



FÉDÉRATION INTERNATIONALE DE MOTOCYCLISME

International FreeStyle Motocross Appendix

FIM FreeStyle Motocross World Championship Regulations

2010

***Annexe du
Motocross FreeStyle International***

***Règlement du
Championnat du Monde FIM de
Motocross FreeStyle***



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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 IFMXF. Riders participating in these events will see their results count towards the FIM/IFMXF World Ranking.

031/FMX.1.3 Calendar

International FreeStyle Motocross Events must be inscribed in the Calendar.

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

Priority must at all times be given to the 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 3m X 3m 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 IFMXF, the official points scoring system used will be the IFMXF 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 IFMXF, the officials are jointly appointed with IFMXF.

The FMNRs (together with IFMXF, if it concerns a jointly organised event in partnership with IFMXF) 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 IFMXF, 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 IFMXF, the Panel of Judges is jointly appointed with IFMXF. There will be one Head Judge, appointed by IFMXF, 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 IFMXF:

- 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 IFMXF approval and confirmation that the applicant rider has the necessary skills. All the riders listed in the IFMXF World Ranking as on 31 December of the previous year have automatically the approval of IFMXF);
- 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 IFMXF, the SR must also be approved by IFMXF.

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 IFMXF, if it concerns a jointly organised event in partnership with IFMXF) 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/IFMXF World Ranking riders.

Any other rider willing to participate in an event must contact IFMXF 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 at the course between the Referee, the Chief Technical Steward, the Head Judge, the organisers and/or IFMXF (if the event is jointly organised in partnership with IFMXF) and the riders, generally before the practices. All aforementioned persons must attend. If necessary, more briefings can be held.

The Chief Flag Marshal and the Chief Medical Officer should also attend.

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 official practises, there will be another briefing. The Head Judge will then announce:

- Eventual changes in the competition format;
- The time limit for one run;
- The minimum number of jumps a rider has to do within that time limit;
- The number of jumps allowed in the added time.

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 IFMXF, the competition format must be approved by IFMXF 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. |

The minimum age for flag marshals is 16 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 award each jump performed by the rider with points on a scale from 0 to 10 or 0 to 20.

The Panel of Judges will judge the riders on the following criteria:

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);
The "double up" are the points awarded for the last jump.
Ex. Minimum number of jumps to do: 10 + the "double up". The rider does a total of 14 jumps within the given time and then the "double up". Of these 14 results/scores, only the best 10 results/scores + the "double up" score will be counted.

2. Overall scores

- c) Track use by the rider (Once/points from 0 to 10);
- d) Variation of the jumps (Once/points from 0 to 10);
- e) Personal appreciation (Once/points from 0 to 20).

Each Judge's scores 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 run/heat/final.

Since FreeStyle Motocross is a fast progressing sport, these criteria may be reviewed during the season.

In an event where a final is run, the winner of an event is the rider who has received the highest score in the final from the Panel of Judges.

In an event where several runs/heats are run, the winner of the event is the rider who has obtained the most points.

In case of ties, the following procedure applies:

- 1. The qualification results will be taken into account;
- 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 points awarded by all 5 Judges in the Qualification will determine the final standings.

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

Riders who wish to ask questions to the Panel of Judges concerning the results must contact the Referee.

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 IFMXF, duly signed by the Referee, must be sent by telefax or electronic mail to IFMXF.

The results of all international events jointly organised in partnership with IFMXF will count towards the FIM/IFMX 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 **€ 30.– (US\$ 40.–)** 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/IFMXF WORLD RANKING

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

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

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

During the first year after the international event, the points will count 100% towards the FIM/IFMXF 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/IFMXF World Ranking.

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

045 – REGULATIONS

FIM FREESTYLE MOTOCROSS WORLD CHAMPIONSHIP

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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 FreeStyle Motocross Regulations
3. FIM Motocross Technical Regulations
4. FIM Disciplinary and Arbitration Code
5. FIM Environmental Code
6. FIM Medical Code
7. FIM Anti-Doping Code
8. FIM Annuaire
9. 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 a 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.

045.1 TITLE AND GENERAL

045.1.1 FIM FreeStyle Motocross World Championship

Each year, the FIM holds a FIM FreeStyle Motocross World Championship for riders and manufacturers.

This Championship is organised according to the FIM FreeStyle Motocross World Championship Regulations, Sporting Code, Chapter 30 – "FIM World Championships and Prize Events".

045.1.2 Calendar

FIM FreeStyle Motocross World Championship events must be inscribed in the Calendar.

FIM FreeStyle Motocross World Championship events have priority over International Events of the same discipline. 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 IFMXF.

045.1.3 World Championship Events

Motocross World Championship events must be staged on circuits that comply with the FIM FreeStyle Motocross World Championship Regulations.

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

Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event.

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.

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.

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

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.

045.2 VENUE

045.2.1 Riders' paddock

The rider's paddock:

- Must be on a hard standing area;
- Must provide for each rider a covered area of minimum 3m X 3m 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.

045.2.2 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.

045.2.3 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 (*).

045.2.4 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.

045.2.5 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.

045.2.6 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.

045.2.7 Control Podium

The following installations must be provided for the Control 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 Control Podium to be operational at all times.

The Control Podium must be adjacent to the Jury 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.

045.2.8 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.

045.3 ELECTRICAL EQUIPMENT

045.3.1 Electricity

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

045.3.2 Public Address System

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

045.3.3 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.

045.3.4 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.

045.3.5 Points scoring system

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

045.4 EMERGENCY SERVICES

045.4.1 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.

045.4.2 Fire-fighting service

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

045.4.3 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.

045.5 OFFICIALS AND PROCEDURES

045.5.1 General

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, IFMXF and the FMN.

The FIM, IFMXF and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify.

The FIM, IFMXF or the FMNs have the right to renew or cancel an appointment whenever necessary.

An official shall not be a rider, sponsor, team manager or mechanic participating in the event. Other criteria apply for the Panel of Judges.

These officials must be in possession of a valid FIM licence for the appropriate discipline and function.

Official FIM approval is only given after the officials have proved to be competent according to the special requirements for FIM FreeStyle Motocross.

The permanent Commissions organise seminars obligatory for certain officials. The official must have successfully completed a seminar organised by the Commission in question.

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.

During a event, the holders of FIM licences are required to present their licences to the Referee.

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.

See also Chapter 40 of the Sporting Code.

045.5.1.1 Officials who hold an FIM 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 FIM official's licence which is valid for the current year:

- Referee;
- Technical Director;
- Environmental Steward.

045.5.1.2 Jurisdiction

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

045.5.2 Referee

The Referee, jointly appointed by the FIM and IFMXF, 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:

- 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 and may impose sanctions/penalties.
- 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 and the Championship Promotor of all decisions to be taken or already taken.
- The Referee decides upon all protests and must notify the Panel of Judges, the CMS Delegate and the Championship Promotor 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 CMS Delegate.

045.5.3 Technical Director

The Technical Director, jointly appointed by the FIM and IFMXF, must verify the motorcycles and clothing in accordance with the FIM and the Supplementary Regulations.

045.5.4 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 CMS Delegate on all aspects of the event which may have potential environmental consequences.

045.5.5 Panel of Judges

The Panel of Judges is composed of 5 Judges.

There will be one Head Judge and two Judges, jointly appointed by the FIM and IFMXF, and 2 other Judges, jointly appointed by the FMNR and IFMXF.

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.

045.5.6 FIM or CMS Delegate

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

045.6 RIDERS

045.6.1 Licences

Only those riders listed in the current FIM/IFMXF World Ranking List are eligible for a FIM FreeStyle Motocross World Championship licence.

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

045.6.2 Age of riders

Licences for riders are issued for FIM FreeStyle Motocross World Championship events only when the minimum age has been attained as below:

- FIM FreeStyle Motocross 16 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.

045.6.3 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.

045.6.4 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 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.

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.

045.6.5 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.

045.7 MOTORCYCLES

045.7.1 Motorcycles

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).

045.7.2 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.

045.7.3 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.

045.8 ADVERTISING ON RIDERS AND MOTORCYCLES

During FIM FreeStyle Motocross World Championship 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.

045.9 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 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.

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.

No amendment may be made to the SR after its approval by the FIM or the FMNR and after the opening date for entries.

However, in exceptional circumstances, an amendment to the SR may be authorised provided that it is approved by the FIM or the Referee and subsequently brought to the attention of all persons concerned.

045.10 ENTRIES

045.10.1 General

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) Additionally 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 the it wishes to nominate.
- c) Additionally 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.

Entries 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.

The replacement of an entered rider can be accepted.

Replacement riders will be eligible to replace riders among those entered who do not appear at the event.

The decision to admit one or more replacement riders to the event must be made before the official practices of the event in question.

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

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

045.10.2 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.

045.10.3 Non-participation in a event

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.

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.

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 an other 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 a event and who does not take part in that event and leaves it without prior approval of the Referee is liable to be penalised.

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

045.11 RUNNING OF THE EVENT

045.11.1 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 Director, 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 are in conformity with the rules.

045.11.2 Briefing

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 official practises, there will be another briefing. The Head Judge will then announce:

- Eventual changes in the competition format;
- The time limit for one run;
- The minimum number of jumps a rider has to do within that time limit;
- The number of jumps allowed in the added time.

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.

045.11.3 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.

045.11.4 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 rider hits the ramp to jump and ends after the official clock indicates "0"; except in the case of 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.

045.11.5 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.

045.11.6 Competition format

FIM FreeStyle Motocross World Championship events can be run over one or 2 days. Each day of competition will be run according to the following model:

| FIM FreeStyle Motocross World Championship | Maximum number of Riders |
|---|---------------------------------|
| 2/3 X Official Practices | 10 - 13 riders |
| 1 X World Championship Qualification | 10- 13 riders |
| 1 X World Championship Final | 6 riders |

The riders will qualify for the Final according to the following model:

| | Finishing Positions | Result |
|----------------------|----------------------------|--|
| Qualification | 1 to 6 | Advance to the FIM FreeStyle Motocross World Championship Final |
| | 7 to 8 / 13 | Eliminated for the Final; score World Championship points, positions 7 to 8/13 |

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

| | Finishing Positions | Result |
|--------------|----------------------------|--|
| Final | 1 to 6 | Score World Championship points, positions 1 to 6 |

045.11.7 Starting order

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 |
| Qualification | 13 / 10 to 1 | In reverse order of the FIM World Championship standings (1) For the first event: final standings of previous year's FIM Championship (2) As of the second event: intermediate standings of the current FIM Championship |
| Final | 6 to 1 | In reverse order of the results of the Qualification for the Final |

045.11.8 Mechanical breakdowns

| |
|---|
| Mechanical breakdown during Practice |
| The rider concerned should repair his motorcycle and participate in the FIM World Championship Event. If he is unable to do this, 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. |
| Mechanical breakdown during the World Championship Qualification |
| Before the rider comes into contact with the first jump: The rider concerned should repair his motorcycle and present himself to the paddock officer for the World Championship Qualification before the last rider starts. If he does not succeed in repairing his motorcycle before that time, he will score the points of the lowest placed rider in the FIM World Championship event according to the number of entries present for the event. If he succeeds in repairing his motorcycle before that time, he can participate in the World Championship Qualification and will score points according to his position in the event. |

Mechanical breakdown during the World Championship Qualification

The rider does not finish his World Championship Qualification:

The rider concerned will score the points according to his position in the World Championship event.

If the rider concerned is qualified for the World Championship 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.

If he succeeds in repairing his motorcycle before that time, he can participate in the World Championship Final and will score points according to his position in this Final.

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 Qualification.

Mechanical breakdown during the World Championship Final

Before the rider comes into contact with the first jump:

The rider concerned should repair his motorcycle and present himself for the Final before the second to last rider starts his World Championship Final.

If he succeeds in repairing his motorcycle before that time, he can participate in the World Championship Final and will score points according to his position in this Final.

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 Qualification.

Mechanical breakdown during the World Championship Final

The rider does not finish his Final:

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.

045.11.9 Injuries**Injury during Practice (1)**

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

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

Injury during Practice (2)

The rider is no longer fit to participate in the event:

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

Injury during the World Championship Qualification

The rider does not finish his World Championship Qualification:

The rider concerned will score the points according to his position in the World Championship event.

If the rider concerned is qualified for the World Championship Final, he will be allowed to participate in the Final unless forbidden by the CMO.

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 Qualification.

Injury during the World Championship Qualification

The rider finishes his World Championship Qualification despite the injury:

The rider concerned will score the points according to his position in the World Championship event.

If the rider concerned is qualified for the World Championship Final, he will be allowed to participate in the Final unless forbidden by the CMO.

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 Qualification.

Injury during the World Championship Final

The rider does not finish his World Championship Final:

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.

Injury during the World Championship Final

The rider finishes his World Championship Final despite the injury:

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.

045.11.10 Stopping of a 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 a event.

045.12 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.

045.13 SPECIAL MEDICAL EXAMINATION

At any time during a 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.

045.14 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. |

The minimum age for flag marshals is 16 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 a event, the Flag Marshals must remain available until protest time has expired.

045.15 RESULTS

045.15.1 Procedure

The Panel of Judges will award each jump performed by the rider with points on a scale from 0 to 10 or 0 to 20.

The Panel of Judges will judge the riders on the following criteria:

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);
The "double up" are the points awarded for the last jump.
Ex. Minimum number of jumps to do: 10 + the "double up". The rider does a total of 14 jumps within the given time and then the "double up". Of these 14 results/scores, only the best 10 results/scores + the "double up" score will be counted.

2. Overall scores

- c) Track use by the rider (Once/points from 0 to 10);
- d) Variation of the jumps (Once/points from 0 to 10);
- e) Personal appreciation (Once/points from 0 to 20).

Each Judge's scores 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 World Championship event.

In case of ties, the following procedure applies:

- 1. The qualification results will be taken into account;
- 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 points awarded by all 5 Judges in the Qualification will determine the final standings.

Since FreeStyle Motocross is a fast progressing sport, these criteria may be reviewed during the season.

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

Riders who wish to ask questions to the Panel of Judges concerning the results must contact the Referee.

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).

045.15.2 Results of the event

The final results of the event are established as follows:

a) Event run in one day of competition

In a event run in one day of competition, where one qualification/final are run, the winner of the event is the rider who has obtained the most World Championship points; the runner-up will be the rider who has obtained the second best number of points, and so on.

b) Event run over two days of competition

In a event over two days, where two qualifications/finals are run, the winner of the event is the rider who has obtained the most World Championship points in the event (over both days); the runner-up will be the rider who has obtained the second best number of points, and so on, irrespective of the number of qualifications/finals they have finished.

If a tie exists, the points scored during the second day of competition will determine the order of placing in the final standings of the event.

045.15.3 Presentation and publication

The results must include at least the following information:

- FIM, FMNR, Organiser/Moto Club and Championship logo;
- Title of the Event;
- IMN number;
- FMNR;
- Date and venue of the event;
- Position, name and first name of the riders;
- FMN of the rider;
- Nationality of the rider;
- Motorcycle of the rider;

- Team of the rider (if the Team is holder of a valid FIM Team Licence);
- Championship points earned by the rider;
- The name and signature of the FIM Observer and the Referee;
- Publication time of the results.

The FIM Representative is responsible for the transmission of the results to the FIM Executive Secretariat within the hour that follows the approval of the results. This transmission will be made by telefax or electronic mail.

045.16 PROTESTS

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 **€ 640.– (US\$ 870.–)** or the 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. 045.17 Appeals.

045.17 APPEALS

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.

045.18 TERMINATION OF A 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.

045.19 POINTS FOR THE WORLD CHAMPIONSHIP

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:

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

- and/or in case of mechanical breakdown during Practice:
- and/or in case of injury during Practice and the rider is no longer fit to participate in the World Championship event:
 - 1 point to the rider(s) concerned

All organised events counting towards the FIM FreeStyle Motocross World Championship will be taken into consideration. However, the FIM Management Council 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.

The winner of the FIM FreeStyle Motocross World Championship is the rider who has obtained most points from all the World Championship events, irrespective of the number of days of competition he has completed.

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

If a tie still exists, the points scored 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...

For the Manufacturers' FIM FreeStyle Motocross World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to their position on each day of competition.

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.

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.

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.

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

All the FIM FreeStyle Motocross World Championship events will also count towards the FIM/IFMXF 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/IFMXF 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/IFMXF World Ranking.

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

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

| | |
|----|-----|
| No | Yes |
|----|-----|

* Eye problems (including injury, blurred vision
 colour blindness, lenses & glasses)

| | |
|----|-----|
| No | Yes |
|----|-----|

* Asthma

| | |
|----|-----|
| No | Yes |
|----|-----|

* Allergy including medicines or drugs

| | |
|----|-----|
| No | Yes |
|----|-----|

* Diabetes

| | |
|----|-----|
| No | Yes |
|----|-----|

* Blood pressure disorder

| | |
|----|-----|
| No | Yes |
|----|-----|

* Epilepsy or convulsions

| | |
|----|-----|
| No | Yes |
|----|-----|

* Blood disorder incl. tendency to bleeding

| | |
|----|-----|
| No | Yes |
|----|-----|

Blood Group:

* Do you take any medicine or drugs regularly?

| | |
|----|-----|
| No | Yes |
|----|-----|

*** Mental health:**

head

shoulder

arm

stomach

elbow

hand

hip

leg

knee

shinbone

ankle

foot

spine/ neck

shoulder

arm

thorax

elbow

hand

hip

leg

knee

shinbone

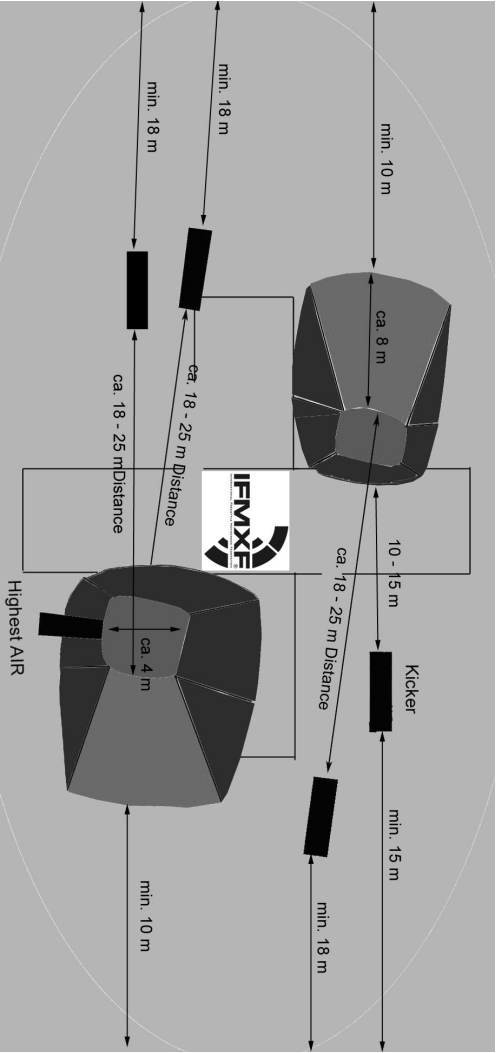
ankle

foot

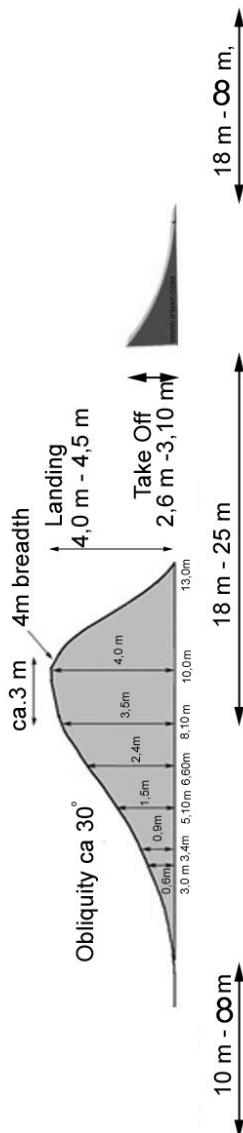
- I have not been banned, on medical grounds, from taking part in any other sport.
- I do not take drugs and do not abuse alcohol.
- In case of an injury I give permission to the Medical Staff to release any relevant information to the Clerk of the Course, my relatives, my own doctor and the FMN.
- I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



Side - view





FMNR Logo

Organiser's Logo

**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:



FMNR Logo

Organiser's Logo

**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 :* see/voir www.IFMXF.com "Event Info"

Distance from the venue/ *Distance du lieu :* see/voir www.IFMXF.com "Event Info"

Map / *Carte :* see / voir www.IFMXF.com "Event Info"

1. COURSE / PISTE

Drawing / *Plan :* see/voir www.IFMXF.com "Event Info"

2. PROMOTER / PROMOTEUR

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

IFMX Ltd

Sickingenstrasse 26

D-10553 Berlin

Tel. N°: ++ 49 30330917-0

Fax N°: ++ 49 30330917-30

E-mail: info@ifmxf.com

Website: www.IFMXF.com

Secretariat of the Event / *Secrétariat de la Manifestation*

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



FMNR Logo

Organiser's Logo

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

- | | |
|------------------------------------|-----|
| - Referee | No: |
| - Arbitre | No: |
| - CMS Observer | No: |
| - Observateur CMS | No: |
| - Technical Director | No: |
| - Directeur Technique | No: |
| - Environmental Steward | No: |
| - Commissaire Environnement | No: |
| - Chief Medical Officer | |
| - Chef du Service Médical | |
| - 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 :

IFMXF Ltd
Sickingenstrasse 28
D-10553 Berlin

Tel. N°: ++ 49 30330917-0
Fax N°: ++ 49 30330917-30
E-mail: info@ifmxf.com
Website: www.IFMXF.com

5. PROGRAMME - TIME SCHEDULE / PROGRAMME – HORAIRES

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

6.FUEL / CARBURANT

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



FMNR Logo

Organiser's Logo

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 : (local currency / monnaie locale, min. US\$ 2'500'000.-)

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.



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 € 640.- (US\$ 870.-) 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 € 640.- (US\$ 870.-) 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.- (US\$ 1'100.-).

Des réclamations impliquant un contrôle du carburant doivent être accompagnées d'une caution de € 800.- (US\$ 1'100.-).

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 : IFMXF podium
Immediately after the event / Immédiatement après la manifestation.



FMNR Logo

Organiser's Logo

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 Clerk of the Course / *Directeur de Course* :

Approved by / *Approuvé par* : (FMNR)

FIM FREESTYLE MOTOCROSS WORLD CHAMPIONSHIP TIME SCHEDULE HORAIRE DU CHAMPIONNAT DU MONDE FIM DE MOTOCROSS FREESTYLE

Please, refer to the FIM Freestyle Motocross World Championship Time Schedule in these Regulations.

Veuillez vous référer à l'horaire du Championnat du Monde FIM de Motocross Freestyle dans ce Règlement.

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

- Your FMNR logo / *Le logo de votre FMNR*
- The Organiser's Logo / *Le logo de l'Organisateur*