

**FIM EUROPE MOTOCROSS
REGULATIONS
EMX125 / EMX250 / EMX OPEN
EMX 2T / EMX85 - EMX 65 FINALS
YAMAHA YZ125, YZ85 AND YZ 65 CUP
FINALS**



EDITION 2024



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EMX125 / EMX 250 / EMX OPEN / EMX 2T / EMX65 / EMX85 / bLU cRU

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AMENDMENTS TO THE FIM EUROPE MOTOCROSS CHAMPIONSHIP REGULATIONS

The FIM-E, through the MX Commission and in agreement with the Promoter where necessary, may at any time amend any or all provisions of these Regulations.

Any subsequent changes that take place after the first on-line version has been published will be made electronically, and the latest on-line version will be the prevailing version.

General Undertakings and Conditions

All riders, teams, officials and other parties participating in the FIM Europe 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 Code of Ethics
3. FIM Europe Motocross Regulations
4. FIM Motocross Technical Regulations
- 5. FIM Fuel Regulations**
- 6. FIM Sound Regulations**
7. FIM-Europe Disciplinary and Arbitration Code
8. FIM Motocross Circuit Standards
9. FIM and/or FIM-Europe Environmental Code
10. FIM and /or FIM-Europe Medical Code
11. FIM and or FIM-Europe Anti-Doping Code
12. FIM Europe Yearbook
13. FIM-Europe Supplementary Regulations
14. FIM Organiser's Manual

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

The FIM Europe 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 Regulations at all times. The responsibility of the rider, or any other person having charge of an entered motorcycle at any time during an event is joint and severally with that of the team.

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

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

Any references to the male gender in this document are made solely for the purpose of simplicity, and refer also to the female gender except when the context requires otherwise.

1. FIM MOTOCROSS EUROPEAN CHAMPIONSHIPS / CUPS

1.1 FIM Europe Championships / Cups

1. EUROPEAN MOTOCROSS CHAMPIONSHIPS

1.1 EUROPEAN MOTOCROSS CHAMPIONSHIPS

1. Each year, the FIM Europe holds the FIM Europe Motocross Championships.
2. The FIM Europe Motocross Championships are organised according to the FIM Europe Regulations, Sporting Code, Art. 10.1 - "European Championships and FIM Europe Prize Events".
3. 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 1.1:

1.1.EMX European Motocross Championships for rider and manufacturers

4. Individual FIM Europe Motocross Championships for riders and manufacturers:
 - a) EMX Open European Motocross Championships. (One event);
 - b) EMX2T, 2stroke European Motocross Championships. (One event)
 - c) EMX250 European Motocross Championships.
 - d) EMX125, 2stroke European Motocross Championships.
 - e) Yamaha YZ125, YZ85 and YZ65 Cup (the Final)
 - f) EMX85, 2stroke European Motocross Championships (the Final).
 - g) EMX65 2 stroke European Motocross Championships (the Final).
5. These Championships may also be called FIM Europe Motocross Championships.
6. A series of FIM Europe Motocross events counting towards the FIM Europe Motocross Championships will be organised.
7. 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.

1. FIM MOTOCROSS EUROPEAN CHAMPIONSHIPS / CUPS

1.2 Events

1.2 Events

1. European Motocross Championships events must be inscribed in the Calendar.
2. These events must be staged on circuits that will have to be approved by the FIM-Europe/ FIM and comply with the FIM-Europe / FIM Regulations (See FIM-Europe FIM Standards for FIM Motocross Circuits).
3. An event may be cancelled, moved to another place or date and/or replaced by another event.
4. No event may be organised without all the necessary legal authorisations have been provided by the organiser.
5. Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event.
6. The validity of the third-party insurance must come into effect two days before the practices and terminate two days after the last race of the event.
7. The event is being run over three days, generally Friday, Saturday and Sunday but this may differ depending on the event. For reasons of simplification, this principle is maintained in these regulations.
8. The events begin at the scheduled time for technical and sporting verifications and end when all of the following have occurred:
 - a) The final results have been approved by the Race Direction;
 - b) All deadlines for lodging protests/appeals have expired; and
 - c) All technical, sporting and anti-doping controls have been concluded.
9. If a protest is lodged, the results will not become official until a decision is taken by the Race Direction.
10. If an appeal is lodged against the decision of the Race Direction, the results will not become official until a decision is taken by the FIM Europe Stewards Panel.
11. All officials, marshals and medical staff must remain fully operational at the circuit available to the Race Direction and/or FIM Europe Stewards Panel until the end of the protest/appeal period.

1. FIM MOTOCROSS EUROPEAN CHAMPIONSHIPS / CUPS

1.4 FIM European Championships / Cup Criteria

1.3 Format of the Event

1. The Free Practices, Time Practices and Warm-Up may also be referred to as “Practices” unless the context requires otherwise.
2. The Time Practices, the Qualifying Race(s) and the “Last Chance Race(s)” may also be referred to as “Qualifying” unless the context requires otherwise.
3. The Qualifying Race(s), the “Last Chance Race(s)” and Races may also be referred to as “Races” unless the context requires otherwise.

In addition to 1.3:

1.3. Individual European Motocross Championships

For events combined with the MXGP /MX2 and MXoN World Championships.A. Up to 50 riders present

EMX Open / EMX250 /EX125 /EMX2t	Duration per session	Maximum number of riders
1 X Free Practice	20 minutes	50
1 X Qualifying Practice	25 minutes / 5m start practice	50
1 X “Warm-Up”	Up to 10 minutes	42
2 X Races	25 minutes + 2 laps	40

B. More than 50 riders present and up to 100 riders present

EMX Open / EMX250 /EX125 /EMX2t	Duration per session	Maximum number of riders
1 X Free Practice Group 1	20 minutes	50
1 X Free Practice Group 2	20 minutes	50
1 X Qualifying Practice Group 1	25 minutes / 5m start practice	50
1 X Qualifying Practice Group 2	25 minutes / 5m start practice	50
1 X “Warm-Up”	Up to 10 minutes	42
2 X Races	25 minutes + 2 laps	40

C. More than 100 riders present and up to 150 riders present

EMX Open / EMX250 /EX125 /EMX2t	Duration per session	Maximum number of riders
1 X Free Practice Group 1	20 minutes	50
1 X Free Practice Group 2	20 minutes	50
1 X Free Practice Group 3	20 minutes	50
1 X Qualifying Practice Group 1	25 minutes / 5m start practice	50

1. FIM MOTOCROSS EUROPEAN CHAMPIONSHIPS / CUPS

1.4 FIM European Championships / Cup Criteria

C. More than 100 riders present and up to 150 riders present cont.

EMX Open / EMX250 /EX125 /EMX2t	Duration per session	Maximum number of riders
1 X Qualifying Practice Group 2	25 minutes / 5m start practice	50
1 X Qualifying Practice Group 3	25 minutes / 5m start practice	50
1 X "Warm-Up"	Up to 10 minutes	42
2 X Races	25 minutes + 2 laps	40

1.3. EMX85 / EMX65 Finals

A. EMX65 Up to 50 riders present

EMX65	Duration per session	Maximum number of riders
1 X Free Practice	20 minutes	50
1 X Qualifying Practice	25 minutes / 5m start practice	50
1 X "Warm-Up"	Up to 10 minutes	42
2 X Races	12 minutes + 2 laps	40

B. EMX 85 Up to 50 riders present

EMX85	Duration per session	Maximum number of riders
1 X Free Practice	20 minutes	50
1 X Qualifying Practice	25 minutes / 5m start practice	50
1 X "Warm-Up"	Up to 10 minutes	42
2 X Races	20 minutes + 2 laps	40

1.3. Yamaha YZ125, YZ85, YZ65 Cup Final

1. The maximum number of riders will be decided by the Championship Promoter and Yamaha Europe.
2. There will be only one qualifying group per class.
3. Format and duration of practices, warm-up and races will be decided by the Championship Promoter and Yamaha Europe.
4. 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

1. FIM MOTOCROSS EUROPEAN CHAMPIONSHIPS / CUPS

1.4 FIM European Championships / Cup Criteria

regulations and entry criteria for these heats are at the discretion of Yamaha Europe and the organizing Federation.

1. FIM MOTOCROSS EUROPEAN CHAMPIONSHIPS / CUPS

1.4 FIM European Championships / Cup Criteria

1.4 FIM Europe Championships Criteria

1. The final FIM Europe 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.
2. All European Champions are obliged to attend the official FIM-EUROPE Prize-Giving Ceremony.

1.4.EMX Individual European Motocross Championships

3. 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.
4. If a tie still exists, the points scored in the last Race will then determine the order of placing in the provisional standings. If necessary, the points scored in the last but one Race will determine the order of placing in the provisional standings, and so on...
5. 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.
6. 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. 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.
7. 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...
8. For the time being, there is no Manufacturers European Championship.
9. 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 Championships (if there is one).

1. FIM MOTOCROSS EUROPEAN CHAMPIONSHIPS / CUPS

1.5 Support Races

1.5 Support Races

1. During a European Motocross Championships/Cup event, support races may be permitted.
2. However, these support races, as well as any other activities such as the vehicular use of the circuit during the event, including demonstrations or exhibitions, must at all times receive prior authorisation from the FIM-Europe and the FIM Europe Championship Promoter.
3. 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.
4. Priority must at all times be given to the European Motocross Championships programme.
5. If necessary, the Event Management can change the time schedule of these support races and/or other activities or cancel them.
6. 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 Championship promoter.

2. ENTRIES, RIDERS AND TEAMS

2.1 Acceptance of entries

2. ENTRIES, RIDERS AND TEAMS

2.1 Acceptance of entries

1. Entries to an European Motocross Championships/Cup event will be accepted for riders who:
 - a) Are in possession of the appropriate FIM Europe Motocross Championship licence as follows. The FMNs have the responsibility of informing the FIM and the FIM Europe Championship Promoter whenever they have suspended a rider or withdrawn his licence.
 - b) Have requested an entry before the closing date of the event.

In addition to 2.1:

2. Licences for European Championship EMX65, EMX85, Yamaha YZ65 and Yamaha YZ85 finals: Continental Championship PROMOSPORT License (annual or one-event).
3. Licences for European Championship EMX Open, EMX2t, EMX250, EMX125, Yamaha YZ125 final: Continental Championship (the full license) Motocross Licence (annual or one-event).
4. A rider can compete in the EMX125 class using a Junior Continental Championship license (one-event or annual) if issued by a FMN from a CONU outside of Europe where this type of license is available to that CONU. NOTE:- This does NOT apply to any rider from a FMN within Europe.
5. 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.
6. Riders may enter for one or more events always using the official/specific entry procedure of the Championship/Cup. All the requested information regarding the rider, team and the make of motorcycle must be indicated.
7. Provisional entries can be made by e-mail to the competent body but must always be confirmed by the duly completed official entry form on-line.
8. It is recommended that a provisional entry indicates the following information:
 - a) IMN number; FMNR; date and venue of the event in which the rider wishes to enter;
 - b) Class;
 - c) Name and first name of the rider;
 - d) FMN of the rider;

2. ENTRIES, RIDERS AND TEAMS

2.1 Acceptance of entries

- e) FIM Motocross Europe Championship licence number of the rider (if the licence has already been issued);
 - f) Nationality of the rider;
 - g) Motorcycle and team of the rider.
9. Riders may be required to sign an individual entry form during the administrative control.
10. The FIM Europe Administration will publish the list of entries for each event.

In addition to 2.1:

2.1.EMX European Motocross Championships

7. Entries/provisional entries must be made on-line according to the entry procedure of the FIM Europe Championship Promoter.
8. Riders who have been entered in an event of the European Motocross Championships are not allowed to participate in any Continental, international or national races during the same day.
9. Riders can take part in several Championship classes during a season, but are limited to one class at each event.
10. **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.**
11. In the EMX Open, EMX2t, EMX250, EMX125, **EMX85 Finals and EMX65 Finals** classes, the FIM Europe Championship Promoter is entitled to enter more riders in order to reach the maximum authorised in each class.
12. For each event, the closing date for entries is 30 days before the event in question.
13. 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.
14. The FIM Europe Championship Promoter must then inform the rider's FMN, the FMNR and/or the organiser in writing or by e-mail before the end of the technical verifications prior to the event in question.
15. The decision to admit these riders entered by the Promoter to the event must be made before the end of the technical verifications prior to the event in question.
16. For 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

2. ENTRIES, RIDERS AND TEAMS

2.1 Acceptance of entries

- within the current standings or riders within the standings are excused, the championship promoter can enter additional riders up to the maximum of 50.
17. 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.
 18. 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.
 19. For EMX Open, EMX2t, EMX250, EMX125, plus the EMX65/85 Finals, the Championship Promoter will publish the list of riders entered.
 20. 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.

In addition to 2.1:

2.1.EMX Official Approved Teams - OAT

21. 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."
22. 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

2. ENTRIES, RIDERS AND TEAMS

2.2 Age of riders

2.2 Age of Riders

1. European Motocross Championships licences for riders are issued, only when they have attained the minimum age, as indicated below.
2. The limit for 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.
3. The limit for the maximum age finishes at the end of the calendar year in which the rider reaches the maximum age of the class in question.

Age of Riders	Minimum Age	Maximum Age
European Motocross Championships EMX250	14	21
European Motocross Championships EMX Open	16	50
European Motocross Championships EMX2t	15	50
European Motocross Championships EMX125	13	17
European Motocross Championships YZ125 Cup Final	13	16
European Motocross Championships EMX85	11	14
European Motocross Championships YZ85 Cup Final	11	13
European Motocross Championships EMX65	8	12
European Motocross Championships YZ65 Cup Final	8	11

2. ENTRIES, RIDERS AND TEAMS

2.3 Replacement Riders

2.3 Replacement Riders

2.3.EMX European Motocross Championships

1. Once the closing date of entries is passed the replacement of an entered rider can be accepted.
2. The decision to admit one or more replacement riders to the event must be made before the end of the technical verifications prior to the event in question.
3. Thus the Championship promoter is authorized to replace one or more of the riders entered in an event at the closing date of entries.
4. Once this deadline is passed, it will no longer be possible to enter a replacement rider.
5. For the replacement riders, all listed entry conditions (apart from the closing date of entries) apply.
6. 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.
7. The Championship promoter can replace any rider/s who is/are excused or not present at the event before the end of technical verification.

2. ENTRIES, RIDERS AND TEAMS

2.4 Starting Numbers

2.4 Starting Numbers

2.4.EMX European Motocross Championships

1. Every rider participating in an Individual European Motocross Championships 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.
2. 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.

2. ENTRIES, RIDERS AND TEAMS

2.5 Non-Participation in an Event

2.5 Non-Participation in an Event

1. Riders who enter an European Motocross Championships event and who cannot take part are subject to the provisions of the FIM-Europe European Motocross Regulations.
2. The FMN(s) of any riders who do not inform both the FIM-Europe Administration and/or the FIM Europe Championship Promoter/organisers of their inability to attend, or who do not provide an acceptable reason before the end of the Technical Verifications, may be fined € 300.- by the FIM Europe Administration.
3. **A team may withdraw a rider or a rider may withdraw from an event which has already started for valid reasons (injury of the rider, irreparable damage to the motorcycle(s) or in case of “force majeure”). A withdrawal for medical reasons must be supported by a piece of information from the Chief Medical Officer of the event.**
4. A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the FIM Europe Race Director of the reasons for his non-participation.
5. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction.

2. ENTRIES, RIDERS AND TEAMS

2.6 Rider Apparel

2.6 Rider Apparel

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

a) Helmets

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

b) Eye protection

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

c) Equipment and protective clothing

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

d) FIM Europe Championship logo

Riders must display the FIM Championship logo (L 70 mm x W 35 mm) on the upper front torso or shoulder area of their jersey or on their chest/back protector if the latter is worn over the jersey. Riders who do not respect this rule will be prevented from entering the track for races and practises.

It is recommended that riders print the FIM Championship logo on their jerseys.

e) 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 Regulations **of the current year**.

The rider’s starting number must appear on the back of his jersey. The number on the jersey must be the same as the one that has been allocated to the rider for the event.

The family name of the rider must appear on the shoulder line of his jersey.

2. ENTRIES, RIDERS AND TEAMS

2.6 Rider Apparel

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

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

In addition to 2.6:

2.6.EMX EMX 125 -EMX65 -EMX85 – YZ65 / YZ85 / YZ 125 Cup Final

c) Equipment and protective clothing

Riders must use unmodified shoulder, elbow and knee protections whilst on track.

2. ENTRIES, RIDERS AND TEAMS

2.7 Rider / Mechanic / Team Clothing

2.7 Rider / Mechanic / Team Clothing

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

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance

2.8 Rider Behaviour and Assistance

1. Riders must at all times adhere to the provisions of the FIM Europe Regulations.
2. **All riders, mechanics and Team members must present a clean and neat appearance.**
3. **Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.**
4. Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.
5. Riders must report any underlying medical disorder or injury they may have to the CMO.
6. **Any rider who refuses to submit himself to a special medical examination will be excluded from the event and his FMN, the FIM Europe Race Direction and the FIM Europe will be notified about this.**
7. At any time during the event, on request of the Chief Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.
8. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
9. Unsporting, aggressive or reckless behaviour from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers' and Promoters' staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the Race Direction with one of penalties under **Art. 4.8§9**.
10. Riders may be held responsible for the actions of their team members.
11. Riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.
12. Riders must obey the official flag signals and the boards which convey instructions.
13. Riders have to carry "on-board" cameras when requested by the FIM Europe Championship Promoter. An "on-board"-camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.
14. **The FIM Europe Championship Promoter, rider and Team in question assume full responsibility and the FIM shall not be held liable in case of any incidents in connection with the use of these cameras.**

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance

15. Riders are responsible for being aware of all information issued in the riders' electronic briefing which will be sent to the e-mail address provided by them and/or any other rider's briefing held at the event. Therefore, riders are also responsible to provide their correct personal e-mail address and to take care that e-mails can be delivered.
16. All body jewellery is to be taped over or removed during on-track competition.
17. The use of a portable music player is not allowed during on-track competition.
18. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised.
19. Riders not performing up to competition level may be excluded from the event by the Race Direction.
20. **No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.**
21. Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants (organisers' and Promoters' staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the Race Direction with one of the penalties under **Art. 4.8§9**.
22. **Riders must obey the official flag and the board signals which convey instructions.**
23. Riders are responsible for being aware of their surroundings at all time while on the course. They must obey all official signals and directions given to them or they may be sanctioned by the Race Direction.
24. Goggles must be worn during all on track competition (practice, qualification, warm-up, sighting lap or race). However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the pit lane or the "goggle exchange lane" during the next lap.
25. Riders must always start the Free/Time Practices and Warm-Up from the area indicated by the officials. They will line up in staggered positions in two rows in order of their arrival in the area indicated by the officials. It is forbidden to pass ahead of the others. Riders leave the pit lane for their practice session/Warm-Up one at a time without overtaking another rider before arriving onto the track.
26. **Riders must accept any type of Timekeeping system approved by the Championship Promoter, including transponders. Riders are responsible for the use of a transponder compatible with the timekeeping system used on the track. Riders must ensure that the transponder is properly charged and mounted correctly to the motorcycle according to the instructions provided by the Promoter and the rider's briefing. Not respecting these rules might result in a lap or lap times not being counted correctly.**

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance

27. When the riders are on the course, consultation between them and team members is restricted to the pit lane. Riders who stop along the course to consult with others may hinder the progress of other riders, and such action will be considered as outside assistance.
28. Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and on-board cameras, pit board messages displayed in approved areas and “body language” communication by the rider. Radio communication with riders is strictly forbidden.
29. Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. Any infraction of this rule may be penalised.
30. Marshals may assist riders by lifting motorcycles and moving them to a safe place. **Any repairs, adjustments or attempts to restart the motorcycle** must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to **repair or** restart their motorcycles.
31. **Receiving medical treatment while on-course during a race, outside of the scope of evaluating the rider’s ability to continue, will be considered outside assistance and the rider will not be allowed to continue that race.**
32. Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the Race Direction with one of the penalties under **Art. 4.8§9**.
33. **In accordance with the FIM Medical Code, Art. 09.3.3 Medical fitness to Race, injured riders must be assessed by the Chief Medical Officer (CMO) before they can resume or return to the competition.**
34. Riders must use only the marked course. However, if they accidentally leave the course, they may continue at a greatly reduced speed, not accelerating in an unsafe manner, until they can re-enter the course safely. They must re-enter the course, without gaining an advantage, at the closest point to where they left it.
35. Riders who have accidentally left the course and are off course accelerating in an unsafe manner or cutting part of the course may be determined to have gained an advantage without having gained a position.
36. It will be the duty of the Race Direction to make the determination as to whether a rider gained an advantage by accidentally leaving the course and re-entering.
37. The penalty for gaining an advantage while off course during practices will be the loss of the fastest lap in the respective practice for the rider in question. Further penalties may be imposed.

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance

38. The penalty for gaining an advantage while off course during races will be the loss of the number of positions gained plus one additional position in the final results of the respective race for the rider in question. If no positions were gained, the penalty will be the loss of one position.
39. Course cutting is forbidden. Should the Race Direction determine that a rider left the course with the intention to gain an advantage, then the rider in question will be disqualified from the respective practice/race. Further penalties may be imposed.
40. A zone must be reserved for repairs and signalling (= the pit lane) during the practices and races. Only riders, mechanics, signallers, representatives of the industry and essential officials bearing valid passes are permitted in this area. **Apart from riders, persons under the age of 16 are not allowed.**
41. **Pit lane signals to riders must be given from the pit box side directly facing the course. Signalling from any other spot in the pit lane in any other direction from the pit lane box is prohibited and will be considered outside assistance for which the penalty will be disqualification from the respective practice, qualification or race.**
42. Riders may enter the pit lane to receive assistance or to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the FIM Technical Rules Motocross. Refuelling is permitted but must be done with engines dead.
43. No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the pit lane or the Skybox/waiting zone.
44. In addition, when riders want to change goggles during a Qualifying Race and/or a Race, they must do this in the pit lane or the "goggle exchange lane". In the latter case, riders must always come to a complete stop. 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 prohibited. Signalling from this area is not allowed and will be considered outside assistance for which the penalty will be disqualification from the respective practice, qualification or race.
45. Riders must always enter the pit lane by the pit lane entrance. When a rider "misses" the pit lane entrance, he must continue in the direction of the course for another lap. Entering the pit lane by the pit lane exit will be considered as attempting to gain an advantage by course cutting for which the penalty will be disqualification from the respective practice, qualification or race. If necessary, further penalties may be imposed.

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance

46. Riders entering the pit lane should ride in a responsible manner. They should not ride at an excessive speed, not overtake any other riders and must always come to a complete stop. In the latter case, violators will be disqualified from the practice/race in question.
47. Riders who stop their engines in the pit lane may be assisted in restarting their motorcycles.
48. **Once a rider has started his sighting lap, he must continue in the direction of the course. Stopping immediately in front of the starting gate to do a start practice will be considered grooming in front of the starting gate Stopping on the course and making practice starts during the sighting lap is not allowed. Any infraction may be penalised by the Race Direction.**
49. Riders are not allowed to enter the pit lane during the sighting lap/sighting lap session. Adjustments, repairs or refuelling must be done in the waiting zone/Skybox. Entering the pit lane during the sighting lap/sighting lap session will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
50. Riders are not allowed to have a spare motorcycle in the pit lane during a sighting lap/sighting lap session and/or race. Having a spare motorcycle in the pit lane during a race will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
51. Riders who enter the paddock during a race will not be allowed to **re-join** that race.
52. Riders riding slowly on the course and/or returning slowly to the pit lane or paddock should ride carefully, avoid the racing line and not hinder or impede the progress of other riders. **Intentionally** stopping on the course or riding at a slow pace in a manner that could impede or hinder the progress of other riders without a valid reason is prohibited and may be sanctioned each time by the Race Direction with one of the penalties under Art. **4.12**.
53. Whenever a start mesh platform is being used, riders select their starting gate position from behind the rear barrier. Riders and/or team members are not allowed to enter the start mesh platform, nor to touch the starting gate.
54. Whenever there is no start mesh platform, riders select their starting gate position from behind the starting gate. Team members are not allowed to enter area in front of the rear barrier. Riders may groom their place behind the starting gate, without the use of any tools or assistance from their team members. 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.

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance

55. **Once a rider has taken his position at the starting gate, he cannot change it. He cannot change motorcycle, return to the waiting zone or receive assistance prior to the start.**
56. Motorcycles must be centred in the starting gate. Riders may not start in an angle.
57. **Motorcycles may not use any mechanical starting aid devices at the start with the exception of the front and rear suspension locks and starting blocks.**
58. 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.
59. When crossing control lines, the rider must always be in contact with the motorcycle **otherwise the lap will not be counted in his result.**
60. After having crossed the finish line, riders must continue at race speed until they have passed the "END FINISH ZONE" board and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.
61. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/ paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.
62. A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the FIM Europe Race Director of the reasons for his non-participation.
63. The riders concerned (top three positions in the overall standings in the event, **the rider leading in the point standings** and other participants invited at the discretion of the FIM Europe Championship Promoter) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised.
64. **Riders must make themselves available for promotional activities as may be asked by the FIM Europe Championship Promoter, subject to 30 days, on the day prior to the event, for a period of 3 hours (time to be set by the FIM Europe Championship Promoter).**

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance

65. Teams, their staff and riders must avoid any verbal/written public declaration which could damage or negatively affect the European Motocross Championships. Accordingly, it is an obligation for all riders, Teams and Teams staff and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the FIM Europe, the FIM Europe Championship Promoter or which may be contrary to the integrity of the European Motocross Championships or the sport.
66. Public pronouncements which harm irresponsibly the lawful interest of the FIM Europe Motocross Championship or which are contrary to its integrity or the sport shall include, but not be limited to:
- a) Public statements or comments to all types of media (Social Networks, and TV or video and classic media) that irresponsibly attack, disparage, disrepute or damage the FIM and the FIM Europe Championship Promoter;
 - b) Public comments that members and riders of the team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the FIM Europe and the FIM Europe Championship Promoter are expressly covered by this regulation;
 - c) It is understood that responsible expressions of legitimate disagreement with the FIM Europe, the FIM Europe Championship Promoter and European Motocross Championships policies are not prohibited.
67. Before leaving a venue/facility, it is the responsibility of riders/teams to deposit all their waste fuel, fuel drums, motor oils, coolants, tires, batteries, black water and all other hazardous wastes in the proper hazardous waste disposal area provided by the venue/facility. Should proper hazardous waste disposal containers not be available on-site, riders/teams must transport such items from the venue/facility for proper disposal.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

1. European Motocross Championships/Cup events are open to motorcycles as defined in the FIM Regulations, Appendix 01, FIM Motocross Technical Regulations:
 - a) EMX Open: motorcycles of Cat. I, Group A1, over 175cc up to 250cc for 2-stroke engines and over 290cc up to 450cc for 4-stroke engines;
 - b) EMX2t: motorcycles of Cat. I, Group A1, over 175cc and up to 250cc 2-stroke engines
 - c) EMX250: motorcycles of Cat. I, Group A1, over 100cc up to 125cc for 2-stroke engines and over 175cc up to 250cc for 4-stroke engines;
 - d) EMX65 / YZ65 Cup: motorcycles of Cat. I, Group A1, over 50cc up to 65cc for 2-stroke engines (exclusively 2-strokes);
 - e) EMX85 / YZ85 Cup: motorcycles of Cat. I, Group A1, over 65cc up to 85cc for 2-stroke engines (exclusively 2-strokes);
 - f) EMX125 / YZ125 Cup: motorcycles of Cat. I, Group A1, over 100cc up to 125cc for 2-stroke engines (exclusively 2-strokes);

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.2 Front Number Plate

3.2 Front Number Plate

1. The motorcycle's front number plate must always display (see diagrams):
 - a) The background colour, in accordance with the FIM Regulations hereunder, as well as the FIM Technical Rules Motocross.
 - b) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Technical Rules Motocross;
 - c) The FIM Europe Championship/Cup logo as shown on the diagram (L 70 mm x W 35 mm);
 - d) Team publicity is allowed on the front plate within a space 50 mm from the top section of the number plate or below the number plate;
 - e) There must have a minimum clear space of 10 mm between the FIM Championship/Cup logo and the number and team publicity.

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

Class	Background colour	Number colour	Logo
EMX Open	White	Black	European Championship
EMX2t	White	Black	European Championship
EMX250	Black	White	European Championship
EMX125	Black	White	European Championship
EMX85 /YZ85	White	Black	European Championship
EMX65 / YZ65	Blue	White	European Championship

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

- Black 9005
- White 9010
- Blue 5005

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

- f) The FIM Europe Championship logo must be clearly visible.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.3 Side Number Plates

3.3 Side Number Plates

1. The motorcycle's side number plates must always display:
 - a) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules.
2. The numbers must be clearly legible for the spectators and officials.
3. The FIM Europe Championship logo must be clearly visible.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.4 On-Board Camera

3.4 On-Board Cameras

1. Riders may be required by the FIM Europe Championship Promoter to carry on-board cameras.
2. **The FIM Europe Championship Promoter, rider and Team in question assume full responsibility and the FIM shall not be held liable in case of any incidents in connection with the use of these cameras.**
3. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
4. The cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.
5. 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.
6. These cameras and associated equipment are not considered as telemetry.
7. An on-board camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

4. OFFICIALS AND PROCEDURES

4.1 General

4. OFFICIALS AND PROCEDURES

4.1 General

1. The management and supervision of events, as well as the judicial procedure, are the responsibility of the officials appointed by the FIM or the FMNs.
2. Appointed officials must be fluent in English or French. Other languages are an asset.
3. The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.
4. Official's FIM licences are only issued after the officials have proved to be competent according to the special requirements for each discipline. The relevant FIM Europe Commissions organise seminars obligatory for certain officials.
5. The FIM Europe or the FMNs have the right to renew or cancel an appointment whenever necessary.
6. An official may not be a rider, sponsor, team manager, mechanic or promoter involved in the event.
7. During an event, officials holding an FIM licence are required to present their licences to the FIM Europe Delegate.
8. The Clerk of the Course must present to the FIM Europe Delegate a list of all Officials of whom the number of the FIM licence must be mentioned.
9. All officials and marshals must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.

4 OFFICIALS AND PROCEDURES

4.2 Supplementary Regulations

4.2 Supplementary Regulations

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

4. OFFICIALS AND PROCEDURES

4.3 Officials who hold an FIM Licence

4.3 Officials who hold an FIM Licence

1. Any of the following officials, when on duty at FIM Motocross Europe Championships, must be a holder of the appropriate FIM official's licence valid for the current year:
 - a) FIM Europe Delegate;
 - b) FIM Europe Race Director;
 - c) FIM Europe Chief Steward;
 - d) FMNR Steward;
 - e) Clerk of the Course;
 - f) FIM Chief Flag Steward;
 - g) FIM Technical Director;
 - h) Chief Technical Steward;
 - i) Technical Steward;
 - j) Chief Timekeeper;
 - k) FIM Medical Director;
 - l) Chief Medical Officer;
 - m) Environmental Steward;
 - n) FMNR/FMN Delegates.

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

4. OFFICIALS AND PROCEDURES

4.4 Jurisdiction

4.4 Jurisdiction

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

4. OFFICIALS AND PROCEDURES

4.5 FIM Europe Delegate

4.5 FIM Europe Delegate

1. The FIM Europe Motocross Commission will appoint the FIM Europe Delegate.
2. The FIM Europe Delegate must be holder of an FIM Motocross Sporting Steward licence.
3. If the nominated FIM Europe Delegate is prevented from arriving at the event in time, until his arrival, he will be replaced by the FIM Europe Chief Steward.
4. In case of a “force majeure” during the event where the FIM Europe Delegate becomes permanently unavailable for the event in question, he will be replaced by the FIM Europe Chief Steward.
5. The FIM Europe Delegate has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes unless he is acting as a Member of the Race Direction.
6. The authority and duties of the FIM Europe Delegate include but are not limited to:
 - a) **The FIM Europe Delegate must be present before the start of the circuit control and remain at the event until the completion of his duties.**
 - b) The FIM Europe Delegate exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed.
 - c) The FIM Europe Delegate shall call a meeting of the Race Direction before the first official practice session and at the end of each day of official practices and/or races.
 - d) The FIM Europe Delegate is responsible for the communication with the Stewards.
 - e) The FIM Europe Delegate has the right to invite any guests to the Race Direction Meetings, when appropriate.
 - f) The FIM Europe Delegate must ensure that the decisions of the Race Direction conform to the rules of the Sporting Code, to the regulations published by the FIM Europe and the Supplementary Regulations of the event.
 - g) The FIM Europe Delegate must ensure that all parties concerned, as well as the Stewards, receive written notification of any judicial decision pronounced by the Race Direction as soon as possible.
 - h) At the end of the event, the FIM Europe Delegate, together with the Clerk of the Course, must sign the official classification of the event.
 - i) The FIM Europe Delegate must collate all the official reports, documents and official results of the event according to the respective FIM Europe Delegate e-File and upload this file on the FIM Europe Share Platform within 72 hours after the end of the event

4. OFFICIALS AND PROCEDURES

4.6 FIM Europe Delegate

4.6 FIM Europe and FMNR Stewards

1. There will be a Panel of two Stewards:
 - a) The FIM Europe Chief Steward;
 - b) The FMNR Steward.
2. The FIM Europe Chief Steward and the FMNR Steward must be holders of an FIM Motocross Sporting Steward licence.
3. The FIM Europe Chief Steward is appointed by the FIM Europe Motocross Commission.
4. If the nominated FIM Europe Chief Steward is prevented from arriving at the event in time, the CMS may name a replacement, with first priority given to a CMS Member not from the FMNR.
5. In case of a “force majeure” where the FIM Europe Chief Steward has to replace the FIM Europe Delegate during the event, the CMS may name his replacement, with first priority given to a CMS Member not from the FMNR.
6. The FMNR is limited to one FMNR Steward.
7. If the nominated FMNR Steward is prevented from arriving at the event in time or has to be replaced during the event, the FMNR may name a replacement.
8. Each Steward has one vote. Decisions are based upon a simple majority. In case of a tie, the FIM Europe Chief Steward will exercise the casting vote.
9. The Stewards have no responsibility for the organisation of the event and their only duty is to give a verdict on appeals lodged against decisions of the Race Direction.
10. The authority and duties of the Stewards include but are not limited to:
 - a) Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.
 - b) Adjudicating on any appeal against the decisions of the Race Direction.
 - c) The FIM Europe Chief Steward must ensure that the decisions of the FIM Europe Stewards Panel conform to the rules of the Sporting Code, to the regulations published by the FIM Europe and the Supplementary Regulations of the event.
 - d) The FIM Europe Chief Steward must ensure that all parties concerned, as well as the Race Direction, receive written notification of any judicial decision pronounced by the Stewards as soon as possible.

4. OFFICIALS AND PROCEDURES

4.7 Event Management

4.7 Event Management

1. The Event Management is composed of:
 - a) The FIM Europe Race Director;
 - b) The Representative of the FIM Europe Championship Promoter;
 - c) The Representative from the respective Organiser.
2. The FIM Europe Race Director and the Representative of the FIM Europe Championship Promoter each have voting right. The Representative from the respective Organiser has no voting right. The Representative of the FIM Europe Championship Promoter will exercise a casting vote.
3. The Event Management will manage the event and is:
 - a) To ensure the smooth and efficient running of the event.
 - b) To make recommendations to the Race Direction to improve the smooth and efficient running of the event.
 - c) To bring to the attention of the Race Direction any matter that is in contradiction to the Regulations.
4. The meetings of the Event Management are chaired by the Representative of the FIM Europe Championship Promoter.
5. The Event Management will meet at any time required during the event, but at least:
 - a) At the end of the first day of the event (= the day when the administrative control and the technical verifications start).
 - b) At the end of each following day.
 - c) At the end of the event.

4. OFFICIALS AND PROCEDURES

4.8 Race Direction

4.8 Race Direction

1. The Race Direction is composed of:
 - a) The FIM Europe Delegate;
 - b) The FIM Europe Race Director;
 - c) The Clerk of the Course.
2. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Europe Delegate will exercise a casting vote.
3. The quorum for a meeting of the Race Direction is two persons.
4. The meetings of the Race Direction are chaired by the FIM Europe Delegate.
5. The Race Direction will meet at any time required during the event; at least before the first official practice session and at the end of each day of official practices and/or races.
6. All FIM licence and FIM laissez-passer holders as well as all other persons involved in the event are subject to the authority of the Race Direction.
7. The Race Direction will hear any protests that are lodged during the event.
8. The Race Direction has the competence to pronounce ex officio sanctions against riders, team staff, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship.
9. The authority and duties of the Race Direction are:
 - a) To approve all the official results of the event.
 - b) To impose penalties for any infringements of the Regulations.
 - c) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current Regulations or instructions given by an official of the event.
 - d) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.
 - e) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
 - f) To adjudicate on any protest relating to infringements of the Regulations.
 - g) The Race Direction may pronounce the following penalties provided for in the FIM Europe Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the same Code:

4. OFFICIALS AND PROCEDURES

4.8 Race Direction

- h) Warnings;
 - i) Fines, subject to a maximum of CHF 1'000.-;
 - j) Time and/or point penalties;
 - k) Drop of positions;
 - l) Disqualification;
 - m) Suspension for a period not exceeding 30 days starting from the date of the offence;
 - n) Loss of right to participate in the Championship/Cup, which may be applied to one or more events;
- or refer the case to the International Disciplinary Court to impose a higher penalty that it is empowered to.
- 10. Any person or organisation affected by a disciplinary decision of the Race Direction has the right to appeal this decision according to the FIM Disciplinary and Arbitration Code. This appeal must be presented to the FIM Europe Stewards Panel 30 minutes at the latest after the notification of that decision.
 - 11. Appeals against a disciplinary decision taken by the Race Direction will be dealt with by the FIM Europe Stewards Panel.

4. OFFICIALS AND PROCEDURES

4.9 FIM Europe Stewards Panel

4.9 FIM Europe Stewards Panel

1. The FIM Europe Stewards Panel is composed of:
 - a) The FIM Europe Chief Steward;
 - b) The FMNR Steward.
2. The quorum for a meeting of the FIM Europe Stewards Panel is one person.
3. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Europe Chief Steward will exercise a casting vote.
4. The meetings of the FIM Europe Stewards Panel are chaired by the FIM Europe Chief Steward.
5. The FIM Europe Stewards Panel will meet at any time required during the event.
6. The FIM Europe Stewards Panel will hear any appeals against decisions of the Race Direction.
7. The FIM Europe Stewards Panel may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the of the same Code:
 - a) Warnings;
 - b) Fines, subject to a maximum of € CHF 1'000.-;
 - c) Time and/or point penalties;
 - d) Drop of positions;
 - e) Disqualification;
 - f) Suspension for a period not exceeding 30 days starting from the date of the offence;
 - g) Loss of right to participate in the Championship/Cup, which may be applied to one or more events;or refer the case to the FIM Europe Disciplinary Commission to impose a higher penalty that it is empowered to.
8. An appeal against the decision of the Race Direction may be lodged to the FIM Europe Stewards Panel according to the FIM Disciplinary and Arbitration Code. This appeal must be presented 30 minutes at the latest after the notification of that decision.
9. After exhaustion of the FIM Europe internal instances, an appeal to the CDI is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

4. OFFICIALS AND PROCEDURES

4.10 Race Direction Meetings

4.10 Race Direction Meetings

1. During its first meeting, the Race Direction shall approve the following matters:
 - a) Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged have been informed thereof;
 - b) Report of the Secretary to the Race Direction stipulating that officials with any responsibility for the running of the event are in possession of their respective licences and authorisations;
 - c) Report of the FIM Europe Championship Promoter Representative to the Race Direction stipulating that all riders and participants entered have duly completed the official FIM Europe Motocross Championship entry form and that they are in possession of their respective licences;
 - d) Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;
 - e) Report and control of the safety standards of the event;
 - f) Control and approve any amendments of requests of extra safety measures as mentioned in the inspection report;
 - g) Control of the official permission from the local authorities to run the event and of the third-party insurance policy of the organiser.

4. OFFICIALS AND PROCEDURES

4.11 Minutes of Meetings

4.11 Minutes of Meetings

1. The Minutes of all the Race Direction and/or FIM Europe Stewards Panel meetings must be written in English.
2. The Minutes must state in detail any penalties imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accidents which may have occurred, any possible irregularities observed, as well as the opinion of the Race Direction regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.
3. The Minutes are to be prepared by the Secretary of the Race Direction and must be signed by him/[her](#) and the FIM Europe Delegate.
4. The Minutes must be added to the FIM Europe Delegate e-File of the event.

4. OFFICIALS AND PROCEDURES

4.12 Publication of Decisions

4.12 Publication of Decisions

1. All decisions necessary for the running of the event as well as the results must be published as soon as it is reasonably possible. These decisions must be published in English.
2. Any judicial decision pronounced by the Race Direction or the FIM Europe Stewards Panel must be notified to the party (parties) involved directly at the venue of the event or, failing that, addressed by registered letter with acknowledgement of receipt.
3. Except for cases under §6, this document/notification of a decision shall:
 - a) State the names and the licence numbers of the Members of the Race Direction/FIM Europe Stewards Panel;
 - b) State the name(s) of the party (parties) involved;
 - c) In case of a protest, state that the protest fee has been paid by the protesting party;
 - d) State the reasons for the action taken/protest;
 - e) State the articles to which the action taken/protest relates;
 - f) State any additional information obtained during the hearing;
 - g) State the decision of the Race Direction/FIM Europe Stewards Panel and its evidence and brief reasons;
 - h) For decisions of the Race Direction: shall be signed by the FIM Europe Delegate;
 - i) For decisions of the FIM Europe Stewards Panel: shall be signed by the FIM Europe Chief Steward.
4. Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:
 - a) The party (parties) concerned by the Race Direction/FIM Europe Stewards Panel decision must sign for receipt on a copy of that decision/ acknowledgement of receipt;
 - b) For decisions of the Race Direction: the receipt shall be signed by the FIM Europe Delegate;
 - c) For decisions of the FIM Europe Stewards Panel: the receipt shall be signed by the FIM Europe Chief Steward;
 - d) The name of the person who receives the decision, his position/ function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt;

4. OFFICIALS AND PROCEDURES

4.12 Publication of Decisions

- e) The copy of the decision, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Europe Delegate.
5. In the case of the following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different (Please also refer to “In addition to 4.12:” **below**):

A. Any time during the event:

Offence (in alphabetical order)	Penalty
Consultation in the “goggle exchange lane”:	Disqualification from the respective Practice/Race.
Entering the pit lane or “goggle exchange lane” by the exit:	Disqualification from the respective Practice/Race.
Entering the pit lane or “goggle exchange lane” and not coming to a complete stop:	Disqualification from the respective Practice/Race.
Non-conformity of the rider’s motorcycle / General:	Disqualification from the respective Practice/Race.
Non-conformity of the rider’s motorcycle / Failing a sound test:	Loss of 5 positions in the respective Practice/Race (*).
Radio communication between a rider and his team:	Disqualification from the respective Practice/Race.
Receiving any assistance to control , restart or repair the motorcycle on the course or in the “goggle exchange lane” (except in the pit lane):	Disqualification from the respective Practice/Race.
Receiving any other assistance than to change goggles, gloves and/or clean the face along the course (except in the pit lane and “goggle exchange lane”):	Disqualification from the respective Practice/Race.
Receiving any assistance on the course other than from a marshal in the interest of safety (except in the pit lane):	Disqualification from the respective Practice/Race.
Refuelling on the course:	Disqualification from the respective Practice/Race.
Receiving signals along the course, (except from the pit lane box/ trackside):	Disqualification from the respective Practice/Race.
Stopping to consult with others on the course (except in pit lane):	Disqualification from the respective Practice/Race.

4. OFFICIALS AND PROCEDURES

4.12 Publication of Decisions

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

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

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

C. In the Skybox/waiting zone:

Offence	Penalty
Arriving late in the Skybox/waiting zone (cut-off point: 10 minutes before the start of the Qualifying Race/Race):	Disqualification from the respective Qualifying Race/Race.
Arriving back from the sighting lap in the Skybox/waiting zone after the start has been given:	Disqualification from the respective Qualifying Race/Race.

D. During the Sighting Lap (Session):

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

E. During the Start Procedure:

Offence (in alphabetical order)	Penalty
Changing motorcycle after having crossed the rear barrier behind the starting gate:	Disqualification from the respective Qualifying Race/Race.
Changing position at the starting gate:	Disqualification from the respective Qualifying Race/Race.

4. OFFICIALS AND PROCEDURES

4.12 Publication of Decisions

During the Start Procedure (Cont'd):

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

F. During the Races:

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

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

G. In the case of a Re-Start:

Offence (in alphabetical order)	Penalty
Not succeeding in bringing the motorcycle in the Skybox/waiting zone:	Disqualification from the respective Qualifying Race/Race.

4. OFFICIALS AND PROCEDURES

4.12 Publication of Decisions

6. In the above-mentioned cases in §5, the following procedure will apply:
- a) Whenever possible, riders will be notified verbally by the FIM Europe Race Director when they finish the race.
 - b) The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty.
 - c) The rider can appeal the decision within 30 minutes after the publication of the results (only in the case of course cutting).

In addition to 4.12:

4.12.EMX European Motocross Championships

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

A. Any time during the event:

Offence (in alphabetical order)	Penalty
Non-respect of the waved yellow and/or medical and or green flag(s) / Any additional offence during the same event	Loss of 10 positions in the respective Free Practice/Time Practice/Race (*).

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

G. In the case of a staggered re-start from the pit lane:

Offence (in alphabetical order)	Penalty
Stalling the motorcycle's engine when the re-start signal has been given:	Loss of the starting position.
Not succeeding in bringing the motorcycle in the pit lane (as of 5 minutes before the re-start):	Disqualification from the respective Qualifying Race/Race.
Receiving any assistance in the pitlane (as of 2 minutes before the re-start / including refuelling, handing over of goggles, gloves, water, etc.):	Disqualification from the respective Qualifying Race/Race.

4. OFFICIALS AND PROCEDURES

4.12 Publication of Decisions

In the case of a staggered re-start from the pit lane (Cont'd):

Offence (in alphabetical order)	Penalty
Not being ready and not proceeding to the pit box (as of 2 minutes before the re-start):	Disqualification from the respective Qualifying Race/Race.
Proceeding to the pit box (as of 1 minute before the re-start):	Loss of the starting position.
Not proceeding to the pit box when having a mechanical failure or stalling the engine (as of 1 minute before the re-start):	Disqualification from the respective Qualifying Race/Race.
Overtaking another rider before the designated starting line:	Disqualification from the respective Qualifying Race/Race.

4. OFFICIALS AND PROCEDURES

4.14 Clerk of the Course

4.13 FIM Europe Race Director

1. The FIM Europe Race Director is nominated by the Director of the Motocross Commission (CMS), in consultation with the FIM Europe Championship Promoter.
2. The FIM Europe Race Director must be holder of an FIM Motocross Clerk of the Course Superlicence.
3. If the FIM Europe Race Director is prevented from arriving at the event in time, **he will be replaced by the FIM Race Director.**
4. The FIM Europe Race Director has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes unless he is acting as a Member of the Race Direction.
5. The authority and duties of the FIM Europe Race Director include but are not limited to:
 - a) The FIM Europe Race Director must be present at least 24 hours before the start of practice and remain after the event until the completion of his duties.
 - b) The FIM Europe Race Director must inspect the circuit and safety installations before practice begins (= circuit control).
 - c) The FIM Europe Race Director is responsible for all communications between the Event Management and the Race Direction.
 - d) The FIM Europe Race Director may make recommendations to the Event Management which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.
 - e) In exceptional circumstances occurring during a practice session and/or a race, the FIM Europe Race Director may on his own initiative take decisions which affect or vary from the published programme, such as the duration, stopping and re-running of a practice session/race, the disqualification of a rider.

4. OFFICIALS AND PROCEDURES

4.14 Clerk of the Course

4.14 Clerk of the Course

1. The Clerk of the Course is appointed by the FMNR.
2. The Clerk of the Course must be holder of an FIM Motocross Clerk of the Course Superlicence.
3. The Clerk of the Course cannot be at the same time the FMNR Steward.
4. When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Europe Race Director.
5. The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties include but are not limited to:
 - a) The Clerk of the Course must be present as of 09:00 a.m. the day preceding the start of the official practices and remain available after the event until the completion of his duties.
 - b) The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.
 - c) The Clerk of the Course must present a copy of the third-party insurance policy of the organiser to the FIM Europe Delegate.
 - d) The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty.
 - e) The Clerk of the Course may make recommendations to the Race Direction/Event Management which affect or modify the published programme, such as the duration, the postponement, re-running, stopping of a practice session/race or abandonment of the event.
 - f) The Clerk of the Course, in consultation with the FIM Europe Race Director, 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.
 - g) The Clerk of the Course must ensure that the FIM Regulations are respected; he may propose penalties to the Race Direction.
 - h) 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.
 - i) The Clerk of the Course must notify the Race Direction of all decisions to be taken or already taken, and of any protest handed over to him.
 - j) The Clerk of the Course must collate the reports and results from all officials and all other information necessary to present his report to the Race Direction, and to have the provisional results of the event approved.

4. OFFICIALS AND PROCEDURES

4.15 FIM Chief Flag Steward

4.15 FIM Chief Flag Steward

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

4. OFFICIALS AND PROCEDURES

4.16 FIM Technical Director

4.16 FIM Technical Director

1. The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Motocross Commission.
2. The FIM Technical Director must be holder of an FIM Senior Technical Steward licence.
3. The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.
4. The FIM Technical Director works in cooperation with the FIM Europe Race Director, the FIM Europe Delegate and the Chief Technical Steward.
5. The authority and duties of the FIM Technical Director include but are not limited to (Please, also refer to the FIM Technical Code):
 - a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Europe Race Director and FIM Europe Delegate and present proposals to resolve such concerns.
 - b) The FIM Technical Director will hold a briefing with the technical stewards prior to the technical verifications.
 - c) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
 - d) Data provided by a rider/motorcycle may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Technical Director must remain strictly confidential.
 - e) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Europe Delegate.
 - f) The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights.

4. OFFICIALS AND PROCEDURES

4.17 Chief Technical Steward

4.17 Chief Technical Steward

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

4. OFFICIALS AND PROCEDURES

4.18 Chief Timekeeper

4.18 Chief Timekeeper

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

In addition to 4.19:

4.19.EMX European Motocross Championships

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

4. OFFICIALS AND PROCEDURES

4.19 Environmental Steward

4.19 Environmental Steward

1. The Environmental Steward is appointed by the FMNR.
2. The Environmental Steward must be holder of an FIM Environmental Steward licence.
3. The Environmental Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular:
 - a) Ensure that the FIM Environmental Code is respected.
 - b) Report to the Clerk of the Course any infringement to the FIM Environmental Code.
 - c) Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations on all aspects of the event which may have potential environmental consequences.
 - d) Fill in the environmental check-list, send it as per the instructions to the CID and hand a copy to the FIM Europe Delegate.
 - e) Give his recommendations to the Event Management.
 - f) May attend meetings, but without voting rights.
4. After an event, the Environmental Steward must remain available until protest time has expired.

4. OFFICIALS AND PROCEDURES

4.20 FIM Medical Director

4.20 FIM Medical Director

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

A. Overall Role and Responsibilities

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

4. OFFICIALS AND PROCEDURES

4.20 FIM Medical Director

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

B. Rules of Engagement

1. The Medical Director will work in co-operation with the Race Director and FIM Europe Delegate.
2. The Medical Director will report to the Race Director and FIM Europe Delegate any necessary interventions regarding the medical service.
3. The Medical Director is the final arbiter in relation to medical issues at the event.
4. The Medical Director is independent of the promoter, the organizer and the teams.
5. The Medical Director is a member of the FIM International Medical Commission.
6. The Medical Director is responsible to the FIM.
7. The Medical Director is not responsible for the treatments of the medical service but will ensure that it is sufficient, appropriate and in accordance with the FIM Medical Code.
8. The Medical Director will report any concerns or deficiencies relating to the event medical service provision to the Race Director and FIM Europe Delegate and present proposals to resolve such concerns.
9. In extreme circumstances the Medical Director may in collaboration with the Race Director propose to the Event Management to delay the practice sessions or races or in exceptional circumstances recommend its cancellation.
10. The CMO has the overall responsibility for the medical service.
11. In any case of uncertainty, the Medical Director will contact the Director of the FIM Medical Commission or a medical colleague of the Bureau of the FIM Medical Commission.
12. The Medical Director will send the list of fit and unfit riders to the Medical Commission Coordinator and other relevant officials for onward transmission to the CMO at the following event.
13. The Medical Director will be provided with accident and injury statistics from each event and forward these to the CMI Coordinator for collation.
14. The Medical Director will provide a report to the CMS & CMI Coordinators, CMI Director, CMS Director, Race Director and the Promoter following each event.
15. The Medical Director is available for medical questions and advice for riders, teams and the Promoter and other and will liaise with the CMO and the local medical services on their behalf.

4. OFFICIALS AND PROCEDURES

4.20 FIM Medical Director

16. **The Medical Director will if necessary attend the hospital to ensure the prompt and appropriate treatment of riders and officials if required and to ascertain the arrangements for repatriation.**
17. **The Medical Director will ensure that arrangements are in place to receive information and updates from the hospitals regarding the condition of injured riders.**
18. **The Medical Director will provide advice regarding anti-doping requirements to the riders, their doctors, their teams and the CMO.**
19. **The overall aim of the Medical Director is to ensure that all participants are provided with rapid, appropriate and all necessary medical care of the highest standard at each event.**
20. **This list is not exhaustive and also includes any other duties that are required to ensure the safety and wellbeing of the participants and to ensure the event medical service is in accordance with the FIM Medical Code.**

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

1. **Prior to the event the Medical Director must receive the CMO Questionnaire as required by and in accordance with the FIM Medical Code.**
2. **Any injured rider must first be seen and assessed by the official event medical service and CMO for emergency treatment and be declared fit or unfit to compete as appropriate. He may then attend any other doctor of his choice. If the CMO advises against this, the rider must sign a declaration that he is seeking other advice and treatment (Appendix C). If necessary the Medical Director is able to overrule the CMO.**
3. **Any rider, who, after treatment by a doctor not part of the event medical service, wishes to ride, must first obtain authorization for this from the CMO of the event or his deputy, who should consider any recommendation by the doctor treating him. A full report has to be given in writing to the Medical Director.**
4. **Please refer to the current FIM Medical Code regarding the schedule of the FIM Medical Director.**

4. OFFICIALS AND PROCEDURES

4.21 Chief Medical Officer

4.21 Chief Medical Officer

1. The Chief Medical Officer (CMO) is appointed by the FMNR.
2. The CMO must be holder of an FIM Chief Medical Officer licence.
3. The CMO has the overall responsibility for the medical service and shall, in particular:
 - a) Be the same throughout the event.
 - b) Must complete the FIM Circuit CMO Questionnaire (Appendix F) and send it - together with all relative documents - to cmi@fim.ch and to the FIM Medical Director at least 60 days prior to the event.
 - c) Must contact in writing, at least 60 days before the event, hospitals in the vicinity of the event that are able to provide the specialist services as required by the current FIM Medical Code.
 - d) Be familiar with the circuit and the organisation of the medical services at which he is appointed.
 - e) Have to attend the circuit control together with the FIM Medical Director and the Clerk of the Course one day prior to the first practices.
 - f) Inspect, together with the FIM Medical Director, all medical/ paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
 - g) Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
 - h) Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
 - i) Give information and recommendations to the Race Direction on injured riders and all aspects of the event which may have potential medical consequences and/or may require the stopping of a practice/race.
 - j) To examine with the FIM Medical Director all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.
 - k) Ascertain that fallen riders are medically fit to continue in competition.

4. OFFICIALS AND PROCEDURES

4.21 Chief Medical Officer

- l) In accordance with normal medical practice will complete a clinical record of all medical examinations and assessments. A copy of the clinical record should be provided to the rider or their nominated representative to facilitate ongoing treatment after the event and referral to the rider's medical insurance provider.
 - m) Will prepare the list of injured riders (Medically unfit list) to be given to the Medical Director and FIM Medical Representative (if present).
 - n) Must inform and update the FIM Medical Director and FIM Medical Coordinator (cmi@fim.ch) regarding the condition of injured riders and liaise with the relevant hospital to ascertain and report the progress of their condition and treatment.
 - o) Send the accident reports and accident statistic forms electronically to the FIM Medical Coordinator (cmi@fim.ch) by the day following the event (Appendices D and E/FIM Medical Code).
 - p) Should attend Race Direction meetings, but without voting rights.
4. This list is not exhaustive and also includes any other duties that are required to ensure the safety and well-being of the participants and to ensure the event medical service are in accordance with the FIM Medical Code. Please, also refer to the current FIM Medical Code.

4. OFFICIALS AND PROCEDURES

4.22 Centre Medical Mobile

4.22 Centre Medical Mobile

1. **The CENTRE MEDICAL MOBILE and its personnel have attended Motocross events and have gained a considerable reputation over many years among riders and support staff.**
2. **The CENTRE MEDICAL MOBILE has X-Ray, ultrasound and treatment facilities. Its staff has considerable experience in treating riders' injuries and illnesses. Many riders may prefer treatment by the CENTRE MEDICAL MOBILE staff to treatment by others.**
3. **The parties involved in the FIM MXGP / MX2 World Championships and FIM European Motocross Championships fully support the CENTRE MEDICAL MOBILE staff and the CENTRE MEDICAL MOBILE will be in attendance at events with the full co-operation of the FIM, event organisers and CMOs.**
4. **The CMO must declare riders medically fit or unfit. The CENTRE MEDICAL MOBILE staff will treat those riders who wish to be treated by them.**
5. **The CENTRE MEDICAL MOBILE staff will give a medical report to the CMO after assessment and treatment. A rider who has been declared medically unfit to race, who after treatment by the CENTRE MEDICAL MOBILE staff then wishes to compete, must present himself back to the CMO for re- examination.**

4. OFFICIALS AND PROCEDURES

4.23 Flag Marshals

4.23 Flag Marshals /Sector Marshals

1. Flag Marshals are appointed by the FMNR/organiser.
2. It is recommended that Flag Marshals/ **Sector Marshals** be holder of an FMNR Flag Marshal's licence. The minimum age for Flag Marshals is 18 years.
3. Flag Marshals / **Sector Marshals** must have participated in a briefing with the FIM Chief Flag Steward, the Clerk of the Course and/or a qualified official nominated by him.
4. For each Flag Marshal post **/sector**, the Organiser must establish a list with the names of the marshals occupying the post. This list is to be given to the Clerk of the Course, who will hand it over to the FIM Europe Delegate before the start of the official practices.
5. The marshals must be identified by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that they cannot be mistaken with the flags.
6. As a principle, there should be a minimum of two marshals available per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider in the interests of safety. One or more additional marshals are recommended at jumps.
7. However, the position **/sector** and occupation of each post **/sector** will be decided by the FIM Europe Race Director, the Clerk of the Course, the FIM Chief Flag Steward and the Chief Flag Marshal during the circuit control. If deemed necessary, the position and occupation of a post **/sector** may be modified at any time.
8. **In addition to the required number of Flag Marshals, there should be a minimum of five Sector Marshals present at the event.**
9. **The FIM Europe Race Director, the Clerk of the Course, the FIM Chief Flag Steward and the Chief Flag Marshal will define the different sectors of the course during the circuit control. If deemed necessary, the sectors may be modified at any time.**
10. After an event, the **Sector Marshals and** Flag Marshals must remain available until protest/ appeal time has expired.

4. OFFICIALS AND PROCEDURES

4.24 Official Signals

4.24 Official Signals

1. Official board signals shall be given by means of a black board with a white block number 2, 1, 15 and 5 on both sides. These boards, provided by the FIM Europe Championship Promoter, must be 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.
"5 SECONDS" board (At the start)	The starting gate will drop within the next 5 to 10 seconds.
"END FINISH ZONE" board (At the finish)	Riders must continue at race speed until they have passed this board. Slowing down abruptly or stopping before is not allowed unless it is ordered by an official.

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

Signal	Meaning
Red flag	All riders must stop racing and go to the area indicated by the officials.
<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 qualifying race or a race)	
Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore jumps should not be attempted.
<ul style="list-style-type: none">• The waved yellow flag is superior to the stationary yellow flag.	
Medical flag (Displayed in an area of concern)	Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually and neither accelerate, nor overtake until past the area of concern and the green flag (if displayed at the end of the area).
<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.

4. OFFICIALS AND PROCEDURES

4.24 Official Signals

<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 race or a race. 	
Green flag, held stationary (In case of a Race)	Course clear for the start of the race.
Green flag, waved (At the finish, during a combined Free and Time Practice)	Beginning of Time Practice.
Green flag, waved (When displayed at the end of an area of concern, indicated by the medical flag)	Riders can resume racing once past this flag.
<ul style="list-style-type: none"> • The green flag can only be used by an Official, specialised for this flag only. 	
Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.

3. Whenever deemed necessary and if conditions allow, a waved green flag may be displayed by designated officials at sufficient distance from the area of concern indicated by the medical flag.

4. Practical example:

Zone A:	No flag displayed. Riders are racing.
Zone B:	Stationary yellow flag displayed. Danger ahead: riders must ride cautiously.
Zone C:	Waved yellow flag displayed. Great danger ahead: riders must significantly reduce speed and be prepared to stop. They cannot overtake any other riders and should not attempt any jumps.
Zone D:	Waved medical flag displayed. Medical staff on the course: riders must proceed with extreme caution and roll each jump individually until past the area of concern.
Zone E:	Waved green flag displayed. Riders are now at sufficient distance from the area of concern and may resume racing again once past the waved green flag.

4. OFFICIALS AND PROCEDURES

4.24 Official Signals

5. **Whenever no green flag is displayed past the area of concern indicated by the medical flag, riders can resume racing once they have passed the area.**
6. Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).
7. The non-respect **by a rider (riders)** of the waved yellow and/or the medical flag **and/or the green flag** will be considered as a statement of fact to which no protests are possible.
8. 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

In addition to 4.26:

4.26.EMX European Motocross Championships

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

4. OFFICIALS AND PROCEDURES

4.24 Official Signals

9. The non-respect **by a rider (riders)** of the waved yellow and/or the medical flag **and/or the green flag** will be sanctioned as follows:
 - q) The penalty for violation of the waved yellow, green 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. Any additional offence during the same event: loss of 10 positions in the respective practice/race (positions and points corresponding to the new position in case of a race awarding points);
10. The penalty will not be carried over to the next event.

5. RUNNING OF THE EVENT
5.1 Administrative Control

5. RUNNING OF THE EVENT

5.1 Administrative Control

1. Riders entered in an event may be required to present their European Motocross Championships licence, and/or to sign an individual entry form during an administrative control carried out by the FIM Europe/FMNR/Organisers and/or the FIM Europe Championship Promoter.
2. It is necessary to confirm whether all the riders present at the event:
 - a) Are in possession of a valid European Motocross Championships licence;
 - b) Have duly completed the official European Motocross Championships entry form.

In addition to 5.1:

5.1.EMX European Motocross Championships

3. The FIM Europe Championship Promoter must prepare an updated entry list and give it to the Clerk of the Course before the start of the administrative control.
4. The FIM Europe Championship Promoter must also verify that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.
5. The report (confirmation) of administrative control must be presented to the Race Direction by the representative of the FIM Europe Championship Promoter during the first meeting of the Race Direction.

5. RUNNING OF THE EVENT

5.2 FIM Laissez-Passer

5.2 FIM Laissez-Passer

1. The FIM Europe EMX125, EMX250, EMX Open, EMX2t, EMX65 Finals, EMX85 Finals, YZ65 Cup Final, YZ85 Cup Finals, YZ125 Cup Finals are covered by a contract signed by the FIM Europe and the FIM Europe Contractual Promoter.
2. Therefore, and for security and practical reasons, only passes issued by the FIM Europe Contractual Partner are valid.

5. RUNNING OF THE EVENT

5.3 Preliminary Technical Verifications

5.3 Preliminary Technical Verifications

1. Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM **Motocross Technical Regulations**, **the FIM Sound Regulations** and/or the Supplementary Regulations of the event.
2. The technical verifications must be held on the site of the event.
3. The rider and/or the mechanic and/or the team manager must attend the Technical Verifications.
4. During these technical verifications, a rider must present for verification his helmet, his full upper body protection equipment and his racing jersey.
5. A rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.
6. During the event and per class, riders are allowed to use only the motorcycle(s) presented in their name and number at technical control.
7. For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per motorcycle. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.
8. At any **point in** time during the event:
 - a) **No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.**
 - b) On request of the FIM Technical Director/Chief Technical Steward, a rider must present himself and/or their motorcycle(s) and/or equipment to the technical verification;
 - c) A rider will be responsible for keeping his motorcycle(s) and/or equipment in conformity with the rules;
 - d) Data provided by a rider/motorcycle may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Technical Director must remain strictly confidential;
 - e) The FIM Europe Race Director can disqualify a motorcycle of which the construction or condition is considered to be or may become a source of danger.

5. RUNNING OF THE EVENT

5.3 Preliminary Technical Verifications

In addition to 5.3:

5.3.EMX European Motocross Championships

9. Each rider must present one motorcycle in his name and number at technical control. There are two possibilities for a second motorcycle, which must be of the same make, type and cylinder capacity as the first one:
 - a) Riders may present at technical control a second motorcycle in their name and number;
10. Random sound controls will be carried out on Friday.
11. The maximum limit of the pre-race sound level is fixed at:
12. **EMX250, EMX 125 EMX2t, EMX Open, YZ125 Cup: 114 dB/A**
(Target 112 dB/A + 2 dB/A for the precision of the method, for all engine types)
13. **EMX65 / YZ65 Cup / EMX85 / YZ85 Cup: 111 dB/A**
(Target 109 dB/A + 2 dB/A for the precision of the method, for all engine types)
14. **Riders may change motorcycles at any time except during a race.**
15. Before a race, a rider can change motorcycle up to the moment that he crosses the rear wheel barrier with his motorcycle to take his position behind the starting gate. Changing motorcycles during a race is prohibited.

5. RUNNING OF THE EVENT

5.4 Motorcycle testing by riders and/or team members

5.4 Motorcycle testing by riders and/or team members

1. Riders and/or team members may only test their motorcycles in the designated test area and respecting local restrictions. Testing in the paddock is prohibited.
2. Only motorcycles presented at the technical verifications and approved for the event are allowed within the designated test area.
3. Such testing is not part of the official programme of the event and is undertaken at the riders' and/or team members' own risk.
4. The designated test area is to be used for testing purposes only.
5. **Unless otherwise stated, start practices as well as the use of start platforms will not be allowed in the designated test area.**
6. Riders and team members are responsible for wearing at least a helmet, goggles, boots and gloves whenever testing a motorcycle in the designated test area. The use of additional protective wear is recommended.
7. Riders and team members are expected to conduct themselves in a responsible manner and ensure that they do not endanger or cause any damage to anybody in the area.
8. Racing and aggressive or reckless riding in the test area are prohibited at all times and will be penalised.
9. Riders will be held responsible for any harm and/or damage they or their team members cause within the designated test area.

5. RUNNING OF THE EVENT

5.5 Special Medical Examination

5.5 Special Medical Examination

1. At any time during an event, at the request of the FIM Medical Director, FIM Europe Race Director, FIM Europe Delegate or International Medical Panel delegate, a special medical examination may be carried out by an Official Doctor, or another doctor nominated by the Chief Medical Officer.
2. Any rider who refuses to submit himself to such special medical examination will immediately be excluded from competition, and his case notified to his FMN and to the FIM for the possible application of a penalty.

5. RUNNING OF THE EVENT

5.6 Circuit Control

5.6 Circuit Control

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

5. RUNNING OF THE EVENT

5.7 Meeting with the Organisers / Race Direction Meetings

5.7 Meeting with the Organisers / Race Direction Meetings

1. Generally, the meeting with the organisers will be held together with the first meeting of the Race Direction. However, if the Race Direction deems it necessary, separate meetings can be organised.
2. The Members of the Race Direction, the Event Management and FIM Europe Stewards Panel, as well as the FIM Chief Flag Steward, the FIM Medical Director and Chief Medical Officer, have to attend these meetings.
3. Also invited to attend this meeting are the Secretary of the Event, the Chief Timekeeper and the Chief Technical Steward, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Press Officer, representatives of the FIM Europe Championship Promoter and the organisers, etc.
4. All the Officials participating in these meetings must be fully prepared to discuss any topics related to their respective duties.

5. RUNNING OF THE EVENT

5.8 Filming with On-Board Cameras

5.8 Filming with On-Board Cameras

1. Riders may be required by the FIM Europe Championship Promoter to carry on-board cameras.
2. **The FIM Europe Championship Promoter, riders and Teams in question assume full responsibility and the FIM shall not be held liable in case of any incidents in connection with the use of these cameras.**
3. When a motorcycle is equipped with on-board cameras, the cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.
4. Cameras and other equipment will be supplied to the designated riders/ teams in due time before the first practice.
5. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
6. An on-board/helmet-camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

5. RUNNING OF THE EVENT

5.9 Riders' Briefing

5.9 Riders' Briefing

1. **All the information related to the event will be sent to the riders and officials electronically. Additional information may be sent during the event.**
2. In addition to this "electronic briefing", there will be a demonstration of the complete start procedure.

In addition to 5.9:

5.9.EMX European Motocross Championships

3. 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".
4. A separate briefing may be held with the local riders ("Wild-Card" riders) whose participation is mandatory. The time and place of this briefing will be decided by the Race Direction.
5. **If deemed necessary by the Race Direction, additional meetings in person with riders and Teams can also be held.**

5. RUNNING OF THE EVENT

5.10 Practice / Practice Restrictions

5.10 Practice / Practice Restrictions

1. During the event, riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.

5. RUNNING OF THE EVENT

5.11 Practice

5.11 Practice

5.11.EMX EMX Open / EMX250 / EMX2t / EMX125 / EMX85 / EMX65

1. In each class, one separate Free/Time Practice session must be provided.
2. The maximum number of riders in each Free/Time Practice session is 50.
- A. Up to 50 riders (One Qualifying Group)**
3. If there are up to 50 riders present in a class, there will be one Group only.
- B. More than 50 riders (Two Qualifying Groups)**
4. 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.
 - Group 1
 - Group 2
- C. More than 100 riders (Three Qualifying Groups)**
5. 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:
 - Group 1
 - Group 2
 - Group 3
6. Should there be an odd number of riders to divide; Group A will consist of one more rider than Group B and C.
7. Riders may not change Group.

5. RUNNING OF THE EVENT

5.12 Camera-On-Board-Laps Session

5.12 Camera-On-Boards-Lap Session

1. **The FIM Europe Championship Promoter may schedule a separate “Camera-On-Board-Laps-Session” in the programme.**
2. **In that case, a rider/riders may be asked by the FIM Europe Championship Promoter to do the “Camera-on-Board-Laps-Session” with a camera mounted on the helmet.**
3. **The “Camera-On-Board-Laps-Session” may be scheduled as of the time the course has been homologated by the FIM Europe Race Director but cannot be done during the Practices, Qualifying or Races.**
4. **The rider must take the start from the area indicated by the officials.**
5. **Officials, flag marshals and medical staff must remain on their positions during the “Camera-On-Board-Laps-Session”.**
6. **The FIM Europe shall not be held liable in case of any incidents in connection with the use of these cameras.**

5. RUNNING OF THE EVENT

5.13 Qualifying

5.13 Qualifying

5.13.EMX European Motocross Championships

5.13.1.EMX Up to 50 riders present

(one qualifying group)

1. Qualifying will involve a Time Practice:

EMX	Positions	Result
Time Practice 25 minutes / Maximum 50 riders	1 to 40	Are qualified for the Races
	41	First reserve rider
	42	Second reserve rider

2. Riders will qualify for their starting positions in the Races according to their best result in the Time Practice. In case of ties, the **second-best** times will be taken into consideration.
3. If, for unforeseen reasons, a rider does not score any qualification time in the Time Practice, he will be placed on the last available position of the starters' list for the Races. If several riders are concerned, the times set in the Free Practice will be taken in consideration. Should there still be riders without any times after this procedure, then a ballot will decide upon their starting position.

5.13.2.EMX More than 50 riders/Up to 100 riders present

(two qualifying groups)

4. Qualifying will involve a Time Practice, the riders must take part in Time Practice:

EMX	Positions	Result
Time Practice Group 1 25 minutes / Maximum 50 riders	1 to 20	Are qualified for the Races
Free Practice Group 2 25 minutes / Maximum 50 riders	1 to 20	Are qualified for the Races

5. The fastest rider for pole position will be the rider who sets the fastest time regardless of group.
6. 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
7. Riders will qualify for their starting positions in the Races according to their best result in the Time Practice. In case of ties, the **second-best** times will be taken into consideration.

5. RUNNING OF THE EVENT

5.13 Qualifying

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

5.13.2.EMX More than 100 riders/Up to 150 riders present (Three qualifying groups)

9. Qualifying will involve a Time Practice, the riders must take part in Time Practice:

EMX	Positions	Result
Time Practice Group 1 25 minutes / Maximum 50 riders	1 to 14	Are qualified for the Races
Time Practice Group 2 25 minutes / Maximum 50 riders	1 to 13	Are qualified for the Races
Time Practice Group 3 25 minutes / Maximum 50 riders	1 to 13	Are qualified for the Races

10. 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.
11. 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.
12. Riders will qualify for their starting positions in the Races according to their best result in the Time Practice. In case of ties, the **second-best** times will be taken into consideration.
13. Riders must score a result in Time Practice otherwise they will not be placed in the results and lose any chance of participating in the Race.

5.13.3.EMX In all cases

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

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

5. RUNNING OF THE EVENT

5.14 Reserve Riders

5.14 Reserve Riders

5.14.EMX European Motocross Championships

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

5. RUNNING OF THE EVENT

5.15 Start practice

5.15 Start practice

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

In addition to 5.15:

5.15.EMX European Motocross Championships

6. A start practice will be scheduled at the end of Time Practice.

5. RUNNING OF THE EVENT

5.16 Warm-Up

5.16 Warm-Up

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

In addition to 5.16:

5.16.EMX European Motocross Championships

4. However, a rider who has been admitted by the Race Direction to the Warm-Up (proven exceptional cases of force majeure), must participate in the Warm-Up and record at least one officially timed lap in order to be admitted to the Races.
5. The Warm-Up will be replaced by several sighting laps.
6. Number of riders participating in the Sighting Laps Session:

Sighting Laps Session	(10 minutes)
Maximum 40 qualified riders + 2 reserve riders (if any)	

5. RUNNING OF THE EVENT

5.17 Autograph Session

5.17 Autograph Session

1. Riders may be required to participate in an autograph session arranged by the FIM Europe Championship Promoter.
2. The FIM Europe Championship Promoter must then inform the riders about the place, date and time of this autograph session.
3. The FIM Europe Championship Promoter is responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the autograph session.
4. In addition, riders/teams may organise an autograph session in their pits, conditions and time permitting.

5. RUNNING OF THE EVENT

5.18 Waiting Area Procedure

5.18 Waiting Area Procedure

5.18.EMX European Motocross Championships

1. The waiting area consists of two parts:
 - a) **One:** a waiting zone behind or close to the Skybox, and
 - b) **Two:** the lower floor of the SkyBox which stops at the rear barrier behind the starting gate.
2. Each rider may bring two motorcycles into the waiting area. The motorcycle that will be used for the sighting lap must be placed in the lower floor of the Skybox. If a second motorcycle is brought, it must be placed in the waiting zone behind or close to the Skybox (Both motorcycles must have a transponder).
3. Only re-usable tyre covers are allowed on the tyres.
4. If they need to, riders must use the toilets/urinals in the waiting zone/ Skybox.
5. The following procedure will be used in the Skybox:

5.18.EMX European Motocross Championships

6. In the case of a Sighting Laps Session, the following procedure will be used in the Skybox.

30 minutes before the start:	The entrance to the waiting area is open.
	Each rider, his motorcycle, two team members and the person holding the rider/team board proceed to the lower floor of the Skybox according to the rider's qualifying position.
	The second motorcycle (if any) is parked in the waiting zone behind or close to the Skybox.
	The reserve riders (if any) and their motorcycles and one team member per rider proceed to a reserve area as indicated by the officials and remain there until further notice.
	Riders select their starting gate position from behind the rear barrier.
	No helmets are to be worn at this time.
	As soon as they have selected their position behind the starting gate, they return to their position in the Skybox.
20 minutes before the start:	Upon the order of an official, the reserve riders (if any), who are not allowed to participate in the race, their motorcycles and team members must leave the reserve area and return to the paddock.

5. RUNNING OF THE EVENT

5.19 Sighting Lap

5.19 Sighting Lap

5.19.EMX European Motocross Championships

1. Before each Qualifying Race or Race, the riders will be given the opportunity to make a sighting lap.
2. Participation in the sighting lap is optional. However, riders who did not participate in the free and time practices but have been admitted by the Race Direction to participate in a Qualifying Race, must do the sighting lap.
3. The following procedure will apply:

2 minutes before the starting lap:	The "2 MINUTES" board is displayed.
	Only the essential team members of each rider, the television crew and the essential officials are allowed in the lower floor of the Skybox.
	The riders get ready for the sighting lap.
Approximately 10 minutes before the start:	Signal of the FIM Europe Race Director.
	The entrance from the Skybox to the track is open.
	Reserve riders who are not allowed to participate in the race must leave the waiting zone.
	All the riders, who are present in the Skybox in time, may leave for the sighting lap.
7 minutes before the start:	The entrance from the Skybox to the track is closed. No further sighting laps are allowed.
4 minutes before the start:	The entrance from the track to the Skybox is closed.
	All riders should be back from their sighting lap.
	The circuit should be clear.
	Riders may use their second motorcycle if it had been placed in the waiting zone. They may join the Skybox up to the moment of the raising of the green flag.
	Riders arriving at the Skybox after the raising of the green flag will lose their initial starting position. They must go to the area indicated by the officials and remain there until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Race in question.
Riders who do not succeed in returning to the waiting zone/Skybox before the start of the race; will be disqualified from the race in question.	

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

5. RUNNING OF THE EVENT

5.19 Sighting Lap

5. Riders are not allowed to enter the pit lane during the sighting lap. Adjustments, wheel changes, repairs or refuelling must be done in the waiting zone/Skybox. Entering the pit lane during the sighting lap will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
6. After the sighting lap, riders must return with their motorcycles directly to the waiting zone close to or behind the Skybox using the access gate indicated.
7. If the rider uses a different motorcycle for the sighting lap than for the race, he must place this motorcycle in the waiting zone behind or close to the Skybox. If he uses the same motorcycle for the sighting lap and the race, he proceeds with this motorcycle to the Skybox.
8. The rider's team is responsible for taking the second motorcycle (the one that will not be used for the race) back to the paddock immediately after having received the instructions from an official.

5.19.EMX European Motocross Championships

9. On Sunday, the sighting lap can be replaced by several sighting laps (Sighting Laps Session).
10. Participation in the Sighting Laps Session is optional.
11. The following procedure will apply:

2 minutes before the Sighting Laps Session:	The "2 MINUTES" board is displayed.
	The riders get ready for the sighting laps.
20 minutes before the start:	Whistle signal.
	The entrance from the Skybox to the track is open.
	All the riders who are present in the Skybox in time may leave for the sighting laps.
10 minutes before the start:	The entrance from the paddock to the waiting zone/Skybox is closed. No further sighting laps are allowed.
Approximately 10 minutes before the start:	End of the Sighting Laps Session.
	The entrance from the Skybox to the track is closed. No further sighting laps are allowed.
4 minutes before the start:	The entrance from the track to the Skybox is closed.
	All riders should be back from their sighting lap.
	The circuit should be clear.

5. RUNNING OF THE EVENT

5.19 Sighting Lap

4 minutes before the start: (Cont'd)	Riders may use their second motorcycle when it has been placed in the waiting zone. They may join the Skybox up to the moment of the raising of the green flag.
	Riders arriving at the Skybox after the raising of the green flag will lose their initial starting position. They must go to the area indicated by the officials and remain there until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Race in question.
	Riders who do not succeed to return to the waiting zone/Skybox before the start of the race will be disqualified from the race in question.

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

5. RUNNING OF THE EVENT

5.20 Start Procedure / General

5.20 Start Procedure / General

1. The Official who will order the release of the starting gate is nominated by the FIM Europe Race Director.
2. Mass starts will be made with engines running.
3. Riders can freely select their starting gate position according to their starting order and places available.
4. A rider takes his position at the starting grid with the motorcycle he is going to use for the race in question.
5. Starting blocks are allowed.
6. 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.
7. The area in front of the starting gate shall be prepared in a consistent manner providing conditions as equal as possible for all riders. No one except the essential officials, TV camera crews and photographers shall be allowed in this area. No grooming of the area is permitted.

In addition to 5.21:

5.21.EMX European Motocross Championships

8. A rider can change motorcycle, change wheels or remove re-usable tyre covers as long as he has not crossed the rear barrier behind the starting gate with it yet. The penalty for violation of this regulation is disqualification from the race in question. However, by changing motorcycle, wheels or removing re-usable tyre covers, the rider may lose his initial starting position.

5. RUNNING OF THE EVENT

5.21 Start Procedure

5.21 Start Procedure

5.21.EMX European Motocross Championships

1. The following procedure will apply:

Approximately 5 minutes before the start:	The "1 MINUTE" board is displayed.
	Everyone except the riders, the television crew and the essential officials must leave the lower floor of the Skybox.
	Riders get ready to take their position behind the starting gate.
As of then:	Upon a whistle signal, the riders in the Skybox proceed to the starting gate with the motorcycle they will be using for the race.
	Riders must take their position behind the starting gate according to their starting order and places available.
	Riders who return to the Skybox before the whistle signal may take their original starting position.
	Once all the riders have taken their positions at the starting gate, a green flag will be displayed and they are under the FIM Europe Race Director's orders.
	Riders who return to the Skybox after the whistle signal but before the raising of the green flag will lose their initial starting position. They will be allowed to take the next available position behind the starting gate up to moment of the raising of the green flag.
	Riders arriving after the raising of the green flag will lose their initial starting position. They must go to the area indicated by the officials and remain there until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Race in question.
	Riders who have mechanical problems in the Skybox and do not succeed in repairing their motorcycle before the raising of the green flag must follow the instructions of the officials.
	Only the riders, the television crew and the essential officials are allowed in the starting area

5. RUNNING OF THE EVENT

5.21 Start Procedure

15 seconds before the start:	A "15 seconds" sign will be displayed.
	Riders arriving after the raising of the green flag or who had mechanical problems in the Skybox and have been directed to another spot, must remain there until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Race in question.
	Riders having mechanical problems at the starting gate must wait for assistance until after the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.

2. When all riders have taken their position at the starting gate, the FIM Europe Race Director will raise the green flag.
3. Upon a signal from the FIM Europe Race Director:
 - a) A "15 seconds" sign will be displayed from which moment the riders are under the starter's orders. The "15 seconds" sign will be displayed for 15 full seconds.
 - b) At the end of 15 seconds, a "5 seconds" sign will be displayed and the gate will drop between 5 and 10 seconds after the "5 seconds" sign is shown.

In addition to 5.22:

5.22.EMX European Motocross Championships

4. Starts must take place from one row.

5. RUNNING OF THE EVENT

5.22 Start Procedure with flags

5.22 Start Procedure with flags

1. Whenever it is not possible to start the race by means of the starting gate, a green flag will be used to give the start.
2. The same start procedure (as mentioned in Art. 5.21) will be maintained until 15 seconds before the start of the race.
3. The FIM Europe Race Director moves to the side of the track, holding up the green flag. He then lowers the green flag upon which the race starts

5. RUNNING OF THE EVENT

5.23 Starting Order

5.23 Starting Order

1. If, for unforeseen reasons, no qualification results are obtained in one or more classes before the Races, then the Event Management and the Race Direction will decide upon the qualifying criteria and starting order. However, the same [principles](#) will be maintained.

In addition to 5.24:

5.23.EMX European Motocross Championships

2. In each class, the riders select their gates for the races based on the results of Time Practice.
3. In the case of one qualifying group (up to 50 riders), the riders will proceed to the starting gate, one by one, beginning with the fastest rider, then the second fastest, and so on.
4. In the case of two or three qualifying groups the fastest rider for pole position will be the rider who sets the fastest time regardless of group
5. In case of two qualifying groups the first reserve rider will be from the pole position winner's Qualifying Group (regardless whether from Group "1", "2"). The second reserve rider will be from the remaining Qualifying Group
6. In case of three qualifying groups 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.

5. RUNNING OF THE EVENT

5.24 Races

5.24 Races

5.24.EMX European Motocross Championships

1. In each class, the event will be run in:
 - a) EMXMX250: two races of 25 minutes + 2 laps (Maximum 40 riders).
 - b) EMX Open: two races of 25 minutes + 2 laps (Maximum 40 riders).
 - c) EMX2t: two races of 25 minutes + 2 laps (Maximum 40 riders).
 - d) EMX125: two races of 25 minutes + 2 laps (Maximum 40 riders).
 - e) EMX85 Finals: two races of 20 minutes + 2 laps (Maximum 40 riders).
 - f) EMX65 Finals: two races of 12 minutes + 2 laps (Maximum 40 riders).
 - g) YZ125 /YZ85 and YZ65 Cup Finals: format will be decided by the Championship Promoter and Yamaha Europe.
2. The minimum interval between races of the same class must always remain 60 minutes.

5. RUNNING OF THE EVENT

5.25 False Start

5.25 False Start

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

In addition to 5.26:

5.25.EMX European Motocross Championships

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

5. RUNNING OF THE EVENT

5.26 Stopping of a Practice/Warm-up

5.26 Stopping of a Practice/Warm-up

1. The FIM Europe Race Director is authorised to prematurely stop any part of the event for urgent and/or safety reasons or other cases of “force majeure”.
2. A red flag will be displayed to the riders.
3. Riders must follow instructions of officials and go directly to the pit lane where they can receive assistance. Changing of motorcycles is allowed.
4. The Free Practice, Time Practice or Warm-up will be continued as soon as possible, upon the discretion of the FIM Europe Race Director; time, conditions and weather permitting. In all cases, every attempt will be made to run the total duration of the session in question.
5. The rider(s) deemed to be at fault for the stopping of the Free Practice, Time Practice or Warm-up may be excluded by the Race Direction from taking part in the remainder of the session.

5. RUNNING OF THE EVENT

5.27 Stopping of a Race / - 2 Laps Completed

5.27 Stopping of a Race / - 2 Laps Completed

1. The FIM Europe Race Director is authorised to prematurely stop any part of the event for urgent and/or safety reasons or other cases of “force majeure”.
2. A red flag will be displayed to the riders.
3. If a Race is stopped before 2 laps have been completed **by the leader**, there will be a complete restart.
4. Riders will have to go back to the waiting zone/Skybox and the restart will take place as soon as possible.
5. Changing of motorcycles will not be allowed.
6. The rider(s) deemed to be at fault for the stopping of the Race may be excluded by the Race Direction from taking part in the restart.
7. **Riders who were present at the starting gate for the initial start of the Race but were unable to start and who did not join the Race before the red flag was displayed are not authorised to take part in the restart.**
8. 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.
9. No reserve riders (if any) will be introduced.

5. RUNNING OF THE EVENT

5.28 Stopping of a Race / + 2 laps and - 51% Completed

5.28 Stopping of a Race / + 2 Laps and - 51% Completed

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

In addition to 5.29:

5.28.EMX European Motocross Championships

2. If a Race is stopped after 2 laps and before 51% of the race time (rounded up) have elapsed, there will be a restart from the pit lane.
3. Riders must follow instructions of officials and go directly to the pit lane where they can receive assistance. Changing of motorcycles is not allowed.
4. A restart will take place as soon as possible at the discretion of the FIM Europe Race Director. At all times, a minimum of 5 minutes from the time the race was stopped will be given to make repairs/adjustments.
5. 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.
6. 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 in the pit lane corridor according to the results displayed on the TV monitors.
	Riders “on track” who did not succeed in bringing their motorcycle to the pit lane by this time will be excluded from the restart.
2 minutes before the restart:	The “2 MINUTES” board is displayed.
	All team staff must leave the pit lane corridor and stand back in their pit box. As of this moment, any assistance to a rider 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.

5. RUNNING OF THE EVENT

5.28 Stopping of a Race / + 2 laps and - 51% Completed

2 minutes before the restart: (Cont'd)	A rider who is not ready by this time must return to the pit box where he can receive assistance. He must remain there and will lose his starting position. Upon the signal of an official, he 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 FIM Europe Race Director's orders.
	The riders start their engines.
As of then:	The green flag will be lowered.
	The race is restarted.

7. 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.
8. 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.
9. Every attempt will be made to run the total duration of the race in question; time, conditions and weather permitting.
10. The rider(s) deemed to be at fault for the stopping of the Race may be excluded by the Race Direction from taking part in the restart.

5. RUNNING OF THE EVENT

5.29 Stopping of a Race / + 51% Completed

5.29 Stopping of a Race / + 51% Completed

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

In addition to 5.29:

5.29.EMX European Motocross Championships

2. If a Race is stopped after 51% of the race time (rounded up) have elapsed, it will be completed. The riders’ placings will then be those at the end of the lap preceding the stopping of the race.
3. The Race Direction may place the rider(s) deemed to be at fault for the or Race being stopped behind riders having completed an equal or greater number of laps.
4. In the case of a Race, full European Motocross Championship points will be awarded.

5. RUNNING OF THE EVENT

5.30 Crossing of the Finish Line

5.30 Crossing of the Finish Line

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

5. RUNNING OF THE EVENT

5.31 Lap of Honour

5.31 Lap of Honour

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

5. RUNNING OF THE EVENT

5.32 Control of the Sound Levels after each Race

5.32 Control of the Sound Levels after each Race

1. Immediately after each Race, three motorcycles, chosen at random by the FIM Technical Director, may be checked for compliance with sound level regulations.
2. Other motorcycles may also be checked at the request of the Race Direction or the FIM Europe Race Director.
3. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/ paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.
4. Any rider whose motorcycle is above the maximum allowed post-race sound level limit - whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified - will be penalised by losing 5 positions in the race in question.
5. Subject to rules governing outside assistance, riders may freely change their silencers but their motorcycles must be checked for compliance. Therefore the Technical Stewards and their equipment must be available throughout the event.

In addition to 5.32:

5.32.EMX European Motocross Championships

2. The maximum limit of the post-race sound level is fixed at:
EMX250 / EMX125 / EMX Open / EMX2t /YZ125:
115 dB/A (Target 114 dB/A + 1 dB/A for the degradation of the silencer for all engine types).

5.32.EMX European Motocross Championships -EMX65 / EMX85 / YZ65 / YZ85

6. The maximum limit of the post-race sound level is fixed at:
EMX65 / YZ65/ EMX85 / YZ85: **112 dB/A (Target 111 dB/A +1 dB/A for the degradation of the silencer for all engine types).**

5. RUNNING OF THE EVENT

5.33 Results / Procedure

5.33 Results / Procedure

1. All official outings of the riders on the circuit (see Art. 1.3 Format of the Event) must be timed, with the results displayed on monitors and communicated to the press.
2. Timing shall continue until:
 - a) 5 minutes after the end of each free or timed practice session;
 - b) 5 minutes after the arrival of the winner of the race (= Qualification Race, "Last Chance" and/or Race) in question.
3. The winner of a race is the rider who crosses the finish line first.
4. Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.
5. The riders who follow the winner will then be stopped when crossing the finishing line.
6. The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.
7. When crossing control lines, the rider must always be in contact with the motorcycle.
8. All the riders participating in a race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result.
9. The procedure to determine the classification in the results of riders who do not complete the lap within 5 minutes after the arrival of the winner will be according to the number of laps completed, and in the event of a tie, according to their finishing order at the end of the preceding lap.
10. **If a rider does not complete one officially timed lap during a Race, he will be placed last in the results. If more than one rider is concerned, then they will be placed according to their qualifying result.**
11. If the chequered flag is mistakenly displayed later than the official time/ distance, the finishing order shall be determined by the running order at the official time/distance.
12. Under any other circumstances, such as mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.
13. All results must be homologated by the Race Direction.

5. RUNNING OF THE EVENT

5.33 Results / Procedure

14. The results will not become official until the time limits for protests have elapsed.
15. If a protest is lodged, the results will not become official until a decision is taken by the competent body.
16. If an appeal is lodged against the decision of the Race Direction, the results cannot be considered as definitive until a final decision has been taken by the competent body.

5. RUNNING OF THE EVENT

5.34 Results / Awarding of Points

5.34 Results / Awarding of Points

5.34.EMX European Motocross Championships

1. Points counting towards the FIM European Motocross Championships and event final standings will be awarded to riders in each 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

5. RUNNING OF THE EVENT

5.35 Results / Event Final Standings

5.35 Results / Event Final Standings

5.35.EMX European Motocross Championships

1. In each FIM Europe Motocross Championship, the winner of the event is the rider who has obtained the most points; the runner-up will be the rider who has obtained the second-best number of points, and so on, irrespective of the number of races they have finished.
2. If a tie exists, the points scored in the Race 2 will determine the order of placing in the final standings of the event of those riders who scored points.
3. The overall results will be completed with those riders who have not scored any points. They will be ranked by adding their positions of Race 1 and Race 2. Of these riders, the rider who has obtained the smallest overall placing will be placed first behind those riders who have scored points. He will be followed by the 2nd placed non-point scoring rider; and so on.
4. These results will be completed by adding those riders who did not obtain two results according to the same principle.
5. If a tie exists, the position in the Race 2 will determine the order of placing in the final standings of the event of those riders who did not score any points.

5. RUNNING OF THE EVENT

5.36 Results / Presentation and Publication

5.36 Results / Presentation and Publication

1. The results must include at least the following information:
 - a) FIM Europe, FMNR, Organiser/Moto Club and Championship logo;
 - b) Title of the Event;
 - c) IMN number;
 - d) FMNR;
 - e) Date and venue of the event;
 - f) Class;
 - g) Position, number, name and first name of the riders;
 - h) FMN of the rider;
 - i) Nationality of the rider;
 - j) Motorcycle of the rider;
 - k) The number of laps and times of all riders;
 - l) Championship points earned by the rider;
 - m) The number of classified riders;
 - n) The winner's average speed;
 - o) The name of the rider making the best lap in the race, his time and average speed;
 - p) Publication time of the results;
 - q) **The name and signature of the Chief Timekeeper;**
 - r) The name and signature of the Clerk of the Course;
 - s) The name and signature of the FIM Europe Delegate.
2. The results of the practice and qualifying sessions and races must be communicated to the Race Direction and to the press.
3. The final results of each FIM Europe Championship race must be transmitted to the FIM Europe Administration within the hour that follows their approval.
4. The Championship Promoter Chief Timekeeper is responsible for this transmission which must be made according to the procedure defined by the IT Department of the FIM Europe.

In addition to 5.36:

5.36.EMX European Motocross Championships

5. The results must also include the following information:
 - t) Team of the rider (only if the Team is holder of a valid FIM Team Licence);
 - u) Championship points earned by the rider.

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

- a) Race 1;
- b) Race 2.

5. RUNNING OF THE EVENT

5.37 Prize-Giving Ceremony

5.37 Prize-Giving Ceremony

1. A Prize-Giving Ceremony must be held at each event, conditions and time permitting.
2. The top three positions in the overall standings in the event must take part in the Prize-Giving Ceremony. Any non-respect of this rule may be penalised by the Race Direction.

In addition to 5.37:

5.37.EMX European Motocross Championships

3. Prize-Giving Ceremony: after the second Race of each class.
4. The following persons must take part in the Prize-Giving Ceremony:
 - a) The rider winning the event (with motorcycle);
 - b) The second placed rider in the event (with motorcycle);
 - c) The third placed rider in the event (with motorcycle);
 - d) The team manager of the rider winning the event;
 - e) If not already in a), b) or c), the rider leading in the points standings.
6. During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played.
7. The national flags of the top three finishers (based on their passport) must be hoisted at the same time.

5. RUNNING OF THE EVENT

5.38 Press Conference

5.38 Press Conference

1. In principle, the Press Conference must be held immediately after the Prize- Giving Ceremony, conditions and time permitting.
2. Any non-respect of this rule may be penalised by the Race Direction.

In addition to 5.38:

5.38.EMX European Motocross Championships

3. The following persons must take part in the Press Conference:
 - a) The rider winning the event;
 - b) The second placed rider in the event;
 - c) The third placed rider in the event;
 - d) Other participants invited at the discretion of the FIM Europe Championship Promoter.

5. RUNNING OF THE EVENT

5.39 Final Verification

5.39 Final Verification

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

In addition to 5.39:

5.39.EMX European Motocross Championships

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

5. RUNNING OF THE EVENT

5.40 Protests / Appeals

5.40 Protests / Appeals

1. Any person or group of persons (rider, team, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
2. All protests must be lodged to the Race Direction.
3. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the start of the official practice.
4. Any other protests must be lodged immediately after the reason for the protest is known.
5. Protests against results must be presented within 30 minutes following the announcement of the results.
6. Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event and be accompanied by the **applicable deposit of 350€** or the equivalent amount in local currency, returnable if the protest is justified.
7. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 500.- or the equivalent amount in local currency. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.
8. Protests entailing a fuel control must be accompanied by an additional deposit of € 800.- or the equivalent amount in local currency.
9. Anybody who has lodged a protest according to the FIM Europe Disciplinary and Arbitration Code and the Supplementary Regulations of the event may request to have access to any element (written or printed matters and/or official TV images- if available) that allowed the Race Direction to take its decision. Such a request must be made in writing within 30 minutes after reception of the decision of the Race Direction.
10. If this information is required in order to formulate an appeal against a decision of the Race Direction, the time limit for acceptance of the appeal must be extended until 30 minutes after this information has been provided.
11. An appeal against the decision of the Race Direction may be lodged to the FIM Europe Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision and must be accompanied by a **deposit** of € 650.- or the equivalent amount in local currency, returnable if the appeal is justified.
12. **Protests to the Race Direction must be handed over to a member of the Race Direction who must note the time at which the protest was handed over to him on the document.**

5. RUNNING OF THE EVENT

5.40 Protests / Appeals

13. **An appeal against the decision of the Race Direction must be handed over to a member of the FIM Europe Stewards Panel who must note the time at which the appeal was handed over to him on the document.**
14. An appeal against the decision of the FIM Europe Stewards Panel may be lodged to the FIM Europe Disciplinary Commission.. This appeal must be presented 5 days at the latest after the notification of the FIM Europe Stewards Panel decision. The amount of the Security deposit, payable when lodging protests or appeal, will be in conformity to the amount determined by the FIM Europe and FIM and published each year in the FIM Europe and FIM Annuaire..
15. After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

5. RUNNING OF THE EVENT

5.41 Fuel Control

5.41 Fuel Control

1. A fuel control may be carried out at any time during an event, according to the current FIM Technical Rules Motocross, Article 82.19 **and Article G of the current FIM Fuels Regulations.**
2. All requests for fuel controls following a protest must be accompanied by a deposit of € 800.- or the equivalent amount in local currency, paid to the competent body or the FIM (supplementary controls).
3. In that case, any new request for controls must be presented to the FIM within **72 hours** of the reception date of the results of the preceding control notified in conformity with the FIM Europe Motocross Championships Regulations.
4. After the last control:
 - a) The winning party will have its deposit reimbursed;
 - b) The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it had already paid.
5. In all cases, a rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all points and trophies earned. This rider will also be liable for the reimbursement of the full costs of the test. **The rider/team will also be liable for the reimbursement of the costs of the counter expertise of the C sample, if requested.** Further penalties may be imposed.

5. RUNNING OF THE EVENT

5.42 Anti-Doping Tests

5.42 Anti-Doping Tests

1. **Anti-doping tests may be carried out according to the FIM Europe Regulations. For details of the procedure to be followed, please refer to the FIM Anti-Doping Code of the current year.**
2. A rider who tests positive will be disqualified from the whole event and forfeit all points and trophies earned. Additional penalties may be imposed.

5. RUNNING OF THE EVENT

5.43 Alcohol Tests

5.43 Alcohol Tests

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

6. TIME TABLES

6.1 EMX250, EMX125, EMX Open, EMX2t, EMX85 and EMX65 Championships

6. TIME TABLES

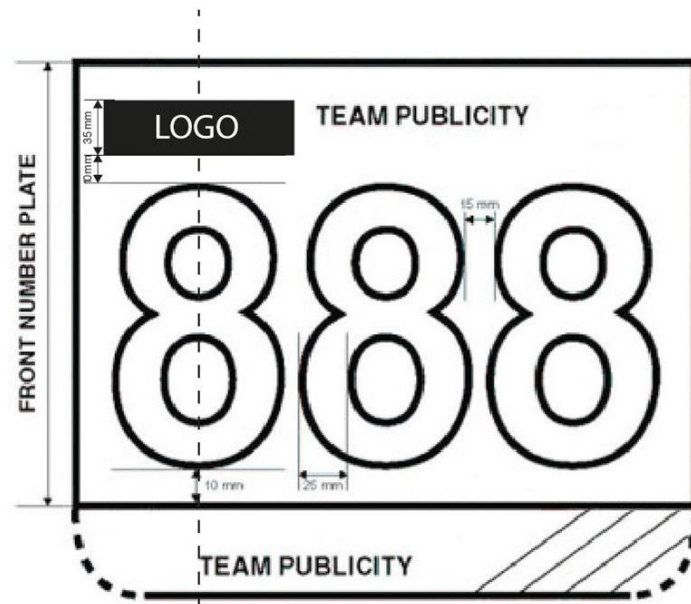
6.1 FIM Europe Motocross Championships

FIM Europe Motocross Championships	Friday
Briefing Technical Stewards	09:00
Technical Control	10:00 – 18:00
Random Sound Testing	10:00 – 18:00
Circuit control	15:00
Meeting with the Organiser	17:00
Second Circuit Control (if necessary)	18:00
Meeting of the Race Direction	18:15
Demonstration of the starting procedure	TBA

The complete time table of the event will be published by the Championship Promoter in due time: <https://www.mxgp.com>

7. FRONT NUMBER PLATE

7. FRONT NUMBER PLATE



Championships Logos

The various logos of the FIM Europe Motocross Championships are displayed on the following pages.

In order to obtain this logo in high resolution together with the corporate chart, please contact Infront Moto Racing, Mr Hans-Martin Fetzer: (sportoffice@mxgp.com).

8. FIM EUROPE MOTOCROSS CHAMPIONSHIP LOGOS

FIM EUROPE EMX250 MOTOCROSS CHAMPIONSHIP



FIM EUROPE EMX125 MOTOCROSS CHAMPIONSHIP



FIM EUROPE EMX2T MOTOCROSS CHAMPIONSHIP



FIM EUROPE OPEN MOTOCROSS CHAMPIONSHIP



FIM EUROPE EMX65 /EMX85 MOTOCROSS CHAMPIONSHIP

