

046 – SNOWCROSS EUROPEAN CHAMPIONSHIP/CUP REGULATIONS 2024

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046.1 TITLE AND GENERAL

Each year the FIM-EUROPE holds a European Snowcross Championship/Cup for riders.

This Championship is organised according to the rules of the FIM-EUROPE Sporting Code Chapter 30, and the European Snowcross Championship/Cup rules.

The Championship will consist of two events at the same venue and on the same weekend with two point scoring races on each day, OR a one day event with three points scoring races.

In the case of the European Championship being combined with the FIM World Championship there will be two point scoring races.

The event must be inscribed in the FIM-Europe Calendar.

046.1.1 General

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

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

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

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

Snowcross European Championship or Cup meetings must be staged on circuits that have been approved by the FIM-EUROPE and/or FIM and comply with the FIM-EUROPE Snowcross European Championship/Cup Regulations.

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 meeting.

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

046.2 RIDERS

046.2.1 Licences

Participation at these events is restricted to holders of a valid **Continental Championship** Snowcross licence.

The minimum age for participation in the European Snowcross Championship is 16 years.

See also Art. 60.5 of the FIM-EUROPE Sporting Code.

046.2.2 Starting numbers

Every rider participating in an Individual Snowcross European Championship will be allocated a permanent starting number for the season by the FIM-EUROPE Motocross and Snowcross Commission.

046.2.3 Rider Apparel

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

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

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

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

a) Helmets

Helmets must be marked with one of the official international standard marks mentioned in the FIM Technical Rules Motocross of the current year. Riders with long hair should tie it up in a bun, or braid and tuck it into their shirt or jacket.

b) Eye protection

Goggles must be worn at the start of each practice, sighting lap, qualification or Final. However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the pit lane during the next lap.

c) Equipment and protective clothing

The equipment and clothing must protect against the cold and injuries and includes - but is not limited to - knee length boots (or other solid footwear), gloves, coats, pants and an unmodified, commercially available full upper body protection (front and back).

Gloves must always be worn during on-track competition.

d) Family name/Starting number of the rider

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

The name of the rider must appear on the shoulder line of his coat and his starting number must appear on the back of his coat.

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

046.3 SNOWMOBILES AND CLASS

046.3.1 Snowmobiles

Only **Standard Production** Snowcross machines belonging to Category II, Group E with a maximum cylinder capacity of **600cc for 2-strokes and 1050cc for 4-strokes** are allowed in this Championship or Cup.

- **Maximum 3 cylinders**
- **2-stroke engines max. 600cc and 4-stroke engines max. 1050cc**
- **Standard /original air intake system**
- **One exhaust pipe only (standard pipe and standard muffler/silencer).**

The following modifications are permitted:

- **Strengthening or reinforcement of the chassis only by adding material**
- **Removal of the front light, the wind-shield and the instrumentation**
- **Shock absorber/spring and steering ski using the original mounting**
- **The use of non-original belt with the same length**
- **The use of non-original armour/cover as long as the shape is original**
- **The use of non-original handlebars**
- **Free choice of parts in the variator (clutch) and gearing**
- **Free adjustment of the injection**

NO OTHER MODIFICATIONS ARE ALLOWED

Additional technical specifications can be found in Art. 01.82 of the FIM Motocross Technical Regulations.

046.3.2 Support Races

Support races are permitted. However, these support races, as well as any other activities such as the vehicular use of the circuit during the meeting, 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 Snowcross Championship programme. If necessary, the International Jury can change the time schedule of these support races and/or other activities or cancel them.

046.4 COURSE

046.4.1 Length

For FIM-EUROPE Snowcross European Championship Meetings, the course shall not be less than a recommended length of **500 m** (except for changes necessary for safety reasons or "force majeure"), nor greater than 1'600 m (unless with prior agreement of the FIM-EUROPE and the Championship Promoter). The length of the course shall be measured along the centre line.

046.4.2 Width

The width of the course at the narrowest point shall not be less than approximately 8 m (actual riding width). The course cannot be divided by any obstacles.

046.4.3 Speed

The course, if possible, should be of a type which restricts the average speed to a maximum of **65 km** per hour (the average calculated for one complete race) and must not contain straight sections permitting sustained speed.

046.4.4 Safety

The start, finish, riders' closed park, and all places surrounding the course where the public is permitted must be protected by a fence. The spectator barrier must be strong and high enough to hold the public.

The course must be marked out with a snow bank, straw bales or paint and contain a neutral safety zone of approximately 7 m in areas where the public is allowed.

Straw bales or other effective shock absorbent material to protect the riders from danger must be placed to cover all obstacles, such as trees, poles, walls, rocks, etc.

For safety reasons, the International Jury, in consultation with the Clerk of the Course, can modify or remove any jumps on the course.

046.4.5 Starting area

The approximate length of the straight after the start must be a minimum of 40 m and must not exceed 60 m (minimum distance from the starting line/gate to the point where the inside of the straight turns into the first bend). **The first bend should be between 70° and 120°.** There must be no jump in this area.

046.5 OFFICIALS AND PROCEDURES

046.5.1 General

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

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/FIM-EUROPE licence 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 organise seminars obligatory for certain officials.

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

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

During a meeting, the holders of FIM/FIM-EUROPE licences are required to present their licences to the Jury President.

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

See also Chapter 40 of the Sporting Code.

046.5.1.1 Officials who hold a FIM Licence

Any of the following officials, when on duty at FIM-Europe Snowcross Championships or Prize Events, must be a holder of the appropriate FIM or FIM-Europe international official's licence which is valid for the current year:

- Jury President;
- FIM-Europe Delegate (for events combined with FIM World Championship).
- FIM Race Director (for events combined with FIM World Championship).
- FMNR Jury Member;
- Jury Member, appointed by the Jury President;
- FMN/FMNR Delegate (Sporting Steward);
- Clerk of the Course;
- Chief Medical Officer (for events combined with World Championship);
- Technical Steward;

- Timekeeper;
- Environmental Steward.

046.5.1.2 Jurisdiction

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

046.5.2 Jury President, Jury Members and observers

The President will be appointed by the Commission or by the Management Council.

If the nominated Jury President is prevented from arriving at the meeting in time, he will be replaced with first priority given to a MXC Member not from the FMNR.

One Representative each of Promoter/Organiser and the Snowmobile Manufacturers will be admitted as observers to the International Jury meetings.

The authority and duties of the Jury President are:

- The Jury President shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.
- The Jury President shall call a meeting of the Jury before the first official practice session.
- At the end of official practices, the Jury President will call a meeting of the International Jury to hear the reports of the Clerk of the Course, the Secretary to the Jury and any other appropriate officials.
- The Jury President must ensure that the decisions of the International Jury conform to the rules of the Sporting Code, to the regulations published by the FIM-EUROPE and the Supplementary Regulations of the meeting.
- At the end of the event, during the last meeting of the International Jury, the Jury President, together with the Clerk of the Course, must sign the official classification of the meeting. He must also sign with the Secretary to the Jury all Minutes of the Jury meetings.
- The Jury President has the right to invite any guests to the Jury Meetings, if appropriate for the meeting or the Championship.
- The Jury President must send his report on the meeting, using the official Jury President's Report File, to the FIM-EUROPE Executive Secretariat

within 72 hours of the finish of the meeting. 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 meeting and other official documents as requested in the file.

See also Art. 50.1.1 and 50.1.2 of the Sporting Code.

In the case of the event being combined with the FIM World Championship the Race Direction system will be used.

Race Direction consists of the FIM-Europe Delegate, the Race Director and the Clerk of the Course.

046.5.2.1 Jury Meetings/Race Direction Meetings

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

- Amendments, if any, to the SR's after the opening date for entries verifying that all the riders and participants engaged have been informed thereof;
- Report of the Secretary to the Jury/Race Direction stipulating that all riders and participants engaged are in possession of their respective licences as well as all officials with any responsibility for the running of the meeting;
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the meeting;
- 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 meeting and of the third party insurance policy of the organiser.

046.5.2.2 Minutes of the Jury/Race Direction Meetings

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

The Minutes must state in detail any penalties imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accidents which may have occurred, any possible irregularities observed, as well as the opinion of the International Jury/Race Direction regarding the

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

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

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

046.5.2.3 Publication of Jury/Race Direction Decisions

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

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

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

This document shall always:

- State the names and the licence numbers of the Jury President and the MXC member (if appointed) and FMNR Jury Member **or in the case of combined events, the members of Race Direction;**
- 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 to;
- State any additional information obtained during the hearing;
- State the decision of the International Jury/Race Direction and its evidence and brief reasons;

- Be signed by the President and the MXC (if appointed) and FMNR Members of the International Jury or in the case of Race Direction, the members of the Race Direction team.

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

- The party (parties) concerned by the International Jury/Race Direction decision must sign a copy of the International Jury/Race Direction decision as acknowledgement of receipt;
- 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 International Jury/Race Direction decision, signed for receipt by the party (parties) concerned, must be added to the Report of the Jury President/FIM-E Delegate.

046.5.3 Clerk of the Course

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

The Clerk of the Course shall be appointed by the FMNR and must have successfully participated in a seminar organised by the FIM/CMS or FIM-EUROPE/MXC and obtained a "Clerk of the Course" licence.

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

The Clerk of the Course is responsible for the conduct and efficient running of the 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 and passengers, the correct numbering of the motorcycles, and that there is nothing to prevent a rider or passenger from participating in the meeting, e.g. suspension, disqualification or any other ban on riding.
- The Clerk of the Course can postpone the start of a meeting for an urgent case of safety or for any other case of "force majeure" or proceed with the improvement of the conditions of the circuit, track or venue, stop a meeting prematurely or cancel part of or the entire meeting.
- 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 Regulations are respected; he may propose penalties to the International Jury.
- The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- The Clerk of the Course must notify the International Jury of all decisions to be taken or already taken, and of any protest addressed to him.
- The Clerk of the Course must collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury, and to have the provisional results of the meeting approved.

All FIM/FIM-EUROPE licence holders and all others involved in an event are subject to the authority of the Clerk of the Course, the Race Director (if appointed) and the International Jury/Race Direction. Actions judged by the officials responsible not to be in accordance with specific FIM-EUROPE Rules; or in general judged to be unsportsmanlike or against the best interests of the sport or the event in question, are subject to disciplinary actions as provided by the Arbitration and Disciplinary Code. Furthermore, a rider may be held responsible for the actions of his team members.

046.5.4 FMN Delegates (not valid for events combined with FIM World Championship)

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

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

The FMN Delegates must have successfully participated in a seminar organised by the FIM/CMS or FIM-EUROPE/MXC in order to be eligible for the "Sporting Steward" FIM/FIM-EUROPE licence and must present their licence in order to be admitted to Jury meetings.

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

The 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 at important places during the meeting.
- During the entire meeting, the FMN/FMNR Delegate is entitled to receive documents related to the meeting, including the Jury Minutes.

046.5.5 Technical Steward

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

046.5.6 Timekeeper

Appointed timekeepers must be qualified to use the timekeeping system of the meeting.

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

046.5.7 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 meeting, to give recommendations to the Jury President on all aspects of the meeting which may have potential environmental consequences.
- Be entitled to attend all open meetings of the Jury/Race Direction, but without voting rights.
- Draw up a report on the basis of a check-list prepared by the relevant Commission and hand a copy to the Jury President/FIM-Europe Delegate.
- Instruct officials during seminars for the various disciplines, as well as for riders, organisers and spectators.

046.5.8 Chief Medical Officer

The Chief Medical Officer, 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 places and ready to function.
- Ensure that all medical/paramedical services are briefed prior to the first practise session, as well as debriefed after the meeting.

- Attend all open meetings of the Jury/Race Direction, but without voting rights.
- Give information and recommendations to the Jury President/FIM-Europe Delegate and/or Race Director/Clerk of the Course on injured riders and all aspects of the event which may have potential medical consequences. The FMN's of injured riders must be informed as soon as possible.

046.6 MEETING WITH THE ORGANISERS AND THE JURY

A meeting will be held between the organisers and the Jury/Race Direction on the day prior to the event, after the circuit control.

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

Also invited to attend are the MXC (if appointed) and FMNR Jury Members, the Secretary of the Meeting, the Chief Timekeeper and the Chief Scrutineer, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Chief Medical Officer, the Press Officer, Representatives of the Championship Promoter (if any), the Industry and Riders, etc. If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the meeting.

046.7 SUPPLEMENTARY REGULATIONS

The Supplementary Regulations (SR) must be published in the one of the two official languages of the FIM-EUROPE and must be approved by the FMNR and the FIM-EUROPE and subsequently ratified by the International Jury.

Two copies must be sent to the Executive Secretariat no later than two months before the date of the event for approval by the FIM-EUROPE.

Two copies of the Supplementary Regulations must also be sent to all Federations having riders liable to participate in the event in question.

The SR must be drawn up in conformity with the standard model established by the MXC (see copy published in this booklet).

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 International Jury and subsequently brought to the attention of all persons concerned.

046.8 RIDERS AND ENTRIES

046.8.1 Acceptance of entries

Entries to the FIM-EUROPE European Snowcross Championship will be accepted for all riders who are:

- 1 - In possession of the appropriate **Continental Championship** license;
- 2 - authorised by their FMN.
- 3 - Have requested an entry before the closing date of the meeting.

For each event, there is no limit on the number of entries per FMN. However, the participation of a minimum of 10 riders is guaranteed to the FMNR.

Riders must use the official entry form of the event on which all the requested information regarding the rider, team, sponsor and make of snowmobile must be indicated.

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

Entry forms must be sent to the FMNR and/or Organiser. Riders may be required to sign an individual entry form during the administrative control.

The closing date for entries is 15 days before the meeting.

The Championship Promoter and/or the FIM-EUROPE MX Commission can enter additional riders after the closing date and before the end of technical control. Under these circumstances, all listed entry conditions apply except the closing date.

The organiser may charge each rider an entry fee (maximum 100 Euros) which will be collected at administration/technical control.

For each meeting, within 72 hours after the closing date for entries, the FMNR/Organiser will publish a list of riders entered.

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

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

046.8.2 Age of Riders

Licences for riders are issued for the FIM-EUROPE European Snowcross Championship/Cup, only when the minimum age has been attained as below:

- FIM-EUROPE European Snowcross Championship/Cup 16 years

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

The limit for the minimum age starts on the date of the rider's birthday and the limit for the maximum age finishes at the end of the year in which the rider reaches the age of 50.

046.8.3 Non-participation in a event

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

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

046.9 TECHNICAL VERIFICATIONS

For European Snowcross Championship/Cup event, riders are allowed to use only those snowmobiles (maximum two) presented at scrutineering, **same make/model and displacement.**

Prior to the free practices, a technical control must be carried out in accordance with the procedure and the times fixed in the European Snowcross Championship/Cup Regulations and/or the Supplementary Regulations.

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.

Each rider must present at scrutineering one snowmobile in his name and number. There are two possibilities for a second snowmobile:

- 1) Riders may present a second snowmobile to scrutineering, in their name and number;
- 2) A team can present a second snowmobile for its rider(s) to scrutineering, with the possibility to have it used by two or more riders. In this case, the team presenting the snowmobile must indicate to the Technical Steward, at the moment of scrutineering, the names and numbers of the riders eligible to use this snowmobile.

Riders may change snowmobiles at any time except during a race.

The final choice of snowmobile must be made **10** minutes before the start of a race, before entering the waiting zone.

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

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

The International Jury and/or Clerk of the Course can disqualify at any time during the meeting a snowmobile, the construction or condition of which is considered to be or may become a source of danger.

046.9.1 Fuel

For the European Snowcross Championship/Cup, only fuel corresponding to the FIM Motocross Technical Rules will be authorised. Anti-freeze liquid is permitted.

046.9.2 Noise control

During a snowmobile noise test, the snowmobile must be placed on a bridge 1 m off the ground, with a microphone placed at an angle of 90° at a distance of 1 m from the exhaust pipe. All power train must be released from the engine. Hood and cowling must be installed.

The maximum limit of the pre-race sound level is fixed at: 112 dB/A + 2 dB/A for the precision of the method (for all engine types).

046.9.3 Fuel control

A fuel control may be carried out at any time during an event, according to Art. 01.5.34 of the FIM-EUROPE Motocross General Rules. A rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all European Snowcross Championship/Cup Regulations points earned from all races during the event. This rider will also be liable for reimbursing the full costs of the test and further penalties may be imposed.

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

Any new requests for control 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 Article 5.6 of the FIM-EUROPE Disciplinary and Arbitration Code.

After the last control:

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

046.9.4 Special Medical Examination

At any time during an event, at the request of the Jury President/Race Direction 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 excluded from the event, and his case notified to his FMN and to the FIM-EUROPE for the possible application of a penalty.

046.10 RACE FORMAT

European Snowcross Championship/Cup events are organised according to the established programme (see recommended time schedule).

The time schedule, the duration of the Free Practice, Timed Qualifying Practise/s and the races must be indicated in the Supplementary Regulations.

046.11 DAY OF THE COMPETITION

046.11.1 – FREE PRACTICE

A free practice session of 20 minutes minimum must be scheduled.

046.11.2 - QUALIFYING PRACTICE

In case of up to 30 riders present, starting positions will be determined by a timed practice.

In the case of more than 30 riders present, riders will be allocated to two groups, A and B according to their placing in the last year's European Championship or Cup in the following manner: - the best rider present will take part in group A, the second best in group B, the 3rd best in group A and so on.

A ballot will decide upon riders having no points in the Championship or Cup of the previous year.

Changing groups is forbidden.

The duration of each qualifying practice is 20 minutes.

All results of qualifying practices must be homologated by the International Jury.

046.11.3 SELECTION OF RIDERS

The selection of the **16** riders, plus 2 reserves, will take place after the Qualifying Timed Practice.

The riders will qualify for the races according to their best result in qualifying practice. In the case of ties, the second best time will be taken into consideration.

If there are less than 30 riders present, the fastest **16** riders will qualify for the races. The rider in **17th** position will be 1st reserve, the rider in **18th** position will be 2nd reserve.

If there are more than 30 riders present, the riders will be placed in two separate groups according to their current standings (previous year's standings at the first event of the year) and by ballot. The fastest **8** riders from each group will qualify for the races with the fastest rider in group A going to the start line first, followed by the fastest from group B, then the fastest from group A and so on. The first and second reserve will be the riders in **9th** position in group A and in **9th** position in group B.

All riders present at the event must take part in the Qualifying Practice/s.

The final decision concerning the replacement of riders will be taken **10 minutes** before the start of each race.

046.11.4 Race Format maximum 30 riders (for events combined with the FIM World Championship)

046.11.5 Free practices

A free practice session of 20 minutes minimum must be scheduled.

The maximum number of riders in the Free Practice is 30.

046.11.6 Qualifying

Up to 30 riders: there are two Qualifying Groups.

Qualifying in each Group will involve 1 Qualifying Heat per group and a “Last Chance”.

Riders may not change Group. The maximum number of riders in each Group is 15:

For the first event of the season:

The composition of these two groups will be done based upon the riders’ standings in the previous years’ FIM-EUROPE SnowCross Championship and presence at the event: the best placed rider present will be allocated to Group “1”, the second-best placed rider present in Group “2”, the third-best placed rider present in Group 1, and so on. The placement of riders who do not appear in the previous year’s FIM SnowCross Championship standings will be decided by ballot.

As of the second event of the season:

The composition of these two groups will be done based upon the standings of the riders in the current FIM-EUROPE SnowCross Championship and presence at the event: the best placed rider present will be allocated to Group“1”, the second-best placed rider present in Group “2”, the third-best placed rider present in Group 1, and so on. The placement of riders who do not appear in the current FIM SnowCross Championship will be decided by ballot.

All the riders must participate in the Qualifying Heats.

Riders will qualify for their starting position in the Races according to their overall results in their respective Heats:

SnowCross	Positions	Result
1 x Qualifying Heats per group (5 minutes + 1 lap / Maximum 15 riders)	1 to 6	Are qualified for the Races
	7 to 15	Relegated to the “Last Chance”

From the “Last Chance”, 4 riders will qualify for the Races and 2 reserves will be appointed according to the following model:

SnowCross	Positions	Result
“Last Chance” (8 minutes + 1 lap / Maximum 16 riders)	1 to 4	Are qualified for the Races
	5	First reserve rider
	6	Second reserve rider
	7 and above	Are eliminated

If, for unforeseen reasons, the Qualifying Heats and the “Last Chance” are cancelled, the results of the Free Practice will be considered as decisive and the riders will qualify as follows:

SnowCross	Positions	Result
Free Practice (20 minutes / Maximum 30 riders)	1 to 16	Are qualified for the Races
	17	First reserve
	18	Second reserve
	19 and above	Are eliminated

If the Qualifying Heats are cancelled for any reason and the results from the Free Practice are being used as qualifying results for the Races, no FIM World Championship points will be awarded.

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

046.11.7 Riders’ briefing

All the information related to the event will be sent to the riders and officials by means of an electronic application or e-mail.

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

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

A separate briefing may be held with the local riders (“Wild Card” riders) whose participation is mandatory. The time and place of this briefing will be decided by the FIM Race Director.

046.11.8 Autograph session

An autograph session is recommended. This session can be organised by the Championship Promoter at a given place at the circuit or by the rider's team in its paddock area

046.11.9 RACES

046.11.9.1 - CHOICE OF SNOWCROSS MACHINES.

The final choice of snowmobile to be used in a race must be made at least **10** minutes before the start of the race in question and placed in the waiting zone.

046.11.9.2 - SCHEDULE OF RACES

If the event is held over 2 days there will be two separate races of 15 minutes plus 1 lap, on each day.

If the event is held in one day there will be three separate races of 15 minutes plus 1 lap.

If the event is combined with the FIM World Championship there will be two separate races of 15 minutes plus 1 lap (max 16 riders).

An interval of at least 30 minutes is compulsory between the races.

The 30 minutes begins 5 minutes after the 1st classified rider has crossed the finishing line.

Additional races may be organized at the discretion of the organizers.

If necessary, the International Jury/Race Direction can change the time schedule of the additional races or cancel them.

046.11.9.3 – RESERVE RIDERS

The final decision concerning the replacement of one or more riders will be taken **10** minutes before the start of each Race.

If one or up to four reserve riders can participate in a Race, he/they will be the last rider(s) to proceed to the starting line/gate based on the order of timed qualifying practice.

046.12 START PROCEDURE

A mass start will be made with engines running.

All snowmobiles will be started from a standing position, in one row. The use of a stand is **not** permitted. The starting line/gate of a European Snowcross Championship/Cup meeting must provide **16** positions.

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

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

10 minutes before the start:	All the snowmobiles must be in the waiting zone. The penalty for violation of this regulation is disqualification from the race in question. All riders in the waiting zone in time leave on the sighting lap (optional)
4 minutes before the start:	After a whistle signal, everybody, except the riders and one mechanic per rider, the television crew and the essential officials leaves the waiting zone.
As of then:	Upon the decision of the Race Director and/or Clerk of the Course, and after a whistle signal, the riders leave the waiting zone and proceed to the starting line/gate.
	All the mechanics remain in the waiting zone until the start has been given.
	Only the teams, the television crew and the essential officials are allowed on the starting line/gate.

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

If a rider has mechanical problems at the starting line/gate, he must wait for assistance until the starting procedure is completed. Only then can he receive assistance from his mechanic at that position. The penalty for violation of this regulation is disqualification from the race in question.

If red lights are used, **they will be displayed as soon as the riders leave the waiting zone.** The starter will hold up a green flag in the middle of the starting straight, from which moment the riders are under his control until all riders are on the starting line. When all riders are on the starting line, the starter will hold up a "15 seconds" sign for a full 15 seconds. At the end of the 15 seconds, the red

lights will remain displayed for another 5 seconds, and then the red lights will be turned off, upon which the race starts.

If a starting gate is used, it must conform to the "FIM-EUROPE Standards for Motocross Circuits". In that case, the start procedure will be as follows: the starter will hold up a green flag in the middle of the starting straight, from which moment the riders are under his control. When all riders are on the starting gate, the Race Director/starter will hold up a "15 seconds" sign for 15 full seconds. **At the end of 15 seconds, the gate will drop between 5 and 10 seconds.**

The FMNR Jury Member is responsible for the operation of the start lights or the release of the starting gate. The Clerk of the Course/Race Director is responsible for the use of the green flag and the "15 seconds" board.

046.13 STOPPING OF A RACE

The Race Director/Clerk of the Course is authorised to prematurely stop any Free Practices, Qualifying Practice or Race for urgent and/or safety reasons or other cases of "force majeure". In that case, a red flag will be displayed to the riders.

1. False start

In case of a false start, the riders will go back to the waiting zone and the restart will take place as soon as possible.

Changing of snowmobiles will not be allowed.

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

The Race Director/Clerk of the Course may recommend to penalise one or more riders, deemed to be at fault for causing the false start.

Penalties for causing a false start

For events combined with the World Championship, the Race Director may recommend to the other members of the Race Direction, or in the case of events not combined with the World Championship the Clerk of the Course may recommend to the members of the International Jury:

- a) To penalize the rider/riders deemed being at fault for the false start.
- b) To exclude the rider/s deemed being at fault for the false start from taking part in the restart.

During the restart, the rider/s who has/have been penalized:

- Must start from the second row with a dead engine.
- Must hold the “killing device” up in their hand.
- Cannot touch the starting device of his/her snowmobile before the start procedure has been completed.

2. Before 2 laps have elapsed

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

Changing of snowmobiles will not be allowed.

No reserve riders will be introduced.

3. After 2 laps have elapsed

If a race is stopped before 50% of the time has elapsed, there will be a complete restart. Riders will return to the paddock and the restart will take place not more than 30 minutes after the red flag was displayed.

Changing of snowmobiles will be allowed. The final choice must be made 10 minutes before the restart.

If one or more riders are deemed to be at fault for the race being stopped, the Race Director and/or Clerk of the Course may recommend excluding them from taking part in the restart.

Reserve riders may take part in the restart if one or more of the original starters are unable to take part or are disqualified by the Race Director/Clerk of the Course.

If a race is stopped after 50% of the time has elapsed, the race will be declared a result.

046.14 OUTSIDE ASSISTANCE/COURSE CUTTING

Any outside assistance on the course is forbidden during the practices and/or races unless it is carried out by a marshal appointed by the organiser carrying out his duty in the interests of safety. The penalty for violation of this regulation is disqualification.

During practices and/or races, consultation between team members and riders is restricted to the signal zone/mechanics area. 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.

Course cutting is forbidden. The penalty for attempting to gain an advantage by course cutting will be disqualification from the Qualifying Practise, or Race in question. If necessary, further penalties will be decided by the Jury/Race Direction.

A rider leaving the course may only continue the race by safely re-entering the course, without gaining an advantage, from the closest point to where that rider left the course.

A rider who enters the paddock with his snowmobile during a Race will not be allowed to resume that race.

Radio communication with the riders will not be allowed.

046.14.1 Repairs and replacements

At the side of the course an area must be reserved for repairs during the practices and the races. In this specific area, the only persons allowed are the mechanics who may make repairs or adjustments to the snowmobiles, the signallers and the representatives of the Industry.

Riders entering the repair zone must stop before returning to the course. Violation will entail disqualification from the race in question.

046.15 OFFICIAL SIGNALS

Official board signals shall be given by means of a black board with a white block number 15 on both sides. These boards must have been produced to a high standard and be clearly readable.

Signal	Meaning
"15 SECONDS" board (At the start)	15 seconds until the starting procedure enters its final phase.
"END FINISH ZONE" Board (At the finish)	Riders must reduce speed passed this board.

Official light signals will be given as follows:

Signal	Meaning
Red lights (At the start)	The start will be given within the next 5 to 10 seconds.
Red lights are turned off (Minimum 3 red lights/At the	Start.

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

Signal	Meaning
Red flag	All riders must stop racing and go to the area indicated by the officials.
<ul style="list-style-type: none"> • All false starts must be indicated by waving a red flag. • The red flag is superior to all flags. 	
Black flag and a board with a rider's number on it	Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock.
Yellow flag, held stationary	Danger, ride cautiously.
(A yellow stationary flag will be displayed for maximum 5 minutes at the beginning of the first free practice session and during the sighting lap which precedes a Race)	
Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed therefore, jumps should not be attempted.
<ul style="list-style-type: none"> • The waved yellow flag is superior to the stationary yellow flag. 	
Medical flag	Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern.
<ul style="list-style-type: none"> • A medical flag must be available at each flag marshal post. • The medical flag is superior to the stationary and waved yellow flags. 	
Blue flag, waved	Warning, you are about to be lapped. Hold your line.
<ul style="list-style-type: none"> • The blue flag must be used by supplementary flag marshals, specialised for this flag only. • A blue stationary flag will be displayed during the sighting lap which precedes a qualifying heat or a race. 	
Green flag	In case of a combined Free and Time Practice: beginning of Time Practice. In case of a Race: course clear for the start of the race.
(The green flag can only be used by an Official, specialised for this flag only)	
Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.

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

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

The Pantones for the colours are as follows:

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

The minimum age for Flag Marshals is 16 years. They are appointed by the FMNR/organiser and must participate in a briefing with the Clerk of the Course.

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

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

There must 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 and/or passenger for the sake of safety. One or more additional marshals are recommended at jumps.

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

046.16 VERIFICATIONS AND CONTROLS AFTER THE RACE

046.16.1 Noise control

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

The maximum limit of the post-race sound level is fixed at: 114 dB/A + 1 dB/A for the degradation of the silencer (for all engine types).

Any rider whose snowmobile is above the maximum allowed post-race sound level limit - whether it be one of the riders chosen at random or any

other rider whose snowmobile is controlled/verified - will be penalised by losing 5 positions in the Practice/Race in question.

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

046.16.2 Final verification

Immediately after the last race of the event, the first three snowmobiles of the race in question must be placed in the closed park for the technical control. The snowmobiles must remain in the closed park for 30 minutes after the arrival of the winner, in case of a protest or should further examination be required.

046.17 ANTI-DOPING AND ALCOHOL TESTS

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

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

046.18 RESULTS

046.18.1 Procedure

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

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

The time at which a snowmobile crosses a control line shall be registered at the moment the foremost part of the snowmobile crosses the line. When crossing control lines, the rider must always be in contact with the snowmobile.

A race is officially ended for all riders at the completion of the lap the chequered flag is displayed to the winner.

All the riders participating in the race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner

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

If a rider does not complete one officially timed lap during a Race, he will be placed last in the results. If more than one rider is concerned, then they will be placed according to their qualifying result.

In the case of the chequered flag being mistakenly displayed later than the official time, the finishing order shall be determined by the running order at the official time.

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

The winner of the European Championship/Cup event is the rider who has obtained the most points; the runner-up will be the rider who has obtained the second best number of points, and so on, irrespective of the number of races they have finished.

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

The overall results will be completed with those riders who have not scored any European Championship/Cup points. They will be ranked by adding their positions in all the races. 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 last race will determine the order of placing in the final standings of the event of those riders who did not score any points.

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

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

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

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

If an appeal is lodged against the decision of Race Direction, the results cannot be considered as definitive until a final decision has been taken by the appointed Steward's panel.

046.18.2 Presentation and publication

The results must include at least the following information:

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

The Jury President/FIM-E Delegate is responsible for the transmission of the results of each Snowcross Championship race to the FIM-EUROPE Executive Secretariat and FIM-EUROPE press office within the hour that follows the approval of these results. This transmission will be made by telefax or electronic mail.

Results must be sent to:-

paola.bianchetti@fim-europe.com

results@fim-europe.com

dalila.agrati@fim-europe.com + a selection of photo

046.19 POINTS FOR SNOWCROSS EUROPEAN CHAMPIONSHIP

Points will be awarded to riders in each race according to the following scale:

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

All organised meetings counting towards the European Snowcross Championship/Cup will be taken into consideration. However, the Management Council or, if necessary, the 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 Snowcross Championship/Cup is the rider who has obtained the most points from all the races, irrespective of the number of races he has completed.

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

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

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

046.20 PROTESTS

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM-EUROPE and the 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 snowmobile, the protest fee must be accompanied by an additional € 500. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

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

046.21 PRIZE-GIVING CEREMONY

The top three positions in the overall standings of the event must take part in the Prize-Giving Ceremony. Any infraction of this rule will be penalised 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 finishers (based on their passport) may be hoisted at the same time.

046.22 PRESS CONFERENCE

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

The following persons must take part in the Press Conference:

- The rider winning the event;
- The second placed rider in the event;
- The third placed rider in the event;
- Other participants invited at the discretion of the Championship Promoter.

Any infraction of this rule will be penalised by the International Jury.

046.23 PRIZES AND TRAVEL INDEMNITIES

No prize or travel indemnity is paid at European Snowcross Championship/Cup events.

FIM-EUROPE EUROPEAN SNOWCROSS CHAMPIONSHIP TIME SCHEDULE

(one day event, not combined with FIM World Championship)

(Recommended time schedule – can be modified by agreement between the organiser and the International Jury).

ONE DAY BEFORE THE MEETING	
<u>(day + date)</u>	
Circuit Control:	16:00
Meeting with the Organisers:	18:00
DAY OF THE MEETING	
<u>(day + date)</u>	
Technical Control :	07:30 – 09:30
International Jury, First Meeting:	09:45
Up to 30 riders - Free Practice (20 minutes / Maximum 30 riders)	10:30 – 10:50
More than 30 riders - Free Practices Group "A" (20 minutes / Maximum 30 riders)	10:15 – 10:35
More than 30 riders - Free Practices Group "B" (20 minutes / Maximum 30 riders)	10:40 – 11:00
Riders' Briefing:	11:15
Up to 30 riders - Qualifying Practice 20 Minutes	11.45 – 12.05
More than 30 riders Qualifying Practice Group "A" (20 minutes)	11.30 – 11.50
Qualifying Practice Group "B" (20 minutes)	11.55 – 12.15
Opening Ceremony	12.30
Race 1 – (15 minutes + 1 lap / Maximum 16 riders) Snowmobiles in the Waiting Zone:	12.50
Sighting lap (optional):	12:50
Start:	13:00
Race 2 – (15 minutes + 1 lap / Maximum 16 riders) Snowmobiles in the Waiting Zone:	14.05
Sighting lap (optional):	14.05
Start:	14:15
Race 3 – (15 minutes + 1 lap / Maximum 16 riders) Snowmobiles in the Waiting Zone:	15.20
Sighting lap (optional):	15:20
Start:	15:30
Prize-Giving Ceremony Race / Press Conference - Immediately after the last race	
International Jury, Second Meeting:	16:15

FIM-EUROPE EUROPEAN SNOWCROSS CHAMPIONSHIP TIME SCHEDULE

(Two day event, not combined with FIM World Championship)

(Recommended time schedule – can be modified by agreement between the
organiser and the International Jury)

ONE DAY BEFORE THE MEETING	
<u>day + date</u>	
Circuit Control:	16:00
Meeting with the Organisers:	18:00
DAY OF THE MEETING	
<u>(day + date)</u>	
Technical Control :	07:30 – 09:30
International Jury, First Meeting:	09:45
Up to 30 riders - Free Practice (20 minutes / Maximum 30 riders)	10:30 – 10:50
More than 30 riders - Free Practices Group "A" (20 minutes / Maximum 30 riders)	10:15 – 10.35
More than 30 riders - Free Practices Group "B" (20 minutes / Maximum 30 riders)	10:40 – 11.00
Riders' Briefing:	11:15
Up to 30 riders - Qualifying Practice 20 Minutes	11.45 – 12.05
More than 30 riders Qualifying Practice Group "A" (20 minutes)	11.30 – 11.50
Qualifying Practice Group "B" (20 minutes)	11.55 – 12.15
Opening Ceremony	13.00
Race 1 – (15 minutes + 1 lap / Maximum 16 riders)	
Snowmobiles in the Waiting Zone:	13.20
Sighting lap (optional):	13:20
Start:	13:30
Race 2 – (15 minutes + 1 lap / Maximum 16 riders)	
Snowmobiles in the Waiting Zone:	14.50
Sighting lap (optional):	14:50
Start:	15:00
Prize-Giving Ceremony Race / Press Conference - Immediately after the last race	
International Jury, Second Meeting:	16:00

A separate timetable will be used for events combined with FIM World Championship. This timetable will be issued by the FIM and/or Promoter.