



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

**FIM JUNIOR
MOTOCROSS WORLD CHAMPIONSHIP
REGULATIONS**

**FIM SIDECAR MOTOCROSS
WORLD CHAMPIONSHIP APPENDIX**

2012

*RÈGLEMENT DU
CHAMPIONNAT DU MONDE FIM
DE MOTOCROSS JUNIOR*

*ANNEXE DU CHAMPIONNAT DU MONDE FIM
DE MOTOCROSS SIDECARS*

**FIM Junior
Motocross World Championships
Regulations**

**FIM Sidecar Motocross
World Championship Appendix**

***Règlement du
Championnats du Monde FIM
de Motocross Junior***

***Annexe du Championnat du Monde FIM
de Motocross Sidecars***

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Articles amended as from 1.01.2012 are in bold type
Les articles modifiés dès le 1.01. 2012 sont en caractères gras

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General Undertakings and Conditions

All riders, teams, officials and other parties participating in the FIM Junior 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 Motocross Regulations
3. FIM Motocross Technical Regulations
4. FIM Disciplinary and Arbitration Code
5. FIM Motocross Circuit Standards
6. FIM Environmental Code
7. FIM Medical Code
8. FIM Anti-Doping Code
9. FIM Annuaire
10. FIM Organiser's Manual

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

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

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

Actions judged by the officials responsible to be contrary to the FIM Junior 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.

035.1 TITLE AND GENERAL

035.1.1 FIM Junior Motocross World Championship

Each year, the FIM holds an FIM Junior Motocross World Championship for riders and national teams.

This Championship is organised according to the rules of the FIM Sporting Code, Chapter 30 "FIM Championships and Prize Events".

There will be only one event each year. This event must be inscribed in the Calendar.

035.1.2 General

The FIM Junior Motocross World Championship begins at the scheduled time for technical and sporting verifications and ends when all of the following have occurred:

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

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

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

The FIM Junior Motocross World Championship must be staged on circuits that have been approved by the FIM and comply with the FIM Junior 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 race.

035.1.3 Classes

The FIM Junior Motocross World Championship will consist of the following classes: 65cc, 85cc and 125cc (exclusively 2-strokes).

035.1.4 Support Races

The programme may contain additional national or international support races with the exception of sidecar races. However, these support races, as well as any other activities such as the vehicular use of the circuit during the event, including demonstrations or exhibitions, must at all times receive prior authorisation from the FIM and the Championship Promoter. Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for these support races/activities which are not run under the aegis and the responsibility of the FIM.

Priority must at all times be given to the FIM Junior Motocross World Championship programme. If necessary, the International Jury can change the time schedule of these support races and/or other activities or cancel them.

035.2 RIDERS

035.2.1 Licences

Participation in the FIM Junior Motocross World Championship is restricted to the holders of a valid FIM Junior Motocross World Championship licence.

See also Chapter 70 of the Sporting Code.

035.2.1.1 Age of Riders

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

- FIM Junior Motocross World Championship, 65cc class: 10 years
- FIM Junior Motocross World Championship, 85cc class: 11 years
- FIM Junior Motocross World Championship, 125cc class: 13 years

The limit for the minimum age starts on the date of the rider's birthday.

The maximum age is the following:

- FIM Junior Motocross World Championship, 65cc class: 12 years
- FIM Junior Motocross World Championship, 85cc class: 14 years
- FIM Junior Motocross World Championship, 125cc class: 17 years

The limit for the maximum age finishes at the end of the calendar year in which the rider reaches the age of 12 (65cc class), 14 (85cc class) and 17 years (125cc class).

035.2.2 Starting numbers

The organiser decides upon starting numbers for all the riders.

035.2.3 Rider Apparel

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

The helmet, eye protection and equipment and protective clothing must be in accordance with the FIM Junior Motocross World Championship Regulations.

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

Riders must rely on their own judgement in the selection of helmets and apparel for protection and durability.

The following apparel must be worn by riders in all events:

1. Helmets

Helmets must be marked with one of the official international standard marks mentioned in the FIM Junior Motocross World Championship Regulations. Long hair must be contained within the helmet.

2. Eye protection

Eye protection must be worn at the start of each practice, qualification or race.

3. **Equipment and protective clothing**

This equipment includes but is not limited to: boots, gloves, jerseys, pants and a stone (or roost) shield/protector. It is permissible (although not recommended) for the stone (or roost) shield/protector to be worn without the shield for the back. Gloves must be worn at the start of each practice, qualification or race.

4. **FIM Championship logo**

Riders are encouraged to display the FIM Championship logo (50 mm x 50 mm) on the upper front torso or shoulder area of their jersey or on their chest/back protector if the latter is worn over the jersey.

Riders can print the FIM Championship logo on their jerseys.

5. **Starting number**

Riders must wear a dorsal starting number conforming to the FIM Junior Motocross World Championship Regulations, Art. 01.76 of the FIM Motocross Technical Regulations.

Riders can print their starting number on their jerseys or display it on their chest/back protector if the latter is worn over the jersey.

6. **Family name of the rider**

The family name of the rider must appear on the shoulder line of the back of their jersey or their chest/back protector if the latter is worn over the jersey.

035.2.4 Rider/Mechanic/Team Clothing

All riders, mechanics and team members must present a clean and neat appearance.

Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.

Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in the waiting zone, signalling and repair zone.

Riders, mechanics and team members are encouraged to display the FIM Championship logo on shirts/uniform/clothing.

National teams are encouraged to have team shirts/uniforms/clothing for their riders, mechanics and team members.

These shirts/uniforms/clothing should include in the overall colour scheme, the colours of the team's national flag, represented in stripes, bands or other design.

035.3 MOTORCYCLES AND CLASSES

035.3.1 Motorcycles

The event is open to motorcycles as defined in Appendix 01, Motocross Technical Rules.

035.3.2 Classes

The recognised classes for the FIM Junior Motocross World Championship are as follows:

- a) Championship for motorcycles of Cat. I, Group A1, 65cc: over 50cc up to 65cc for 2-stroke engines.
- b) Championship for motorcycles of Cat. I, Group A1, 85cc: over 50cc up to 85cc for 2-stroke engines;
- c) Championship for motorcycles of Cat. I, Group A1, 125cc: over 100cc up to 125cc for 2-stroke engines.

035.3.3 Number plates

The motorcycle's number plates must always display (see diagrams):

- a) The background colour, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules.
- b) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules;
- c) The FIM Championship logo as shown on the diagram (50 mm x 50 mm) must have a minimum clear space of 10 mm between the logo and the number and team publicity;

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

- | | | |
|---------|------------------|-------------------------------------|
| - 65cc | Blue background | White numbers/FIM Championship logo |
| - 85cc | White background | Black numbers/FIM Championship logo |
| - 125cc | Black background | White numbers/FIM Championship logo |

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

- Black 9005
- White 9010
- Blue 5005

The numbers must be clearly legible for the spectators and officials. Reflecting numbers are forbidden.

035.4 COURSE

035.4.1 Course specifications

See FIM Standards for Motocross Circuits (SMXC).

035.4.2 Safety

See FIM Standards for Motocross Circuits (SMXC).

Special attention needs to be taken to assure that the FIM Junior Motocross World Championship takes place on circuits that are also suitable for 65cc motorcycles and young riders.

035.4.3 Inspection

See FIM Standards for Motocross Circuits (SMXC).

035.4.4 Control

See FIM Standards for Motocross Circuits (SMXC).

035.5 OFFICIALS AND PROCEDURES

035.5.1 General

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

The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.

Official FIM approval is only given after the officials have proved to be competent according to the special requirements for each discipline. The permanent Commissions organise seminars obligatory for certain officials.

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

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

During an event, the holders of FIM licences are required to present their licences to the Jury President.

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

See also the FIM Junior Motocross World Championship Regulations, Chapter 40 of the Sporting Code.

035.5.1.1 Officials who hold a FIM Licence

Any of the following officials, when on duty at the FIM Junior Motocross World Championship, must be a holder of the appropriate FIM official's licence which is valid for the current year:

- Jury President;
- CMS Jury Member;
- FMNR Jury Member;
- FMN/FMNR Delegate (Sporting Steward);
- FIM Race Director;
- Clerk of the Course;
- Technical Steward;
- Timekeeper;
- Environmental Steward.

035.5.1.2 Jurisdiction

Except for the International Jury, all officials and their assistants are subject to the authority of the FIM Race Director.

035.5.2 Jury President, Jury Members and observers

The President and CMS Jury Member will be appointed by the Commission or by the FIM Board of Directors.

If the nominated Jury President is prevented from arriving at the event in time, he will be replaced by the Jury Member appointed by the FIM.

If the nominated CMS Jury Member is prevented from arriving at the event in time, the Jury President may name a replacement, with first priority given to a CMS Member not from the FMNR.

The FMNR is limited to one Jury Member.

One Representative each of the Championship Promoter and the Motorcycle Manufacturers will be admitted as observers to the International Jury meetings.

The authority and duties of the Jury President are:

- The Jury President shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.

- The Jury President shall call a meeting of the Jury before the first official practice session.
- At the end of each day of official practice, the Jury President will call a meeting of the International Jury to hear the reports of the Clerk of the Course, the Secretary to the Jury and any other appropriate officials.
- The Jury President must ensure that the decisions of the International Jury conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
- At the end of the event, during the last meeting of the International Jury, the Jury President, together with the Clerk of the Course, must sign the official classification of the event. He must also sign with the Secretary to the Jury all Minutes of the Jury meetings.
- The Jury President has the right to invite any guests to the Jury Meetings, if appropriate for the meeting or the Championship.
- The Jury President is responsible for the communication with the FMN Delegates.
- If necessary, the Jury President will arrange a meeting with FMN Delegates in order to explain the work of the International Jury and to receive the remarks of the FMN Delegates.
- The Jury President must send his report on the event, using the official Jury President's Report File, to the **FIM Administration** within 72 hours of the finish of the event. This file shall contain: his report, details of any protests submitted together with the fees collected, a copy of the third party insurance, the official results, the official programme of the event and other official documents as requested in the file.

See also the FIM Junior Motocross World Championship Regulations, Art. 50.1.1 of the Sporting Code.

035.5.2.1 Jury Meetings

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

- Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged have been informed thereof;
- Report of the Secretary to the Jury stipulating that all riders and participants engaged are in possession of their respective licences and authorisations as well as all officials with any responsibility for the running of the event;
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;
- Report and control of the safety standards of the event;
- Control and approve any amendments to requests for extra safety measures as mentioned in the inspection report;
- Control of the official permission from the local authorities to run the event and of the third party insurance policy of the organiser.

035.5.2.2 Minutes of the Jury Meetings

The Minutes of all the Jury meetings must be written in both official FIM languages, unless the International Jury is agreeable to accepting them in one official language.

The Minutes must state in detail any penalties imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accidents which may have occurred, any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

The Minutes are to be prepared by the Secretary to the Jury and must be signed by him and the Jury President.

A copy of these Minutes must be sent to the FIM **FIM Administration** within 72 hours after the event.

035.5.2.3 Publication of Jury Decisions

All decisions of the International Jury necessary for the running of the event as well as the results must be published as soon as is reasonably possible. These decisions must be published in the official languages of the FIM.

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

Whenever possible at the event, the party (parties) involved should at least be notified orally. However, it is preferable that the decision of the International Jury be notified by a written document.

This document/International Jury decision shall always:

- State the names and the licence numbers of the Jury President and the CMS and FMNR Jury Members;
- State the name(s) of the party (parties) involved;
- In case of a protest, state that the protest fee has been paid by the protesting party;
- State the reasons for the action taken/protest;
- State the Articles to which the action taken/protest relates;
- State any additional information obtained during the hearing;
- State the decision of the International Jury and its evidence and brief reasons;
- Be signed by the President and the CMS and FMNR Members of the International Jury.

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

- The party (parties) concerned by the International Jury decision must sign for receipt on a copy of the International Jury decision/ acknowledgement of receipt.
- The name of the person who receives the decision. His position/function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt.
- The copy of the International Jury decision, signed for receipt by the party (parties) concerned, must be added to the Report of the Jury President.

035.5.3 FIM Race Director

The FIM will appoint the FIM Race Director. He must have successfully completed a seminar organised by the CMS.

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

If the FIM Race Director is prevented from arriving at the event in time, the Jury President will decide on his replacement.

All FIM licence holders, holders of a FIM laissez-passer, and all other persons involved in the event are subject to the authority of the FIM Race Director and the International Jury.

The FIM Race Director has no responsibility for the organisation of the event and his only executive duties are those defined in these regulations.

The authority and duties of the FIM Race Director are:

- The FIM Race Director exercises supreme control of the event and he is responsible for ensuring that all regulations are observed.
- The FIM Race Director has no responsibility for the organisation of the event and he has no executive duties other than those defined in these regulations.

- The FIM Race Director must be in attendance from at least 24 hours before the official time for the start of practice and of the event until the completion of his duties after the end of the practice and the event.
- Accompanied by the Jury President and the Clerk of the Course, the FIM Race Director must inspect the track and services/installations before the practice and event begin. The Industry and the Riders' Representatives may attend this inspection.
- The FIM Race Director may make recommendations to the International Jury which affect or vary from the published programme, such as the re-running of a race, the disqualification of a rider, the duration of a race, or the postponement, stopping or abandonment of the event.
- In exceptional circumstances, the FIM Race Director may on his own initiative adapt the duration of a Free Practice or a Qualifying session and/or a Race.

035.5.4 Clerk of the Course

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

The Clerk of the Course is appointed by the FMNR and must have successfully participated in a seminar organised by the CMS and obtained a "Clerk of the Course" licence.

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

The Clerk of the Course is responsible for the conduct and efficient running of the meeting. His essential duties are:

- The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty.
- The Clerk of the Course must verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding.

- The Clerk of the Course can postpone the start of an event for an urgent case of safety or for any other case of "force majeure" or proceed with the improvement of the conditions of the circuit, track or venue, stop an event prematurely or cancel part of or the entire event.
- The Clerk of the Course can prevent a rider or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
- The Clerk of the Course must ensure that the FIM rules are respected; he may propose penalties to the International Jury.
- The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- The Clerk of the Course must notify the International Jury of all decisions to be taken or already taken, and of any protest addressed to him.
- The Clerk of the Course must collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury, and to have the provisional results of the event approved.

The authority of the Clerk of the Course is overridden by the authority of the FIM Race Director. At all times, the Clerk of the Course shall work in permanent consultation with the FIM Race Director.

035.5.5 FMN Delegates

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

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

The FMN Delegates must have successfully completed a seminar organised by the CMS and must present their "Sporting Steward" licence in order to be admitted to Jury Meetings.

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.

The duties and the rights of the FMN/FMNR Delegate are:

- The FMN/FMNR Delegate represents his FMN and the riders entered by that FMN.
- The FMN/FMNR Delegate may attend the open meetings of the Jury, as an observer.
- The FMN/FMNR Delegate must explain his questions to the Jury President so that the International Jury is aware of all circumstances.
- The FMN/FMNR Delegate is entitled to receive passes to be present and to be able to carry out his duties during the event.
- During the entire event, the FMN/FMNR Delegate is entitled to receive documents related to the event, including the Jury Minutes.

035.5.6 Technical Steward

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

035.5.7 Timekeeper

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

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

035.5.8 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 Jury President on all aspects of the event which may have potential environmental consequences.
- Be entitled to attend all open meetings of the Jury, but without voting rights.
- Draw up a report on the basis of a check-list prepared by the relevant Commission and send it to the **FIM Administration** and hand a copy to the Jury President.

035.5.9 Chief Medical Officer

The Chief Medical Officer, appointed by the FMNR, shall be responsible for all medical aspects and shall, in particular:

- Ensure that the FIM Medical Code is respected.
- Inspect all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
- Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
- Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
- Attend all open meetings of the Jury, but without voting rights.
- Give information and recommendations to the Jury President, the FIM Race Director and/or Clerk of the Course on injured riders and all aspects of the event which may have potential medical consequences.

035.6 MEETING WITH THE ORGANISERS AND THE JURY

A meeting will be held between the organisers and the International Jury on Friday, generally at 16:00, after the circuit control.

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

Also invited to attend are the CMS and FMNR Jury Members, the Secretary of the Event, the Chief Timekeeper and the Chief Scrutineer, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Chief Medical Officer, the Press Officer, Representatives of the World Championship Promoter, the Industry and Riders, etc. If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the event.

035.7 FIM LAISSEZ-PASSER

The FIM Junior Motocross World Championship is covered by a contract signed by the FIM. Therefore (see FIM Motocross World Championships Regulations, Art. 70.6 of the Sporting Code), and for security and practical reasons, only passes issued by the FIM Contractual Partner are valid.

FIM laissez-passers, Manufacturers' Licences, Accessory Manufacturers' Licences and Team Licences, issued for the personal use of company employees or those persons authorised by the latter are not valid.

035.8 SUPPLEMENTARY REGULATIONS

The Supplementary Regulations (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 International Jury.

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

The electronic draft copy must be sent to the **FIM Administration** no later than **three** months before the date of the event for approval by the FIM. **The FIM, FMNR and the organiser must also publish these SR on their respective websites as soon as they have been approved.**

At the latest two months before the date of the event, the FMNR must send an electronic copy of the approved SR to all Federations having riders liable to participate in the event in question.

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

035.8.1 Acceptance of entries

The number of entries is based upon the passport of the rider. Consequently, the rider will represent the country of his passport and he can be holder of a licence issued by any FMN.

In each class, the number of entries is limited to a maximum of 5 riders per country/passport.

The country in which the event is organised is entitled to enter 2 extra riders (a total of 7 riders per class, always based upon the passport).

In case of a conflict situation where the number of riders with the same passport exceeds the maximum number of entries allowed per country/passport, the FMN of the country of the passport of the rider concerned and the FMN which has issued him the licence must be consulted. If no agreement can be reached, it is the FMN of the country of the passport that will take the final decision.

Should the total number of entries not reach 40, the FMNR is entitled to enter more of its own riders, to reach the number of 40.

Entries to the FIM Junior Motocross World Championship will be accepted for riders who:

- 1) Are in possession of the FIM Junior Motocross World Championship licence;
- 2) Have been authorised by their FMN;
- 3) For the 65cc class: Riders aged minimum 10 and maximum 12 years.
- 4) For the 85cc class: Riders aged minimum 11 and maximum 14 years.
- 5) For the 125cc class: Riders aged minimum 13 and maximum 17 years. Moreover, the riders concerned must not have scored any FIM World Championship points in the current year;
- 6) Have requested an entry before the closing date of the event.

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

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

Riders may be required to sign an individual entry form during the administrative control.

Entry forms must be sent to the FIM Administration.

The FIM Administration will publish a list of riders entered within 72 hours after the closing date for entries.

Should an FMN consider that one of its riders has had his entry wrongly refused; this matter may be submitted to the **FIM Administration** who will take immediate action.

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

The closing date for entries counting towards the FIM Junior Motocross World Championship is 30 days before the event.

In any case, the FIM Championship Promoter can enter up to 5 riders in each class before the end of the technical verifications prior to the event (not exceeding the maximum allowed number of entries per Federation and class).

The FIM Championship Promoter must then inform the rider's FMN, the FMNR and/or the organiser in writing, by fax or e-mail before the end of the technical verifications prior to the event.

For these riders entered by the FIM Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply.

035.8.2 Replacement riders

Once the closing date of entries is passed, the replacement of riders by a FMN can be accepted.

Thus, a FMN is authorised to replace one or more of the riders it has entered in an event at the closing date of entries. In no case can the original total number of entries in that event from the FMN be exceeded by the number of its replacement riders.

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

The FMN of the rider concerned must then inform the FMNR and/or the organiser in writing, by fax or by e-mail before the end of the technical verifications prior to the event.

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

035.8.3 Starting field

In each class, a maximum of 40 riders will be allowed to participate in the races counting towards the FIM Junior Motocross World Championship.

They will be selected according to their positions in the qualifying practice(s) and in one "Last Chance" heat.

035.9 PRACTICE AND "LAST CHANCE" HEAT

035.9.1 Practice restrictions

Riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.

Mass starts are forbidden.

035.9.2 Free practice

In each class, one free practice session per group must be provided.

If there are more than 50 riders, the riders will be allocated to practising Groups "A" and "B" by ballot.

A. Up to 50 riders (One Qualifying Group)

- One session:

B. More than 50 riders (Two Qualifying Groups)

- Group "A":
- Group "B":

Riders may not change Groups.

Should there be an number of riders to divide; Group "A" will consist of one more rider than Group "B".

The free practice must be compulsorily timed and the results displayed on the screen.

035.9.3 Riders' briefing

A briefing may be held between the International Jury and the riders at the starting gate after the free practices.

The President of the Jury, the CMS and FMNR Jury Members, the FIM Race Director, the Clerk of the Course, the Chief Flag Marshal, the organisers, the Championship Promoter and all riders participating in the event should attend. The Secretary of the Event, the Chief Medical Officer and the FMN Delegates may also attend this briefing.

During this briefing, matters relating to the circuit and safety and race procedures will be discussed.

After the briefing, there will be a demonstration of the complete start procedure.

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

035.9.4 Qualifying practice(s)

All the riders must take part in qualifying practice.

In each class, the Qualifying Practices are as follows:

A. Up to 50 riders (One Qualifying Group)

- One session:

B. More than 50 riders (Two Qualifying Groups)

- Group "A":
- Group "B":

Times of riders finishing their lap within 5 minutes after the end of the practice shall be taken into consideration.

In case of ties in time, the second best time will be taken into consideration.

035.9.5 "Last Chance" Heat

The "Last Chance" heat is as follows:

- "Last Chance" heat: 10 minutes + 2 laps

035.9.6 Selection of riders

In each class, the selection of 40 riders will take place after the qualifying practice(s) and the "Last Chance" heat.

There will be 36 riders qualified from the qualifying practices.

A. In the case of one Qualifying Group (Up to 50 riders)

Those qualified will be the 36 fastest riders from the qualifying practice.

B. In the case of two Qualifying Groups (More than 50 riders)

Those qualified will be the 18 fastest riders from each qualifying group. The rider awarded the "pole position" will be the fastest rider in the qualifying practices, regardless whether from Group "A" or "B".

After the qualifying practice, a maximum of 40 best, still non-qualified riders have the possibility to take part in one “Last Chance” heat.

From the “Last Chance” heat, 4 riders will qualify.

The “Last Chance” Heat will decide upon reserve riders, if any. The first reserve rider will be the rider placed 5th in the “Last Chance” heat. The second reserve rider will be the rider placed 6th in the “Last Chance” heat.

The final decision concerning the replacement of one or more riders will be taken 10 minutes before the start of each race (A reserve rider who was not allowed to start in the first race can do so in the second race if required. On the other hand, a reserve rider who took part in the first race will not be allowed in the second race if all qualified riders are in the waiting zone).

035.9.7 Saturday – free start session

In each class, a free start test session will be organised

035.9.8 Sunday – warm-up

In each class, there must be one warm-up of 20 minutes for the qualified and reserve riders. The riders are free to participate in the warm-up.

This warm-up must be compulsorily timed with the results displayed on the monitors, and be communicated to the press.

If, for unforeseen reasons, no qualification results are obtained on Saturday, then the Sunday warm-up session may be treated as qualifying sessions. In collaboration with the FIM Race Director, the International Jury will decide upon any modifications to the time schedule and qualifying criteria.

035.9.9 Results of qualifying practice(s) and “Last Chance” heat

The results of the qualifying practices and the “Last Chance” heat must be homologated by the International Jury.

035.10 PRESENTATION OF THE RIDERS

A short presentation of the riders is compulsory, weather permitting.

035.11 RACES

035.11.1 Choice of motorcycle

A maximum of one motorcycle per rider is permitted.

035.11.2 Schedule of races

The FIM Junior Motocross World Championship must be run in:

- 65cc class: Two separate races of 12 minutes + 2 laps each.
- 85cc class: Two separate races of 20 minutes + 2 laps each;
- 125cc class: Two separate races of 25 minutes + 2 laps each.

The minimum interval between races must always remain 60 minutes.

035.11.3 Waiting zone procedure

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

20 minutes before the start:	The entrance to the waiting zone is open.
	Riders wishing to make a sighting lap present themselves in the waiting zone.
	Riders may prepare their places behind the starting gate.

10 minutes before the start:	All the motorcycles must be in the waiting zone. The penalty for violation of this regulation is disqualification from the race in question.
	The entrance to the waiting zone is closed.
	Reserve riders who are not allowed to participate in the race must leave the waiting zone.

035.11.4 Sighting lap

Before each Race, the riders will be given the opportunity to make a sighting lap.

The following procedure will apply:

10 minutes before the start:	The entrance from the waiting zone to the track is open.
	Reserve riders who are not allowed to participate in the race must leave the waiting zone.
	All the riders, who are present in the waiting area in time, may leave for the sighting lap.

7 minutes before the start:	The entrance to the track is closed. No further sighting laps are allowed.
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4 minutes before the start:	The entrance from the circuit to the waiting zone is closed.
	The circuit should be clear.
	Riders who have mechanical problems during the sighting lap and/or do not succeed in bringing their motorcycle into the waiting zone in time, will be disqualified from the race in question.

Participation in the sighting lap is optional.

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

After their sighting lap, riders must return with their motorcycles directly to the waiting zone using the access gate indicated.

035.11.5 Start procedure

The following procedure will apply:

4 minutes before the start:	Display of the 4 minute board.
	At the whistle signal, everyone except the riders, two team members per rider, the television crew and the essential officials must leave the waiting zone.
	The riders prepare for the start.

As of then:	Upon a whistle signal, the entrance to the starting gate is opened and the riders in the waiting zone proceed to the starting gate.
	Once the riders have taken their positions at the starting gate, a green flag will be displayed and all the riders are under the starter's orders.
	Team members remain in the waiting zone until the start has been given.
	Only the riders, the television crew and the essential officials are allowed in the starting area.

15 seconds before the start:	The entrance from the waiting zone to the starting area is closed.
	Riders who have mechanical problems in the waiting zone and do not succeed in repairing their motorcycle before this time, must remain there until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Race in question.
	Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.

The starting order of the riders on the gate for the two races is determined by the results of the qualifying practice(s).

In the case of one qualifying group (up to 50 riders), the riders will proceed to the starting gate, one by one, beginning with the fastest rider, then the second fastest, and so on.

In the case of two qualifying groups (more than 50 riders), the fastest rider (regardless whether from Group "A" or "B") will proceed first to the starting gate, followed by the fastest rider from the other group, the second fastest from the pole position rider's group, the second fastest from the other group, and so on.

The priority of starting order for reserves, if used, would be determined by their results in the "Last Chance" heat.

For the FIM Junior Motocross World Championship, no second row is allowed. The starting gate must provide 40 positions.

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

If a rider has mechanical problems at the starting gate, he must wait for assistance until the starting gate has dropped. Once the starting gate has dropped, he can receive assistance by his mechanic only at this position. The penalty for violation of this regulation is disqualification from the race in question.

A mass start will be made with engines running. A green flag will be displayed, from which moment the riders are under the starter's orders.

When all the riders are on the starting line, a "15 second" sign will be displayed for 15 full seconds. At the end of 15 seconds, a "5 second" sign will be displayed and the gate will drop between 5 and 10 seconds after the "5 second" sign is shown.

The CMS Jury Member will order the release of the starting gate.

Whenever it is not possible to start the race by means of the starting gate, a green flag will be used to give the start.

The same start procedure (as mentioned above) will be maintained until 15 seconds before the start of the race.

Then, the FIM Race Director moves to the side of the track, holding up the green flag. After that, he puts down the green flag upon which the race starts.

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

No one except riders, officials and photographers shall be permitted in the area behind the starting gate. Riders are allowed to groom this area provided no tools are used or outside assistance provided.

035.11.6 False start

All false starts shall be indicated by waving a red flag. The riders will return to the waiting zone and the re-start will take place as soon as possible.

No reserve riders will be introduced after a false start.

035.11.7 Repairs and replacements

The riders will have the possibility to repair or substitute the silencer in the repair zone, during the race.

035.12 STOPPING OF A RACE

The FIM Race Director is authorised to prematurely stop any practice session, Qualifying Practice, "Last Chance" heat, or FIM Junior Motocross World Championship race for urgent and/or safety reasons or other cases of force majeure. In that case, a red flag will be displayed to the riders.

1. Before 2 laps have been completed

If a "Last Chance" or a Race is stopped before 2 laps have been completed, there will be a complete restart. Riders will have to go back to the waiting zone and the restart will take place as soon as possible.

Changing of motorcycles will not be allowed.

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

No reserve riders will be introduced.

2. After 2 laps have been completed

If a “Last Chance” is stopped before 5 minutes have elapsed or if a Race is stopped before 7 minutes (65cc class)/12 minutes (85cc class)/15 minutes (125cc class) have elapsed, there will be a complete restart. Riders will return to the paddock and the restart will take place 30 minutes after the red flag was displayed.

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

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

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

If a “Last Chance” is stopped after 5 minutes have elapsed or if a Race is stopped after 7 minutes (65cc class)/12 minutes (85cc class)/15 minutes (125cc class) have elapsed, the race will be completed. In that case, the riders' placings will be those at the end of the lap preceding the stopping of the race.

The FIM Race Director may recommend placing one or more riders deemed to be at fault for the Race being stopped behind riders having completed an equal or greater number of laps.

If a Race is stopped after 7 minutes (65cc class)/ 12 minutes (85cc class)/ 15 minutes (125cc class) have elapsed, full championship points will be awarded.

Except in the case of a false start, a qualifying race/World Championship race may be restarted only once.

If it is necessary to stop a World Championship race for a second time, and if 7 minutes (65cc class)/12 minutes (85cc class)/15 minutes (125cc class) have not elapsed after the second start, the World Championship race will be considered null and void.

If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.

035.13 RIDER BEHAVIOUR AND ASSISTANCE

Riders must at all times adhere to the provisions of the FIM Junior Motocross World Championship Regulations.

Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.

Riders must report any underlying medical disorder or injury they may have to the CMO.

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 keeping his motorcycle in conformity with the rules.

Riders may be held responsible for the actions of their team members.

Riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.

Riders must obey the official flag signals and the boards which convey instructions.

Riders must carry “on-board” cameras when requested by the FIM Championship Promoter. An on-board/helmet-camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

Riders are responsible for attending all riders’ briefings and being aware of all information and instructions issued. Team members are encouraged to attend the riders’ briefing.

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

Riders must ride in a responsible manner which does not cause danger to other competitors or other participants in the event.

Riders must always start the Qualifying Practices from the waiting zone.

When the riders are on the course, consultation between them and team members is restricted to the approved signalling and repair zone. Riders who stop along the course to consult with others may hinder the progress of other riders, and such action will be considered as outside assistance.

Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and on-board cameras, pit board messages displayed in approved areas and “body language” communication by the rider. Radio communication with riders is strictly forbidden.

Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. Any infraction of this rule may be penalised.

Marshals may assist riders by lifting motorcycles and moving them to a safe place. Any repairs or adjustments must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to re-start their motorcycles.

Riders should use only the course. However, if they accidentally leave the course, they may continue by safely re-entering the course, without gaining an advantage, from the closest point to where they left the course.

Course cutting is forbidden. The penalty for attempting to gain an advantage by course cutting will be disqualification from the respective practice/race. Further penalties may be imposed.

A zone must be reserved for repairs and signalling during the practices and races. Only mechanics, signallers, representatives of the industry and essential officials bearing valid passes are permitted in this area.

Riders may enter the repair zone to receive assistance or to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the FIM Junior Motocross World Championship Regulations. Refuelling is permitted, but must be done with engines dead.

No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the repair zone or waiting zone.

Riders entering the repair zone must come to a complete stop. Violators will be disqualified from the practice/race in question.

Riders who stop their engines in the repair zone may be assisted in re-starting their motorcycles.

Riders who enter the paddock during a race will not be allowed to rejoin that race.

Riders returning slowly to the signalling and repair zone or paddock should take care to avoid the racing line and interfering with other riders.

Riders may groom their place behind the starting gate, without the use of any tools.

Riders may not use any starting aid devices at the start. However, starting blocks are allowed.

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

Riders who have mechanical problems during the sighting lap and/or do not succeed into bringing their motorcycle in the waiting zone in time, will be disqualified from the race.

Riders who have mechanical problems in the waiting zone, but do not succeed in repairing their motorcycle before the entrance to the start area is closed, must remain in the waiting zone until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the race in question.

Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.

When crossing control lines, the rider must always be in contact with the motorcycle.

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

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

035.14 OFFICIAL SIGNALS

Official board signals shall be given by means of a white board measuring 750 mm high by 600 mm wide, with a black block number 15 on the one side and 5 on the other. The numbers shall measure 500 mm high.

Signal	Meaning
Board, 15 seconds (15") (At the start)	15 seconds until final starting procedure.
Board, 5 seconds (5") (At the start)	The starting gate will drop within the next 5 to 10 seconds.

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

Signal	Meaning
Red flag (All false starts must be indicated by waving a red flag)	All riders must stop.
Black flag and a board with a rider's number on it	Rider in question must stop.
Yellow flag, held stationary	Danger, ride cautiously.
Yellow flag, waved	Immediate danger, prepare to stop, no overtaking.
Blue flag, waved (The blue flag must be used by supplementary flag marshals, specialised for this flag only)	Warning, you are about to be lapped.
Green flag (The green flag can only be used by a supplementary flag marshal during the start procedure)	Course clear for the start of the race.
Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.

The Pantones for the colours are as follows:

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

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

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

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

There must be a minimum of two marshals per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider for the sake of safety. Marshals are not allowed to assist riders to re-start their motorcycles. One or more additional marshals are recommended at jumps.

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

035.15 CROSSING OF THE FINISH LINE

The time at which a motorcycle crosses the finish line shall be registered at the moment the foremost part of the motorcycle crosses the line.

035.16 TECHNICAL CONTROL AND VERIFICATION

035.16.1 Administrative control

Riders may be required to present their FIM Junior Motocross World Championship licence, starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FMNR/Organisers.

035.16.2 Technical verifications

Each rider must present one motorcycle only under his name and number at scrutineering.

During the event and per class, riders are allowed to use only the motorcycle presented at scrutineering.

Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM Junior Motocross World Championship Regulations and/or the Supplementary Regulations of the event.

The technical verifications must be held on the site of the event.

During these technical verifications, a rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.

Each rider must present one motorcycle in his name and number at scrutineering.

For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per machine. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

The maximum limit of the sound level is fixed at:

- **112 dB/A (110 + 2 for measurement precision - measured with a Type 1 sound meter).**

On-board cameras and associated equipment as well as transponders of the FIM Championship Promoter are not considered as telemetry.

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

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

The International Jury and/or FIM Race Director can, at any time during the event, disqualify a motorcycle of which the construction or condition is considered to be or may become a source of danger.

035.16.3 Special Medical Examination

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

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

035.16.4 Sound control after each race

Immediately after each Race, three motorcycles, chosen at random by the International Jury, may be checked for compliance with sound regulations. Other motorcycles may also be checked.

Any rider whose motorcycle is above the maximum allowed post-race sound limit of:

- **113 dB/A (110 + 2 for measurement precision + 1 for degradation accepted during the race - measured with a Type 1 sound meter)**
- whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified - will be penalised by having one minute added to his riding time in the race in question. Once one minute has been added, the rider will then be classified with the riders who have an equal number of laps according to his time.

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

035.16.5 Final verification

Immediately after the last race of each class of the FIM Junior Motocross World Championship, the first 3 motorcycles of that last race must be placed in the closed park for the technical control. The motorcycles must remain in the closed park for 30 minutes after the arrival of the winner, in case of a protest or should further examination be required.

035.16.6 Cost for a motorcycle control following a protest

The cost of dismantling a motorcycle will be € 120.-. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

035.16.7 Fuel control

A fuel control may be carried out at any time during an event, according to Art. 63.05 of the FIM Motocross Technical Rules. A rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all Championship points and prizes earned from either heat during the event. This rider will also be liable for the reimbursement of the full costs of the test and further penalties may be imposed.

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

Any new requests for control must be presented to the FIM within 5 days of the reception date of the results of the preceding control notified in conformity with Article 5.6 of the FIM Disciplinary and Arbitration Code.

After the last control:

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

035.16.8 Anti-doping and alcohol tests

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

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

035.17 RESULTS

035.17.1 Procedure

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

The time at which a motorcycle crosses the finish line shall be registered at the moment the foremost part of the motorcycle crosses the line.

When crossing the finish line, the rider must always be in contact with the motorcycle.

Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.

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

If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.

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

In each class, the winner of the event is the rider who has obtained the most points; the runner-up will be the rider who has obtained the second best number of points, and so on, irrespective of the number of races they have finished.

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

The overall results will be completed with those riders who have not scored any World Championship points. They will be ranked by adding their positions of Race 1 and Race 2. Of these riders, the rider who has obtained the smallest overall placing will be placed first behind those riders who have scored points. He will be followed by the 2nd placed non-point scoring rider and so on.

If a tie exists, the position in the second race will determine the order of placing in the final standings of the event.

All results must be homologated by the International Jury.

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

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

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

035.17.2 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;
- Class;
- Position, number, name and first name of the riders;
- FMN of the rider;
- Nationality of the rider;
- Motorcycle of the rider;
- Team of the rider (if the Team is holder of a valid FIM Team Licence);
- The number of laps and times of all riders;
- The number of classified riders;
- Championship points earned by the rider;
- The winner's average speed;
- The name of the rider making the best lap in the race, his time and average speed;
- The name and signature of the Jury President and the Clerk of the Course;
- Publication time of the results.

The Jury President is responsible for the transmission of the results of each FIM Junior Motocross World Championship race to the **FIM Administration** within the hour that follows the approval of these results. This transmission will be made by telefax or electronic mail.

035.18 POINTS FOR THE CHAMPIONSHIP

035.18.1 Championship points for Riders and Manufacturers

Points will be awarded to riders in each FIM Junior Motocross World Championship race according to the following scale:

25 points to the 1 st	10 points to the 11 th
22 points to the 2 nd	9 points to the 12 th
20 points to the 3 rd	8 points to the 13 th
18 points to the 4 th	7 points to the 14 th
16 points to the 5 th	6 points to the 15 th
15 points to the 6 th	5 points to the 16 th
14 points to the 7 th	4 points to the 17 th
13 points to the 8 th	3 points to the 18 th
12 points to the 9 th	2 points to the 19 th
11 points to the 10 th	1 point to the 20 th

The individual winner of the FIM Junior Motocross World Championship is the rider who has obtained the most points from all the races, irrespective of the number of races he completed.

In case of ties, the points scored in the second race will determine the order of placing in the final standings.

For the Manufacturers' FIM Junior Motocross World Championship, only the highest placed motorcycle of each Manufacturer will earn points, according to their position in each race of the FIM Junior Motocross World Championship.

In case of ties for the Manufacturers' FIM Junior Motocross World Championship, the same conditions as for the riders will apply to determine the winner of the Championship.

The FIM Junior Motocross 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.

035.18.2 Championship points for National Teams

For the Championship for National Teams, points are allocated according to the final standings in the Individual FIM Junior Motocross World Championship.

The winner of the Individual FIM Junior Motocross World Championship obtains one point, the second two points, etc.

The final results of the FIM Junior Motocross World Championship for National Teams are determined as follows:

1. The Team winning the FIM Junior Motocross World Championship is that which has gained the lowest total number of points after having added the three best results of its riders; the best result in the 65cc, the best result in the 85cc class and the best result in the 125cc class.
2. In case of a tie, the Team whose rider has obtained the best place in the 65cc class will be placed before the other(s).
3. If a tie still exists, then the Team whose rider has obtained the best place in the 85cc class will be placed before the other(s).
4. Should a tie still exist, then the Team whose rider has obtained the best place in the 125cc class will be placed before the other(s).
5. These results will be completed by adding those Teams who have not obtained two results. For these Teams, the same system will be used for classification and deciding ties.
6. Finally, the results will be completed by adding those Teams who have obtained one result only. For these Teams, the same system will be used for classification and deciding ties.

035.19 PROTESTS

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 € 600.- or the equivalent amount in local currency, returnable if the protest is justified.

If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 120.-. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

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

035.20 LAP OF HONOUR

If requested to do so by the Organiser, the winner from each FIM Junior World Championship race will be expected to make a lap of honour, conditions and weather permitting.

035.21 PRIZE-GIVING CEREMONY

The first three riders/teams in the FIM Junior Motocross World Championship must take part in the official Prize-Giving Ceremony, which must be held immediately after the second race. Any infraction of this rule will be penalised by the International Jury.

During this official Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played and the national flags of the first three riders/teams may be hoisted at the same time.

035.22 PRESS CONFERENCE

The winner of each race, the overall winner and other riders invited at the discretion of the Championship Promoter, must participate in the post-race press conference. Any infraction of this rule will be penalised by the International Jury.

035.23 PRIZES

035.23.1 Trophy

In each class, the riders placed 1, 2 and 3 in the overall results of the event will receive a trophy.

035.23.2 Souvenir medal

In each class, all the riders who have participated in the practices will receive a souvenir medal.

FIM JUNIOR MOTOCROSS WORLD CHAMPIONSHIP / TIME SCHEDULE

	Friday (+date)
Technical Control:	09.00 – 17.00
Circuit Control:	14:00
Meeting with the Organisers:	16:00
International Jury, First Meeting:	17:30
Second Circuit Control (if necessary):	After the Jury Meeting

3 QUALIFYING GROUPS

3 classes / 3 X 1 Group

Up to 50 riders (All classes X 1 / 3 Groups)	Saturday (+ date)
Free Practices, 65cc (30 minutes):	09:00 – 09:30
Free Practices, 85cc (30 minutes):	09:40 – 10:10
Free Practices, 125cc (30 minutes):	10:20 – 11:00
Riders' Briefing:	11:30
Qualifying Practices, 65cc (30 minutes):	12:00 – 12:30
Start Practice, 65cc: (± 5 minutes)	Immediately after Qualifying Practice
Qualifying Practices, 85cc (30 minutes):	13:00 – 13:30
Start Practice, 85cc: (± 5 minutes)	Immediately after Qualifying Practice
Qualifying Practices, 125cc (30 minutes):	14:00 – 14:30
Start Practice, 125cc (± 5 minutes)	Immediately after Qualifying Practice
Last Chance Race, 65cc: (10 minutes + 2 laps)	15:30
Last Chance Race, 85cc: (10 minutes + 2 laps):	16:00
Last Chance Race, 125cc: (10 minutes + 2 laps)	16:30
International Jury, Second Meeting:	17:00

FIM JUNIOR MOTOCROSS WORLD CHAMPIONSHIP / TIME SCHEDULE

6 QUALIFYING GROUPS

3 classes / 3 X 2 Groups

More than 50 riders in all classes (3 classes X 2 / 6 Groups)	Saturday (+ date)
Free Practices Group "A", 65cc (25 minutes):	09:00 – 09:25
Free Practices Group "B", 65cc (25 minutes):	09:35 – 10:00
Free Practices Group "A", 85cc (25 minutes):	10:10 – 10:35
Free Practices Group "B", 85cc (25 minutes):	10:45 – 11:10
Free Practices Group "A", 125cc (25 minutes):	11:25 – 11:50
Free Practices Group "B", 125cc (25 minutes):	12:00 – 12:25
Riders' Briefing:	13:00
Qualifying Practices Group "A", 65cc: (20 minutes)	13:30 – 13:50
Start Practice Group "A", 65cc: (± 5 minutes)	Immediately after Qualifying Practice
Qualifying Practices Group "B", 65cc: (20 minutes)	14:15 – 14:35
Start Practice Group "B", 65cc: (± 5 minutes)	Immediately after Qualifying Practice
Qualifying Practices Group "A", 85cc: (25 minutes)	15:00 – 15:25
Start Practice Group "A", 85cc: (± 5 minutes)	Immediately after Qualifying Practice
Qualifying Practices Group "B", 85cc: (25 minutes)	15:45 – 16:10
Start Practice Group "B", 85cc: (± 5 minutes)	Immediately after Qualifying Practice
Qualifying Practices Group "A", 125cc: (25 minutes)	16:30 – 16:55
Start Practice Group "A", 125cc: (± 5 minutes)	Immediately after Qualifying Practice
Qualifying Practices Group "B", 125cc: (25 minutes)	17:15 – 17:40
Start Practice Group "B", 125cc: (± 5 minutes)	Immediately after Qualifying Practice
Last Chance Race, 65cc (10 minutes + 2 laps):	18:00
Last Chance Race, 85cc (10 minutes + 2 laps):	18:30
Last Chance Race, 125cc (10 minutes + 2 laps):	19:00
International Jury, Second Meeting:	19:30

FIM JUNIOR MOTOCROSS WORLD CHAMPIONSHIP / TIME SCHEDULE

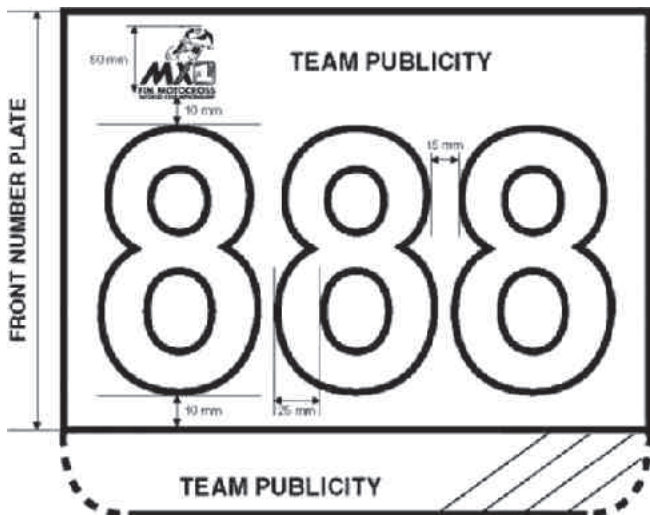
RACES

3 classes / 3 X 2 Races

3 classes / 3 X 2 races	Sunday (+ date)
Warm-Up, 65cc (20 minutes):	09:00 – 09:20
Warm-Up, 85cc (20 minutes):	09:30 – 09:50
Warm-Up, 125cc (20 minutes):	10:00 – 10:20
65cc, Race 1 (Start - 10 minutes): Motorcycles in the Waiting Zone	11:20
65cc, Race 1, Start: (maximum 40 riders / 12 minutes + 2 laps)	11:30
85cc, Race 1 (Start - 10 minutes): Motorcycles in the Waiting Zone	12:05
85cc, Race 1, Start: (maximum 40 riders / 20 minutes + 2 laps)	12:15
125cc, Race 1 (Start - 10 minutes): Motorcycles in the Waiting Zone	13:00
125cc, Race 1, Start: (maximum 40 riders / 25 minutes + 2 laps)	13:10
65cc, Race 2 (Start - 10 minutes): Motorcycles in the Waiting Zone	14:20
65cc, Race 2, Start: (maximum 40 riders / 12 minutes + 2 laps)	14:30
85cc, Race 2 (Start - 10 minutes): Motorcycles in the Waiting Zone	15:05
85cc, Race 2, Start: (maximum 40 riders 20 minutes + 2 laps)	15:15
125cc, Race 2 (Start - 10 minutes): Motorcycles in the Waiting Zone	16:00
125cc, Race 2, Start: (maximum 40 riders / 25 minutes + 2 laps)	16:10
65cc Prize-Giving Ceremony (PGC): (riders positions 1, 2, 3 of the overall results)	17:00
85cc Prize-giving Ceremony (PGC): (riders positions 1, 2, 3 of the overall results)	Immediately after PGC 65cc
125cc Prize-Giving Ceremony (PGC): (riders positions 1, 2, 3 of the overall results)	Immediately after PGC 85cc
Team Prize-Giving Ceremony (PGC): (teams positions 1, 2, 3 of the overall results)	Immediately after PGC 125cc
International Jury, Third Meeting:	17:30

FRONT NUMBER PLATES AND CHAMPIONSHIPS LOGOS

FIM JUNIOR MOTOCROSS WORLD CHAMPIONSHIP



LOGO



**APPENDIX 036 -
FIM WORLD SIDECAR CROSS CHAMPIONSHIP**

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General Undertakings and Conditions

All drivers, passengers, teams, officials and other parties participating in the FIM Sidecar 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 Motocross Regulations
3. FIM Motocross Technical Regulations
4. FIM Disciplinary and Arbitration Code
5. FIM Motocross Circuit Standards
6. FIM Environmental Code
7. FIM Medical Code
8. FIM Anti-Doping Code
9. FIM Annuaire
10. FIM Organiser's Manual

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

The FIM Sidecar 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 driver, passenger and/or team to ensure that all persons involved with their entries observe the FIM Sidecar Motocross World Championship Regulations at all times. The responsibility of the driver, 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 Sidecar 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.

036.1 TITLE AND GENERAL

036.1.1 General

Each year, the FIM holds a FIM Sidecar Motocross World Championship for drivers, passengers and manufacturers.

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

A series of Motocross events counting towards the FIM Sidecar Motocross World Championship will be organised. Each event must be inscribed in the Calendar.

Note: In this Appendix the word "sidecar team" comprises the driver and the passenger.

036.1.2 FIM Motocross World Championship events

FIM 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 International Jury;
- b) All deadlines for lodging protests have expired; and
- c) All technical, sporting and anti-doping controls have been concluded.

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

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

FIM Motocross World Championship events must be staged on circuits that have been approved by the FIM and comply with the FIM Sidecar 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. Timekeeping with transponders is compulsory.

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

036.1.3 Additional Races

The programme may contain additional national or international races. However, these support races, as well as any other activities such as the vehicular use of the circuit during the event, including demonstrations or exhibitions, must at all times receive prior authorisation from the FIM. Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for these support races/activities which are not run under the aegis and the responsibility of the FIM.

Priority must at all times be given to the FIM Sidecar Motocross World Championship programme. If necessary, the International Jury can change the time schedule of these support races and/or other activities or cancel them.

036.2 DRIVERS AND PASSENGERS

036.2.1 Licences

Participation at these events is restricted to the holder of an appropriate FIM Sidecar Motocross World Championship licence.

See also the FIM Sidecar Motocross World Championship Regulations, Chapter 70 of the Sporting Code.

036.2.2 Age of drivers and passengers

Licences for drivers and passengers are issued for the FIM Sidecar Motocross World Championship, only when the minimum age has been attained as below:

- FIM Sidecar Motocross, World Championship, drivers: 18 years
- FIM Sidecar Motocross World Championship, passengers: 16 years

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

Applicants aged over 50 years must attach to their driver's/passenger's licence request a certificate of medical fitness (including a normal exercise tolerance electrocardiogram).

036.2.3 Starting numbers

Current and former FIM Sidecar Motocross World Champions will have the possibility to choose a permanent starting number for the entire season, other than the driver's placing in the Championship standings of the previous year. However, the number one will always be reserved for the current FIM World Champion.

The FIM issues starting numbers to all the remaining drivers in the final FIM World Championship standings of the previous year. They will be allocated a permanent starting number for the season.

The FIM decides upon starting numbers for the other drivers, after receiving the entry list from the organisers at the closing date of entries.

It is compulsory to wear at least a dorsal starting number. This number must conform to the FIM Sidecar Motocross World Championship Regulations, Art. 01.76 of the Motocross Technical Rules.

Drivers and passengers can print their starting numbers on their jerseys or use their own bibs. Special conditions will apply in the event of an FIM publicity contract.

036.2.4 Driver and Passenger Apparel

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

The helmet, eye protection and equipment and protective clothing must be in accordance with the FIM Sidecar Motocross World Championship Regulations.

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

Drivers and passengers must rely on their own judgement in the selection of helmets and apparel for protection and durability.

The following apparel must be worn by drivers and passengers in all events:

1. Helmets

Helmets must be marked with one of the official international standard marks mentioned in the FIM Sidecar Motocross World Championship Regulations. Long hair must be contained within the helmet.

2. Eye protection

Eye protection must be worn at the start of each practice, qualification or race.

3. Equipment and protective clothing

This equipment includes but is not limited to: boots, gloves, jerseys, pants and a stone (or roost) shield/protector. It is permissible (although not recommended) for the stone (or roost) shield/protector to be worn without the shield for the back. Gloves must be worn at the start of each practice, qualification or race.

4. Starting number

Drivers and passengers must wear a dorsal starting number conforming to the FIM Sidecar Motocross World Championship Regulations, Art. 01.76 of the FIM Motocross Technical Regulations.

Drivers and passengers can print their starting number on their jerseys or display it on their chest/back protector if the latter is worn over the jersey.

5. Family name of the driver/passenger

The family name of the driver/passenger must appear on the shoulder line of the back of their jersey or their chest/back protector if the latter is worn over the jersey.

036.2.5 Driver/Passenger/Mechanic/Team Clothing

All drivers and passengers, mechanics and team members must present a clean and neat appearance.

Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.

Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in the waiting zone, signalling and repair zone.

036.2.6 Change of passenger

Once a sidecar team has been entered in a FIM Sidecar Motocross World Championship event, the replacement of a passenger before the end of the technical verifications prior to this event can still be authorised.

Once this deadline is passed, it will no longer be possible to replace the passenger in the team.

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

036.3 MOTORCYCLES AND CLASSES

036.3.1 Motorcycles

The events are open to motorcycles as defined in the FIM Sidecar Motocross World Championship Regulations, Appendix 01 of the Motocross Technical Rules.

036.3.2 Class

The recognised class for the FIM Sidecar Motocross World Championship is as follows:

- Championship for motorcycles of Cat. I, Groups B1 and B2, over 350cc and up to a maximum of 750cc for 2-stroke engines or a maximum of 1000cc for 4-stroke mono and bi-cylinder engines.

036.4 COURSE

036.4.1 Course specifications

See the FIM Sidecar Motocross World Championship Regulations.

036.4.2 Safety

See the FIM Sidecar Motocross World Championship Regulations.

036.4.3 Inspection

See the FIM Sidecar Motocross World Championship Regulations.

036.4.4 Control

See the FIM Sidecar Motocross World Championship Regulations.

036.5 OFFICIALS AND PROCEDURES

036.5.1 General

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

The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.

Official FIM approval is only given after the officials have proved to be competent according to the special requirements for each discipline. The permanent Commissions organise seminars obligatory for certain officials.

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

An official shall not be a driver, passenger, sponsor, team manager, mechanic or promoter participating in the event.

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

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

See also the FIM Sidecar Motocross World Championship Regulations, Chapter 40 of the Sporting Code.

036.5.1.1 Officials who hold a FIM Licence

Any of the following officials, when on duty at a FIM Sidecar Motocross World Championship event, must be a holder of the appropriate FIM international official's licence which is valid for the current year:

- Jury President;
- FMNR Jury Member;
- CMS Jury Member;
- FMN/FMNR Delegate (Sporting Steward);
- Clerk of the Course;
- Technical Steward;
- Timekeeper;
- Environmental Steward;
- Chief Medical Officer.

036.5.1.2 Jurisdiction

Except for the International Jury, all officials and their assistants are subject to the authority of the Clerk of the Course.

036.5.2 Jury President, Jury Members and observers

The Jury President and CMS Jury Member will be appointed by the Commission or by the FIM Board of Directors.

If the nominated Jury President is prevented from arriving at the event in time, he will be replaced until his arrival by the CMS Jury Member present at the event.

If the nominated CMS Jury Member is prevented from arriving at the event in time, the Jury President may name a replacement, with first priority given to a CMS Member not from the FMNR.

The FMNR is limited to one Jury Member.

One Motorcycle Manufacturers' representative will be admitted as observer to the International Jury meetings.

The authority and duties of the Jury President are:

- The Jury President shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.
- The Jury President shall call a meeting of the Jury before the first official practice session.
- At the end of each day of official practice, the Jury President will call a meeting of the International Jury to hear the reports of the Clerk of the Course, the Secretary to the Jury and any other appropriate officials.
- The Jury President must ensure that the decisions of the International Jury conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
- At the end of the event, during the last meeting of the International Jury, the Jury President, together with the Clerk of the Course, must sign the official classification of the event. He must also sign with the Secretary to the Jury all Minutes of the Jury meetings.
- The Jury President has the right to invite any guests to the Jury Meetings, if appropriate for the event or the Championship.
- The Jury President is responsible for the communication with the FMNs' Delegates.
- If necessary, the Jury President will arrange a meeting with FMNs' Delegates in order to explain the work of the International Jury and to receive the remarks of the FMNs' Delegates.
- The Jury President must send his report on the event, using the official Jury President's Report File, to the **FIM Administration** within 72 hours of the finish of the event. This file shall contain: his report, details of any protests submitted together with the fees collected, a copy of the third party insurance, the official results, the official programme of the event and other official documents as requested in the file.

See also the FIM Sidecar Motocross World Championship Regulations, Art. 50.1.1 of the Sporting Code.

036.5.2.1 Jury Meetings

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

- Amendments, if any, to the SR after the opening date for entries verifying that all the drivers, passengers and participants engaged have been informed thereof;
- Report of the Secretary to the Jury stipulating that all drivers, passengers and participants engaged are in possession of their respective licences and authorisations as well as all officials with any responsibility for the running of the event;
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;
- Report and control of the safety standards of the event;
- Control and approve any amendments of requests of extra safety measures as mentioned in the inspection report;
- Control of the official permission from the local authorities to run the event and of the third party insurance policy of the organiser.

036.5.2.2 Minutes of the Jury Meetings

The Minutes of all the Jury meetings must be written in both official FIM languages, unless the International Jury is agreeable to accepting them in one official language.

The Minutes must state in detail any penalties imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accidents which may have occurred, any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

The Minutes are to be prepared by the Secretary to the Jury and must be signed by him and the Jury President.

A copy of these Minutes must be sent to the **FIM Administration** within 72 hours after the event.

036.5.2.3 Publication of Jury Decisions

All decisions of the International Jury necessary for the running of the event as well as the results must be published as soon as is reasonably possible. These decisions must be published in the official languages of the FIM.

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

Whenever possible at the event, the party (parties) involved should at least be notified orally. However, it is preferable that the decision of the International Jury be notified by a written document.

This document/International Jury decision shall always:

- State the names and the licence numbers of the Jury President and the CMS and FMNR Members;
- State the name(s) of the party (parties) involved;
- In case of a protest, state that the protest fee has been paid by the protesting party;
- State the reasons for the action taken/protest;
- State the Articles to which the action taken/protest relates;
- State any additional information obtained during the hearing;
- State the decision of the International Jury and its evidence and brief reasons;
- Be signed by the Jury President and the CMS and FMNR Members of the International Jury.

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

- The party (parties) concerned by the International Jury decision must sign for receipt on a copy of the International Jury decision/ acknowledgement of receipt.
- The name of the person who receives the decision. His position/function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt.
- The copy of the International Jury decision, signed for receipt by the party (parties) concerned, must be added to the Report of the Jury President.

036.5.3 Clerk of the Course

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

The Clerk of the Course is appointed by the FMNR and must have successfully participated in a seminar organised by the CMS and obtained a "Clerk of the Course" licence.

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.

All FIM licence holders, holders of a FIM laissez-passer, and all others persons involved in the event are subject to the authority of the Clerk of the Course and the International Jury.

Actions judged by the officials responsible to be contrary to the FIM Sidecar 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. Further, a driver may be held responsible for the actions of his team members.

The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties are:

- The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty..
- The Clerk of the Course must verify the identity of the drivers and passengers, the correct numbering of the motorcycles, and that there is nothing to prevent a driver/passenger from participating in the event, e.g. suspension, disqualification or any other ban on riding.
- The Clerk of the Course can postpone the start of a event for an urgent case of safety or for any other case of "force majeure" or proceed with the improvement of the conditions of the circuit, track or venue, stop a event prematurely or cancel part of or the entire event.
- The Clerk of the Course can prevent a driver/passenger or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
- The Clerk of the Course must ensure that the FIM rules are respected; he may propose penalties to the International Jury.
- The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- The Clerk of the Course must notify the International Jury of all decisions to be taken or already taken, and of any protest addressed to him.
- The Clerk of the Course must collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury, and to have the provisional results of the event approved.

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

036.5.4 FMN Delegates

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

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

The FMN Delegates must have successfully completed a seminar organised by the CMS and must present their "Sporting Steward" licence in order to be admitted to Jury Meetings.

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.

The duties and the rights of the FMN/FMNR Delegate are:

- The FMN/FMNR Delegate represents his FMN and the drivers/passengers entered by that FMN.
- The FMN/FMNR Delegate may attend the open meetings of the Jury, as an observer.
- The FMN/FMNR Delegate must explain his questions to the Jury President so that the International Jury is aware of all circumstances.
- The FMN/FMNR Delegate is entitled to receive passes to be present and to be able to carry out his duties during the event.
- During the entire event, the FMN/FMNR Delegate is entitled to receive documents related to the event, including the Jury Minutes.

036.5.5 Technical Steward

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

036.5.6 Timekeeper

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

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

036.5.7 Environmental Steward

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

- Ensure that the FIM Environmental Code is respected.
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the Jury President on all aspects of the event which may have potential environmental consequences.
- Be entitled to attend all open meetings of the Jury, but without voting rights.
- Draw up a report on the basis of a check-list prepared by the relevant Commission and send it to the **FIM Administration** and hand a copy to the Jury President.

036.5.8 Chief Medical Officer

The Chief Medical Officer, appointed by the FMNR, shall be responsible for all medical aspects and shall, in particular:

- Ensure that the FIM Medical Code is respected.
- Inspect all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
- Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
- Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
- Attend all open meetings of the Jury, but without voting rights.
- Give information and recommendations to the Jury President and/or Clerk of the Course on injured riders and all aspects of the event which may have potential medical consequences.

036.6 MEETING WITH THE ORGANISERS AND THE JURY

A meeting will be held between the organisers and the International Jury on Friday, generally at 17:30, after the circuit control.

The President of the Jury, the Clerk of the Course, the organiser and an FMNR representative are expected to attend.

Also invited to attend are the FMNR Jury Member, the Secretary of the Event, the Chief Timekeeper and the Chief Scrutineer, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Chief Medical Officer, the Press Officer, etc. If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the event.

036.7 FIM LAISSEZ-PASSER

Each Sidecar team participating in the event is entitled to six laissez-passer and two vehicle passes.

All the laissez-passer of the FIM Manufacturers', Accessory Manufacturers' or Team Licences are valid for the personal use of company employees or those persons authorised by the latter giving the right of access in areas reserved to the public as well as to the drivers' paddock, excluding the waiting zone, the repair and signalling zone and the circuit. The laissez-passer must permit their holders to accomplish their professional obligations in an efficient manner in the paddock.

036.8 SUPPLEMENTARY REGULATIONS

The Supplementary Regulations (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 International Jury.

The SR must be drawn up in conformity with the standard model established by the CMS/FIM (See copy published in this booklet).

The electronic draft copy must be sent to the **FIM Administration** no later than **three** months before the date of the event for approval. **The FIM, FMNR and the organiser must also publish these SR on their respective websites as soon as they have been approved.**

At the latest two months before the date of the event, the FMNR must send an electronic copy of the approved SR to all Federations having drivers/passengers liable to participate in the event in question.

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

036.8.1 Acceptance of entries

The number of entries is limited to the first 6 drivers of the final standings of the previous year's FIM Sidecar Motocross World Championship plus 10 more drivers per FMN and 12 drivers from the FMNR. Should the total number of entries not reach 30, the FMNR is entitled to enter more of its own drivers to reach the maximum.

Entries to a World Championship event will be accepted for drivers/ passengers who:

- a) Are in possession of the appropriate FIM Sidecar Motocross World Championship licence (see also 33.2.2 Age of drivers and passengers);
- b) Are authorised by their FMN;
- c) Have requested an entry before the closing date of the event.

See also the FIM Motocross World Championships Regulations, Art. 70.4 of the Sporting Code.

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

Drivers/passengers may be required to sign an individual entry form during the administrative control.

The closing date for entries for events counting towards the FIM Sidecar Motocross World Championship is 30 days before the event.

For each event, within 72 hours after the closing date for entries, the Organisers will publish a list of sidecar teams entered.

Should an FMN consider that one of its drivers/passengers has had his entry wrongly refused, the matter may be submitted to the **FIM Administration** who will take immediate action.

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

In all cases, the FIM – upon the request of the FMNR or the FMN of the rider – may enter up to 5 teams before Thursday noon preceding the beginning of the event. For these teams entered by the FIM, all listed entry conditions (apart from the closing date of entries) apply.

036.8.2 Non-participation in a event

Drivers/passengers who enter a World Championship event and who cannot take part are subject to the provisions of the FIM Sidecar Motocross World Championship Regulations. The FMN(s) of any drivers/passengers who do not inform both the FIM and the organisers of their inability to attend, or who do not provide an acceptable reason, will be fined € 150.- by the FIM.

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

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

036.8.3 Starting field

A maximum of 30 sidecar teams will be allowed to participate in the races.

They will be selected according to their positions in the qualifying practice(s).

036.9 PRACTICE

036.9.1 Practice restrictions

Drivers/passengers and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.

Mass starts are forbidden during practice.

036.9.2 Saturday - free practice

At least one free practice session of 30 minutes must be provided. This session must be compulsorily timed and the results displayed on the screen.

A. Up to 32 sidecar teams (One Qualifying Group)

- First session: 10:00 - 10:30
- Second session: 13:00 - 13:30

B. More than 32 sidecar teams (Two Qualifying Groups)

The sidecar teams present will be allocated to Groups "A" and "B" by ballot. Should there be an odd number of sidecar teams to divide, Group "A" will consist of one more sidecar team than Group "B". Sidecar teams may not change group.

- For the first event of the season:

The drivers will be allocated to practising Groups "A" and "B" according to their standings in the previous year's Sidecar Motocross Championship and presence at the event. The best driver present will qualify in Group "A", the second best driver present in Group "B", the third best driver present in Group "A", and so on. A ballot will decide upon the drivers having no overall places from the previous year's Championship.

- **As of the second event of the season:**

The drivers will be allocated to practising Groups “A” and “B” upon their standings in the current year’s Sidecar Motocross Championship and presence at the event. The best driver present will qualify in Group “A”, the second best driver present in Group “B”, the third best driver present in Group “A”, and so on. A ballot will decide upon the drivers having no overall places from the current year’s Championship.

The International Jury and the Clerk of the Course will proceed with the ballot after Saturday morning’s technical verifications and before the first Jury Meeting.

Sidecar teams may not change Group.

Should there be an odd number of sidecar teams to divide, Group “A” will consist of one more sidecar team than Group “B”.

036.9.3 Drivers’ briefing

A briefing may be held between the International Jury and the sidecar teams at the starting gate before the free practices at 09:30.

The President of the Jury, the CMS and FMNR Jury Members, the Clerk of the Course, the Chief Flag Marshal, the organisers, the FMN Delegates and all drivers/passengers participating in the event should attend.

The Secretary of the Event and the Chief Medical Officer may also attend this briefing.

During this briefing, matters relating to the circuit and safety and race procedures will be discussed.

After the briefing, there will be a demonstration of the complete start procedure.

It is the responsibility of each driver, passenger and team to attend the briefing, be aware of all information given and follow all instructions issued.

036.9.4 Saturday - qualifications

There are two possibilities:

A. Up to 32 sidecar teams (One Qualifying Group)

There will be one Qualifying Group.

Qualifying will involve a pre-qualifying practice and a qualifying race.

All the sidecar teams present may participate in the free practices. They must participate in the pre-qualifying practices. 30 sidecar teams will qualify for the qualifying race.

Sidecars	Positions	Result
Pre-Qualifying practice (Maximum 32 drivers / 40 minutes)	1 to 30	Advance to the qualifying race
	31	First Reserve
	32	Second Reserve

The reserve sidecar teams are eligible to take the place of any team that cannot participate in the qualifying race.

The order in which drivers choose their starting gate for the qualifying race will be according to their best result set in the pre-qualifying practice. In case of ties, the second best times will be taken into consideration.

The fastest driver will be placed first, the second fastest second, the third fastest in third, and so on.

If the pre-qualifying practice session is cancelled for any reason, times from the free practice session will determine the starting order for the qualifying races. In case of ties, the second best times will be taken into consideration.

30 sidecar teams will qualify from the qualifying race to the Motocross World Championship races according to the following model:

Sidecars	Positions	Result
Qualifying race (Maximum 30 drivers / 20 minutes + 2 laps)	1 to 30	Advance to the FIM Sidecar Motocross World Championship races

The reserve sidecar teams for the World Championship races are appointed after the qualifying race.

If one reserve sidecar team participates in the qualifying race, the team he replaces will be placed first reserve for the World Championship races.

If both reserve sidecar teams participate in the qualifying race, the teams they replace will be placed first and second reserve according to their result in the pre-qualifying race.

B. More than 32 sidecar teams (Two Qualifying Groups)

Qualifying will involve pre-qualifying practices, qualifying races and a last chance qualifying practice.

All the sidecar teams present may participate in the free practices. They must participate in the pre-qualifying practices. **A maximum of 60** sidecar teams will qualify for the qualifying races.

In each Group, teams will qualify from the pre-qualifying practices to the qualifying races according to the following model:

Sidecars	Positions	Result
Pre-qualifying practices (40 minutes)	1 to 30	Advance to the qualifying races
	31 and above	Are eliminated

The order in which drivers choose their starting gate for the qualifying races will be according to their best result set in the pre-qualifying practices. In case of ties, the second best times will be taken into consideration.

The fastest driver will be placed first, the second fastest second, the third fastest in third, and so on.

If the pre-qualifying practice session is cancelled for any reason, times from the free practice session will determine the starting order for the qualifying races. In case of ties, the second best times will be taken into consideration.

In each Group, **12** sidocar teams will qualify **directly** from the qualifying races to the Motocross World Championship races according to the following model:

Sidecars	Positions	Result
Qualifying races (Maximum 30 drivers per group / 20 minutes + 2 laps)	1 to 12	Advance to the FIM Sidocar Motocross World Championship races
	13 to 30	Relegated to the last chance qualifying practice

From the last chance qualifying practice, 6 sidocar teams will qualify for the World Championship races and 2 reserves will be appointed according to the following model:

Sidecars	Positions	Result
Last chance qualifying practice (Maximum 36 drivers / 30 minutes)	1 to 6	Advance to the FIM Sidocar Motocross World Championship races
	7	First Reserve
	8	Second Reserve

If, for unforeseen reasons, only qualifying race "A" is run, the 12 drivers who qualified in this qualifying race will advance to the FIM Sidocar Motocross World Championship Races. For the remaining non-qualified drivers, the pre-qualifying practice results prior to the qualifying races will be considered as decisive.

12 drivers from Group "B" will then qualify according to their best result in this pre-qualifying practice. In case of ties, the second best times will be taken into consideration.

The procedure will then be the following:

Sidecars	Positions	Result
Qualifying race Group "A" (30 drivers)	1 to 12	Advance to the FIM Sidecar Motocross World Championship Races

Pre-qualifying practice Group "B" (X drivers)	1 to 12	Advance to the FIM Sidecar Motocross World Championship Races
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The remaining 6 places will be filled according to the following model:

Sidecars	Positions	Result
Qualifying race Group "A" (30 drivers)	13 to 15	Advance to the FIM Sidecar Motocross World Championship Races

Pre-qualifying practice Group "B" (X drivers)	13 to 15	Advance to the FIM Sidecar Motocross World Championship Races
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The first and second reserves will then be appointed as follows:

Sidecars	Positions	Result
Qualifying Race Group "A" (30 drivers)	16	First Reserve

Pre-Qualifying Practice Group "B" (X drivers)	16	Second Reserve
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Times of sidecar teams finishing their lap within 5 minutes after the end of each session shall be taken.

If, for unforeseen reasons, no qualification results are obtained on Saturday, then the Sunday warm-up may be treated as a qualifying session. In co-operation with the Clerk of the Course, the International Jury will decide upon any modifications to the time schedule and qualifying criteria.

036.9.5 Free start session

A free start test session will be organised (5 minutes per session). There are two possibilities:

A. Up to 32 sidecar teams (One Qualifying Group)

- After the **pre-qualifying practice**.

B. More than 32 sidecar teams (Two Qualifying Groups)

- Group "A": After pre-qualifying practice Group "A"
- Group "B": After pre-qualifying practice Group "B"

036.9.6 Sunday - warm-up

One warm-up of 30 minutes for the qualified and reserve sidecar teams must be scheduled. The sidecar teams are free to participate in the warm-up:

- Warm-up: 10:00 – 10:30

This warm-up must be compulsorily timed with the results displayed on the monitors, and be communicated to the press.

The interval between the warm-up and the first race must be minimum 2 hours and maximum 3 hours.

If, for unforeseen reasons, no qualification results are obtained on Saturday, then the Sunday warm-up session may be treated as qualifying sessions. In collaboration with the Clerk of the Course, the International Jury will decide upon any modifications to the time schedule and qualifying criteria.

036.9.7 Results of qualifying

The results of qualifying must be homologated by the International Jury.

036.10 AUTOGRAPH SESSION/PRESENTATION OF THE TEAMS

An autograph session can be organised **by each team in its pits at its liking**, conditions and weather permitting.

A short presentation of the sidecar teams **can be** organised at 11:30 is, conditions and weather permitting. This presentation can be a "Lap of Honour".

The presentation of the sidecar teams **(if any)** must be indicated in the Supplementary Regulations of the event.

036.11 RACES

036.11.1 Choice of motorcycle

A maximum of two motorcycles is permitted. Sidecar teams have the possibility to change motorcycle between races. The final choice must be made 15 minutes before the start of each race.

036.11.2 Schedule of races

All events must be run in two separate races of 30 minutes + 2 laps each.

The starting times are the following:

- First race: 13:30
- Second race: 16:00

or as requested for justified reasons. However, such a decision must always carry the CMS Bureau's approval.

The recommended minimum interval between races is 90 minutes.

036.11.3 Waiting Zone procedure

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

25 minutes before the start:	The entrance to the waiting zone is open.
	Sidecar teams wishing to make a sighting lap present themselves in the waiting zone.
	Riders and passengers may prepare their places behind the starting gate.

15 minutes before the start:	All the motorcycles must be in the waiting zone. The penalty for violation of this regulation is disqualification from the race in question.
	The entrance to the waiting zone is closed.
	Reserve sidecar teams who are not allowed to participate in the race must leave the waiting zone.

036.11.4 Sighting lap

Before each Race, the sidecar teams will be given the opportunity to make a sighting lap.

The following procedure will apply:

15 minutes before the start:	The entrance from the waiting zone to the track is open.
	Reserve sidecar teams who are not allowed to participate in the race must leave the waiting zone.
	All the sidecar teams, who are present in the waiting area in time, may leave for the sighting lap.

10 minutes before the start:	The entrance to the track is closed. No further sighting laps are allowed.
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6 minutes before the start:	The entrance from the circuit to the waiting zone is closed.
	The circuit should be clear.
	Sidecar teams who have mechanical problems during the sighting lap and/or do not succeed in bringing their motorcycle into the waiting zone in time, will be disqualified from the race in question.

Participation in the sighting lap is optional.

Once a sidecar team has started its sighting lap, it must continue in the direction of the race. **Practice starts are not allowed.**

After their sighting lap, sidecar teams must return with their motorcycles directly to the waiting zone using the access gate indicated.

036.11.5 Start procedure

The following procedure will apply:

5 minutes before the start:	Display of the 5 minute board.
	At the whistle signal, everyone except the riders and passengers, two team members per sidecar, the television crew and the essential officials must leave the waiting zone.
	The riders and passengers prepare for the start.

As of then:	Upon a whistle signal, the entrance to the starting gate is opened and the sidecar teams in the waiting zone proceed to the starting gate.
	Once the sidecar teams have taken their positions at the starting gate, a green flag will be displayed and all the sidecar teams are under the starter's orders.
	Team members remain in the waiting zone until the start has been given.
	Only the sidecar teams, the television crew and the essential officials are allowed in the starting area.

15 seconds before the start:	The entrance from the waiting zone to the starting area is closed.
	Sidecar teams who have mechanical problems in the waiting zone and do not succeed in repairing their motorcycle before this time, must remain there until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the race in question.
	Sidecar teams having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.

The starting order of the sidecar teams on the gate for the races is determined by the results of the qualifications.

A. Up to 32 sidecar teams (One Qualifying Group)

The starting order of the sidecar teams on the gate for the two **World Championship** races is determined by their results in the qualifying race.

The priority of starting order for reserves, if used, would be determined by their results in the **pre-qualifying** practice.

B. More than 32 sidecar teams (Two Qualifying Groups)

The starting order of the sidecar teams on the gate for the two World Championship races is determined by the results of the qualifying races and last chance qualifying practice.

The priority of starting order for reserves, if used, would be determined by their results in the last chance qualifying practice.

The starting order is as follows:

- a) The first sidecar teams to proceed to the starting gate are the 24 teams who qualified directly from the qualifying races (12 per qualifying race). The winner of qualifying race "A" is the first to proceed to the gate, followed by the winner of qualifying race "B", the 2nd placed team of qualifying race "A", the 2nd placed team of qualifying race "B", and so on.
- b) The next teams to proceed to the starting gate are the 6 teams who qualified from the last chance qualifying practice. The fastest team of the last chance qualifying practice is the first to the gate, followed by the 2nd fastest team, and so on.
- c) If they are admitted to the race, the reserves leave the reserve area and proceed to the starting gate in order of priority.

For Sidecar events, all starts must take place from two rows. The individual starting gates must be marked in pairs using colours to indicate the start position of each sidecar team. The rear barrier must be marked every 2 m.

The maximum number of sidecar teams on the first row is 15; the other 15 sidecar teams will be placed on the second row. All 15 positions on the first row must be filled, before sidecar teams can take a position on the second row.

Once a sidecar team has taken its position at the starting gate, it cannot change it, return to the waiting zone or receive assistance prior to the start.

If a sidecar team has mechanical problems at the starting gate, it must wait for assistance until the starting gate has dropped. Once the starting gate has dropped, it can receive assistance by his mechanic only at this position. The penalty for violation of this regulation is disqualification from the race in question.

A mass start will be made with engines running. A green flag will be displayed, from which moment the sidecar teams are under the starter's orders. When all the sidecar teams are on the starting line, a "15 second" sign will be displayed for 15 full seconds. At the end of 15 seconds, a "5 second" sign will be displayed and the gate will drop between 5 and 10 seconds after the "5 second" sign is shown.

The CMS Jury Member will order the release of the starting gate.

Whenever it is not possible to start the race by means of the starting gate, a green flag will be used to give the start.

The same start procedure (as mentioned above) will be maintained until 15 seconds before the start of the race.

Then, the Clerk of the Course moves to the side of the track, holding up the green flag. After that, he puts down the green flag upon which the race starts.

The area in front of the starting gate shall be restricted and shall be prepared in a consistent manner providing conditions as equal as possible for all sidecar teams. No one except the officials and photographers shall be allowed in this area and no grooming of the area is permitted.

No one except drivers, passengers, officials and photographers shall be permitted in the area behind the starting gate. Drivers and/or passengers are allowed to groom this area provided no tools are used or outside assistance provided.

036.11.6 False start

All false starts shall be indicated by waving a red flag. The sidecar teams will return to the waiting zone and the re-start will take place as soon as possible.

The Clerk of the Course may recommend to the International Jury excluding the driver(s) deemed being at fault for the false start from taking part in the restart.

Changing of motorcycle will not be allowed after a false start.

No reserve sidecar teams will be introduced after a false start.

036.11.7 Repairs and replacements

The sidecar teams will have the possibility to repair or substitute the silencer in the repair zone, during the race.

036.12 STOPPING OF A RACE

Any part of the FIM Sidecar Motocross World Championship event can be prematurely stopped for urgent and/or safety reasons or other cases of “force majeure”. In that case, a red flag will be displayed to the drivers:

1. **Before 2 laps have been completed**

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

Changing of motorcycles will not be allowed.

If one or more drivers are deemed to be at fault for the race being stopped, they may be excluded from taking part in the restart.

No reserves (if any) will be introduced.

2. **After 2 laps have been completed**

If a qualifying race is stopped before 10 minutes have elapsed or if a race is stopped before 15 minutes have elapsed, there will be a complete restart. Drivers will return to the paddock and the restart will take place 30 minutes after the red flag was displayed.

Changing of motorcycles will be allowed. The final choice must be made 15 minutes before the restart.

If one or more drivers are deemed to be at fault for the race being stopped, they may be excluded from taking part in the restart.

Reserves (if any) may take part in the restart of a race if one or more of the original starters are unable to take part or are disqualified.

If a qualifying race is stopped after 10 minutes have elapsed or if a race is stopped after 15 minutes have elapsed, it will be deemed to have been completed. In that case, the riders' placings will be those at the end of the lap preceding the stopping of the race.

The Clerk of the Course may recommend placing one or more drivers deemed to be at fault for the race being stopped behind drivers having completed an equal or greater number of laps.

In the case of the stopping of a World Championship race after 15 minutes have elapsed, full championship points will be awarded.

Except in the case of a false start, a qualifying race/World Championship race may be restarted only once.

If it is necessary to stop a World Championship race for a second time, and if 20 minutes have not elapsed after the second start, the World Championship race will be considered null and void.

If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.

036.13 DRIVER BEHAVIOUR AND ASSISTANCE

(In this Article, drivers also means passengers whenever applicable)

Drivers must at all times adhere to the provisions of the FIM Sidecar Motocross World Championship Regulations.

Drivers must be physically and mentally fit to control their motorcycles in order to promote the safety of the other drivers, team members, officials, spectators and other persons involved in the event.

Drivers must report any underlying medical disorder or injury they may have to the CMO.

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

At all times during the event, a driver will be responsible for keeping his motorcycle in conformity with the rules.

Drivers may be held responsible for the actions of their team members.

Drivers and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.

Drivers must obey the official flag signals and the boards which convey instructions.

Drivers are responsible for attending all drivers' briefings and being aware of all information and instructions issued. Team members are encouraged to attend the drivers' briefing.

Drivers and/or passengers are not allowed to carry any on-board cameras (on the helmet or on the motorcycle) during the entire event, from the practice sessions until the end of the event.

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

Drivers must ride in a responsible manner which does not cause danger to other competitors or other participants in the event.

Drivers must always start the Qualifying Practice from the waiting zone.

When the drivers are on the course, consultation between them and team members is restricted to the approved signalling and repair zone. Drivers who stop along the course to consult with others may hinder the progress of other drivers, and such action will be considered as outside assistance.

Only the following signals are allowed between drivers/motorcycles and persons connected with them: data and images from official timekeeping transponders and on-board cameras, pit board messages displayed in approved areas and "body language" communication by the driver. Radio communication with drivers is strictly forbidden.

Any outside assistance on the course to the drivers is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. Any infraction of this rule may be penalised.

Marshals may assist drivers by lifting motorcycles and moving them to a safe place. Any repairs or adjustments must be made by the driver, working alone with no outside assistance. Marshals are not allowed to assist drivers to re-start their motorcycles.

Drivers should use only the course. However, if they accidentally leave the course, they may continue by safely re-entering the course, without gaining an advantage, from the closest point to where they left the course.

Course cutting is forbidden. The penalty for attempting to gain an advantage by course cutting will be disqualification from the respective practice/race. Further penalties may be imposed.

A zone must be reserved for repairs and signalling during the practices and races. Only mechanics, signallers, representatives of the industry and essential officials bearing valid passes are permitted in this area.

Drivers may enter the repair zone to receive assistance or to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the FIM Sidecar Motocross World Championship Regulations. Refuelling is permitted, but must be done with engines dead.

No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the repair zone or waiting zone.

Drivers entering the repair zone must come to a complete stop. Violators will be disqualified from the practice/race in question.

Drivers who stop their engines in the repair zone may be assisted in re-starting their motorcycles.

Drivers who enter the paddock during a race will not be allowed to rejoin that race.

Drivers returning slowly to the signalling and repair zone or paddock should take care to avoid the racing line and interfering with other drivers.

Drivers may groom their place behind the starting gate, without the use of any tools.

Drivers may not use any starting aid devices.

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

Drivers who have mechanical problems in the waiting zone, but do not succeed in repairing their motorcycle before the entrance to the start area is closed, must remain in the waiting zone until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the race in question.

Drivers having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.

When crossing control lines, the driver must always be in contact with the motorcycle.

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

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

036.14 OFFICIAL SIGNALS

Official board signals shall be given by means of a white board measuring 750 mm high by 600 mm wide, with a black block number 15 on the one side and 5 on the other. The numbers shall measure 500 mm high.

Signal	Meaning
Board, 15 seconds (15") (At the start)	15 seconds until final starting procedure.
Board, 5 seconds (5") (At the start)	The starting gate will drop within the next 5 to 10 seconds.

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

Signal	Meaning
Red flag (All false starts must be indicated by waving a red flag)	All drivers must stop.
Black flag and a board with a driver's number on it	Driver in question to stop.
Yellow flag, held stationary	Danger, ride cautiously.
Yellow flag, waved	Immediate danger, prepare to stop, no overtaking.
Blue flag, waved (The blue flag must be used by supplementary flag marshals, specialised for this flag only)	Warning, you are about to be lapped.
Green flag (The green flag can only be used by a supplementary flag marshal during the start procedure)	Course clear for the start of the race.
Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.

The Pantones for the colours are as follows:

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

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

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

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

There must be a minimum of two marshals per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a driver and/or passenger for the sake of safety. Marshals are not allowed to assist drivers to re-start their motorcycles. One or more additional marshals are recommended at jumps.

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

036.15 CROSSING OF THE FINISH LINE

The time at which a motorcycle crosses the finish line shall be registered at the moment the foremost part of the motorcycle crosses the line.

036.16 CONTROLS AND VERIFICATIONS

036.16.1 Administrative control

Drivers/passengers may be required to present their FIM Motocross World Championship licence, starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FMNR/Organisers.

036.16.2 Technical verifications

During the event drivers are allowed to use only those motorcycles (maximum two of the same make, type and cylinder capacity) presented at scrutineering.

Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM Sidecar Motocross World Championship Regulations and/or the Supplementary Regulations of the event.

The technical verifications must be held on the site of the event.

During these technical verifications, a driver may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.

The standard timetable for these technical verifications is the following:

- Friday: 15:00 – 19:30
- Saturday: 07:30 – 08:30

Each driver must present one motorcycle in his name and number at scrutineering. There are two possibilities for a second motorcycle, which must be of the same make, type and cylinder capacity as the first one:

- 1) Drivers may present at scrutineering a second motorcycle in their name and number;
- 2) Teams may present at scrutineering a second motorcycle to be used by two or more drivers. In this case, the team presenting the motorcycle, must inform the scrutineers of the names and numbers of the drivers eligible to use this motorcycle.

For the initial sound control and technical inspection, a driver (or his mechanic) shall present only one spare silencer per machine. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

The maximum limit of the sound level is fixed at:

- 1) For 2-stroke engines:
112 dB/A (110 + 2 for measurement precision - measured with a Type 1 sound meter);**
- 2) For 4-stroke engines:
116 dB/A (115 + 1 for measurement precision - measured with a Type 1 sound meter).**

Drivers may change motorcycles at any time except during a race. The final choice of motorcycle to be used in a race must be made 15 minutes before the start of each race.

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

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

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

036.16.3 Special Medical Examination

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

Any driver/passenger who refuses to submit himself to such special medical examination shall be disqualified from the event, and his case notified to his FMN and to the FIM for the application of a possible penalty.

036.16.4 Sound control after each race

Immediately after each race, three motorcycles, chosen at random by the International Jury, may be checked for compliance with sound regulations. Other motorcycles may also be checked.

Any driver whose motorcycle is above the maximum allowed post-race sound limit of:

1) For 2-stroke engines:

113 dB/A (110 + 2 for measurement precision + 1 for degradation accepted during the race - measured with a Type 1 sound meter)

2) For 4-stroke engines:

117 dB/A(115 + 1 for measurement precision + 1 for degradation accepted during the race - measured with a Type 1 sound meter)

- whether it be one of the drivers chosen at random or any other driver whose motorcycle is controlled/verified - will be penalised by having one minute added to his riding time in the race in question. Once one minute has been added, the driver will then be classified with the drivers who have an equal number of laps according to his time.

Subject to rules governing outside assistance, drivers may freely change their silencers but their motorcycles must be checked for compliance. Therefore the Technical Steward and his equipment must be available throughout the event.

036.16.5 Final verification

Immediately after the last race of the event, the first 3 motorcycles of this race must be placed in the closed park for the technical control. The motorcycles must remain in the closed park for 30 minutes after the arrival of the winner, in case of a protest or should further examination be required.

036.16.6 Cost for a motorcycle control following a protest

The cost of dismantling a motorcycle will be € 120.-. This fee must be paid by the losing party to the mechanic of the driver who had to open the engine.

036.16.7 Fuel control

A fuel control may be carried out at any time during a event, according to Art. 63.05 of the FIM Motocross Technical Rules. A sidecar team whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all Championship points and prize money earned from either race during the event. This sidecar team will also be liable for the reimbursement of the full costs of the test and further penalties may be imposed.

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

Any new requests for control must be presented to the FIM within 5 days of the reception date of the results of the preceding control notified in conformity with Article 5.6 of the FIM Disciplinary and Arbitration Code.

After the last control:

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

036.16.8 Anti-doping and alcohol tests

Anti-doping and alcohol tests may be carried out according to the FIM Sidecar Motocross World Championship Regulations.

A sidecar team who tests positive will be disqualified from the whole event. Further penalties may be imposed.

036.17 RESULTS

036.17.1 Procedure

The winner of a race is the sidecar team the crosses the finish line first. The sidecar teams still racing will then be stopped when crossing the finish line.

The time at which a motorcycle crosses the finish line shall be registered at the moment the foremost part of the motorcycle crosses the line.

When crossing control lines, the driver and passenger must always be in contact with the motorcycle.

Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.

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

If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.

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

The winner of the event is the team that has obtained the most points; the runner-up will be the team that has obtained the second best number of points, and so on, irrespective of the number of races they have finished.

If a tie exists, the points scored in the second race will determine the order of placing in the final standings of the event of those teams that scored points.

The overall results will be completed with those teams who have not scored any World Championship points. They will be ranked by adding their positions in Race 1 and Race 2. Of these teams, the team that has obtained the smallest overall placing will be placed first behind those teams that have scored points. It will be followed by the 2nd placed non-point scoring rider and so on.

If a tie exists, the position in the second race will determine the order of placing in the final standings of the event of those riders who did not score any points.

All results must be homologated by the International Jury.

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

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

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

036.17.2 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;
- Class.
- Position, number, name and first name of the driver and passenger;
- FMN of the driver and passenger;
- Nationality of the driver and passenger;
- Motorcycle of the driver;
- Team of the driver (if the Team is holder of a valid FIM Team Licence);
- The number of laps and times of all drivers;
- The number of classified drivers;
- Championship points earned by the driver;
- The winner's average speed;
- The name of the rider making the best lap in the race, his time and average speed;
- The name and signature of the Jury President and the Clerk of the Course;
- Publication time of the results.

The Jury President is responsible for the transmission of the results of each FIM Sidecar Motocross World Championship race to the **FIM Administration** within the hour that follows the approval of these results. This transmission will be made by telefax or electronic mail.

036.18 POINTS FOR THE CHAMPIONSHIP

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

25 points to the 1 st	10 points to the 11 th
22 points to the 2 nd	9 points to the 12 th
20 points to the 3 rd	8 points to the 13 th
18 points to the 4 th	7 points to the 14 th
16 points to the 5 th	6 points to the 15 th
15 points to the 6 th	5 points to the 16 th
14 points to the 7 th	4 points to the 17 th
13 points to the 8 th	3 points to the 18 th
12 points to the 9 th	2 points to the 19 th
11 points to the 10 th	1 point to the 20 th

All organised events counting towards the corresponding World Championship will be taken into consideration. However, the FIM Board of Directors or, if necessary, the FIM Executive Board is entitled, upon proposal from the Motocross Commission and in exceptional circumstances, to make a decision deviating from this principle.

The winner of the Championship is the sidecar team who has obtained the most points from all the races, irrespective of the number of races it completed.

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

If a tie still exists, the points scored in the last race will determine the order of placing in the final standings.

The points will be awarded in principle to the drivers. However, the passengers will also be classified and receive awards in the final classification together with the driver, provided that they have participated together in more than half of the events counting towards the Championship and/or gained whilst together more than 50% of the total points awarded to the driver.

For the Manufacturer's FIM Sidecar Motocross World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to the position in each race.

In case of ties for the Manufacturers' FIM Sidecar Motocross World Championship, the same conditions as for the drivers will apply to determine the winner of the Championship.

In the case where a driver participates on motorcycles of 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' 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 which will be held in December of the year of the Championship.

036.19 PROTESTS

Protests must be lodged according to the FIM Disciplinary and Arbitration Code of the FIM and the Supplementary Regulations and be accompanied by a fee of € 600.- or the equivalent amount in local currency, returnable if the protest is justified.

If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 120.-. This fee must be paid by the losing party to the mechanic of the driver who had to open the engine (See FIM Motocross World Championship Rules).

Protests entailing a fuel control must be accompanied by an additional deposit of € 800.-/(See FIM Motocross World Championships Regulations).

036.20 PRIZE-GIVING CEREMONY

A Prize-Giving Ceremony for the winner of each race is recommended. This ceremony must be held immediately after the race in question, conditions and time permitting.

Moreover, the first three sidecar teams in the final results of the event must take part in the official Prize-Giving Ceremony, which must be held immediately after the second race, conditions and time permitting. Any infraction of this rule will be penalised by the International Jury.

During this official Prize-Giving Ceremony, the national anthem of the winner's country (based on the passport of the driver) must be played and the national flags of the first three drivers may be hoisted at the same time.

036.21 PRESS CONFERENCE

The winners of each Race, the overall winners of the event and other drivers/passengers invited at the discretion of the Organiser, must participate in the post-race press conference, which must be held immediately after the Prize-Giving Ceremony of the event, conditions and time permitting. Any infraction of this rule will be penalised by the International Jury.

036.22 PRIZES AND TRAVEL INDEMNITIES

036.22.1 Currency

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

036.22.2 Minimum prize scale per race

<u>Position</u>	€	<u>Position</u>	€
1.	300.-	11.	60.-
2.	250.-	12.	50.-
3.	200.-	13.	50.-
4.	160.-	14.	50.-
5.	130.-	15.	50.-
6.	110.-	16.	50.-
7.	100.-	17.	50.-
8.	90.-	18.	50.-
9.	80.-	19.	50.-
10.	70.-	20.	50.-

Total: € 2000.-

All the sidecar teams which qualified on Saturday to participate in the races of the World Championship event, as well as the two reserve sidecar teams who are allowed to take part in the Warm-up on Sunday, will receive a travel indemnity of € 500.-.

Should an FMN/team consider that one of its drivers/passengers has had his travel indemnity and/or prize money not paid at the correct minimum level, this matter may be submitted to the **FIM Administration** which will take immediate action.

**TIMETABLE FOR
FIM SIDECAR MOTOCROSS WORLD CHAMPIONSHIP EVENTS**

FRIDAY (+ date)	
1 st circuit control:	16:00
Technical control and verification:	15:00 – 19:30
Meeting with the organisers:	17:30
2 nd circuit control (if necessary):	18:00

SATURDAY (+ date) / Up to 32 Sidecar teams	
Technical control and verification:	07:30 – 08:30
Jury Meeting 1:	09:00
Teams' briefing:	09:30
Sidecars 1 st Free Practice:	10:00 – 10:30
Sidecars Pre-Qualifying Practice:	13:00 – 13:30
Sidecars Free Start Practice: (2 X 5 minutes / 2 X 16 teams)	After Pre-Qualifying Practice
Qualifying Race (maximum 30 teams / 20 minutes + 2 laps)	
Motorcycles in the Waiting Zone: and Sighting Lap	15:45
Start:	16:00
Jury Meeting 2:	18:00

SATURDAY (+ date) / More than 32 Sidecar teams	
Technical control and verification:	07:30 – 08:30
Jury Meeting 1:	09:00
Teams ' briefing:	09:30
Sidecars Free Practice Group "A":	10:00 – 10:30
Sidecars Free Practice Group "B":	10:40 – 11:10
Sidecars Pre-Qualifying Practice Group "A":	12:00 – 12:30
Sidecars Free Start Practice Group "A":	After Pre-Qualifying Practice Group "A"
Sidecars Pre-Qualifying Practice Group "B":	13:00 – 13:30
Sidecars Free Start Practice Group "B":	After Pre-Qualifying Practice Group "B"

SATURDAY (+ date) / More than 32 Sidecar teams	
Sidecars Qualifying (Qualifying Races: maximum 30 teams / 20 minutes + 2 laps)	
Group "A", Qualifying Race	
Motorcycles in the Waiting Zone: and Sighting Lap	14:45
Start:	15:00
Group "B", Qualifying Race	
Motorcycles in the Waiting Zone: and Sighting Lap	15:45
Start:	16:00
Sidecars Last Chance Qualifying Practice:	17:15 – 17:45
Jury Meeting 2:	18:00

SUNDAY (+ date)	
Sidecars Warm-up:	10:00 – 10:30
Autograph session:	11:00
Sidecars Opening Ceremony /: Teams Presentation / Lap of Honour	11:30
Sidecars Race 1 (maximum 30 teams / 30 minutes + 2 laps)	
Motorcycles in the Waiting Zone: and Sighting Lap	13:15
Start:	13:30
Prize-Giving Ceremony (PGC1):	Immediately after Race 1
Sidecars Race 2 (maximum 30 teams / 30 minutes + 2 laps)	
Motorcycles in the Waiting Zone: and Sighting Lap	15:45
Start:	16:00
Prize-Giving Ceremony (PGC2):	Immediately after Race 2
Prize-Giving Ceremony of the Meeting: (Final Results / PGCF)	Immediately after PGC2
Press Conference:	Immediately after PGCF
Jury Meeting 3:	17:00
Payment of the travel indemnities/prizes:	17:30 – 18:30



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by the FIM

Organiser's Logo
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by the FIM

Open on / Ouvert le

Friday / *Vendredi* (date) from/*de* (time/heure) to/*à* (time/heure)
Saturday / *Samedi* (date) from/*de* (time/heure) to/*à* (time/heure)
Sunday / *Dimanche* (date) from/*de* (time/heure) to/*à* (time/heure)

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

- Jury President No:
- *Président du Jury*
- CMS Jury Member No:
- *Membre CMS du Jury*
- FMNR Jury Member No:
- *Membre FMNR du Jury*
- Secretary of the Jury No:
- *Secrétaire du Jury*
- Clerk of the Course No:
- *Directeur de Course*
- Secretary of the Event No:
- *Secrétaire de la Manifestation*
- Chief Technical Steward No:
- *Chef Commissaire Technique*
- Chief Timekeeper No:
- *Chef Chronométrateur*
- Environmental Steward No:
- *Commissaire Environnement*
- Chief Medical Officer No:
- *Chef du Service Médical*
- Press Officer
- *Officier de Presse*
- Paddock Official
- *Responsable du Parc des Coureurs*
- FMN Delegates according to the FIM Sporting Code and Regulations.
- *Délégués FMN conformément au Code Sportif et aux Règlements FIM.*

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.



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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 :

FMNR/ORGANISER/ORGANISATEUR	Tel. N°:
Contact Person	Fax N°:
Address / Adresse	E-mail :
	Website:

Closing date of entries / *date de clôture des engagements* : Sidecars : the start date of the event/date du début de la manifestation: - 30 days/jours)

For the following points (5-15), see attached Time Schedule in English.
Pour les points suivants (5-15), voir Horaire en français ci-joint.

5. CIRCUIT CONTROL / CONTROLE DU CIRCUIT

Meeting point: at the starting grid / *Lieu de rencontre : à la grille de départ.*

6. MEETING WITH THE ORGANISER / REUNION AVEC L'ORGANISATEUR

Venue / *Lieu*: the Jury room / *au local du Jury*

7. TECHNICAL CONTROL / CONTROLE TECHNIQUE

Venue / *Lieu*: the technical control post / *au poste du contrôle technique.*

8. JURY MEETINGS / SEANCES DU JURY

Venue / *Lieu*: the Jury room / *au local du Jury*

9. RIDERS' BRIEFING / BRIEFING AVEC LES COUREURS

Meeting point / *Lieu du briefing* : at the starting grid / *à la grille de départ.*

10. PRACTICE / ENTRAINEMENTS

11. QUALIFYING / QUALIFICATIONS

12. FREE START SESSION / TEST LIBRE DE DEPART



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13. WARM-UP

14. WAITING ZONE / ZONE D'ATTENTE

15. RACES / COURSES

16. FUEL / CARBURANT

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

17. INSURANCE / ASSURANCE

By endorsing the application form for entry, the FMN of the driver 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\$ 170'000.-)

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.

18. PROTESTS AND APPEALS / RECLAMATIONS ET APPELS

Any person or group of persons (rider, entrant, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.

Toute personne ou groupe de personnes (coureur, concurrent, constructeur, officiel, etc.), reconnu par la FIM et se considérant lésé à la suite d'une décision prise sous l'autorité de la FIM, a le droit de demander réparation pour les conséquences qu'ont entraînées cette décision.



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Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations and be accompanied by a fee of € 640.- 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 FIM et au Règlement Particulier et être accompagnée d'une caution de € 640.- ou d'un montant équivalent en monnaie locale, qui sera remboursée si la réclamation est fondée.

Generally, protests against the eligibility of a rider, entrant or a motorcycle entered, must be made before the start of the official practice.

En règle générale, toute réclamation contre l'éligibilité d'un coureur, passager, concurrent ou un motorcycle inscrit doit être présentée avant le début des entraînements officiels.

Any other protests must be lodged immediately after the reason for the protest is known.

Toutes les autres réclamations doivent être présentées dès que la raison de la réclamation est connue.

Protests against results must be presented to the International Jury within 30 minutes following the announcement of the results.

Toute réclamation concernant les résultats doit être présentée au Jury International dans un délai de 30 minutes, au plus tard, après la publication des résultats.

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

Il pourra être fait appel devant la Cour Disciplinaire Internationale (CDI) contre une décision du Jury International.

If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 120.-. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

Si la réclamation implique le démontage d'un motorcycle, la caution doit être accompagnée par une caution supplémentaire de € 120.-. Cette caution doit être payée par la partie perdante au mécanicien du coureur qui a dû ouvrir le moteur.

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

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



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19. TRAVEL INDEMNITIES AND PRIZES / INDEMNITES DE VOYAGE ET PRIX

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

Tous les montants sont indiqués en en Euros (€). Ils sont nets, aucune déduction n'étant autorisée. Ils sont payables en € uniquement (paiements comptant).

Minimum prize scale / Barème minimum des prix

Position	€	Position	€
1.	300.-	11.	60.-
2.	250.-	12.	50.-
3.	200.-	13.	50.-
4.	160.-	14.	50.-
5.	130.-	15.	50.-
6.	110.-	16.	50.-
7.	100.-	17.	50.-
8.	90.-	18.	50.-
9.	80.-	19.	50.-
10.	70.-	20.	50.-

A travel indemnity will be paid to the sidecar teams by the Organiser. All the teams which qualified on Saturday to participate in the FIM Sidecar Motocross World Championship Races, as well as the two reserve sidecar teams who are allowed to take part in the warm-up on Sunday, will receive a travel indemnity of € 500.-.

Une indemnité de voyage sera payée par l'organisateur du Grand Prix aux équipages. Tous les équipages qui se sont qualifiés le samedi pour participer aux Courses de Championnat du Monde FIM de Motocross Sidecar, ainsi que les équipages de réserve qui sont autorisés à prendre part au warm-up le dimanche, recevront une indemnité de voyage de € 500.-.

Venue of the Payment at / Lieu du paiement :

See attached Time Schedule / Voir Horaire ci-joint.

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

Venue of the prize-giving ceremony:

Lieu de la cérémonie de remise des prix :

See attached Time Schedule / Voir Horaire ci-joint.



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21. INTERPRETATION OF THE SR / INTERPRETATION DU RP

The interpretation of these Supplementary Regulations rests entirely with the Jury. 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 du Jury. 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)

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

- Drawing of the circuit / *Plan du circuit*
- Access map/ *Plan d'accès*
- Your FMNR logo in JPEG/ *Le logo de votre FMNR en JPEG*
- The Organiser's Logo / *Le logo de l'Organisateur*



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