1. The highest placed rider on a 125cc motorcycle who finishes fourth in a race will score 18 points for the WEMX championship and 25 points for the Women's 125cc championship.**
- 2. The second highest placed rider on a 125 finishing 7th in a race will score 14 points for the WEMX championship and 22 points for the 125cc championship.**
- 3. The 3rd highest placed rider on a 125 finishing 10th in a race will score 11 points for the WEMX championship and 20 points for the 125cc championship.**
- 4. And so on -----, The Women's 125cc championship is a championship within the WEMX championship.**

- 1st and 1st team: FIM-EUROPE Gold Medal
- 2nd and 2nd team: FIM-EUROPE Silver Medal
- 3rd and 3rd team: FIM-EUROPE Bronze Medal

LOGO FOR :
EMX 125 class



LOGO FOR :
EMX 250 class
2 stroke & 4 stroke



LOGO FOR :
EMX 65 class,
EMX 85 class and
W-EMX class





LOGO FOR EMX OPEN class

