



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

INTERNATIONAL FREESTYLE MOTOCROSS APPENDIX

FIM FREESTYLE MOTOCROSS WORLD CHAMPIONSHIP REGULATIONS

2018

*ANNEXE DU
MOTOCROSS FREESTYLE INTERNATIONAL
RÈGLEMENT DU CHAMPIONNAT DU MONDE
FIM DE MOTOCROSS FREESTYLE*



International FreeStyle Motocross Appendix

FIM FreeStyle Motocross World Championship and FIM FreeStyle of Nations Regulations



EDITION 2018

update 30 December 2017

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031/FMX.1 GENERAL

031/FMX.1.1 Definition of FreeStyle Motocross

A FreeStyle Motocross event is an individual competition for motorcycle riders who perform aerial figures and tricks on artificial obstacles, combined with distance and height.

031/FMX.1.2 Events

There are two types of International FreeStyle Motocross Events:

1. International FreeStyle Motocross Events, as defined in the FIM Sporting Code.
2. International FreeStyle Motocross Events, as defined in the FIM Sporting Code, and jointly organised in partnership with Sport Plus. Riders participating in these events will see their results count towards the FIM/Sport Plus World Ranking.

031/FMX.1.3 Calendar

International FreeStyle Motocross Events must be inscribed in the Calendar.

International FreeStyle Motocross Events cannot clash with FIM FreeStyle Motocross World Championship Events unless the FMNR receives prior authorisation from the FIM and Sport Plus.

Priority must at all times be given to the FIM FreeStyle Motocross World Championship Calendar.

031/FMX.1.4 Legal Authorisations

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

031/FMX.2 VENUE

031/FMX.2.1 Riders' paddock

The rider's paddock:

- Must be on a hard standing area;
- Must provide for each rider a covered area of minimum 3 m x 3 m equipped with two chairs. A table and a waste container are recommended;
- Must be equipped with adequate sanitary facilities;
- Must also hold the necessary equipment needed to carry out technical controls and repairs;
- Must be properly secured to limit access to properly accredited persons;
- Must have a direct access to waiting zone.

031/FMX.2.2 Waiting zone

The waiting zone:

- Must be sufficiently large, hard standing and fenced off;
- Should be located adjacent to the launching zone;
- Must have an access to allow competitors to enter and leave the course easily. This access must be divided by a gate in an entrance and exit. A marshal to control the entrance and exit to the course must be posted at this spot.

031/FMX.2.3 Course specifications

The area used for the course must be on a horizontal, hard standing area.

The materials used on the course should be natural (sand, dirt, etc.).

The composition and preparation of the surface of the course must be hard standing, capable of giving good traction.

The use of concrete or paved surfaces on the course is forbidden. However, the run-ups leading to the ramps can be on concrete or paved surfaces (example: tunnel from the stadium leading to the course) or "runway boards"

incorporating a grid. The run-ups leading to the ramps must be sufficiently long to give the average rider participating in the event enough speed to clear the jump zone distance easily.

Ramps and artificial obstacles (example: “wallrides” and “grind boxes”) may be incorporated on the course.

Ramps must be metal constructions only; wooden constructions are not permitted. Ramp surfaces may be of wood but must be no-slip and offer sufficient traction.

Obstacles (walls, etc.) at the end of a run-off zone should be protected by protective foam device rapped in fire-resistant bags.

The course must not cross a section of water, must not be rocky or stony and cannot be divided by an obstacle (tree, rock, etc).

The layout of the course may be made with the help of the riders present.

On each side of the course there must be a neutral safety zone sufficiently wide to allow medical staff/ambulances and officials to work.

The spectator area must be situated behind the neutral safety zone and be defined by a fence or wall on the public side.

Diagrams are added to these Regulations. Please note that all indicated measures below are approximate minima (*) or maxima (°°).

Take-off ramps must have a height between 2.50 (*) to 3.20 m (°°). A radius between 5.50 (*) to 12.00 m (°°) is strongly recommended.

The ramps must have a width of 0.80 m (*).

Landing areas must have a height between 4.00 (*) to 4.50 m (°°).

The table on top of the landing area must be 1.50 m (*)/(L) X 2.50 m (*)/(W).

It is strongly recommended that the distance between the ramp and the landing (= jump zone) be in between 10.00 (°) to 28.00 m (°°). The length of the jump zone depends on the angle of the ramp (the smaller the radius, the shorter the jump zone).

The height of the arena above a jump zone must be 14.00 m (*). Depending on the angle of the ramp and the distance of the jump zone, the height above the jump zone must be increased.

After a jump, there must be a run-off zone with a length of 12 m (*).

031/FMX.2.4 Flag Marshals

A Flag Marshal post must be situated at the start of the launching zone and in the braking zone.

Flag Marshals should be positioned in such a way around the course that they can oversee the whole zone for which they are responsible. They must also have view contact with each other.

It is highly recommended before and during the competition that the organisers and officials consult with the riders in configuring the course and ramps. Each rider must determine to his satisfaction that the course design and ramp placements are suitable for him and assume all risk of participation.

031/FMX.2.5 Heavy equipment

Adequate heavy equipment to prepare the course must be available.

This heavy equipment, with the necessary experienced operators, must be on operational stand-by on the course during the event and must be available until the end of the event.

031/FMX.2.6 Judges Podium

The following installations must be provided for the Judges Podium (minimum criteria):

- A work space, providing room for 10 officials and observers;
- A sufficient number of chairs and tables for 10 persons;
- Sufficient lights, power points and electricity to allow the Judges Podium to be operational at all times.

The Judges Podium must be well situated to ensure an overall view of the course by the Judges.

The Judges Podium must be operational as of the first day of the event.

The Judges Podium must be accessible during the event.

031/FMX.2.7 Control Podium

The following installations must be provided for the Control Podium (minimum criteria):

- A work space, providing room for 6 officials and observers;
- A sufficient number of chairs and tables for 6 persons;
- Sufficient lights, power points and electricity to allow the Control Podium to be operational at all times.

The Control Podium must be adjacent to the Judges Podium and ensure an overall view of the course by the officials manning it.

All technical wires (lights, sound, video screens) should end there.

The Control Podium must be operational as of the first day of the event.

031/FMX.2.8 Organisation Office

The following installations must be provided for the Organisation Office (minimum criteria):

- A work space, providing room for 10 officials and observers;
- A sufficient number of chairs and tables for 10 persons;
- One telephone (direct line) and one internet connection;
- A powerful photocopier with sorting systems and sufficient stock of paper;
- Sufficient lights, power points and electricity to allow the Organisation Office to be operational at all times.

The Organisation Office must be well situated to all facilities at the event venue.

The Organisation Office must be operational as of the first day of the event.

031/FMX.3 ELECTRICAL EQUIPMENT

031/FMX.3.1 Electricity

Whenever electricity is provided at the venue of the event and its facilities, the local security regulations must be respected.

031/FMX.3.2 Public Address System

A combined PA system for riders and spectators must be installed. The audibility must be satisfactory all over the public area.

031/FMX.3.3 Course illumination

When the event takes place in the evening/at night, the complete course must be sufficiently illuminated.

Two separate supplies with instant commutation in case of a breakdown are strongly recommended.

031/FMX.3.4 Score-board and clock

A sufficiently large score-board and clock and showing the official results and time, must be placed visible to all around the course.

The clock must also be visible to the riders while they make a run.

The clock must display figures of minimum 3 digits.

031/FMX.3.5 Points scoring system

For practical reasons, an electronic data system is recommended.

However, whenever an international event is jointly organised in partnership with Sport Plus, the official points scoring system used will be the Sport Plus EDV electronic judging system.

031/FMX.4 EMERGENCY SERVICES

031/FMX.4.1 Medical services

All events must have a medical service led by a Chief Medical Officer who liaises with the Organiser.

The medical team and the material must be in conformity with the FIM Medical Code (minimum criteria):

- 1 x vehicle Type B (with corresponding staff and equipment);
- 1 x vehicle Type C (with corresponding staff and equipment).

An evacuation plan for injured persons must be defined before the event by the Organiser and the Chief Medical Officer.

When organising the medical service, the organisers must also respect the local security regulations.

031/FMX.4.2 Fire-fighting service

During the entire event, the organisers must also respect the local fire-fighting security regulations.

031/FMX.4.3 Emergency/Evacuation plan

In case of an emergency (accident, fire, etc.), an efficient emergency/evacuation plan for the entire circuit (installations and course) must be defined before the event by the Organiser and the security services.

031/FMX.5 OFFICIALS AND PROCEDURES

031/FMX.5.1 General

The management and supervision of international events, as well as the judicial procedure, are the responsibility of the officials appointed by the FMNR. In international events jointly organised in partnership with Sport Plus, the officials are jointly appointed with Sport Plus.

The FMNRs (together with Sport Plus, if it concerns a jointly organised event in partnership with Sport Plus) shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a FMNR licence valid for the appropriate discipline and position concerned.

An official shall not be a rider, sponsor, team manager or mechanic participating in the event. Other criteria apply for the Panel of Judges. If the event is being jointly organised in partnership with Sport Plus, other criteria may apply.

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

The FIM may appoint Delegates or Representatives for representation or supervision purposes.

See also Chapter 40 of the Sporting Code.

031/FMX.5.1.1 Officials who hold a Licence

It is recommended that officials who hold a FIM licence speak English or French fluently.

All of the following officials must, when on duty at international events, be a holder of the appropriate FMNR official's licence which is valid for the current year:

- Referee;
- Technical Steward;
- Environmental Steward.

031/FMX.5.1.2 Jurisdiction

Except the Panel of Judges, all officials and their assistants are subject to the authority of the Referee.

031/FMX.5.2 Referee

The Referee is responsible for the conduct and efficient running of the event. He cannot be a voting member of the Panel of Judges or a FIM Steward. His essential duties are:

- The Referee must ensure that the course or track 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.
- The Referee must verify the identity of the riders and see that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding.
- The Referee, together with the Chief Medical Officer, must collate the riders' medical forms.

- The Referee can postpone the start of an event for an urgent case of safety or for any other case of “force majeure” for proceeding with the improvement of the conditions of the course, track or venue. He can also stop an event prematurely or cancel part of or the entire event.
- The Referee can prevent a rider or a motorcycle from starting, or order his withdrawal from the event if he considers such action necessary for safety reasons.
- The Referee must ensure that the FIM rules are respected.
- The Referee can order the removal from the course, track or venue and its vicinity any person refusing to obey the orders of an official in charge.
- The Referee must notify the Panel of Judges of all decisions to be taken or already taken.
- The Referee decides upon all protests and must notify the Panel of Judges of any protest addressed to him and all decisions taken.
- The Referee must collate the reports of the executive officials as well as all other information necessary in order for him to present his report to the Panel of Judges.

031/FMX.5.3 Technical Steward

The Technical Steward, appointed by the FMNR, must verify the motorcycles and clothing in accordance with the FIM and the Supplementary Regulations.

031/FMX.5.4 Environmental Steward

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

- Ensure that the FIM Environmental Code is respected.
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the Referee on all aspects of the event which may have potential environmental consequences.

031/FMX.5.5 Panel of Judges

The Panel of Judges is composed of 5 Judges, appointed by the FMNR.

In international events jointly organised in partnership with Sport Plus, the Panel of Judges is jointly appointed with Sport Plus. There will be one Head Judge, appointed by Sport Plus, and 4 Judges, appointed by the FMNR.

The Judges can be ex-riders, riders who do not participate in the event or other competent persons whose aptitude and integrity for the position can be fully justified.

The Judges must rate the riders' performances in the competition.

031/FMX.5.6 FIM Delegate/FIM Representative

In addition to the aforementioned officials, the FIM may appoint Delegates or Representatives for representation or supervision purposes.

031/FMX.6 RIDERS

031/FMX.6.1 Entries and Licences

Riders participating in international events and international events jointly organised in partnership with Sport Plus:

- a) Must be in possession of the appropriate FIM FreeStyle Motocross International or World Championship licence (Before issuing this licence, the rider's FMN shall require Sport Plus approval and confirmation that the applicant rider has the necessary skills. All the riders listed in the Sport Plus World Ranking as on 31 December of the previous year have automatically the approval of Sport Plus);
- b) Must be authorised by their FMN;
- c) Are subject to participation in the official practices and admission by the Referee confirming that he has the necessary skills to participate in the event. If they fail to do so, they will be barred from further participation and must withdraw from the event.

During these events, the holders of FIM licences are required to present their licences and authorisation to the Referee or his assistants.



031/FMX.6.2 Age of riders

Licences for riders are issued for international events only when the minimum age has been attained as below:

- FreeStyle Motocross: 15 years

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

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

See also Chapter 60.4 of the Sporting Code.

031/FMX.6.3 Medical form

In order to be allowed to participate in the event, the riders must complete a medical form (See Appendix A).

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

031/FMX.6.4 Rider apparel

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

The FIM approves materials, it does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability and assume all risks.

The following apparel must be worn by riders in all events during each practice session, qualification, run/heat and/or final:

1. Helmets

Helmets must be in accordance with the FIM Motocross World Championship Regulations. Helmets must be marked with one of the official international standard marks mentioned in the FIM Motocross World Championship Regulations.

2. Equipment and protective clothing

The rider must wear trousers and gloves of durable material and knee-length boots of leather or an equivalent material, as well as a jersey.

Cut-off trousers and short sleeved jerseys are allowed.

The use of goggles, a back/thoracic protector, protection on the principal contact points, knees, elbows, shoulders, hips etc. is highly recommended. However, the riders must rely on their own judgment and are solely responsible.

031/FMX.6.5 Dangerous rider, riding and behaviour

The bodies or officials concerned can exclude at any time during the event a rider, whose physical and/or mental condition is considered to be or may become a source of danger.

031/FMX.7 MOTORCYCLES

031/FMX.7.1 Motorcycles

FreeStyle Motocross events are open to motorcycles belonging to Category I, Group A1 of the Motocross Technical Rules (minimum 125cc, 2-stroke engines).

031/FMX.7.2 Motorcycle Set-Up

The rider can adapt his motorcycle to his own liking and assumes all risks.

The following must be respected:

- Front and rear mudguards may be shortened, but the rear mudguard must always cover the frame.
- Side plastics may be altered or partly cut away (holes) for the rider to be able to grab the motorcycle.
- Front and rear mudguards, radiator covers and number plates must be made of flexible materials.
- The use of carbon composite materials for front and rear mudguards, radiator covers and number plates is prohibited.
- A handlebar protection pad is recommended.

- Short brake and clutch levers may be used. However, a permanent ball end, which is an integral part of the lever (minimum diameter of 16 mm), is strongly recommended.
- Sharp edges are prohibited.
- Only unleaded petrol, as this term is generally understood, is allowed (See Art. 01.63 Fuel, oil and coolants of the Motocross Technical Rules).
- The maximum authorised noise limit of a motorcycle is 96 dB/a.

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

031/FMX.7.3 Dangerous motorcycle

The bodies or officials concerned can exclude at any time during the event a motorcycle, of which the construction or condition is considered to be or may become a source of danger.

031/FMX.8 ADVERTISING ON RIDERS AND MOTORCYCLES

During international events held under the authority of the FIM, advertising on riders and motorcycles is permitted.

Advertising is authorised on the helmet so long as the advertising does not alter the technical characteristics of the helmet.

031/FMX.9 SUPPLEMENTARY REGULATIONS

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

The SR must indicate the number of riders to be accepted for the qualification and final.

The competition format will be announced during the riders briefing prior to the event.

For all events, the SR must be published in the national languages(s) of the FMNR and the official languages of the FIM one week before the date of the event.

The SR must be approved by the FMNR and subsequently ratified by the Referee. In international events jointly organised in partnership with Sport Plus, the SR must also be approved by Sport Plus.

The organiser must provide all the accepted riders with a copy of the SR containing all the details of the event. A copy of these SR must also be posted at a central spot in the rider's paddock.

No amendment may be made to the SR after they have been approved or after the opening date for entries. However, in exceptional circumstances, the Referee or if he has not yet been appointed, the FMNR (and Sport Plus, if it concerns a jointly organised event in partnership with Sport Plus) may authorise an amendment to the SR provided that it is approved by the Referee and subsequently brought to the attention of all persons concerned.

031/FMX.10 ENTRIES

031/FMX.10.1 General

Entries for an international event in the FIM Calendar are open to FIM/Sport Plus World Ranking riders.

Any other rider willing to participate in an event must contact Sport Plus and first receive its approval.

All entries must be approved by the FMN of the applicant.

031/FMX.10.2 Entry Forms

All entries must be made in writing on an entry form on which all information regarding the rider, team, sponsor and make of the motorcycle must be indicated.

Provisional entries made by an FMN by telefax or e-mail must be confirmed with their rider's signature on the official entry form immediately upon his arrival at the place of the event.

The entry forms must be printed in the official languages of the FIM and shall mention Art. 60.5 of the Sporting Code.

031/FMX.10.3 Non-participation in an event

A rider entered in an international event who cannot take part must inform the organisers as soon as possible stating an acceptable and valid reason.

Any failure to do so, or if the reasons given are considered insufficient, the Referee may impose penalties or ask the FMNR to apply the procedure laid down for the discipline concerned.

A rider who does not participate in an event for which he has entered, and who, the same day participates in another event, without prior approval from the organisers or FMNs concerned, is automatically suspended pending any penalties to be imposed by the FIM.

A rider who is present at an event and who does not take part in the practices and/or in the event and leaves the event without prior approval of the Referee is liable to be penalised.

A rider who at an event makes no attempt to succeed, shall not be allowed to continue the competition and is liable to be penalised by the FIM Stewards or the Referee.

031/FMX.11 RUNNING OF THE EVENT

031/FMX.11.1 Preliminary verifications

Before the start of official practice, preliminary verifications of administrative matters, licences, medical examination, technical approval of the motorcycles, approval of helmets, equipment and protective clothing must be carried out.

Verification of the motorcycles must be held at the site of the event.

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

At all times during the event, a rider will be responsible for seeing that his motorcycle and/or equipment is in conformity with the rules.

031/FMX.11.2 Briefings

A briefing must be held between the Referee, the Head Judge, the CMS Delegate, the Championship Promotor, the Technical Director, the Chief Flag Marshal, the Chief Medical Officer and the riders participating in the event, generally before the official Practices. All aforementioned persons must attend. If necessary, more briefings may be held.

During this briefing, the Head Judge will be presented to the riders, the competition format will be announced, matters relating to the circuit, the safety, the competition format and race procedures will be discussed. After the first official practice, there will be another briefing.

The Head Judge will then announce:

- Possible changes in the competition format;
- The time allocated for each run;
- The minimum number of jumps a rider has to do within the allocated run time;
- The time allocated for the “double up”;
- The “Track use” points score;
- The “Variation” points score;
- Any other matter of interest to the riders.

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

031/FMX.11.3 Acceptation of the circuit by the riders

After the briefing, the Referee will seek the riders' acceptance of the course design and ramp emplacements. If requested, modifications can be made.

If there is no briefing with the riders before the practices, the Referee will seek each rider's acceptance of the course design and ramp emplacements before they can start with their practice runs.

Once the riders are satisfied with the course, no modifications are allowed unless in case of safety/force-majeure. These modifications should only be minor and be in consultation with the riders.

A course presented for the event is presumed to be the same as the one that has received the riders' acceptance.

The acceptance of a circuit by the riders is only valid for and restricted to the official practices and runs/heats counting towards the event run under the jurisdiction of the FIM, without prejudice to Art. 10.8 of the FIM Sporting Code.

If a rider cannot accept the circuit, he cannot be obliged to participate in the event and is free to withdraw from the competition.

031/FMX.11.4 General

It is strongly recommended that there be only one rider on the course at a time.

A rider can only enter the course upon the instruction of the Flag Marshal situated at the exit of the waiting zone.

A rider must obey the official flag signals or instructions given by the Officials.

A rider can only do a series of jumps during a limited time period. The time starts when the riders hits the ramp to jump and ends after the official clock indicates “0”; except in the case a double jump.

If runway boards are incorporated in the course and the front wheel of the motorcycle hits the runway board within parts of a second before “0”, this will be the last jump counting towards the rider results for that run/heat, whatever the length of the runway board.

If no runway boards are incorporated in the course, and the front wheel of the motorcycle hits the ramp within parts of a second before “0”, this will be the last jump counting towards the rider results for that run/heat.

A rider is not permitted to attempt to delay the start by any other means than mechanical problems.

031/FMX.11.5 Practices

In order to be admitted to the event, all the riders must participate in the first official Practice sessions of that event. The riders are recommended to do several practice runs during these official practices.

On the second day of the event (if the event is being run over a two-day period), participation in the official practices is optional but highly recommended.

031/FMX.11.6 Competition format

The organisers are free to establish a programme which may count qualifying sessions, runs, heats and/or one final.

In principle, if the number of entries exceeds 12, a pre-qualifying session is strongly recommended. Still, exceptions on this principle are allowed.

A drawing of the ballot will decide on the starting order of the riders.

The competition format must be published in the Supplementary Regulations of the event and be approved by the FMNR. In international events jointly organised in partnership with Sport Plus, the competition format must be approved by Sport Plus also.

031/FMX.11.7 Stopping of an event

The Referee has the right, on his own initiative, for urgent safety reasons, or other cases of force majeure, to stop a practice or qualifying session, run/heat or final prematurely or cancel a part or the whole of an event.

031/FMX.12 OUTSIDE ASSISTANCE

Any outside assistance on the course is forbidden during the practice or qualifying session, runs, heats or final unless it is carried out by a marshal appointed by the organiser carrying out his duty in the interests of safety. The penalty for violation of this regulation is disqualification.

Radio communication with the riders will not be allowed.

031/FMX.13 SPECIAL MEDICAL EXAMINATION

At any time during an event a special medical examination may be carried out, at the request of the Referee or the International Medical Panel delegate, by an Official Doctor, or another doctor nominated by the Chief Medical Officer.

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



031/FMX.14 OFFICIAL SIGNALS

Official signals should be given by means of a flag measuring approximately 750 x 600 mm as follows:

Signal	Meaning
Green flag	Course clear for the start of the rider’s run/heat.
(At the start, the green flag will be replaced by a hand signal of the official in charge of the waiting zone)	
Red flag, held stationary	End of the rider’s run/heat. The rider may do one more jump and must then stop.

Official light signals will be given as follows:

Signal	Meaning
Red flashing light	The rider’s last jump: the “double-up”.

The minimum age for flag marshals is 18 years.

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

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

031/FMX.15 RESULTS

The Panel of Judges will evaluate each rider’s performance according to the following criteria and points scale:

- 1. Individual jump scores
 - a) Sequence of the jumps (Each jump/points from 0 to 10)
 - b) “Double up” (Once/points from 0 to 20)
- 2. Overall scores
 - c) Track use (Scored once per run, points from 0 to 20 or more)
 - d) Variation (Once per run, points from 0 to 20 or more)

- e) Personal appreciation (Once per run, points from 0 to 20)
- f) Technical deductions (Once per run, points from 20 to 0)

Except for “Personal appreciation”, evaluation of the rider’s performance is always within the specific allocated run and “double up” time segments. The “Personal appreciation” evaluation commences as soon as the rider enters the arena for his run.

In detail:

1. Individual jump scores

- a) Sequence of the jumps (Each jump/points from 0 to 10);

Depending on the course and location, the run time and number of jumps to be performed in the qualification and the final may vary at the Panel of Judges’ discretion.

As an example: the competition could count 60 seconds and 7 jumps (minimum required) + “double-up” in the qualification and 90 seconds and 10 jumps (minimum required) + “double-up” in the final.

In this case, the minimum number of jumps to do is 7 (in the qualification) or 10 (in the final) + the “double up”. The rider does two additional jumps within the set run time and then the “double up”. Of these 9 (in the qualification)/12 (in the final) jump scores, only the best 7/10 jump scores will be counted towards the total jump score and the two lowest jump scores will not be counted.

- b) “Double up” (Once/points from 0 to 20);

The “double up” refers to the points awarded for the last jump.

To be awarded on a scale of 20 points, the “double up” must be started within 35 seconds after the end of the set run time.

If a rider starts the “double up” between 35 and 45 seconds after the set run time has elapsed, then the “double up” will be rewarded at a scale of 10 points only.

Should the rider start the “double up” more than 45 seconds after the set run time, then the “double up” will not be awarded any points (0 points).

However, depending on the course and its set-up the time allocated to commence the “double up” may vary at the Panel of Judges’ discretion.

2. Overall scores

- c) Track use by the rider (Scored once per run, points from 0 to 20 or more at the Panel of Judges’ discretion);

The “Track” score can be re-adjusted according to the set up of the course of the event, beyond the standard 20 points if so required.

- d) Variation of the jumps (Once per run, points from 0 to 20 or more at the Panel of Judges’ discretion);

The “Variation” score can be re-adjusted according to the number of jumps that must be performed if the Panel of Judges feels that 20 points would be too low at a given course or under variable conditions.

- e) Personal appreciation (Once per run, points from 0 to 20).

The “Personal appreciation” score will reward the “show” and “style” elements of the rider’s run. Evaluation of this category commences as soon as the rider enters the arena for his run.

- f) Technical deductions (Once per run, points from 20 to 0).

Regardless of the total number of jumps performed during their run, riders will have points deducted when their run is not carried out in perfection or shows any technical flaws (even if the rider performs more than the required number of jumps). Point deductions concern but are not limited to: dead sailors, bad landings, stalls and crashes on the course.

After the first official practice and before the start of the second official practice, the Head Judge of the event will announce to the riders:

- The allocated run time;
- The minimum number of jumps required for the Qualification and the Final;
- The time allocated for the “double up”;
- The “Track use” points score;
- The “Variation” points score.

Each Judge’s run score will be totalled. From these 5 total scores, the lowest and highest totals will be removed. The remaining 3 total scores will count towards the rider’s final result in the FIM World Championship event.

In case of ties in the Qualification, the following procedure applies:

1. The votes of the 5 Judges according to the rewarded points will be taken into account (5 Judges = 5 votes). The majority of the Judges’ votes (for ex.: 3 to 2) will determine the rider’s final standings in the Qualification;
2. If a tie still exists, the points awarded by all 5 Judges in the Qualification will determine the final standings;
3. If a tie still exists, the Qualification results of the previous event will determine the final standings. If it is the first event of a new season, then the final standings of the previous year’s FIM/Sport Plus World Ranking will determine the final standings of the Qualification.

In case of ties in the Final, the following procedure applies:

1. The votes of the 5 Judges according to the rewarded points will be taken into account (5 Judges = 5 votes). The majority of the Judges’ votes (for ex.: 3 to 2) will determine the rider’s final standings in the Final;
2. If a tie still exists, the points awarded by all 5 Judges in the Final will determine the final standings;
3. If a tie still exists, the Qualification results determine the final standings.

Since FreeStyle Motocross is a fast progressing sport, these criteria may be reviewed during the season and will be published by the FIM.

The results will not become official until the time limit for protests has elapsed.

Riders who wish to raise questions with the Panel of Judges concerning the results must contact the Referee immediately after the competition round is completed.

If a protest and/or appeal is (are) lodged against the results, these results cannot be considered as definitive until a final decision has been taken by the competent body (bodies).

The final results of the event, whether it be organised with or without Sport Plus, duly signed by the Referee, must be sent by telefax or electronic mail to Sport Plus.

The results of all international events jointly organised in partnership with Sport Plus will count towards the FIM/Sport Plus World Ranking.

031/FMX.16 PROTESTS

Protests must be lodged with the Referee according to the FIM Disciplinary and Arbitration Code of the FIM and the Supplementary Regulations and be accompanied by a fee of € 220- or equivalent amount in local currency returnable if the protest is justified.

Protests against the participation of a rider must be lodged before the official practices.

Protests concerning the composition of the Panel of Judges must be lodged within an hour of its announcement at the briefing.

Protests against the evaluation of riders' performances are not permitted. Protests against results are permitted only in the case of incorrect mathematical calculation.

Any other protests must be made within 30 minutes after the announcement of the results of the event.

The Referee decides upon all protests. There is no appeal against his decisions except according to Art. 031/FMX.17 Appeals.

031/FMX.17 APPEALS

An appeal may be made with the FMNR against decisions which concern the eligibility of a rider, the incorrect calculation of the results, the composition of the Panel of Judges and only in cases where the Appendix has been contravened.



031/FMX.18 TERMINATION OF AN EVENT

An event is not considered to be terminated until the time limits for protests and appeals have elapsed and all protests and appeals have been settled.

If an appeal is lodged, the results cannot be considered as definitive until a final decision has been taken.

The riders placed first, second and third will be asked to attend the official prize-giving ceremony, if any, during which the national anthem of the winner’s country (based on his passport) may be played.

The Referee, the Panel of Judges and all officials and marshals must remain operative and available at the venue of the event, with equipment in place until the end of the period provided for the lodging of a protest.

031/FMX.19 FIM/SPORT PLUS WORLD RANKING

In international events jointly organised in partnership with Sport Plus, all the riders participating in the practices, qualifying or the official programme will score FIM/Sport Plus World Ranking points.

Points will be awarded to riders according to the following scale:

12 points to the	1st	3 points to the	9th
10 points to the	2nd	3 points to the	10th
8 points to the	3rd	2 points to the	11th
7 points to the	4th	2 points to the	12th
6 points to the	5th	1 point to the	13th
5 points to the	6th	1 point to the	14th
4 points to the	7th	(and beyond up to the 19th position)	
4 points to the	8th		

During the first year after the international event, the points will count 100% towards the FIM/Sport Plus World Ranking. During the second year after the international event in question, the points scored at that international event will count only for 50%. As of the third year after the international event in question, the remaining 50% of the points scored at that international event will no longer count towards the FIM/Sport Plus World Ranking.



In case of ties in the FIM/Sport Plus World Ranking, the points scored in the last international event will determine the order of placing in the in the FIM/Sport Plus World Ranking. If necessary, the points scored in the last but one international event will determine the order of placing in the FIM/Sport Plus World Ranking, and so on...



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World

GENERAL UNDERTAKINGS AND CONDITIONS

All riders, teams, officials and other parties participating in the FIM FreeStyle Motocross World Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the:

1. FIM Sporting Code
2. FIM Code of Ethics
3. FIM FreeStyle Motocross Regulations
4. FIM Motocross Technical Regulations
5. FIM Disciplinary and Arbitration Code
6. FIM Environmental Code
7. FIM Medical Code
8. FIM Anti-Doping Code
9. FIM Annuaire
10. FIM Organiser's Manual

of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the “FIM FreeStyle Motocross World Championship Regulations”).

The FIM FreeStyle Motocross World Championship Regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail.

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

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



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

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. TITLE AND GENERAL

1.1 FIM FreeStyle Motocross World Championships

1. Each year, the FIM holds FIM FreeStyle Motocross World Championships.
2. These Championships are organised according to the FIM Regulations, Sporting Code, Chapter 30 - “FIM World Championships and Prize Events”.

In addition to 1.1:

1.1.FMX FIM FreeStyle Motocross World Championship

3. Individual FIM Motocross World Championship for riders and manufacturers:
 - a) FIM FreeStyle Motocross World Championship.
4. A series of FIM FreeStyle Motocross events counting towards the FIM FreeStyle Motocross World Championship will be organised.

1.1.FN FIM FreeStyle of Nations

3. FIM FreeStyle Motocross World Championship for national teams, selected by the FMNs:
 - a) FIM FreeStyle of Nations.

1.2 Calendar

1. FIM FreeStyle Motocross World Championship events must be inscribed in the Calendar.
2. FIM FreeStyle Motocross World Championship events have priority over International Events of the same discipline.
3. The FMNR wishing to organise an International Event on the same date as a FIM FreeStyle Motocross World Championship Event must receive a prior authorisation from the FIM and Sport Plus.

1.3 Events

1. FIM FreeStyle Motocross World Championship events must be staged on circuits that comply with the FIM FreeStyle Motocross World Championship Regulations.
2. No event may be organised before all the necessary legal authorisations have been obtained by the organiser.
3. An event may be cancelled, moved to another place or replaced by another event.
4. Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event.
5. The validity of the third party insurance must come into effect two days before the practices and terminate two days after the last Final of the event.
6. FIM FreeStyle Motocross World Championship events begin at the scheduled time for technical and sporting verifications and end when all of the following have occurred:
 - a) The final results have been approved by the Referee;
 - b) All deadlines for lodging protests have expired; and
 - c) All technical, sporting and anti-doping controls have been concluded.
7. If a protest is lodged, the results will not become official until a decision is taken by the Referee.
8. The race control must remain fully operational until the end of the protest period, and all officials, marshals and medical staff must remain at the circuit, available to the Referee and the Panel of Judges, during that period.

1.4 Format of the Event

1.4.FMX FIM FreeStyle Motocross World Championship

1. FIM FreeStyle Motocross World Championship events can be run over one or two days according to the following model:

FIM FreeStyle Motocross World Championship (Day 1 / Day 2)	Maximum number of Riders
2/3 x Official Practices	10 - 13 riders
1 x FIM World Championship Qualification	10 - 13 riders
1 x FIM World Championship Final	6 riders

1.4.FN FIM FreeStyle of Nations

1. The FIM FreeStyle of Nations will be run over two days according to the following model:

FIM FreeStyle of Nations Day 1	Maximum number of Riders per Team
2/3 x Official Practices	3 to 4 riders
1 x FIM FreeStyle of Nations Qualification	2 riders

FIM FreeStyle of Nations Day 2	Maximum number of Riders per Team
2/3 x Official Practices	3 to 4 riders
1 x Synchro Test Contest	2 riders
1 x Race & Style Constest	1 rider
1 x Best Whip Contest	1 rider
1 x Step Up Contest	1 rider
2 x FreeStyle Runs (One rider/Run)	2 riders

1.5 FIM World Championship Criteria

1.5.FMX FIM FreeStyle Motocross World Championship

1. All organised events counting towards the FIM FreeStyle Motocross World Championship will be taken into consideration. The FIM Board of Directors or, if necessary, the FIM Executive Board is entitled, upon proposal from the Motocross Commission and in exceptional circumstances, to make a decision deviating from this principle.
2. All results but one count towards the Championship. This means that each rider must drop one result (whether that is a “No show”, a DNF or the lowest number of points obtained in one event).
3. The winner of the FIM FreeStyle Motocross World Championship is the rider who has then obtained most points from all the World Championship events, irrespective of the number of days of competition he has completed.
4. In case of ties:
 - a) the rider’s dropped result will be taken into account
 - b) the number of better placings will be taken into account
 - c) the points scored on the last day of competition of the Championship will determine the order of placing in the final standings. If necessary, the points scored in the last but one day of competition of the Championship will determine the order of placing in the final standings, and so on...
5. For the Manufacturers’ FIM FreeStyle Motocross World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to its position on each day of competition.
6. For the Manufacturers’ FIM FreeStyle Motocross World Championship, the same principles/conditions as for the riders will apply to determine the winner of the Championship.



7. In the case where a rider participates on motorcycles from different Manufacturers, it is the make of the motorcycle with which he has obtained the most points that will appear next to his name in the final standings, without, however, modifying the calculation for the Manufacturers' FIM FreeStyle Motocross World Championship.
8. The World 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.
9. All World Champions are obliged to attend the official FIM Prize-Giving Ceremony.
10. All the FIM FreeStyle Motocross World Championship events will also count towards the FIM/Sport Plus World Ranking. During the first year after the World Championship event, the World Championship points scored at this event will count 100% towards the FIM/Sport Plus World Ranking. During the second year after the World Championship event in question, the points scored at that World Championship event will count only for 50%. As of the third year after the World Championship event in question, the remaining 50% of the points scored at that World Championship event will no longer count towards the FIM/Sport Plus World Ranking.
11. In case of ties in the FIM/Sport Plus World Ranking, the points scored in the last international event will determine the order of placing in the in the FIM/Sport Plus World Ranking. If necessary, the points scored in the last but one international event will determine the order of placing in the FIM/Sport Plus World Ranking, and so on...

1.6 Support Programme

1.6.FMX FIM FreeStyle Motocross World Championship

1. During a FIM FreeStyle Motocross World Championship, a support programme may be permitted.
2. However, these support programme, 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 and/or the FIM Championship Promoter.
3. Authorisation from the FIM and/or the FIM Championship Promoter does not imply nor include any FIM involvement in and/or liability for these support programme/activities which are not run under the aegis and the responsibility of the FIM.
4. Priority must at all times be given to the FIM FreeStyle Motocross World Championship programme.
5. If necessary, the Referee can change the time schedule of these support programme and/or other activities or cancel them.

2. ENTRIES, RIDERS AND TEAMS

2.1 Supplementary Regulations

1. The Supplementary Regulations (SR) must include all supplementary regulations to the Sporting Code and Appendices and include relevant provisions of the Environmental, Medical and Anti-Doping Codes, as well as details relative to the particular event. They must in no case modify the FIM Regulations.
2. The SR must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM and subsequently ratified by the Referee.
3. The organiser must provide all the accepted riders with a copy of the SR containing all the details of the event. A copy of these SR, as well as the time schedule of the event, must also be posted at a central spot in the rider's paddock.
4. No amendment may be made to the SR after its approval by the FIM or the FMNR and after the opening date for entries.
5. However, in exceptional circumstances, an amendment to the SR may be authorised provided that it is approved by the FIM Delegate and the Referee and subsequently brought to the attention of all persons concerned.



2.2 Licences

1. Only those riders with sufficient experience in FreeStyle Motocross are eligible for a FIM FreeStyle Motocross World Championship licence.
2. During an event, the holders of FIM licences are required to present their licences and authorisation to the Referee or his assistants.



2.3 Age of Riders

1. FIM FreeStyle Motocross World Championship licences are issued, only when the minimum age has been attained as below:
 - a) FIM FreeStyle Motocross 16 years
2. The maximum age is as indicated below:
 - a) FIM FreeStyle Motocross 50 years
3. The limit for the minimum age starts on the date of the rider's birthday and the limit for the maximum age finishes at the end of the year in which the rider reaches the age of 50.
4. See also Chapter 60.4 of the Sporting Code.

2.4 Acceptance of Entries

1. Entries for a FIM FreeStyle Motocross World Championship event will be accepted for riders who:
 - a) Are in possession of the appropriate FIM FreeStyle Motocross World Championship licence;
 - b) Are authorised by their FMN.
2. All entries must be made in writing on an entry form on which all information regarding the rider, team, sponsor and make of the motorcycle must be indicated.
3. The duly completed entry form must be sent to the FIM Championship Promotor.
4. Provisional entries made by an FMN by telefax or e-mail must be confirmed with the duly completed entry form.
5. It is recommended that a provisional entry indicates the following information:
 - IMN number; FMNR; date and venue of the event in which the rider wishes to enter;
 - Name and first name of the rider;
 - FMN of the rider;
 - FIM FreeStyle Motocross World Championship licence number of the rider (if the licence has already been issued);
 - Date of birth and nationality of the rider;
 - Motorcycle and team of the rider.
6. Riders may be required to sign an individual entry form during the administrative control.

In addition to 2.4:

2.4.FMX FIM FreeStyle Motocross World Championship

7. Entries for a FIM FreeStyle Motocross World Championship event are open to:
 - a) 8 riders nominated by the Championship Promoter for the complete FIM FreeStyle Motocross World Championship. If not all of these 8 riders take part, then consideration will be given to other riders.
 - b) 2 “National” riders, nominated by the FMNR. The FMNR must inform the Championship Promoter, at the latest 30 days before the closing date of entries of the event, of the names of the two riders it wishes to nominate.
 - c) 2 “Wild Card” riders, nominated by the Organiser at the latest 15 days prior to the event in question.
 - d) The current World Champion (if he is not already amongst the riders mentioned above).
 - e) If the FMNR does not inform the Championship Promoter at the latest 30 days before the closing date of entries of the event, the Championship Promoter may automatically dispose of these entries.

2.4.FN FIM FreeStyle of Nations

7. Each FMN can enter one team only. Each team consists of minimum three, maximum four riders; nominated by the FMN concerned.
8. Members of a team must be holders of the passport of the country which they represent but can be holders of a licence issued by any FMN.
9. The closing date for entries is 30 days before the event.



10. The FIM Administration will publish the list of teams/riders entered.
11. Should an FMN consider that it has had its team entry wrongly refused; the matter may be submitted to the FIM Administration who will take immediate action.
12. 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.
13. In any case, the FIM Championship Promoter can enter up to 5 teams before the riders' briefing of the first day of the event.
14. The FIM Championship Promoter must then inform the FMN of the team and the FIM in writing, by fax or by e-mail before the riders' briefing of the first day of the event.
15. For these teams entered by the FIM Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply.

2.5 Replacement Riders

1. The replacement of an entered rider can be accepted.
2. Replacement riders will be eligible to replace riders among those entered who do not appear at the event.
3. The decision to admit one or more replacement riders to the event must be made before the official practices of the event in question.
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.

2.6 Medical Form

1. In order to be allowed to participate in the event, the riders must complete a medical form (See Appendix A).
2. Furthermore, riders must report any underlying medical disorder or injury they may have to the Chief Medical Officer.

2.7 Non-participation in an event

1. A rider entered in FIM FreeStyle Motocross World Championship event and who cannot take part must inform the Championship Promoter and the organisers as soon as possible stating an acceptable and valid reason.
2. Any failure to do so, or if the reasons given are considered insufficient, must be reported by the Referee to the Championship Promoter and the organisers.
3. A rider who does not participate in a FIM FreeStyle Motocross World Championship for which he has entered, and who, the same day participates in another event, without prior approval from the organisers or FMNs concerned, is automatically suspended, pending any penalties to be imposed by the FIM.
4. A rider who is present at a FIM FreeStyle Motocross World Championship for which he has entered, and who does not take part in that event and leaves it without prior approval of the Referee is liable to be penalised.
5. A rider who at an event makes no attempt to succeed, shall not be allowed to continue the competition and is liable to be penalised by the Referee.

2.8 Rider Apparel

1. It is the responsibility of each rider to select a helmet and apparel which will provide appropriate protection.
2. The FIM approves materials; it does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability and assume all risks.
3. The following apparel must be worn by riders in all events during each practice session, qualification, run/heat and/or final:

a) Helmets

Helmets must be in accordance with the FIM FreeStyle Motocross World Championship Regulations. Helmets must be marked with one of the official international standard marks mentioned in the FIM FreeStyle Motocross World Championship Regulations.

Advertising is authorised on the helmet as long as the advertising does not alter the technical characteristics of the helmet

b) Equipment and protective clothing

The rider must wear trousers and gloves of durable material and knee-length boots of leather or an equivalent material, as well as a jersey.

Cut-off trousers and short sleeved jerseys are allowed.

The use of goggles, a back/thoracic protector, protection on the principal contact points, knees, elbows, shoulders, hips etc. is highly recommended. However, the riders must rely on their own judgment and are solely responsible.

In addition to 2.8:

2.8.FN FIM FreeStyle of Nations

a) Helmets

It is recommended that the helmet's overall colour scheme represent the colours of the team's national flag. The national flag can be replicated in stripes, bands or other designs.

In addition, the defending FIM Team World Champion is allowed to wear the rainbow colours on the helmet.

The overall pattern on the helmet - including its colour scheme, the stripes and bands or other designs representing the national flag of the team and/or the use of the "rainbow" on the helmet (in the case of the defending Champions) - must always be approved by the FMN of the team.

The rider's personal sponsors may be integrated into the overall pattern or displayed in a separate area under the lower end of the strap of the goggles (horizontal line). Consequently, the helmet of each of the riders may be different, but the pattern of the helmet of each rider of a single team must have a similar visual appearance.

Whenever a team is using a helmet and there is a case of "force majeure" (e.g. change of rider, broken helmet, etc.), the helmet in question can be replaced by any other helmet, provided that it complies with the FIM Technical Rules for the current year and has been presented to the Technical Stewards of the event.

b) Equipment and protective clothing

It is recommended that the equipment and protective clothing be the same colour for each rider of the same team and include in the overall colour scheme, the colours of their national flag, represented in stripes, bands or other design.



2.9 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.

In addition to 2.9:

2.9.FN FIM FreeStyle of Nations

3. National teams are encouraged to have team shirts/uniforms/clothing for their riders, mechanics and team members.
4. These shirts/uniforms/clothing should include in the overall colour scheme, the colours of the team's national flag, represented in stripes, bands or other design.

2.10 Rider Behaviour and Assistance

1. Riders must at all times adhere to the provisions of the FIM Regulations.
2. 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.
3. Riders must report any underlying medical disorder or injury they may have to the CMO.
4. At any time during the event, on request of the technical steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.
5. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
6. 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 Referee.
7. Riders may be held responsible for the actions of their team members.
8. 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.
9. Riders must obey the official flag signals and the boards which convey instructions.
10. Riders must carry "on-board" cameras when requested by the FIM Championship Promoter.
11. Radio communication with the riders will not be allowed.
12. Riders are responsible for attending all riders' briefings and being aware of all information and instructions issued. Team members are encouraged to attend the riders' briefing.

13. All body jewellery is to be taped over or removed during on-track competition.
14. The use of a portable music player is not allowed at any time during on-track competition.
15. A rider can only enter the course upon the instruction of the Flag Marshal situated at the exit of the waiting zone.
16. A rider is not permitted to attempt to delay the start by any other means than mechanical problems.
17. 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 Referee.
18. 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 Referee.
19. 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.
20. Marshals may assist riders by lifting motorcycles and moving them to a safe place. Any repairs or adjustments must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to re-start their motorcycles.
21. 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.
22. Riders who enter the paddock during a Run will not be allowed to rejoin that Run.
23. 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 Referee of the reasons for his non-participation.

In addition to 2.10:

2.10.FMX FIM FreeStyle Motocross World Championship

24. The riders concerned (top three positions in the overall standings in the event and other participants invited at the discretion of the FIM Championship Promoter) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised.

2.10.FN FIM FreeStyle of Nations

24. The teams concerned (top three positions in the overall standings in the event and other participants invited at the discretion of the FIM Championship Promoter) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised.

2.11 Dangerous Rider

1. The bodies or officials concerned can exclude at any time during the event a rider, whose physical and/or mental condition is considered to be or may become a source of danger.

2.12 Team Manager

2.12.FN FIM FreeStyle of Nations

1. Each national team is limited to one Team Manager.
2. A Team Manager should not at the same time be a rider.
3. The Team Manager is appointed by the FMN concerned.
4. During the event, the Team Manager shall be responsible for all matters regarding his team.
5. The FIM Championship Promotor must be informed, in writing, of all appointments of Team Managers on the closing date of entries at the latest.



3. MOTORCYCLES

3.1 Motorcycles

1. FIM FreeStyle Motocross World Championship events are open to motorcycles belonging to Category I, Groupe A1 of the Motocross Technical Rules (minimum 125cc, 2-stroke engines).

3.2 Motorcycle Set-Up

1. The rider can adapt his motorcycle to his own liking and assumes all responsibility.
2. The following must be respected:
 - a) Front and rear mudguards may be shortened, but the rear mudguard must always cover the frame.
 - b) Side plastics may be altered or partly cut away (holes) for the rider to be able to grab the motorcycle.
 - c) Front and rear mudguards, radiator covers and number plates must be made of flexible materials.
 - d) The use of carbon composite materials for front and rear mudguards, radiator covers and number plates is prohibited.
 - e) A handlebar protection pad is recommended.
 - f) Short brake and clutch levers may be used. However, a permanent ball end, which is an integral part of the lever (minimum diameter of 16 mm), is strongly recommended.
 - g) Sharp edges are prohibited.
 - h) Only unleaded petrol, as this term is generally understood, is allowed (See Art. 01.63 Fuel, oil and coolants of the Motocross Technical Rules).
 - i) The maximum authorised sound limit of a motorcycle is 96 dB/A.
3. Presentation of a motorcycle by the rider at the start of a practice session, Qualifying Run or Final will be deemed as implicit statement of conformity with the Technical Regulations.
4. At all times during the event, a rider will be responsible for ensuring that his motorcycle has no defects of a serious nature.



3.3 Front number plate

1. The motorcycle's front plate must always display the FIM Championship logo in the top section of the number plate (see diagrams).
2. The FIM Championship logo must cover the full width of the number plate and have a minimum height of 60 mm (see diagrams).
3. In order to obtain the FIM Championship logo in high resolution, and to integrate it in the design of the front number plate sticker, please contact the Championship Promotor, Mr Sören Sellmer (s.sellmer@notj.de).
4. At each event, the FIM Championship logo sticker will also be available at the FIM Championship Promoter office.
5. Failure of a rider to display the FIM Championship logo on the front number plate will result in a 50% reduction of the prize awarded to him.

3.4 Dangerous motorcycle

1. The Championship Promoter or officials concerned - on their own initiative or recommendation of the Event Technician - can exclude at any time during the event a motorcycle, of which the construction or condition is considered to be or may become a source of danger.

4. OFFICIALS AND PROCEDURES

4.1 General

1. The management and supervision of FIM FreeStyle Motocross World Championship events, as well as the judicial procedure, are the responsibility of the officials jointly appointed by the FIM, Sport Plus and the FMN.
2. The FIM, Sport Plus and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify.
3. The FIM, Sport Plus or the FMNs have the right to renew or cancel an appointment whenever necessary.
4. An official shall not be a rider, sponsor, team manager or mechanic participating in the event. Other criteria apply for the Panel of Judges.
5. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.
6. Official FIM approval is only given after the officials have proved to be competent according to the special requirements for FIM FreeStyle Motocross.
7. The permanent Commissions organise seminars obligatory for certain officials. The official must have successfully completed a seminar organised by the Commission in question.
8. Participation in a seminar is required every three years. For seminars held in November and December, the validity of the licence will start as of 1st January the following year.
9. During an event, the holders of FIM licences are required to present their licences to the Referee.
10. All officials and marshals must remain operative with all the equipment in place at the circuit and available to the Referee until the end of the period provided for lodging a protest.
11. See also Chapter 40 of the Sporting Code.



4.2 Officials who hold an FIM Licence

1. It is recommended that officials who hold a FIM licence speak English or French fluently.
2. All of the following officials must, when on duty at international events, be a holder of the appropriate FIM official's licence which is valid for the current year:
 - a) Referee;
 - b) FIM Delegate;
 - c) Head Judge;
 - d) Environmental Steward.



4.3 Jurisdiction

1. Except the FIM Delegate and the Panel of Judges, all officials and their assistants are subject to the authority of the Referee.

4.4 Referee

1. The Referee, jointly appointed by the FIM and Sport Plus, shall be responsible for the conduct and efficient running of the event. He cannot be a voting member of the Panel of Judges or a FIM Steward. His essential duties are:
 - a) The Referee must ensure that the course or track 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.
 - b) The Referee must verify the identity of the riders and see that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding.
 - c) The Referee, together with the Chief Medical Officer, must collate the riders' medical forms.
 - d) The Referee can postpone the start of an event for an urgent case of safety or for any other case of "force majeure", in order to proceed with the improvement of the conditions of the course, track or venue. He can also stop an event prematurely or cancel part of or the entire event.
 - e) The Referee can prevent a rider or a motorcycle from starting, or order his withdrawal from the event if he considers such action necessary for safety reasons.
 - f) The Referee must ensure that the FIM rules are respected and may impose sanctions/penalties.
 - g) The Referee can order the removal from the course, track or venue and its vicinity any person refusing to obey the orders of an official in charge.
 - h) The Referee must notify the FIM Delegate, the Panel of Judges and the Championship Promotor of all decisions to be taken or already taken.
 - i) The Referee must collate the reports of the executive officials as well as all other information necessary in order for him to present his report to the FIM Delegate.



4.5 Event Technician

1. The Event Technician, jointly appointed by the FIM and Sport Plus may assist riders (upon their request) in maintaining their motorcycle during the event.



4.6 Environmental Steward

1. 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) Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM Delegate on all aspects of the event which may have potential environmental consequences.

4.7 Panel of Judges

1. The Panel of Judges is composed of 5 Judges.
2. There will be one Head Judge and four Judges, jointly appointed by the FIM.
3. The Judges can be ex-riders, riders who do not participate in the event or other competent persons whose aptitude and integrity for the position can be fully justified.
4. The Judges must rate the riders' performances in the competition.

4.8 FIM Delegate

1. In addition to the aforementioned officials, the FIM Motocross Commission may appoint one or more FIM Delegates for representation or supervision purposes.
2. The FIM Delegate has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes.
3. The authority and duties of the FIM Delegate include but are not limited to:
 - a) The FIM Delegate exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed.
 - b) The FIM Delegate decides upon all protests and must notify the Referee, the Panel of Judges and the Championship Promotor of any protest addressed to him and all decisions taken.
 - c) The FIM Delegate must ensure that his decisions conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
 - d) The FIM Delegate must ensure that all parties concerned, receive written notification of any judicial decision pronounced by the Referee as soon as possible.
 - e) At the end of the event, the FIM Delegate, together with the Referee, must sign the official classification of the event.
 - f) The FIM Delegate must collate all the official reports and results of the event and forward them together with his report to the FIM Administration.



4.9 Flag Marshals

1. A Flag Marshal post must be situated at the start of the launching zone and in the braking zone.
2. Flag Marshals should be positioned in such a way around the course that they can oversee the whole zone for which they are responsible. They must also have view contact with each other.
3. It is highly recommended before and during the competition that the organisers and officials consult with the riders in configuring the course and ramps. Each rider must determine to his satisfaction that the course design and ramp placements are suitable for him and assume all risk of participation.
4. The minimum age for flag marshals is 18 years.
5. The marshals must be identified by uniform shirts or bibs of a neutral colour but in no case green or red so that they cannot be confused with the flags.
6. After an event, the Flag Marshals must remain available until protest time has expired.



4.10 Official Signals

1. Official signals should be given by means of a flag measuring approximately 750 mm x 600 mm as follows:

Signal	Meaning
Green flag	Course clear for the start of the rider's run/heat.
(At the start, the green flag will be replaced by a hand signal of the official in charge of the waiting zone)	
Red flag, held stationary	End of the rider's run/heat. The rider may do one more jump and must then stop.

2. Official light signals will be given as follows:

Signal	Meaning
Red flashing light	The rider's last jump: the "double-up".

In addition to 4.10:

4.10.FN FIM FreeStyle of Nations

3. The yellow flag must be used whenever there are several riders on the track:

Signal	Meaning
Yellow flag, waved	Danger, ride cautiously.
(The yellow flag indicates a serious hazard on or near the track)	

5. **VENUE**

5.1 **Riders' paddock**

1. The rider's paddock:
 - a) Must be on a hard standing area;
 - b) Must provide for each rider a covered area of minimum 3 m x 3 m equipped with two chairs. A table and a waste container are recommended;
 - c) Must be equipped with adequate sanitary facilities;
 - d) Must also hold the necessary equipment needed to carry out technical controls and repairs;
 - e) Must be properly secured to limit access to properly accredited persons;
 - f) Must have a direct access to waiting zone.

5.2 Waiting zone

1. The waiting zone:
 - a) Must be sufficiently large and hard standing;
 - b) Should be located adjacent to the launching zone;
 - c) Must have an access to allow competitors to enter and leave the course easily. A marshal to control the entrance and exit to the course must be posted at this spot.

5.3 Course specifications

1. The area used for the course must be on a horizontal, hard standing area.
2. The materials used on the course should be natural (sand, dirt, etc.).
3. The composition and preparation of the surface of the course must be hard standing, capable of giving good traction.
4. The use of concrete or paved surfaces on the course is forbidden. However, the run-ups leading to the ramps can be on concrete or paved surfaces (example: tunnel from the stadium leading to the course) or “runway boards” incorporating a grid. The run-ups leading to the ramps must be sufficiently long to give the average rider participating in the event enough speed to clear the jump zone distance easily.
5. Ramps and artificial obstacles (example: “wallrides” and “grind boxes”) may be incorporated on the course.
6. Ramps must be metal constructions only; wooden constructions are not permitted. Ramp surfaces may be of wood but must be no-slip and offer sufficient traction.
7. Obstacles (walls, etc.) at the end of a run-off zone should be protected by protective foam device rapped in fire-resistant bags.
8. The course must not cross a section of water, must not be rocky or stony and cannot be divided by an obstacle (tree, rock, etc).
9. The layout of the course may be made with the help of the riders present.
10. On each side of the course there must be a neutral safety zone sufficiently wide to allow medical staff/ambulances and officials to work.
11. The spectator area must be situated behind the neutral safety zone and be defined by a fence or wall on the public side.
12. Diagrams are added to these Regulations. Please note that all indicated measures below are approximate minima (*) or maxima (°°).

13. Take-off ramps must have a height between 2.50 (*) to 3.20 m (°°). A radius between 5.50 (*) to 12.00 m (°°) is strongly recommended.
14. The ramps must have a width of 0.80 m (*).
15. Landing areas must have a height between 4.00 (*) to 4.50 m (when the distance between the take-off ramp and the landing is 26 m).
16. The table on top of the landing area must be 1.50 (*)/(L) x 2.50 m (*)/(W).
17. It is strongly recommended that the distance between the ramp and the landing (= jump zone) be in between 10.00 (*) to 28.00 m (in which case the height of the landing area must be increased accordingly). The length of the jump zone depends on the angle of the ramp (the smaller the radius, the shorter the jump zone).
18. The height of the arena above a jump zone must be 14.00 m (*). Depending on the angle of the ramp and the distance of the jump zone, the height above the jump zone must be increased.
19. After a jump, there must be a run-off zone with a length of 12.00 m (*).

5.4 Heavy equipment

1. Adequate heavy equipment to prepare the course must be available.
2. This heavy equipment, with the necessary experienced operators, must be on operational stand-by on the course during the event and must be available until the end of the event.

5.5 Judges Podium

1. The following installations must be provided for the Judges Podium (minimum criteria):
 - a) A work space, providing room for 10 officials and observers;
 - b) A sufficient number of chairs and tables for 10 persons;
 - c) Sufficient lights, power points and electricity to allow the Judges Podium to be operational at all times.
2. The Judges Podium must be well situated to ensure an overall view of the course by the Judges.
3. The Judges Podium must be operational as of the first day of the event.
4. The Judges Podium must be accessible during the event.

5.6 Control Podium

1. The following installations must be provided for the Control Podium (minimum criteria):
 - a) A work space, providing room for 10 officials and observers;
 - b) A sufficient number of chairs and tables for 10 persons;
 - c) Sufficient lights, power points and electricity to allow the Control Podium to be operational at all times.
2. The Control Podium must be adjacent to the Judges Podium and ensure an overall view of the course by the officials manning it.
3. All technical wires (lights, sound, video screens) should end there.
4. The Control Podium must be operational as of the first day of the event.

5.7 Organisation Office

1. The following installations must be provided for the Organisation Office (minimum criteria):
 - a) A work space, providing room for 10 officials and observers;
 - b) A sufficient number of chairs and tables for 10 persons;
 - c) One telephone (direct line) and one internet connection;
 - d) A powerful photocopier with sorting systems and sufficient stock of paper;
 - e) Sufficient lights, power points and electricity to allow the Organisation Office to be operational at all times.
2. The Organisation Office must be well situated to all facilities at the event venue.
3. The Organisation Office must be operational as of the first day of the event.

5.8 Electricity

1. Whenever electricity is provided at the venue of the event and its facilities, the local security regulations must be respected.

5.9 Public Address System

1. A combined PA system for riders and spectators must be installed. The audibility must be satisfactory all over the public area.

5.10 Course illumination

1. When the event takes place in the evening/at night, the complete course must be sufficiently illuminated.
2. Two separate supplies with instant commutation in case of a breakdown are strongly recommended.

5.11 Score-board and clock

1. A sufficiently large score-board and clock showing the official results and time, must be placed visible to all around the course.
2. The clock must also be visible to the riders while they make a run.
3. The clock must display figures of minimum 3 digits.

5.12 Points scoring system

1. Whenever FIM FreeStyle Motocross World Championship events are organised, the official points scoring system used will be the Sport Plus EDV electronic judging system.

5.13 Medical services

1. All events must have a medical service led by a Chief Medical Officer who liaises with the Organiser.
2. The medical team and the material must be in conformity with the FIM Medical Code (minimum criteria):
 - a) 1 x vehicle Type B (with corresponding staff and equipment);
 - b) 1 x vehicle Type C (with corresponding staff and equipment).
3. An evacuation plan for injured persons must be defined before the event by the Organiser and the Chief Medical Officer.
4. When organising the medical service, the organisers must also respect the local security regulations.

5.14 Fire-fighting service

1. During the entire event, the organisers must also respect the local fire-fighting security regulations.

5.15 Emergency/Evacuation plan

1. In case of an emergency (accident, fire, etc.), an efficient emergency/evacuation plan for the entire circuit (installations and course) must be defined before the event by the Organiser and the security services.



6. RUNNING OF THE EVENT

6.1 Administrative Control

1. Riders entered in an event may be required to present their FIM FreeStyle Motocross World Championship licence, starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FIM Championship Promoter.
2. The FIM Championship Promoter must confirm that all the riders present at the event:
 - a) Are in possession of a valid FIM FreeStyle Motocross World Championship licence;
 - b) Have been authorised by their FMN to participate in that event;
 - c) Have duly completed the official FIM FreeStyle Motocross World Championship entry form.



6.2 FIM Laissez-Passer

1. The FIM FreeStyle Motocross World Championship and the FIM FreeStyle of Nations is covered by a contract signed by the FIM.
2. Therefore, and for security and practical reasons, only passes issued by the FIM Contractual Partner are valid.
3. FIMlaissez-passer, Manufacturers' Licences, Accessory Manufacturers' Licences and Team Licences, issued for the personal use of company employees or those persons authorised by the latter, are not valid.



6.3 Preliminary Technical Verifications

1. Before the start of official practice, preliminary verifications of administrative matters, licences, medical examination, technical approval of the motorcycles, approval of helmets, equipment and protective clothing must be carried out.
2. Verification of the motorcycles must be held at the site of the event.
3. At any time during the event, on request of the Technical Director, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.
4. At all times during the event, a rider will be responsible for seeing that his motorcycle and/or equipment are in conformity with the rules.

6.4 Special Medical Examination

1. At any time during an event, a special medical examination may be carried out, at the request of the Referee or the International Medical Panel delegate, 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 must be disqualified from the event, and his case notified to his FMN and to the FIM for a possible penalty to be applied.

6.5 Cameras

1. Riders may be requested by the FIM Championship Promoter to carry a camera.
2. Cameras and other equipment will be supplied to the designated riders/teams in due time.
3. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
4. A rider on the track with a camera (other than the one from the Championship Promoter) is not allowed, unless prior agreement from the FIM Championship Promoter.

6.6 Briefing

1. A briefing must be held between the Referee, the Head Judge, the FIM Delegate(s), the Championship Promotor, the Technical Director, the Chief Flag Marshal, the Chief Medical Officer and the riders participating in the event, generally before the official Practices. All aforementioned persons must attend. If necessary, more briefings may be held.
2. During this briefing, the Head Judge will be presented to the riders, the competition format will be announced, matters relating to the circuit, the safety, the competition format and race procedures will be discussed. After the first official practice, there will be another briefing.
3. The Head Judge will then announce:
 - a) Possible changes in the competition format;
 - b) The time allocated for each run;
 - c) The minimum number of jumps a rider has to do within the allocated run time;
 - d) The time allocated for the “double up”;
 - e) The “Track use” points score;
 - f) The “Variation” points score;
 - g) Any other matter of interest to the riders.
4. It is the responsibility of each rider to attend the briefings and to be aware of all information given and to follow all instructions issued.

In addition to 6.6:

6.6.FN FIM FreeStyle of Nations

5. The team managers must also attend the briefing.



6.7 Acceptation of the circuit by the riders

1. After the briefing, the Referee will seek the riders' acceptance of the course design and ramp emplacements. If requested, modifications can be made.
2. If there is no briefing with the riders before the practices, the Referee will seek each rider's acceptance of the course design and ramp emplacements before they can start with their practice runs.
3. Once the riders are satisfied with the course, no modifications are allowed unless in case of safety/force-majeure. These modifications should only be minor and be in consultation with the riders.
4. A course presented for the event is presumed to be the same as the one that has received the riders' acceptance.
5. The acceptance of a circuit by the riders is only valid for the official practices and runs/heats counting towards the event run under the jurisdiction of the FIM, without prejudice to Art. 10.8 of the FIM Sporting Code.
6. If a rider cannot accept the circuit, he cannot be obliged to participate in the event and is free to withdraw from the competition.
7. However, if he chooses to continue the competition, he assumes all risks.

6.8 Practices

1. In order to be admitted to the event, all the riders must participate in the first official Practice sessions of that event. The riders are recommended to do several practice runs during these official practices.
2. After the first official practice and before the start of the second official practice, the Head Judge of the event will announce to the riders:
 - a) The allocated run time;
 - b) The minimum number of jumps required for the Qualification and/or Final;
 - c) The time allocated for the “double up”;
 - d) The “Track use” points score;
 - e) The “Variation” points score.
3. On the second day of the event (if the event is being run over a two-day period), participation in the official practices is optional but highly recommended.

6.9 Pit Party

1. On each day of competition, a Pit Party will be organised, conditions and time permitting.
2. All the riders entered at the event must take part in the Pit Party.
3. Any infraction of this rule may be penalised by the FIM Championship Promoter.

In addition to 6.9:

6.9.FN FIM FreeStyle of Nations

4. The team manager of each team entered at the event must also take part in the Pit Party.



6.10 Presentation of the Riders/Teams

6.10.FMX FIM FreeStyle Motocross World Championship

1. All the riders entered in the event must take part in a short presentation which will be organised on each day of competition, conditions and weather permitting.

6.10.FN FIM FreeStyle of Nations

1. On the first day, all the riders and team managers of each team entered in the event must take part in a short presentation which will be organised, conditions and weather permitting.
2. On the second day, all the riders and team managers of the teams that qualified for the FIM FreeStyle of Nations must take part in a short presentation which will be organised, conditions and weather permitting.



6.11 Qualifying

6.11.FMX FIM FreeStyle Motocross World Championship

1. The riders must take part in the Qualifying Run in order to advance to the Final.
2. The riders will qualify for the Final according to the following model:

Each day of competition	Finishing Positions	Result
-------------------------	---------------------	--------

Qualifying Run	1 to 6	Advance to the FIM FreeStyle Motocross World Championship Final
	7 to 13	Eliminated for the Final; score FIM World Championship points, positions 7 to 13

6.11.FN FIM FreeStyle of Nations

1. Two riders of each team must take part in the Qualifying Runs in order for the team to advance to the FIM FreeStyle of Nations Final.
2. Team managers are free to decide which two riders of their team will participate in the Qualifying Runs.
3. The teams present will qualify for the Final according to the following model:

Day 1	Finishing Positions	Result
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At the end of the two Qualifying Runs	Teams 1 to 8	Advance to the FIM FreeStyle of Nations Final
	Teams 9 and beyond	Are eliminated for the Final; score FIM FreeStyle of Nations points

4. The individual placing of each rider in his Qualifying Run will be taken into account. They will be counted together and determine the team's result in qualifying.
5. In case of a tie the results will be established as follows:
 - a) The team whose rider has obtained the best placing will be placed before the other(s);
 - b) The individual point scores awarded by the Judges to these riders will be compared. The team whose rider has obtained the best point score will be placed before the other(s);
 - c) The placing of the other rider of each team concerned will be taken into account according to the same principle. The team whose rider has obtained the best placing will be placed before the other(s);
 - d) The individual point scores awarded by the Judges to these riders will be compared. The team whose rider has obtained the best point score will be placed before the other(s).
6. If one Qualifying Run is cancelled for any reason, the result from the other Qualifying Run will be counted to determine the team's qualifying position.
7. If, for unforeseen reasons, no qualification results are obtained before the second day of the competition, then the Referee will decide upon any modifications to the time schedule and qualifying criteria.



6.12 Final

6.12.FMX FIM FreeStyle Motocross World Championship

1. Riders participating in the Final will be awarded World Championship points according to their results in the Final:

Each day of competition	Finishing Positions	Result
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Final Run	1 to 6	Score FIM World Championship points, positions 1 to 6
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6.12.FN FIM FreeStyle of Nations

1. The FIM FreeStyle of Nations Final consists of:
- a) 1 x Synchro Test Contest;
 - b) 1 x Race & Style Contest (Knock-Out);
 - c) 1 x Best Whip Contest (Knock-Out);
 - d) 1 x Step Up Contest;
 - e) 2 x FreeStyle Runs.
2. Teams participating in the FIM FreeStyle of Nations Final will be awarded points according to their riders' results in each Run and Contest of the Final:

Day 2	Finishing Positions	Result
-------	---------------------	--------

Final	Teams 1 to 8	Score FIM FreeStyle of Nations points in each Run/Contest, positions 1 to 8
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3. Team managers are free to decide which rider(s) of their team will participate in which Run/Contest.



6.13 Time on the Course/Principles

1. A rider can only do a series of jumps during a limited time period. The time starts when the riders hits the ramp to jump and ends after the official clock indicates “0”; except in the case a double jump.
2. If runway boards are incorporated in the course and the front wheel of the motorcycle hits the runway board within parts of a second before “0”, this will be the last jump counting towards the rider results for that run/heat, whatever the length of the runway board.
3. If no runway boards are incorporated in the course, and the front wheel of the motorcycle hits the ramp within parts of a second before “0”, this will be the last jump counting towards the rider results for that run/heat.



6.14 Starting order for the Practices/Competition

6.14.FMX FIM FreeStyle Motocross World Championship

1. On each day of the competition, the riders will start according to the following model:

	Starting positions	Riders
Official Practices	13 / 10 to 1	No specific order
Qualifying Runs	13 / 10 to 1	(1) For the first event: In reverse order of the final standings of previous year's FIM Championship (2) As of the second event: In reverse order of the intermediate standings of the current FIM Championship
Run in the Final	6 to 1	In reverse order of the results of the Qualification for the Final

6.14.FN FIM FreeStyle of Nations

1. On the first day of the competition, the teams/riders will start according to the following model:

Day 1	Starting positions	Teams/Riders
Official Practices	X to 1	In reverse order of the team's starting position; as decided by ballot
Qualifying Runs	X to 1	In reverse order of the team's starting position; as decided by ballot



2. On the second day of the competition, the teams/riders will start according to the following model:

Day 2	Starting positions	Teams/Riders
Official Practices	8 to 1	In reverse order of the results of the Qualification for the FIM FreeStyle of Nations Final
Final	8 to 1	In reverse order of the results of the Qualification for the FIM FreeStyle of Nations Final

6.15 Hot Seat

6.15.FMX FIM FreeStyle Motocross World Championship

1. During the Final, the leader in the provisional points of the event will be required to take place in the Hot Seat on the podium, conditions permitting.
2. When the first rider out in the Final has finished his run, and the points awarded by the Judges have been announced, he must take place in the Hot Seat. He must remain there until his points score has been beaten by another rider who will then take his place, and so on...
3. Furthermore, at all times during the Final, the riders on positions 1, 2 and 3 in the provisional or final points standings in the event must remain on the podium for the Prize-Giving Ceremony.



6.16 Interview immediately after the Run in the Final

1. If requested by the FIM Championship Promoter, each rider will be expected to answer questions from the speaker in a post-run interview immediately after having finished his Run in the Final, conditions and weather permitting.

6.17 Mechanical breakdowns

A. Mechanical breakdown during Practice

1. The rider concerned should repair his motorcycle and participate in the event.
2. If he succeeds in repairing his motorcycle before the end of Practice, he can participate in the remainder of the Practice session.
3. Should it be requested by the rider and/or deemed necessary by the Referee, he will be allowed additional practice time. However, the total practice time allowed to him should never be more than the total practice time allowed to the other riders.
4. After this additional practice, he can then participate in the Qualifying Run and will score points according to his position in the event.
5. In the case that the rider does not succeed in repairing his motorcycle before the end of Practice but is able to do so before the riders' presentation, the Referee will allow him two practice jumps before he starts his Qualifying Run.
6. After the two practice jumps, he can start his Qualifying Run and will score points according to his position in the event.
7. If he is unable to repair his motorcycle before the rider's presentation, he will be considered "out" and will score 1 World Championship point. If several riders are concerned, they will score 1 World Championship point each.

B. Mechanical breakdown during the Qualifying Run (1)

(Before the rider comes into contact with the first jump)

8. The rider concerned should repair his motorcycle and present himself to the paddock officer for the Qualifying Run before the second to last rider starts.
9. If he succeeds in repairing his motorcycle before that time, and he requests to do so and/or should it be deemed necessary by the Referee, he will be allowed two practice jumps before he starts his Qualifying Run.
10. After the two practice jumps, he can start his Qualifying Run and will score points according to his position in the event.

11. If he does not succeed in repairing his motorcycle before that time, he will score the points of the lowest placed rider in the event according to the number of entries present for the event.

C. Mechanical breakdown during the Qualifying Run (2)
(The rider does not finish his Qualifying Run)

12. The rider concerned will score the points according to his position in the event.
13. If the rider is qualified for the Final, he should repair his motorcycle and present himself to the paddock officer for his Final before the second to last rider starts his Final.
14. If he succeeds in repairing his motorcycle before that time and he requests to do so and/or should it be deemed necessary by the Referee, he will be allowed two practice jumps before he starts his Final.
15. After the two practice jumps, he can start his Final and will score points according to his position in this Final.
16. If he does not succeed in repairing his motorcycle before that time, he will score the points of the lowest placed rider in the Final. If several riders are concerned, they will be placed according to their scores in the Qualifying Run.

D. Mechanical breakdown during the Final (1)
(Before the rider comes into contact with the first jump)

17. The rider concerned should repair his motorcycle and present himself for the Final before the second to last rider starts his Final.
18. If he succeeds in repairing his motorcycle before that time and he requests to do so and/or should it be deemed necessary by the Referee, he will be allowed two practice jumps before he starts his Final.
19. After the two practice jumps, he can participate in the Final and will score points according to his position in this Final.

20. If he does not succeed in repairing his motorcycle before that time, he will score the points of the lowest placed rider in the Final. If several riders are concerned, they will be placed according to their scores in the Qualifying Run.

E. Mechanical breakdown during the Final (2)
(The rider does not finish his Final)

21. The rider concerned will score the points according to his position in the Final. If several riders are concerned, they will be placed according to their scores in the Final.

6.18 Injuries

A. Injury during Practice (1)

(The rider has a minor injury that does not prevent further participation in the event)

1. The rider concerned can continue to participate in the event unless forbidden by the CMO.

B. Injury during Practice (2)

(The rider is no longer fit to participate in the event)

2. The rider concerned will score 1 World Championship point. If several riders are concerned, they will score 1 World Championship point each.

C. Injury during the Qualifying Run (1)

(The rider does not finish his Qualifying Run)

3. The rider concerned will score the points according to his position in the event.
4. If the rider concerned is qualified for the Final, he will be allowed to participate in the Final unless forbidden by the CMO.
5. If the rider concerned is qualified for the Final and can no longer participate, he will not be replaced but will score the points of the lowest placed rider in the Final. If several riders are concerned, they will be placed according to their scores in the Qualifying Run.

D. Injury during the Qualifying Run (2)

(The rider finishes his Qualifying Run despite the injury)

6. The rider concerned will score the points according to his position in the event.
7. If the rider concerned is qualified for the Final, he will be allowed to participate in the Final unless forbidden by the CMO.
8. If the rider concerned is qualified for the Final and can no longer participate, he will not be replaced but will score the points of the lowest placed rider in the Final. If several riders are concerned, they will be placed according to their scores in the Qualifying Run.

E. Injury during the Final (1)

(The rider does not finish his Final)

9. The rider concerned will score the points according to his position in the Final. If several riders are concerned, they will be placed according to their scores in the Final.

F. Injury during the Final (2)

(The rider finishes his Final despite the injury)

10. The rider concerned will score the points according to his position in the Final. If several riders are concerned, they will be placed according to their scores in the Final.

6.19 Stopping of an event

1. The Referee has the right, on his own initiative, for urgent safety reasons, or other cases of force majeure, to stop a practice or qualifying session, run/heat or Final prematurely or cancel a part or the whole of an event.

6.20 Results/Run/Procedure

1. The Panel of Judges will evaluate each rider's performance in a Run according to the following criteria and points scale:
 - A. Individual jump scores
 - a) Sequence of the jumps (Each jump/points from 0 to 10);
 - b) "Double up" (Once/points from 0 to 20).
 - B. Overall scores
 - c) Track use (Scored once per run, points from 0 to 20 or more);
 - d) Variation (Once per run, points from 0 to 20 or more);
 - e) Personal appreciation (Once per run, points from 0 to 20);
 - f) Technical deductions (Once per run, points from 20 to 0).
2. Except for "Personal appreciation", evaluation of the rider's performance is always within the specific allocated run and "double up" time segments. The "Personal appreciation" evaluation starts as soon as the rider enters the arena for his run.
3. In detail:
 - A. Individual jump scores
 - a) Sequence of the jumps
(Each jump/points from 0 to 10)
4. Depending on the course and location, the run time and number of jumps to be performed in the qualification and the final may vary at the Panel of Judges' discretion.
5. As an example: the competition could count 60 seconds and 7 jumps (minimum required) + "double-up" in the qualification and 90 seconds and 10 jumps (minimum required) + "double-up" in the final.

6. In this case, the minimum number of jumps to do is 7 (in the qualification) or 10 (in the final) + the “double up”. The rider does two additional jumps within the set run time and then the “double up”. Of these 9 (in the qualification)/12 (in the final) jump scores, only the best 7/10 jump scores will be counted towards the total jump score and the two lowest jump scores will not be counted.

b) “Double up”

(Once/points from 0 to 20)

7. The “double up” refers to the points awarded for the last jump.
8. To be awarded on a scale of 20 points, the “double up” must be started within 35 seconds after the end of the set run time.
9. If a rider starts the “double up” between 35 and 45 seconds after the set run time has elapsed, then the “double up” will be rewarded at a scale of 10 points.
10. Should the rider start the “double up” more than 45 seconds after the set run time, then the “double up” will not be awarded any points (0 point).
11. However, depending on the course and its set-up the time allocated to start the “double up” may vary at the Panel of Judges’ discretion.

B. Overall scores

c) Track use by the rider

(Scored once per run, points from 0 to 20 or more at the Panel of Judges’ discretion)

12. The “Track” score can be re-adjusted according to the set-up of the course of the event, beyond the standard 20 points if so required.

d) Variation of the jumps

(Scored once per run, points from 0 to 20 or more at the Panel of Judges’ discretion)

13. The “Variation” score can be re-adjusted according to the number of jumps that must be performed if the Panel of Judges feels that 20 points would be too low at a given course or under variable conditions.
 - e) **Personal appreciation**
(Scored once per run, points from 0 to 20)
14. The “Personal appreciation” score will reward the “show” and “style” elements of the rider’s run. Evaluation of this category starts as soon as the rider enters the arena for his run.
 - f) **Technical deductions**
(Scored once per run, points from 20 to 0)
15. Regardless of the total number of jumps performed during their run, riders will have points deducted when their run is not carried out in perfection or shows any technical flaws (even if the rider performs more than the required number of jumps). Point deductions concern but are not limited to: dead sailors, bad landings, stalls and crashes on the course.
16. Each Judge’s run score will be totalled. From these 5 total scores, the lowest and highest totals will be removed. The remaining 3 total scores will count towards the rider’s final result in the FIM World Championship event.
17. In case of ties in the Qualification, the following procedure applies:
 - a) The votes of the 5 Judges according to the rewarded points will be taken into account (5 Judges = 5 votes). The majority of the Judges’ votes (for ex.: 3 to 2) will determine the rider’s final standings in the Qualification;
 - b) If a tie still exists, the points awarded by all 5 Judges in the Qualification will determine the final standings;
 - c) If a tie still exists, the Qualification results of the previous event will determine the final standings. If it is the first event of a new Championship season, then the final standings of the previous year’s FIM World Championship will determine the final standings of the Qualification.

18. In case of ties in the Final, the following procedure applies:
 - a) The votes of the 5 Judges according to the rewarded points will be taken into account (5 Judges = 5 votes). The majority of the Judges' votes (for ex.: 3 to 2) will determine the rider's final standings in the Final;
 - b) If a tie still exists, the points awarded by all 5 Judges in the Final will determine the final standings;
 - c) If a tie still exists, the Qualification results determine the final standings.
19. Since FreeStyle Motocross is a fast progressing sport, these criteria may be reviewed during the season and will be published by the FIM.
20. The results will not become official until the time limits for protests have elapsed.
21. Riders who wish to ask questions to the Panel of Judges concerning the results must contact the Referee immediately after each part of the competition is completed.
22. If a protest and/or appeal is (are) lodged against the mathematical calculation of the results, these results cannot be considered as definitive until a final decision has been taken by the competent body (bodies).

6.21 Results/Contests/Procedure

6.21.FN FIM FreeStyle of Nations

1. The Panel of Judges will evaluate each rider's performance during the contests to the following criteria and points scale:
 - a) 1 x Synchro Test Contest (points from 0 to 100);
 - b) 1 x Race & Style Contest (points from 0 to 100);
 - c) 1 x Best Whip Contest (points from 0 to 100);
 - d) 1 x Step Up Contest (points from 1 to 8, according to the results of the contest).
2. Each Judge's run score will be totalled. From these 5 total scores, the lowest and highest totals will be removed. The remaining 3 total scores will count towards the rider's/team final result in the Contest.
3. In case of ties in a Contest, the following procedure applies:
 - a) The points awarded by all 5 Judges in that Contest will determine the team's final standings in the Contest;
 - b) If a tie still exists, the votes of the 5 Judges according to the rewarded points will be taken into account (5 Judges = 5 votes). The majority of the Judges' votes (for ex.: 3 to 2) will determine the team's final standings in the Contest.
4. Since FreeStyle Motocross is a fast progressing sport, these criteria may be reviewed during the season and will be published by the FIM.
5. The results will not become official until the time limits for protests have elapsed.
6. Riders who wish to ask questions to the Panel of Judges concerning the results must contact the Referee immediately after each part of the competition is completed.
7. If a protest and/or appeal is (are) lodged against the results, these results cannot be considered as definitive until a final decision has been taken by the competent body (bodies).



6.22 Results/Awarding of points

6.22.FMX FIM FreeStyle Motocross World Championship

1. FIM FreeStyle Motocross World Championship events can be run in one or two days of competition. During each day of competition, points will be awarded to riders according to the following scale:

20 points to the	1st	8 points to the	8th
18 points to the	2nd	7 points to the	9th
16 points to the	3rd	6 points to the	10th
14 points to the	4th	5 points to the	11th
12 points to the	5th	4 points to the	12th
10 points to the	6th	3 points to the	13th
9 points to the	7th	1 point to	a), b)

- a) To the rider(s) concerned in, case of mechanical breakdown during Practice
- b) To the rider(s) concerned, in case of injury during Practice and the rider is no longer fit to participate in the World Championship event

6.22.FN FIM FreeStyle of Nations

1. Points are allocated to each rider/team in each Qualifying Run, Run or Contest.
2. The winner/team of each Qualifying Run, Run or Contest obtains one point, the second two points, etc.

6.23 Results/Final Standings

6.23.FMX FIM FreeStyle Motocross World Championship

1. Each day of competition, the winner is the rider who has obtained the most World Championship points; the runner-up is the rider who has obtained the second best number of points, and so on...

6.23.FN FIM FreeStyle of Nations

1. The team winning the FIM FreeStyle of Nations is the one which has gained the lowest total number of points after having added the results of all the Runs and Contests of its riders.
2. In case of a tie the results will be established as follows:
 - a) The team whose riders have obtained the highest number of first places, second places, etc. will be placed before the other(s);
 - b) The team whose rider has obtained the best result in the second Run;
 - c) The team whose riders have obtained the best result by adding the results of all the Contests;
 - d) The team whose rider has obtained the best result in the first Run.
 - e) If a tie still exists, the teams in question will be placed equal.
3. These results will be completed by adding the teams eliminated on the first day of competition; according to their results in Qualifying.

6.24 Results/Presentation and Publication

1. The results must include at least the following information:
 - a) FIM, FMNR, Organiser/Moto Club and Championship logo;
 - b) Title of the Event;
 - c) IMN number;
 - d) FMNR;
 - e) Date and venue of the event;
 - f) Position, name and first name of the riders;
 - g) FMN of the rider;
 - h) Nationality of the rider;
 - i) Motorcycle of the rider;
 - j) The name and signature of the FIM Delegate and the Referee;
 - k) Publication time of the results.
2. The Championship Promoter Chief Timekeeper is responsible for the transmission of the results of each FIM FreeStyle Motocross World Championship event to the FIM Administration within the hour that follows the approval of these results. This transmission will be made through FTP (File Transfer Protocol) on the FIM server.

In addition to 6.24:

6.24.FMX FIM FreeStyle Motocross World Championship

3. The results must also include the following information:
 - l) Team of the rider (only if the Team is holder of a valid FIM Team Licence);
 - m) Championship points earned by the rider.
4. For each day of competition, the following results must be transmitted to the FIM Administration:
 - a) Qualifying Run;
 - b) Final.

6.24.FN FIM FreeStyle of Nations

3. The results must also include the following information:
 - l) Team of the rider (Country represented by the rider = his nationality).
4. On the first day of the competition, the following results must be transmitted to the FIM Administration:
 - a) Run 1;
 - b) Run 2;
 - c) Overall result of Qualifying (Team results).
5. On the second day of the competition, the following results must be transmitted to the FIM Administration:
 - a) Run 1;
 - b) Run 2;
 - c) Best Trick Contest;
 - d) Synchro Test Contest;
 - e) Race & Style Contest;
 - f) Best Whip Contest;
 - g) Step Up Contest;
 - h) Overall result of the FIM FreeStyle of Nations (Team results according to Art. 01.6.23).

6.25 Prize-Giving Ceremony

1. A Prize-Giving Ceremony must be held, conditions and time permitting.
2. The top three positions in the event must take part in the Prize-Giving Ceremony.
3. During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played.
4. The national flags of the top three finishers (based on their passport) may be presented at the same time.

In addition to 6.25:

6.25.FMX FIM FreeStyle Motocross World Championship

5. Prize-Giving Ceremony: at the end of each day of competition.
6. The following riders must take part in the Prize-Giving Ceremony:
 - a) The rider winning the event;
 - b) The second placed rider in the event;
 - c) The third placed rider in the event.

6.25.FN FIM FreeStyle of Nations

5. Prize-Giving Ceremony: at the end of the second day of competition.
6. The following team managers and riders must take part in the Prize-Giving Ceremony:
 - a) The team winning the FIM FreeStyle of Nations;
 - b) The second placed team in the FIM FreeStyle of Nations;
 - c) The third placed team in the FIM FreeStyle of Nations.

6.26 Press Conference

1. In principle, the Press Conference must be held immediately after the Prize-Giving Ceremony, conditions and time permitting.
2. The top three positions in the event must take part in the Press Conference.

In addition to 6.26:

6.26.FMX FIM FreeStyle Motocross World Championship

3. The following riders 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 Championship Promoter.

6.26.FN FIM FreeStyle of Nations

3. The riders and team managers of the following teams must take part in the Press Conference:
 - a) The team winning the FIM FreeStyle of Nations;
 - b) The second placed team in the FIM FreeStyle of Nations;
 - c) The third placed rider in the FIM FreeStyle of Nations;
 - d) Other participants invited at the discretion of the FIM Championship Promoter.

6.27 Autograph session

6.27.FMX FIM FreeStyle Motocross World Championship

1. In principle, the Autograph Session will be held immediately after the Press Conference, conditions and time permitting.
2. The Riders must participate in this autograph session arranged by the FIM Championship Promoter.
3. Any infraction of this rule will be penalised by the FIM Championship Promoter.

6.28 Protests

1. Protests must be lodged with the Referee according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.
2. Protests against the participation of a rider must be lodged before the official practices.
3. Protests concerning the composition of the Panel of Judges must be lodged within an hour of its announcement at the briefing.
4. Protests against the evaluation of riders' performances are not permitted. Protests against results are permitted only in the case of incorrect mathematical calculation.
5. If a protest and/or appeal is (are) lodged against the mathematical calculation of the results, these results cannot be considered as definitive until a final decision has been taken by the competent body (bodies).
6. Any other protests must be made within 30 minutes after the announcement of the results of the event.
7. The FIM Delegate decides upon all protests. There is no appeal against his decisions except according to Art. 6.29 Appeals.



6.29 Appeals

1. An appeal may be made with the FIM against decisions which concern the eligibility of a rider, the incorrect calculation of the results, the composition of the Panel of Judges and only in cases where the Regulations have been contravened.

6.30 Anti-Doping and Alcohol Tests

1. Anti-doping and alcohol tests may be carried out according to the FIM Regulations.
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.

6.31 Travel indemnities and Prizes

6.31.FN FIM FreeStyle of Nations

1. The 8 teams that qualify for the FIM FreeStyle of Nations will be entitled to a travel indemnity of € 500.- per rider present (Maximum 4 riders).
2. SportPlus will bear the cost of hotel accommodation for the 8 teams that qualify for the final in the official hotel of the event (one double room per rider present for 3 nights).
3. The following prizes will be paid to the six teams that qualified for the FIM FreeStyle of Nations:

Position	€	Position	€
1.	30'000.-	5.	6'000.-
2.	20'000.-	6.	5'000.-
3.	15'000.-	7.	3'000.-
4.	7'000.-	8.	2'000.-

Total: € 83'000.-

4. The travel indemnity due to each rider and the prize money earned by the team will be paid on the spot by SportPlus.
5. The riders or teams that would prefer a bank transfer must contact SportPlus / Mr Sören Sellmer up to one week before the event:
s.sellmer@notj.de

6.32 Prize-giving ceremony

1. A Prize-Giving Ceremony must be held at each event, conditions and time permitting.
2. During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played.
3. The national flags of the top three finishers (based on their passport) may be hoisted at the same time.
4. Any infraction of this rule will be penalised by the FIM Delegate.

In addition to 6.31:

6.31 FMX FIM FreeStyle Motocross World Championship

5. Prize-Giving Ceremony: after the Final.
6. The following persons must take part in the Prize-Giving Ceremony:
 - a) The rider winning the Final;
 - b) The second placed rider in the Final;
 - c) The third placed rider in the Final.

6.31.FN FIM FreeStyle of Nations

5. Prize-Giving Ceremony: after the last FIM FreeStyle of Nations Run.
6. The riders and the team managers of the following teams must take part in the Prize-Giving Ceremony:
 - a) The team winning the FIM FreeStyle of Nations;
 - b) The second placed team in the FIM FreeStyle of Nations;
 - c) The third placed team in the FIM FreeStyle of Nations.

6.33 Termination of the event

1. An event is not considered to be terminated until the time limits for protests and appeals have elapsed and all protests and appeals have been settled.
2. If an appeal is lodged, the results cannot be considered as definitive until a final decision has been taken.
3. The Referee, the Panel of Judges and all Officials and Marshals must remain operative and available at the venue of the event, with equipment in place until the end of the period provided for the lodging of a protest.



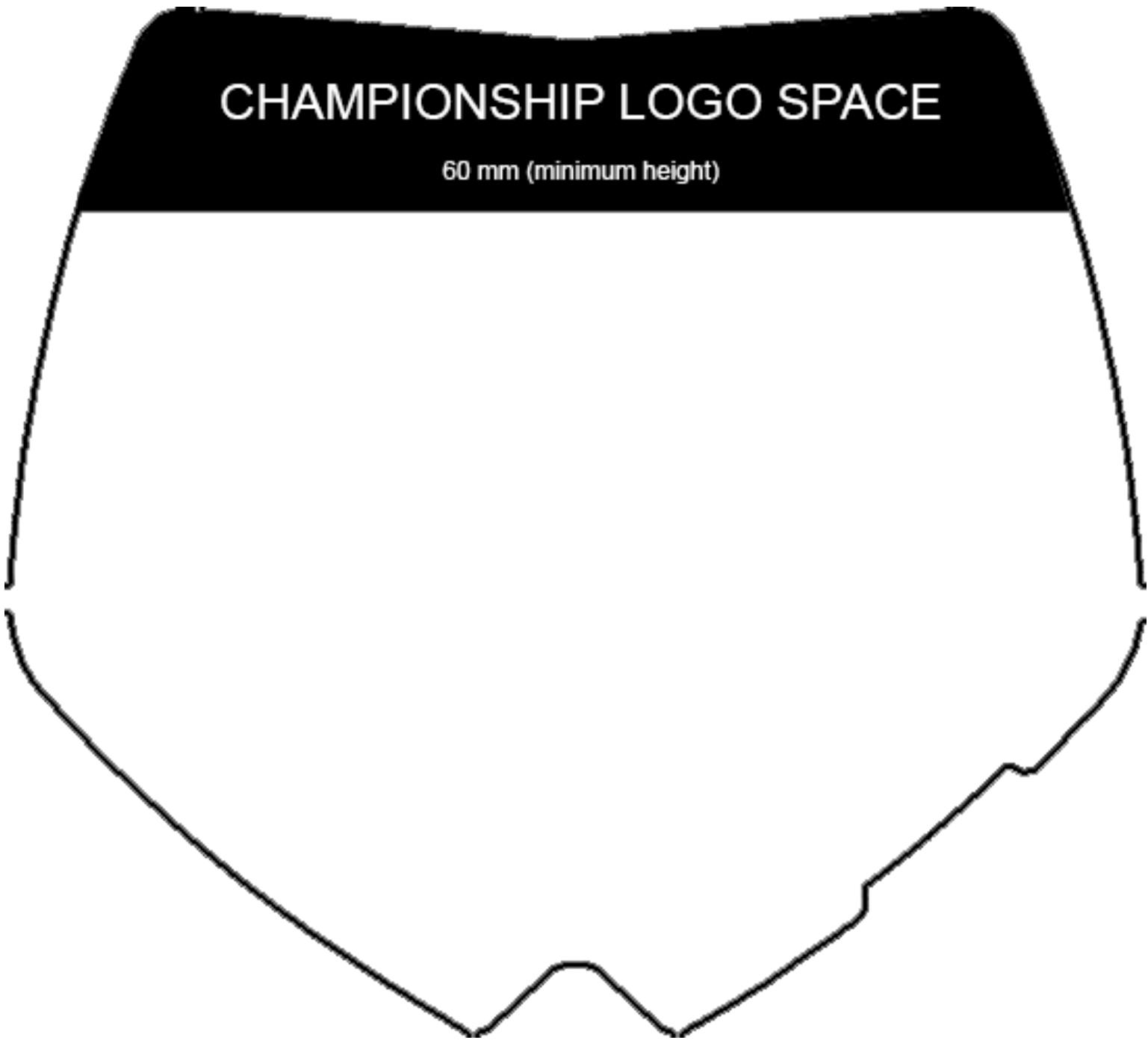
6.34 World Championship Awards Ceremony

6.34.FMX FIM FreeStyle Motocross World Championship

1. The FIM FreeStyle Motocross World Champion must attend the FIM World Championship Awards Ceremony (FIM Gala / Please refer to Art. 60.7 of the FIM Sporting Code).



7. FRONT NUMBER PLATE



World



World



MEDICAL HISTORY FORM

(to be completed by applicant)



FREESTYLE
MOTOCROSS



Personal Data:

Name: _____
First name: _____
Street: _____
ZIP / City: _____
Country: _____

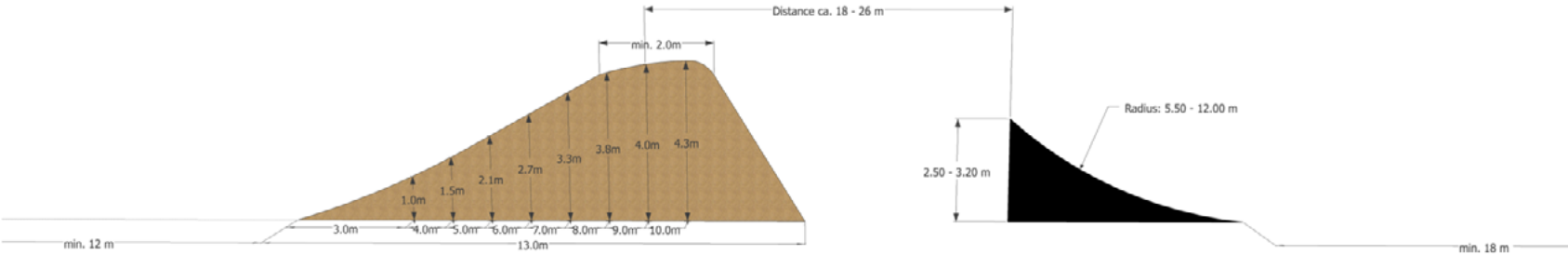
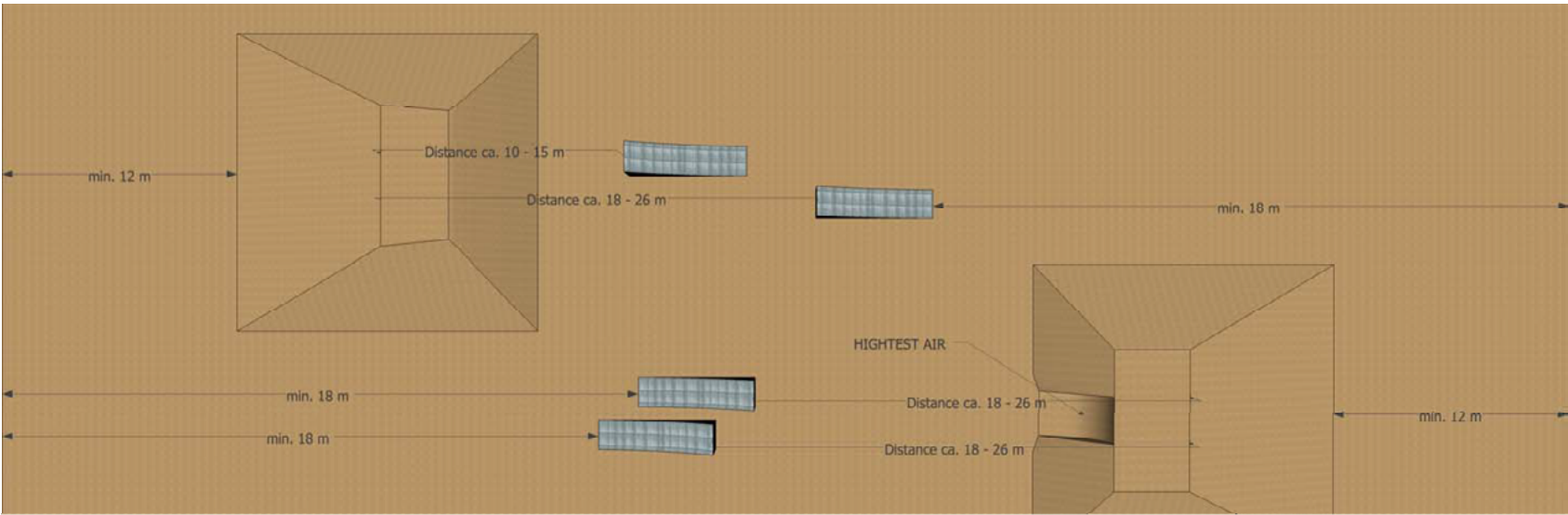
Date of birth: _____
Sex: ☐ M ☐ F
FMN: _____

	No	Yes	Details / medicine
* Loss of consciousness for any reason dizziness, fainting or headache	<input type="checkbox"/>	<input type="checkbox"/>	
* Eye problems (including injury, blurred vision colour blindness, lenses & glasses)	<input type="checkbox"/>	<input type="checkbox"/>	
* Asthma	<input type="checkbox"/>	<input type="checkbox"/>	
* Allergy including medicines or drugs	<input type="checkbox"/>	<input type="checkbox"/>	
* Diabetes	<input type="checkbox"/>	<input type="checkbox"/>	
* Blood pressure disorder	<input type="checkbox"/>	<input type="checkbox"/>	
* Epilepsy or convulsions	<input type="checkbox"/>	<input type="checkbox"/>	
* Blood disorder incl. tendency to bleeding	<input type="checkbox"/>	<input type="checkbox"/>	
Blood Group: _____			
* Do you take any medicine or drugs regularly?	<input type="checkbox"/>	<input type="checkbox"/>	
* Mental health: _____			

head	spine/ neck
shoulder	shoulder
arm	arm
stomach	thorax
elbow	elbow
hand	hand
hip	hip
leg	leg
knee	knee
shinbone	shinbone
ankle	ankle
foot	foot

- a. I have not been banned, on medical grounds, from taking part in any other sport.
- b. I do not take drugs and do not abuse alcohol.
- c. In case of an injury I give permission to the Medical Staff to release any relevant information to the Clerk of the Course, my relatives, my own doctor and the FMN.
- d. I declare that the information that I have given is the truth.
- e. I agree to the information on the Medical Examination Form being sent to the doctor of my FMN.

Date _____ Signature of applicant (or responsible Parent or Guardian if a minor) _____





FMNR Logo
Will be placed
by the FIM

**FIM FREESTYLE MOTOCROSS WORLD CHAMPIONSHIP
CHAMPIONNAT DU MONDE FIM DE MOTOCROSS FREESTYLE
SUPPLEMENTARY REGULATIONS / REGLEMENT PARTICULIER
ADDITIONAL INFORMATION / INFORMATIONS SUPPLEMENTAIRES**

GENERAL INFORMATION / INFORMATIONS GÉNÉRALES

Time difference to GMT / *Différence d'heure(s) par rapport GMT:*

Power / *Courant:* Volts Currency / *Unité monétaire:* (in full / en entier)

TOURISTIC INFORMATION / INFORMATIONS TOURISTIQUES

Tel N°: Fax N°:

E-mail: Website:

OPENING DAYS AND HOURS / JOURS ET HEURES D'OUVERTURE

Banks / *Banque:* (Mon-Fri/Lu-ve, Sat/Sa, Sun/Di)

Supermarkets / *Supermarchés:* (Mon-Fri/Lu-ve, Sat/Sa, Sun/Di)

Chemists / *Pharmacies:* (Mon-Fri/Lu-ve, Sat/Sa, Sun/Di)

EMERGENCY TELEPHONE Nos / N°^s DE TELEPHONES D'URGENCE

Code prefix to phone abroad (when in the country of the meeting)

Code préfix pour téléphoner à l'étranger (depuis le pays de la manifestation):

N° to make a collect call / *N° pour téléphoner en PCV :*

Police : Fire / *Feu :* Ambulance :

NEAREST HOSPITAL / HOPITAL LE PLUS PROCHE

Address / *Adresse*

Tel. N°:

Fax N°:

E-mail :

Website:



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**FIM FREESTYLE MOTOCROSS WORLD CHAMPIONSHIP
CHAMPIONNAT DU MONDE FIM DE MOTOCROSS FREESTYLE
SUPPLEMENTARY REGULATIONS / REGLEMENT PARTICULIER**

Title of the event: FIM Freestyle Motocross World Championship

Titre de la manifestation : Championnat du Monde FIM de Motocross Freestyle

IMN: 212/ *Date:*

Organising FMN / *FMN organisatrice:*

Venue of the event / *lieu de la manifestation:*

The event is organised in accordance with the FIM Sporting Code, Appendices and Regulations.

Cette manifestation est organisée conformément au Code Sportif, aux Annexes et aux Règlements FIM.

ACCESS / ACCÈS

Nearest airport / *Aéroport le plus proche* : www.nightofthejumps.com "Event Info"

Distance from the venue/ *Distance du lieu* : www.nightofthejumps.com "Event Info"

Map / *Carte* : www.nightofthejumps.com "Event Info"

1. COURSE / PISTE

Drawing / *Plan* : www.nightofthejumps.com "Event Info"

2. PROMOTER / PROMOTEUR

Name / *Nom* (Club/Promoter/*Promoteur*):

SportPlus
Moriz-Seeler-Str. 5
(Franz-Ehrlich-Haus)
D-12489 Berlin

Tel. N°: + 49 30 633 14 74 0
Fax N° : + 49 30 633 14 74 29
E-mail: s.sellmer@notj.de
Website: www.nightofthejumps.com

Secretariat of the Event / *Secrétariat de la Manifestation*

see / *voir* www.nightofthejumps.com "Event Info"



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3. OFFICIALS / OFFICIELS & FIM LICENCE NO / LICENCE FIM NO

- Referee	Frank Enders	No:
- Arbitre		
- CMS Delegate		No:
- Délégué CMS	email address	
- Environmental Steward		No:
- Commissaire Environnement	email address	
- Chief Medical Officer		
- Chef du Service Médical	email address	
- Paddock Official		
- Responsable du Parc des Coureurs		

The event will be organised in conformation with the International FIM Sporting Code, the CMS Regulations, the general rules of the FMNR, when applicable, and these Supplementary Regulations which have been duly examined and approved by the FMNR.

La manifestation est organisée conformément au Code Sportif de la FIM, aux règlements de la CMS, aux règlements généraux de la FMNR, lorsque applicable et au présent Règlement Particulier qui a été examiné et approuvé par la FMNR.

4. ENTRIES / ENGAGEMENTS

Entry requests, provisional entries and/or entry forms duly completed by the participant and approved by his FMN must be sent to:

Les demandes d'engagement, les engagements provisoires et/ou formulaires d'engagement dûment remplis par le participant et approuvés par sa FMN doivent être envoyés à :

SportPlus
Moriz-Seeler-Str. 5
(Franz-Ehrlich-Haus)
D-12489 Berlin

Tel. N°: + 49 30 633 14 74 0
Fax N°: + 49 30 633 14 74 29
E-mail: s.sellmer@notj.de
Website: www.nightofthejumps.com

5. PROGRAMME - TIME SCHEDULE / PROGRAMME - HORAIRES

see / voir www.nightofthejumps.com "Event Info"

6. FUEL / CARBURANT

In accordance with FIM specifications / Conformément aux prescriptions de la FIM.



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7. INSURANCE / ASSURANCE

By endorsing the application form for entry, the FMN of the rider and/or passenger certifies that the driver and/or passenger are insured in accordance with the FIM requirements.

Par l'approbation du bulletin d'engagement, la FMN du pilote et/ou du passager certifie que le pilote et/ou le passager sont assurés conformément aux prescriptions de la FIM.

The organiser has contracted a third party insurance in accordance with Art. 110.1 of the FIM Sporting Code.

L'organisateur a contracté une assurance responsabilité civile conformément à l'Art. 110.1 du Code Sportif de la FIM.

This insurance includes a guarantee of:

Cette assurance comporte une garantie de : US\$ 1'000'000.-

The organiser disclaims all responsibility for damage to a motorcycle, its accessories and components arising out of an accident, fire or other incident.

L'organisateur décline toute responsabilité pour des dommages occasionnés à un motocycle, à ses accessoires et pièces, par un accident, le feu ou tout autre incident.

8. PROTESTS AND APPEALS / RECLAMATIONS ET APPELS

Riders participating in the FIM FreeStyle Motocross World Championship will be subject to the rules, procedures and penalties laid down in the FIM Disciplinary and Arbitration Code.

Les coureurs participant au Championnat du Monde FIM Motocross FreeStyle sont soumis aux règlements, procédures et sanctions indiquées dans le Code Disciplinaire et d'Arbitrage FIM.

Protests against the participation of a rider must be lodged before the official practices.

Des réclamations contre la participation d'un coureur doivent être introduites avant les essais officiels.

Protests concerning the composition of the Panel of Judges must be lodged within an hour of its announcement at the briefing.

Des réclamations contre la composition du Collège de Juges doivent être introduites dans l'heure qui suit l'annonciation lors du briefing.



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Protests against the evaluation of riders' performances are not permitted. Protests against results are permitted only in the case of incorrect mathematical calculation.

Des réclamations contre l'évaluation des performances d'un coureur ne sont pas permises. Les réclamations contre les résultats sont uniquement permises en cas de calcul mathématique incorrect.

Any other protests must be made within 30 minutes after the announcement of the results of the meeting.

Toutes les autres réclamations doivent être faites dans les 30 minutes qui suivent l'annonce des résultats de la manifestation.

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and the Supplementary Regulations and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.

Toute réclamation doit être présentée conformément au Code Disciplinaire et d'Arbitrage de la FIM et être accompagnée d'une caution de € 660.- ou équivalent en monnaie locale, remboursable si la réclamation est reconnue fondée.

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

Des réclamations impliquant un contrôle du carburant doivent être accompagnées d'une caution de € 800.-.

At a FIM FreeStyle Motocross World Championship, the Referee will be qualified to deal with disciplinary and arbitration matters.

Lors d'une manifestation de Championnat du Monde FIM de Motocross FreeStyle, l'Arbitre est habilité à traiter toutes les affaires disciplinaires et d'arbitrage.

An appeal may be made against a decision of the Referee to the International Disciplinary Court (CDI).

Il pourra être fait appel devant la Cour Disciplinaire Internationale (CDI) contre une décision de l'Arbitre.

9. PRIZE-GIVING CEREMONY / CÉRÉMONIE DE REMISE DES PRIX

Venue of the prize-giving ceremony:

Lieu de la cérémonie de remise des prix : SportPlus podium

Immediately after the event / Immédiatement après la manifestation.



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10. INTERPRETATION OF THE SR / INTERPRETATION DU RP

The interpretation of these supplementary regulations rests entirely with the Referee. In case of dispute, regarding interpretation or if there is any difference between the two official texts, the English text will prevail.

L'interprétation du présent règlement particulier est entièrement du ressort de l'Arbitre. En cas de contestation concernant l'interprétation ou s'il existe une différence entre les deux textes officiels, c'est le texte anglais qui prévaudra.

Place and date / *Lieu et date* :

The Referee / L'Arbitre : Frank Enders

Approved by / *Approuvé par* : (FMNR)

Please insert hereafter / *Veillez insérer ci-après* :

- The FMNR logo in jpeg format/ *Le logo de la FMNR en format jpeg*



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM-LIVE.com

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