

**FIM EUROPE MOTOCROSS
REGULATIONS
EMX65 / EMX85 / EMX WOMEN
EMXQUAD/MXoEN/WMXoEN**



EDITION 2024

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EUROPEAN MOTOCROSS REGULATIONS
EMX WOMEN / EMX QUAD / EMX65 / EMX85 / MXoEN / WMXoEN

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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.

Regulations:

- 01 MX European Championship (general)
- 032 Individual European Motocross Championships
- 034 Motocross of European Nations - MXoEN
- 037 Women's Motocross of European Nations - WMXoEN

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 Europe Organiser's Manual

of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the "FIM Europe 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 Europe, regardless of CONU.

In addition to 1.1:

1.1.EMX European Motocross Championships for rider and manufacturers

Individual FIM Europe Motocross Championships for riders and manufacturers:

- a) EMX85, 2stroke European Motocross Championships.
- b) EMX65 2 stroke European Motocross Championships.
- c) EMX QuadCrossEuropean Championships
- d) EMX Women's European Motocross Championships (including 125cc 2stroke)
4. These Championships may also be called FIM Europe Motocross Championships.
5. A series of FIM Europe Motocross events counting towards the FIM Europe Motocross Championships will be organised.
6. 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.
7. At each zone event, semi-finals and EMX Quad, the organizer may charge an entry fee up to 100€ per rider.
8. EMX65/85 zone events should be scheduled on dates when MXGP hosts the EMX125 races.
9. EMX65/85 riders can only compete in the zone in which their license is issued or if the license is issued by an FMN from another CONU, the rider must nominate the zone he/she will compete in.
10. EMX65/85 : changing of zones is forbidden.
11. EMX65/85 : As from 2024 there will be 3 rounds in each zone and the top 25 riders in the standings after the last round of each zone in both classes will advance to a semi-final.

1. FIM MOTOCROSS EUROPEAN CHAMPIONSHIPS / CUPS



1.1 FIM Europe Championships / Cups

One semi-final will be organized between the North and Central Zone. The other semi-final will be organized between the South East and South West Zone. Top 20 riders in each class at each semi-final will automatically be qualified for the Finals.

12. EMX65/85: In addition, the Championship Promotor, at its discretion, may invite an additional 10 riders for each class from any FIM affiliated FMN from any CONU.

13. **The 4 EMX65/EMX85 zones are as follows:**

Northern Europe

Poland, Lithuania, Latvia, Estonia, Ukraine, Iceland, Norway, Sweden, Finland

Central Europe

Denmark, Germany, The Netherlands, Belgium, Luxemburg, Czech Republic, Slovakia, Ireland, Great Britain

South East Europe

Hungary, Romania, Moldova, Bulgaria, Turkey, Bosnia-Herzegovina, Cyprus, Greece, Israel, Macedonia, Montenegro, Serbia, Kazakhstan

South West Europe

Andorra, Croatia, Portugal, Spain, France, Italy, San Marino, Monaco, Slovenia, Switzerland, Austria, Liechtenstein, Malta.

14. EMXWomen races cannot be scheduled on dates that Women World Championships are scheduled.

Team European Motocross Championships for National Teams

a) Motocross of European Nations – MXoEN

b) Women's Motocross of European Nations - WMXoEN

15. Teams will be selected by the FMN's and are open to any FMN Worldwide as recognised by the FIM.

16. The race can be scheduled at any time during the season and is decided by the Championship Promotor.

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, or in the case of Race Direction/Steward's panel an appeal is lodged, the results will not become official until a decision is taken by the Race Direction/Steward's Panel.
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. During this period the jury room must remain fully operational.
- ~~12.~~ In case of NOT combined events the race direction is formed the FIM Europe Jury President and the FMNR Member.
13. In case of combined events the race direction is formed by the FIM Europe Delegate, FIM Europe Race Director and Clerk of the Course and will be called Race Direction in the regulations hereafter.
14. In case of combined events the appealing body is formed by the FIM Europe Steward and FMNR Member and will be called Steward's Panel hereafter.

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 Championshipss

For Zone Events EMX65 , EMX85, EMX Woman, EMX Quad and Semi Finals

A. Up to 40 riders present (32 for EMX QUAD)

EMX65	Duration per session	Maximum number of riders
1 X Free Practice group A	15 minutes	40
1 X Free Practice group B	15 minutes	40
1 X Qualifying Practice	15 minutes / 5m start practice	40
1 X Qualifying Race	10 minutes + 2 laps	40
1 X “Warm-Up”	15 minutes	40
2 X Races	12 minutes + 2 laps	40

EMX 85	Duration per session	Maximum number of riders
1 X Free Practice	20 minutes	40
1 X Qualifying Practice	20 minutes / 5m start practice	40
1 X Qualifying Race	15 minutes + 2 laps	40
1 X “Warm-Up”	15 minutes	40
2 X Races	20 minutes + 2 laps	40

EMX Women	Duration per session	Maximum number of riders
1 X Free Practice	20 minutes	40
1 X Qualifying Practice	20 minutes / 5m start practice	40
1 X Qualifying Race	15 minutes + 2 laps	40
1 X “Warm-Up”	15 minutes	40
2 X Races	20 minutes + 2 laps	40

1. **FIM MOTOCROSS EUROPEAN CHAMPIONSHIPS / CUPS**



1.3 Format of the Event

EMX Quad (up to 32)	Duration per session	Maximum number of riders
1 X Free Practice group A	15 minutes	32
1 X Qualifying Practice	20 minutes / 5m start practice	32
1 X Qualifying Race	20 minutes + 2 laps	30
1 X "Warm-Up"	20 minutes	32
2 X Races	25 minutes + 2 laps	30

B. More than 40 riders and up to 80 riders present (more than 32 for EMXQUAD)

EMX 65	Duration per session	Maximum number of riders
1 X Free Practice group A	15 minutes	40
1 X Free Practice group B	15 minutes	40
1 X Qualifying Practice group A	15 minutes / 5m start practice	40
1 X Qualifying Practice group B	15 minutes / 5m start practice	40
1 X Qualifying Race group A	10 minutes + 2 laps	40
1 X Qualifying Race group B	10 minutes + 2 Laps	40
Last Chance Qualifying Timed Practice	10 minutes	44
1 X "Warm-Up"	15 minutes	42
2 X Races	12 minutes + 2 laps	40

EMX 85	Duration per session	Maximum number of riders
1 X Free Practice group A	20 minutes	40
1 X Free Practice group B	20 minutes	40
1 X Qualifying Practice group A	20 minutes / 5m start practice	40
1 X Qualifying Practice group B	20 minutes / 5m start practice	40
1 X Qualifying Race group A	15 minutes + 2 laps	40
1 X Qualifying Race group B	15 minutes + 2 Laps	40
Last Chance Qualifying Timed Practice	15 minutes	44
1 X "Warm-Up"	15 minutes	42
2 X Races	20 minutes + 2 laps	40

EMX Women	Duration per session	Maximum number of riders
1 X Free Practice group A	20 minutes	40
1 X Free Practice group B	20 minutes	40

1. FIM MOTOCROSS EUROPEAN CHAMPIONSHIPS / CUPS



1.3 Format of the Event

EMX Women (cont'd)		
1 X Qualifying Practice group A	20 minutes / 5m start practice	40
1 X Qualifying Practice group B	20 minutes / 5m start practice	40
1 X Qualifying Race group A	15 minutes + 2 laps	40
1 X Qualifying Race group B	15 minutes + 2 Laps	40
Last Chance Qualifying Timed Practice	15 minutes	44
1 X "Warm-Up"	15 minutes	42
2 X Races	20 minutes + 2 laps	40

EMX Quad (+ 32 riders)	Duration per session	Maximum number of riders
1 X Free Practice group A	15 minutes	30
1 X Free Practice group B	15 minutes	30
1 X Qualifying Practice group A	20 minutes / 5m start practice	30
1 X Qualifying Practice group B	20 minutes / 5m start practice	30
1 X Qualifying Race group A	20 minutes + 2 laps	30
1 X Qualifying Race group B	20 minutes + 2 Laps	30
1 X "Warm-Up"	20 minutes	42
2 X Races	25 minutes + 2 laps	40

(Note : For EMX Quad, when combined with FIM World Championship Sidecarcross, the times of practices and warm up plus qualification criteria may be modified at the discretion of the Race Director, Race Direction and/or the Promotor)

C. Motocross of European Nations – MxoEN

MxoEN	Duration per session	Max nr of riders
1 X Free Practice EMX85 group A	30 minutes	40
1 X Free Practice EMX85 group B	30 minutes	40
1 X Free Practice EMX125	30 minutes	40
1 X Free Practice EMX250	30 minutes	40
1 X Qualifying Race EMX85 group A	15 minutes + 2 laps	40
1 X Qualifying Race EMX85 group B	15 minutes + 2 laps	40
1 X Qualifying Race EMX125	20 minutes + 2 laps	40
1 X Qualifying Race EMX250	20 minutes + 2 laps	40
1 X Warm-Up B-Final (if necessary)	15 minutes	39
1 X Warm-Up MxoEN Group 1	15 minutes	40
1 X Warm-Up MxoEN Group 2	15 minutes	40
1 X B-Final (if necessary)	20 minutes + 2 laps	39
2 X Races EMX85 group A & B	20 minutes + 2 laps	40
2 X Races EMX125 + EMX250	25 minutes + 2 laps	40

1. FIM MOTOCROSS EUROPEAN CHAMPIONSHIPS / CUPS
1.3 Format of the Event



(Note : Race Direction may put EMX85 group A & B together for Free Practice and/or Qualifying Race dependent on the number of teams Present.
Race Direction may put EMX125 and EMX250 together for free practice and/or Qualifying Race dependent on the number of teams present.)

D. Women Motocross of European Nations - WMXoEN

WMXoEN	Duration per session	Maximum number of riders
1 X Free Practice group A	30 minutes	40
1 X Free Practice group B	30 minutes	40
1 X Qualifying Race group A	15 minutes + 2 laps	40
1 X Qualifying Race group B	15 minutes + 2 laps	40
1 X Warm-Up	15 minutes	40
2 X Races	20 minutes + 2 laps	40

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

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.

In addition to 1.4:

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. 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.
5. If a tie still exists, the points scored in the last Race will then determine the order of placing in the provisional standings. If necessary, the points scored in the last but one Race will determine the order of placing in the provisional standings, and so on.
6. 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).

1.5 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 (in case no Race Direction: Jury President, CoC and Organizer) 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

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:
 - b) The FMNs have the responsibility of informing the FIM Europe whenever they have suspended a rider or withdrawn his licence.
 - c) Have requested an entry before the closing date of the event.

In addition to 2.1:

2. Licences for European Championship EMX65, EMX85, EMXWomen: Continental Championship PROMOSPORT License (annual or one-event).
3. Licences for European Championship EMX Quad: 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;
 - e) FIM Motocross Europe Championship licence number of the rider (if the licence has already been issued);
 - f) Nationality of the rider;

2. ENTRIES, RIDERS AND TEAMS



2.2 Acceptance of entries

- 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 within 72 hours after the closing date for entries.

In addition to 2.1:

2.1.EMX European Motocross Championships

- 7. Riders may enter for one or more events counting for the Individual European Motocross Championships, always using the official/specific FIM-Europe Motocross Championship entry form on which all the requested information regarding the rider, team, sponsor and make of motorcycle must be indicated.
- 8. Provisional entries can be made by e-mail but must be confirmed with the duly completed official entry form.
- 9. 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.
- 10. Riders can take part in several Championship classes during a season, but are limited to one class at each event.
- 11. There is no limit on the number of entries per Federation in any individual European Motocross Championship Event.
- 12. For the EMXWomen entries cannot be accepted from any rider who has finished in the top 4 positions in the 2022 and/or 2023 FIM Women's World Motocross Championship.
- 13. For each event, the closing date for entries is 30 days before the event in question.
- 14. 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.
- 15. 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.

In addition to 2.1:

2.1.EMX MXoEN - WMXoEN

- 16. Each FMN can enter one team only. Each team consists of four (two for WMXoEN) riders.
- 17. If at the closing date of entries there are less than 20 National Teams entered, the FMNR may enter one extra National team ("B" Team)

2. ENTRIES, RIDERS AND TEAMS



2.2 Acceptance of entries

18. The motorcycles used by the riders are at the option of the team. However, each team must field:
for MXoEN
 - Two riders on a EMX85 2 stroke class motorcycle
 - One rider on a EMX125 2stroke class motorcycle,
 - One rider on a EMX250 2stroke or 4stroke class motorcyclefor WMXoEN
 - Two Women: motorcycles of Cat. I, Group A1, up to 125cc for 2-stroke engines (minimum age 13 years old) and over 175cc up to 250cc 2-stroke or 4-stroke engines (minimum age 14 years old).
19. Members of a team must be holders of the passport of the country which they represent but can be holders of a license issued by any FMN.
20. Entry Forms must be sent to the FMNR/Organizer.
21. The Closing date for entries is 30 days before the event.
22. In any case, the Championship Promotor can enter additional teams before the end of the technical verifications prior to the event.
23. The FMNR/Organizer will publish the list of teams/riders entered.
24. Should an FMN consider that it has its team entry wrongly refused; the matter may be submitted to the FIM Europe Executive Secretariat who will take immediate action.
25. Any FMN/team who considers its entry has been unjustly refused and because of this finds itself aggrieved, can appeal or lodge a protest in accordance with the regulations of the appropriate discipline.

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 MXoEN	14	21
European Motocross Championships EMX125 MXoEN	13	17
European Motocross Championships EMX85	11	14
European Motocross Championships EMX65	8	12
European Motocross Championships Quad	16	50
European Motocross Championships Women + WMXoEN	14/13 on 125cc	50

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

2. ENTRIES, RIDERS AND TEAMS

2.3 Replacement Riders



2.3 Replacement Riders

2.3.EMX European Motocross Championships + MXoEN and WMXoEN

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 or FIM Europe MX Commission 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 or FIM Europe MX Commission 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.
8. For MXoEN/WMXoEN changing of groups is forbidden. If necessary a change of class can be accepted.

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.
2. For the MXoEN and WMXoEN all teams in the standings of the previous year will have their starting numbers reserved. The starting numbers will correspond to the team's result in the MXoEN and WMXoEN of the previous year and be allocated accordingly. The FIM Europe MXC will issue starting numbers to all remaining teams that have entered the event.
3. For the MXoEN and WMXoEN the winning team from the previous year may use numbers with a red background colour.

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 Promotor/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/Jury President 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.

2.6 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 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 Europe 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 Europe Championship logo on their jerseys. Riders must display the FIM Europe Championship logo on their front number plate.

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.

2. ENTRIES, RIDERS AND TEAMS

2.6 Rider Apparel



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

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

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

In addition to 2.6:

2.6.EMX EMX 125 -EMX65 -EMX85 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 Europe Championship logo on shirts/uniform/clothing.
5. Apart from riders, no persons under the age of 16 are allowed in the Waiting Zone or Pitlane.

2.8 Rider Behavior 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 Europe 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 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 Organizer or 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 Organizer 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).
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.

2. ENTRIES, RIDERS AND TEAMS



2.8 Rider Behaviour and Assistance

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 Quad: motorcycles up to 500cc for 2-stroke engines or 4-stroke engines;
 - b) EMX Women: motorcycles of Cat. I, Group A1, up to 125cc for 2-stroke engines (minimum age 13 years old) and over 175cc up to 250cc 2-stroke or 4-stroke engines (minimum age 14 years old).
 - 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);

3.2 Front Number Plate

1. The motorcycle's front number plate must always display (see diagrams):
 - a) The background colour, in accordance with the FIM Europe Regulations hereunder, as well as the FIM Technical Rules Motocross.
 - b) The number of the rider, in accordance with the FIM Europe 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 Europe 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 Quad	Yellow	Black	European Championship
EMX Women	Blue	White	European Championship
EMX250	Black	White	European Championship
EMX125	Black	White	European Championship
EMX85	White	Black	European Championship
EMX65	Blue	White	European Championship
All leaders	Red	White	European Championship

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

- Black 9005
- White 9010
- Blue 5005
- Yellow 1003

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

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

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 Europe 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.
4. For MXoEN/WMXoEN there is freedom of design and publicity, but incorporations of the rider's number and FIM Europe Motocross Championship logo into the graphics is compulsory. The

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 Europe or the FMNs.
2. Appointed officials must be fluent in English or French. Other languages are an asset.
3. The FIM Europe and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a valid FIM 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.
10. In the case of the EMXQuad, MXoEN and WMXoEN events the judicial procedure with Race Direction and Steward's Panel will come into effect.

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 and FIM Europe 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 FIM Europe Motocross Commission (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 Europe.
5. The FMNR must send an electronic copy of the draft SR to the FIM Europe Administration for approval by the FIM Europe, no later than three months before the date of the event.
6. The FIM Europe, 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/ International Jury, and subsequently brought to the attention of all persons concerned.
8. The SR must subsequently be ratified by the Race Direction during its first meeting.

4.3 Officials who hold an FIM License

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.

4.5 FIM Europe Delegate or International Jury (Representative)

1. The FIM Europe Motocross Commission will appoint a Jury President. In case of MXoEN, WMXoEN a Jury President, a Race Director and a FIM Europe Steward. And in case of EMX Quad appoint the FIM Europe Delegate.
2. The FIM Europe Representatives must be holder of an FIM Motocross Sporting Steward licence.
3. If the nominated FIM Europe Representative is prevented from arriving at the event in time, until his arrival, the FIM Europe will decide on his replacement.
4. In case of a “force majeure” during the event where the FIM Europe Representative becomes permanently unavailable for the event in question, the FIM Europe will decide on his replacement.
5. The FIM Europe Representative 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 Representative include but are not limited to:
 - a) The FIM Europe Representative 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 Representative exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed.
 - c) The FIM Europe Representative 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 Representative is responsible for the communication with the Stewards.
 - e) The FIM Europe Representative has the right to invite any guests to the Race Direction Meetings, when appropriate.
 - f) The FIM Europe Representative 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 Representative 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 Representative, together with the Clerk of the Course, must sign the official classification of the event.

4. OFFICIALS AND PROCEDURES

4.4 Jurisdiction



- i) The FIM Europe Representative must collate all the official reports, documents and official results of the event according to the respective FIM Europe 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 and FMR Stewards for MXoEN /WMXoEN



4.6 FIM Europe and FMNR Stewards for MXoEN / WMXoEN

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 FIM Europe MX Commission may name a replacement, with first priority given to a FIM Europe MX Commission 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 FIM Europe MX Commission may name his replacement, with first priority given to a FIM Europe MX Commission 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.

4.7 Event Management in case of MXoEN, WMXoEN and EMX Quad

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 / International Jury

1. The Race Direction is
in case of MXoEN, WMXoEN and EMX QUAD composed of:
 - a) The FIM Europe Delegate;
 - b) The FIM Europe Race Director;
 - c) The Clerk of the Course.in case of EMX65, EMX85 and EMX Women International Jury is composed of:
 - a) The FIM Europe Jury President
 - b) The FMNR Member
2. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Europe Delegate/Jury President 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/Jury President.
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.

4. OFFICIALS AND PROCEDURES

4.8 Race Direction



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- 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:
 - 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 Europe 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 for combined events. In case of not combined events the appeal is done at the latest 5 days after the notification of that decision to the FIM Europe Disciplinary Commission.
 - 11. Appeals against a disciplinary decision taken by the Race Direction will in case of MXoEN, WMXoEN and EMXQuad be dealt with by the FIM Europe Stewards Panel. In EMX65, EMX85 and EMX Women, an appeal will be dealt by the FIM Europe Disciplinary Commission.

4.9 FIM Europe Stewards Panel for MXoEN, WMXoEN and EMX Quad

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 Europe 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 Stewards Panel may be lodged to the FIM Europe Disciplinary Commission according to the FIM Europe Disciplinary and Arbitration Code. This appeal must be presented 5 days 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.

4.10 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 Organizers 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 Representative.
4. The Minutes must be added to the FIM Europe e-File of the event.

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/FIM Europe Jury President;
 - 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/FIM Europe Jury President;
 - 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.

(*) 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.

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 §6, the following procedure will apply:
- The riders will be notified orally by the FIM Europe Race Director/International Jury when they finish the race.
 - The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty.
 - 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.

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.

4.13 FIM Europe Race Director

1. The FIM Europe can appoint a Race Director in case of MXoEN, WMXoEN and this 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. The FIM Europe will decide on the replacement.
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.

4.14 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/International Jury.
 - 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 International Jury/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 Europe 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.

4.15 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

4.16 Chief Timekeeper



4.16 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 Europe Regulations and hand a copy to the Clerk of the Course.
 - e) If requested to do so by the Race Direction, attend meetings, but without voting rights.
3. After an event, the Chief Timekeeper, his staff and equipment must remain available until protest/appeal time has expired.

4.17 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/Jury President.
 - 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.

4.18 Chief Medical Officer

1. The Chief Medical Officer (CMO) is appointed by the FMNR.
2. The CMO has the overall responsibility for the medical service and shall, in particular:
 - a) Be the same throughout the event.
 - b) 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 Europe Medical Code.
 - c) Be familiar with the circuit and the organisation of the medical services at which he is appointed.
 - d) Have to attend the circuit control together with the FIM Medical Director (if present) and the Clerk of the Course one day prior to the first practices.
 - e) Inspect, together with the FIM Medical Director (if present), all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
 - f) Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
 - g) Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
 - h) 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.
 - i) To examine with the FIM Medical Director(if present) all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.
 - j) Ascertain that fallen riders are medically fit to continue in competition.

4. OFFICIALS AND PROCEDURES

4.18 Chief Medical Officer



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- k) 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.
 - l) Will prepare the list of injured riders (Medically unfit list) to be given to the Medical Director and FIM Medical Representative (if present).
 - m) Must inform and update the FIM Medical Director (if present) and FIM Medical Coordinator (cmi@fim.ch) (if present) regarding the condition of injured riders and liaise with the relevant hospital to ascertain and report the progress of their condition and treatment.
 - n) Send together with the Jury President/FIM Europe Delegate the accident reports and accident statistic forms electronically to the corresponding FMN and if necessary to the FIM Medical Coordinator (cmi@fim.ch) by the day following the event (Appendices D and E/FIM Medical Code).
 - o) Should attend Race Direction meetings, but without voting rights.
3. 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

4.19 FMN Delegates



4.19 FMN Delegates

Each FMN is limited to one Delegate who must be holder of a Sporting Steward's Licence. The nominations (names-Licence number) must be sent in writing to the FMNR not less than 15 days prior to the event.

The FMN Delegate represent only riders entered by his FMN. The Delegate may attend the open meetings of the Jury as observer. The FMN Delegate is entitled to receive passes to be present and to be able to carry out his duties during the event. During the event, the FMN Delegate is entitled to receive documents related to the event, including the Jury Minutes.

4.20 Flag Marshals

1. Flag Marshals are appointed by the FMNR/organiser.
2. It is recommended that Flag Marshals be holder of an FMNR Flag Marshal's licence. The minimum age for Flag Marshals is 18 years.
3. Flag Marshals must have participated in a briefing with the FIM Chief Flag Steward or Jury President and the Clerk of the Course and/or a qualified official nominated by him.
4. For each Flag Marshal post, the Organiser must establish a list with the names of the marshals occupying the post. This list is to be given to the Clerk of the Course, who will hand it over to the FIM 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 and occupation of each post will be decided by the FIM Europe Race Director (if present), the Clerk of the Course, the FIM Chief Flag Steward or Jury President and the Chief Flag Marshal (if present) during the circuit control. If deemed necessary, the position and occupation of a post 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.
11. Marshals are not allowed to assist riders to re-start their motorcycles.

4.21 Official Signals

- 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 FMNR 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.

- 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. 	

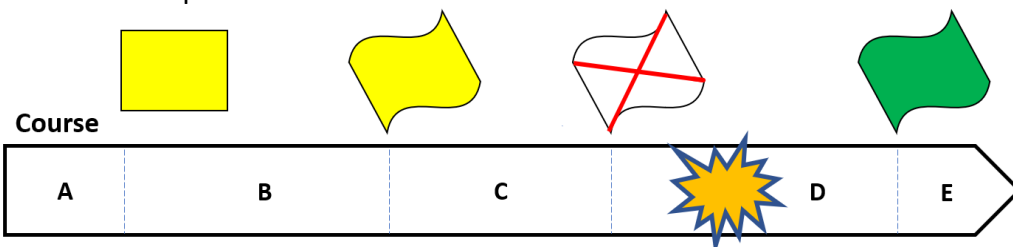
4. OFFICIALS AND PROCEDURES

4.21 Official Signals

Blue flag, waved	Warning, you are about to be lapped. Hold your line.
<ul style="list-style-type: none"> • The blue flag must be used by supplementary flag marshals, specialised for this flag only. • A blue stationary flag will be displayed during the sighting lap which precedes a qualifying 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.

4. OFFICIALS AND PROCEDURES

4.21 Official Signals



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.
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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
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:
 - p) 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.
 - c) Have been authorised by their FMN to participate in that event.

In addition to 5.1:

5.1.EMX European Motocross Championships

3. The FMNR/Organizer or 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 FMNR/Organizer or 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/Jury President by the representative of the FMNR/Organizer or 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. A FIM Europe Laissez-passez is not yet in use
2. Special information may be given in the Supplementary Regulations

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 Europe 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/Chief Technical Steward has the right to review these data. Any data reviewed by the FIM Technical Director/Chief Technical Steward must remain strictly confidential;
 - e) The FIM Europe Race Director/Clerk of the Course/Jury President can disqualify a motorcycle of which the construction or condition is considered to be or may become a source of danger.

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 a second motorcycle.
 - b) Teams may present at scrutineering a second motorcycle to be used by two or more riders. In this case, the team presenting the motorcycle must inform the Technical Stewards of the names and numbers of the riders eligible to use this motorcycle.

10. Random sound controls will be carried out on Friday.

11. The maximum limit of the pre-race sound level is fixed at:
 - EMX250, EMX 125 EMX2t, EMX Quad, EMX Women: 112 dB/A + 2 dB/A for the precision method (for all engine types).

 - EMX65 / EMX85: 109 dB/A + 2 dB/A for the precision method.

12. Riders may change motorcycles at any time except during a race. The final choice of motorcycle to be used in a race must be made 10 minutes (quad 15 minutes) before the start of the race in question.

13. At any time during the event on request of the Chief Technical Steward, a rider must present himself and/or their motorcycle(s) and/or equipment to the technical verification.

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. 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.
6. Riders and team members are expected to conduct themselves in a responsible manner and ensure that they do not endanger or cause any damage to anybody in the area.
7. Racing and aggressive or reckless riding in the test area are prohibited at all times and will be penalised.
8. Riders will be held responsible for any harm and/or damage they or their team members cause within the designated test area.

5. 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/Chief Medical Officer, FIM Europe Race Director, FIM Europe Delegate/Jury President or International Medical Panel delegate, a special medical examination may be carried out by an Official Doctor, or another doctor nominated by the Chief Medical Officer.
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 Europe 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/Jury President 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, etc.
6. Members of the Event Management, the FIM Europe Stewards Panel, Representatives of the FIM Europe Championship Promotor, the FMNR or the Organiser as well as the Secretary of the Event or any other person deemed necessary, may also attend the circuit control.
7. The FIM Europe Delegate/Jury President, together with the FIM Europe Race Director (if present), 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-International Jury Meetings

5.7 Meeting with the Organisers / Race Direction – International Jury Meetings

1. Generally, the meeting with the organisers will be held together with the first meeting of the Race Direction/Jury Meeting. However, if the Race Direction/Jury President deems it necessary, separate meetings can be organised.
2. The Members of the Race Direction, the Event Management and FIM Europe Stewards Panel (if present), as well as the FIM Chief Flag Steward (if present), the FIM Medical Director (if present) 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 (if present) 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 Europe 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 by e-mail /electronically.
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/riders briefing and be aware of all information given and follow all instructions issued in the “electronic briefing”.

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 – Time Practice

5.11.EMX EMX Women / EMXQuad / EMX85 / EMX65

1. In each class, one separate Free and Time Practice session must be provided.
2. The maximum number of riders in each Free and Time Practice session is 40 (32 for Quads).

A. Up to 40 riders (32 for Quads) One Qualifying Group

3. If there are up to 40 riders present in a class, there will be one Group only. Except for EMX65 where the Free Practice will always be done in two groups.

B. More than 40 riders (32 for Quads) 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. (for the first event according to their standings in the previous year's European Motocross Championship and presence at the event) The best rider present will be allocated to Group 1, The second best riders present to group 2, The third best riders present to group 1 and so on. 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 three groups will be done based upon the position of the riders in the current European Championship. (for the first event according to their standings in the previous year's European Motocross Championship and presence at the event) The best rider present will be allocated to Group 1, The second best riders present to group 2, The third best riders present to group 3, The Forth best riders present to group 1 and so on. 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 1 will consist of one more rider than Group 2 and 3.
7. Riders may not change Group.

Time Practice

8. The result of the Time Practice will decide the starting order for the Qualifying Race.

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 (if present) 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 – Qualifying Races

5.13.1.EMX Up to 40 riders present (32 Quads)

(one qualifying group)

1. Qualifying will involve a Qualifying Race. Riders will take the start position based on their results in Pre-Qualifying Timed Practice.
2. Riders will qualify for their starting positions in the Races according to their best result in the Qualifying Race.
3. If, for unforeseen reasons, a rider does not score any qualification time in the Pre Qualifying Time Practice, he will be placed on the last available position of the starters' list for the Qualifying Race. 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 40 riders

(two qualifying groups)

4. Qualifying will involve a Qualifying Race. Riders will take the start position based on their results in Pre-Qualifying Time Practice:

EMX 65-85- Women	Positions	Result
Qualifying Group 1	1 to 18	Are qualified for the Races
Qualifying Group 2	1 to 18	Are qualified for the Races
Last Chance Time Practice	1 to 4	Are qualified for the Races
Last Chance Time Practice	5	1 st reserve rider
Last Chance Time Practice	6	2 nd reserve rider

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 the Rider who finishes in 5th position in the Last Chance Time Practice. The second reserve rider will be the rider who finished 6th in the Last Chance Time Practice.

5. RUNNING OF THE EVENT

5.13 Qualifying



5.13.2.EMX More than 80 riders/60 QUAD riders present

(Three qualifying groups)

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

EMX	Positions	Result
Time Practice Group 1 solo	1 to 13	Are qualified for the Races
Time Practice Group 2 solo	1 to 13	Are qualified for the Races
Time Practice Group 3 solo	1 to 13	Are qualified for the Races
Best time amongst 14 th Position/Group	40 th position	Is qualified for the Races
2 nd best 14 th position/Group	1 st reserve	
3 rd best 14 th position/group	2 nd reserve	
Time Practice Group 1 Quad	1 to 10	Are qualified for the Races
Time Practice Group 2 Quad	1 to 10	Are qualified for the Races
Time Practice Group 3 Quad	1 to 10	Are qualified for the Races
1 st best time amongst 11 th position/group	1 st reserve	
2 nd best time amongst 11 th position/group	2 nd reserve	

8. In this case, the top 13/10 for quads, from each group in Qualifying Practice will qualify for the main races.
9. The last qualifying rider will be the 14th best time among the three groups. The first reserve will be the rider with second best 14th position among the three qualifying groups. The second reserve rider will be the rider with the third best 14th position among the three qualifying groups.
10. 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.
11. Pole position will be the rider with the best time amongst the 1st places riders/group. Followed by the 2nd and 3th best time amongst the 1st places. The rest of the riders will be filled in according to the group's first riders place. 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

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

5. RUNNING OF THE EVENT



5.13 Qualifying

13. If, for unforeseen reasons, no qualification results are obtained before the Warm Up 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.

5.13.2.EMX MXoEN / WMXoEN

In Order to qualify for the MXoEN / WMXoEN teams must participate in the Qualifying Races and eventually the B-Final. The teams will qualify according to the following model:

14. For MXoEN the qualification will be run in a Qualifying Race in each class. If more than 20 teams are present the EMX85 class will be run in separate group of 1 rider/country.

Riders may not change Qualifying Race.

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

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

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

If the B-Final is cancelled, teams will be classified according to their result in Qualifying.

If no qualification results are obtained the Warm-Up may be treated as qualifying session.

MXoEN	Teams positioned	Result
Qualifying Races	1 to 19	Are qualified
	1 to 20 (no B-Final)	
	2 to 32	Will participate in B-Final
	As of 33	Are eliminated
EMX85	15 min + 2 Laps	
EMX125	20 min + 2 Laps	
EMX250	20 min + 2 Laps	

15. For WMXoEN the qualification will be run in 2 Qualifying Races except when there are less than 20 teams are present and both groups may be combined. A ballot will decide upon the starting order of each team/rider. Riders may not change Qualifying Race.
- A total of 20 teams will qualify for the WMXoEN. The best two results of each team will be taken into account, irrespective of group. In case of a tie, the best result of the Group B rider will be taken into account.

5. RUNNING OF THE EVENT

5.13 Qualifying



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

If there are 20 or less teams present, one qualifying race will be held in which both riders of each team will participate in. In this case and in the event of a tie on points, the best placed team will be the team whose first riders finishes in the higher position.

If no qualification results are obtained the Warm-Up may be treated as qualifying session.

WMXoEN	Teams positioned	Result
Qualifying Races	1 to 19	Are qualified
	1 to 20 (no B-Final)	
	20 to 32	Will participate in B-Final
	As of 33	Are eliminated
EMXWomen 15 min + Laps		

B-FINAL MXoEN

MXoEN	Teams positioned	Result
B-Final 125-250 (20min + 1 lap)	20 to 32	Will participate in B-Final
B-Final 85 (15min + 1 lap)	20 to 32	Will participate in B-Final
	As of 33	Are eliminated
Team placed 20 will go to Final		

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

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.
7. For EMX65/85/Women Zone Events and more than 40 riders present the two reserve riders will be appointed according to the results of the Last Chance Qualifying Timed Practice. The rider placed 5th will be the first reserve. The rider placed 6th will be the second reserve.
8. For EMX Quad in all cases the first reserve rider will be from the pole position winner's Qualifying Group (regardless whether from group A or B). The second reserve rider will be from the remaining Qualifying Group.
9. If, for unforeseen reasons, no qualifying Race is run, then the times from the Pre-Qualifying Practice may be used to define qualified and reserve riders.
10. If, for unforeseen reasons, no Pre-Qualifying Practice is run, then the times from the Free Practice may be used to define qualified and reserve riders.

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/Jury President, time and conditions permitting. (see timetable)
3. Start practice is optional.
4. Mass starts are forbidden.

In addition to 5.15:

5.15.EMX European Motocross Championships

4. A start practice will be scheduled at the end of Time Practice/Qualifying 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. Entry into Pit Lane is forbidden during Sighting Lap(s).
6. Number of riders participating in the Sighting Laps Session:

Warm Up ~~Sighting Laps Session~~

Solo : Maximum 40 qualified riders + 2 reserve riders ~~(if any)~~

Quad: Maximum 30 qualified riders + 2 reserve riders

In addition to 5.16:

5.16.EMX Motocross of European Nations - MXoEN

The 20 teams that have qualified for the MXoEN will be allocated to their respective Warm-Up according to their position after the Qualifying Races. Teams may not change Warm-Up Group.

Warm Up B-Final

Maximum 13 non-qualified teams/39 riders

Warm Up MXoEN Group 1

Maximum 10 qualified teams/30 riders

Teams positions 1,3,5,7,9,11,13,15,17,19

Warm Up MXoEN Group 2

Maximum 9 qualified teams/27 riders. 10 if there is no B-Final

30 riders

Teams positions 2,4,6,8,10,12,14,16,18,(20)

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 start gate, and
 - b) Two: the lower floor of the SkyBox which stops at the rear barrier behind the starting gate.
2. Each rider may bring one motorcycles into the waiting zone area which will be open 20 minutes (25 minutes for quads) before the start.
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 Waiting Zone/Skybox:

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 Waiting Zone or lower floor of the Skybox.
	The riders get ready for the sighting lap.
Approximately 10 minutes (15 minutes Quads) before the start:	Signal of the FIM Europe Race Director/CoC.
	The entrance from the Waiting Zone/Skybox to the track is open.
	Reserve riders who are not allowed to participate in the race must leave the waiting zone.
7 minutes (12 minutes Quads) before the start:	All the riders, who are present in the Waiting Zone/Skybox in time, may leave for the sighting lap.
	The entrance from the Waiting Zone/ Skybox to the track is closed. No further sighting laps are allowed.
4 minutes before the start:	The entrance from the track to the Waiting Zone/Skybox is closed.
	All riders should be back from their sighting lap.
	The circuit should be clear.
	Riders arriving at the Waiting Zone/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.	

5. RUNNING OF THE EVENT



5.19 Sighting Lap

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

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/Jury President.
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.

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 Waiting Zone/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 Waiting Zone/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 Waiting Zone/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 Starter or FIM Europe Race Director's orders.
	Riders who return to the Waiting Zone/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 Waiting Zone/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 Starter or FIM Europe Race Director will raise the green flag.
3. Upon a signal from the Starter or 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. (2 rows of 15 for QUADS – 1st row must be filled completely before starting from 2nd 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 Starter or 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

5.26 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 Qualifying races based on the results of Pre-Qualifying Time Practice. For the Motocross Championships Races the riders select their gates on the result of the Qualifying Race and Last Chance Time Practice.
3. In the case of one qualifying group (up to 40 riders, 32 for quads), 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 the 5th position in the Last Chance Time Practice. The second reserve rider will be the 6th position in the Last Chance Time Practice.
6. In case of three Qualifying groups, the last qualifying rider will be the 14th best time among the three groups. The first reserve will be the rider with second best 14th position among the three qualifying groups. The second reserve rider will be the rider with the third best 14th position among the three qualifying groups.
7. For MXoEN/WMXoEN the team managers are free to decide on the allocation of the assigned starting positions within their team.
8. For MXoEN/WMXoEN B-Final the result of the Qualifying Races will determine the non-qualified teams starting order. (Teams placed 20 to 33)
9. For MXoEN/WMXoEN the riders will proceed to the starting gate, one by one, according to the team's qualifying position. They select their position at the gate beginning with one rider of the best placed team, followed by a rider of the second best placed team, and so on until the first rider of each qualified team has taken his position. The same procedure will then be repeated for the second of each team.

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:

	Duration per session	Maximum number of riders
EMX Women	2 x 20 minutes + 2 Laps	40
EMX Quad	2 x 25 minutes + 2 Laps	30
EMX 85	2 x 20 minutes + 2 Laps	40
EMX 65	2 x 12 minutes + 2 Laps	40
EMX 85 MXoEN	2 x 20 minutes + 2 Laps	40
EMX 125/250 MXoEN	2 x 25 minutes + 2 Laps	40

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 Direction 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 Direction; 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 Direction 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, 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



5.29 Stopping of a Race / + 51% Completed

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

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 Waiting Zone.
3. Riders must follow instructions of officials and go directly to the Waiting Zone where they can receive assistance. Changing of motorcycles is not allowed.
4. A restart for the full race time will take place as soon as possible and up to 30 minutes after the red flag was displayed, at the discretion of the FIM Europe Race Direction.
5. Changing of motorcycles will be allowed. The final choice of motorcycle must be made 10 minutes before the re-start and the motorcycle must be in the waiting zone.
6. Reserve riders may take part in the restart of the race if one or more of the original starters are unable to take part or are disqualified from the restart.
7. The complete start procedure will be followed but without the sighting lap.
8. 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
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 Europe Race Direction, may be checked for compliance with sound level regulations.
2. Other motorcycles may also be checked at the request of the Race Direction, the FIM Europe Race Director and FMNR Technical Steward.
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 Women / EMX Quad:
 - 114 dB/A + 1 dB/A for degradation accepted after the race (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 / EMX85: 111 dB/A + 1 dB/A for degradation accepted after the race

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

For MXoEN/WMXoEN Points are allocated in each Qualifying Race/Race.
The winner of each Qualifying Race/Race obtains 1 point, the second rider 2 points, etc. irrespective of class.

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. 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

In addition to 5.35

5.35 EMX MXoEN Final Standings

6. The Final team result of the Motocross of European Nations Races are determined as follows
 - a. The Team winning the Motocross of European Nations is the one which had gained the smallest total number of points after having added the seven best results of its riders irrespective of class.
 - b. In case of a tie results will be established as follows
 - i. The team whose riders have obtained the highest number of first places, second places, etc. amongst the seven best results
 - ii. The team whose riders have obtained the highest number of first places, second places, etc. in the last Race (EMX125+EMX250)
 - iii. The team whose riders have obtained the highest number of first places, second places, etc. in the Third Race (EMX85)
 - iv. The team whose riders have obtained the highest number of first places, second places, etc. in the Second Race (EMX125+EMX250)
 - v. The team whose riders have obtained the highest number of first places, second places, etc. in the first Race (EMX85)

5. RUNNING OF THE EVENT

5.35 Results / Event Final Standings



- vi. If a TIE still exist, the teams in question will be placed equal. The results will be completed by adding teams not having obtained seven results. For these teams the same system will be used for classification and breaking ties.
- c. The results will be completed by adding teams not having obtained seven results. For these teams the same system will be used for classification and breaking ties.

In addition to 5.35

5.35 EMX WMXoEN

- 7. The final team results of the Women's Motocross of European Nations races are determined as follows:
 - a. The team winning the Women's Motocross of European nations is the one which has gained the smallest number of points after having added the three best results of its riders;
 - b. In case of a tie the results will be established as follows:
 - i. The team whose riders have obtained the highest number of first places, second places, etc. amongst the three best results.
 - ii. The team whose riders have obtained the highest number of first places, second places, etc. in the second Race
 - iii. The team whose riders have obtained the highest number of first places, second places, etc. in the first Race
 - c. If a tie still exists, the teams in question will be placed equal;
 - d. The results will be completed by adding teams not having obtained three results. For these teams the same system will be used for classification and breaking ties.

In addition to 5.35

5.35 EMX MXoEN/WMXoEN Individual Results

- 8. In each class, the final individual results of the Motocross of European Nations Races are determined as follows:
 - a. The rider winning the MXoEN/WMXoEN in his class, is the one who has gained the smallest total number of points after having added his result in both races, irrespective of class (the same result/positions scored by the rider for the teams standings will also be used for the individual standings per class)

5. RUNNING OF THE EVENT

5.35 Results / Event Final Standings



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

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) EMN 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;(Country flag in case of MXoEN/WMXoEN)
 - 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 TEAMS

5. The results must also include the following information:
 - t) Team of the rider (only if the Team is holder of a valid FIM Europe 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.
8. For EMX Women's class also the top three of the 125cc class must be present in the Prize-Giving Ceremony.
9. For MXoEN/WMXoEN the riders of the top three teams in the Final standings must take part to the Prize-Giving Ceremony, together with the team Managers.
10. For MXoEN/WMXoEN the rider winning the individual classification in each class must take part to the Prize-Giving Ceremony.

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/teams 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/teams 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 Europe and concerned by a decision taken under the authority of the FIM Europe, 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 Europe 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 (if present) or to the FIM Europe Disciplinary Commission.
 - a. In case of 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.

5. RUNNING OF THE EVENT

5.40 Protests / Appeals



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- b. In case of FIM Europe Disciplinary Commission, this appeal must be presented in 5 days after the latest notification of the that decision to the FIM Europe Administration. 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 Yearbook
12. Protests to the Race Direction must be handed over to a member of the Race Direction who must note the time at which the protest was handed over to him on the document.
13. An appeal against the decision of the Race Direction must be handed over to a member of the FIM Europe Stewards Panel (if present) 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 Yearbook.
15. After exhaustion of the FIM Europe 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.**
1. 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).
2. 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.
3. 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.
4. 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 (Europe)

1. Alcohol tests may be carried out according to the FIM Regulations.
2. Further to an **(Europe)** 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
Technical Control	15:00 – 19:00
Circuit control	15:00
Meeting with the Organiser	17:00
Second Circuit Control (if necessary)	18:00

A time table will be attached for every possible situation for EMX65/85/Women.

A time table for EMX Quad, combined with FIM Sidecars will be produced by the FIM Championship Promotor.

The complete time table of the event will be published by FIM Europe together with the Supplementary Regulations in due time: <https://www.fim-europe.com/motocross-snowcross/>.

7. MXOEN / WMXON - TRAVEL INDEMNITIES AND PRIZES

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

They will be paid to the FMNs of the teams who participated in the MXoEN/WMXoEN, after the event, after the protest time has expired.

The Prize money is divided as follows

The travel indemnity for each team taking part in the MXoEN/WMXoEN is € 150,- per rider (qualified and non qualified teams)

Motocross of European Nations

Place	Amount (in Euros)
1	1000
2	700
3	500
4	400
5	300
6	200
7	100
8	100
9	100
10	100

Women's Motocross of European Nations

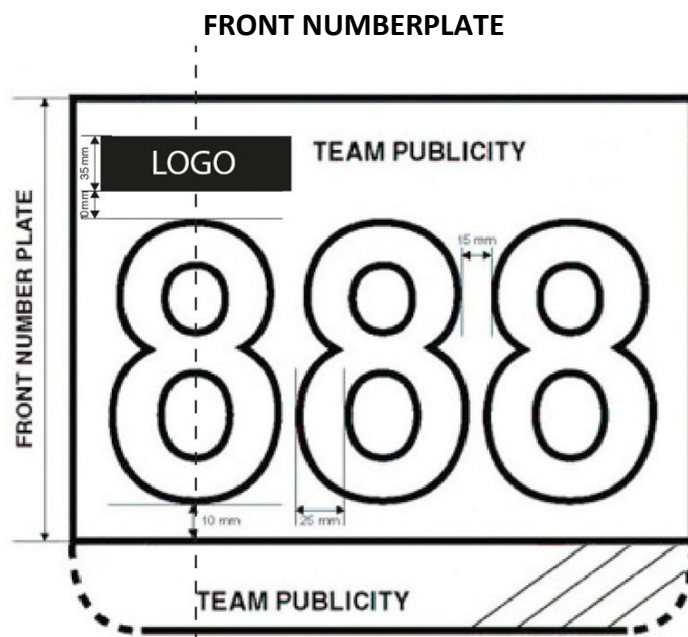
Place	Amount (in Euros)
1	500
2	350
3	250
4	200
5	150
6	100
7	50
8	50
9	
10	

8. FIM EUROPE MOTOCROSS CHAMPIONSHIP LOGOS

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 <https://www.fim-europe.com/motocross-snowcross/>



FIM EUROPE EMX65 /EMX85 MOTOCROSS CHAMPIONSHIP



FIM EUROPE MOTOCROSS OF EUROPEAN NATIONS



FIM EUROPE QUADCROSS CHAMPIONSHIP

