



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

**FIM SUPERMOTO WORLD CHAMPIONSHIP
AND FIM SUPERMOTO OF NATIONS
REGULATIONS**

2021

***RÈGLEMENTS
CHAMPIONNAT DU MONDE FIM DE SUPERMOTO
ET FIM SUPERMOTO OF NATIONS***



FIM SUPERMOTO WORLD CHAMPIONSHIP AND FIM SUPERMOTO OF NATIONS REGULATIONS



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GENERAL UNDERTAKINGS AND CONDITIONS

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

1. FIM Sporting Code
2. FIM Code of Ethics
3. FIM SuperMoto Regulations
4. FIM Motocross Technical Regulations
5. FIM Disciplinary and Arbitration Code
6. FIM SuperMoto Circuit Standards
7. FIM Environmental Code
8. FIM Medical Code
9. FIM Anti-Doping Code
10. FIM Yearbook
11. Protocol at FIM World Championship and Prize Events
12. FIM Organiser's Manual

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

The FIM 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 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 and the Pit Lane or at 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 Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the event in question - are subject to disciplinary actions as provided by the Arbitration and Disciplinary Code.

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

1. FIM SUPERMOTO WORLD CHAMPIONSHIPS

1.1 FIM World Championships

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

In addition to 1.1:

1.1.S1GP FIM S1GP SuperMoto World Championship

3. Individual FIM SuperMoto World Championships for riders and manufacturers:
 - a) FIM S1GP SuperMoto World Championship.
4. This Championship may also be called FIM SuperMoto World Championship.
5. A series of SuperMoto events counting towards the FIM SuperMoto World Championships will be organised.
6. The name “S1GP” is to be used exclusively for the FIM World Championship. Use of this name at the Continental or National levels is not allowed.

1.1.S1N FIM SuperMoto of Nations

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

1.2 Events

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



1.3 Format of the Event

- The distance (number of laps) to be covered will depend on the race conditions at each circuit and be decided by the Race Direction in due time and communicated to the riders/teams.

1.3.S1GP FIM S1GP SuperMoto World Championship

- There will be three Races:
 - The “RaceOne” / (*) approximately 20 minutes of racing;
 - The “FastRace” / (**) approximately 15 minutes of racing;
 - The “SuperFinal”/ (*) approximately 20 minutes of racing.
- Any references to “Races” in this document are made solely for the purpose of simplicity, and refer to the “RaceOne”, the “FastRace” and/or “SuperFinal” except when the context requires otherwise.

S1GP	Duration per session	Maximum number of rider
2 X Free Practice	20 minutes	32
1 X Time Practice	25 minutes	32
1 X SuperPole	2 laps per rider	6
1 X Warm-Up	20 minutes	32
1 X “RaceOne”	x laps (*)	32
1 X “FastRace”	x laps (**)	32
1 X “SuperFinal”	x laps (*)	32



1.3.S1N FIM SuperMoto of Nations

1. There will be:
 - The “Qualifying Races” / (*) approximately 20 minutes of racing each;
 - The “B-Final” / (*) approximately 20 minutes of racing;
 - The “S1N Races” / (*) approximately 20 minutes of racing each.
2. Any references to “Races” in this document are made solely for the purpose of simplicity, and refer to the “Qualifying Races”, the “B-Final” and/or “S1N Races” except when the context requires otherwise.

FIM SuperMoto of Nations	Duration per session	Maximum number of rider
1 X Free Practice Rider 1	30 minutes	32
1 X Free Practice Rider 2	30 minutes	32
1 X Free Practice Rider 3	30 minutes	32
1 X Time Practice Rider 1	30 minutes	32
1 X Time Practice Rider 2	30 minutes	32
1 X Time Practice Rider 3	30 minutes	32
1 X Qualifying Race Rider 1	x laps (*)	32
1 X Qualifying Race Rider 2	X laps (*)	32
1 X Qualifying Race Rider 3	X laps (*)	32
1 X Warm-Up B-Final	20 minutes	30
1 X Warm-Up S1N Group 1	20 minutes	24
1 X Warm-Up S1N Group 2	20 minutes	21
1 X B-Final	x laps (*)	30
1 X S1N, Race Riders 1 + 2	x laps (*)	32
1 X S1N, Race Riders 2 + 3	x laps (*)	32
1 X S1N, Race Riders 1 + 3	x laps (*)	32

1.4 FIM World Championships Criteria

1.4.S1GP FIM S1GP SuperMoto World Championship

1. All organised events counting towards the corresponding FIM 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 FIM Motocross Commission and in exceptional circumstances, to make a decision deviating from this principle.
2. For the first event of the FIM World Championship: the provisional point standings will be identical to the overall point standings of the event in question.
3. As of the second event of the FIM World Championship, the riders will be ranked according to the total number of points they have scored.
4. In case of ties in the provisional standings of the FIM World Championship, the number of better placings will be taken into account.
5. If a tie still exists, the points scored in the last Race of the FIM World Championship will determine the order of placing in the final standings. If necessary, the points scored in the last but one Race of the FIM World Championship will determine the order of placing in the final standings, and so on...
6. The winner of the FIM World Championship is the rider who has obtained the most points from all the Races and **“SuperPoles”** of the FIM World Championship, irrespective of the number of Races he has completed.
7. In case of ties for the final standings of the FIM World Championship, the same conditions as for the provisional standings will apply to determine the winner of the Championship.
8. For the FIM Manufacturers’ World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to their position in each Race and **“SuperPoles”** of the Championship.
9. In case of ties for the FIM Manufacturers’ World Championship, the same conditions as for the riders will apply to determine the winner of the Championship.



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10. In the case where a rider participates on motorcycles from different Manufacturers, it is the make of the motorcycle with which he has obtained the most points that will appear next to his name in the final standings, without, however, modifying the calculation for the FIM Manufacturers' World Championship.
 11. The final FIM 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.
 12. All FIM World Champions are obliged to attend the official FIM Prize-Giving Ceremony.



1.5 Support Races and/or Activities

1. During an FIM SuperMoto World Championship event, support races or activities may be permitted.
2. However, these support races/activities, 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 FIM Championship Promoter.
3. 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.
4. **Riders who have been entered in an event of the FIM S1GP SuperMoto World Championship are not allowed to participate in any support races or any other activities implying any vehicular use of the circuit during the same event.**
5. Priority must at all times be given to the FIM SuperMoto World Championship programme.
6. If necessary, the Race Direction can change the time schedule of these support races and/or other activities or cancel them.

2. ENTRIES, RIDERS AND TEAMS

2.1 Supplementary Regulations

1. The Supplementary Regulations (SR) must include all supplementary regulations to the Sporting Code and Appendices and include relevant provisions of the Environmental, Medical and Anti-Doping Codes, as well as details relative to the particular event. They must in no case modify the FIM regulations.
2. The Supplementary Regulations must be drawn up in conformity with the standard model established by the CMS (See copy published in this booklet).
3. The Supplementary Regulations must be published in the two official languages of the FIM and must be approved by the FMNR first and subsequently by the FIM.
4. The FMNR must send the electronic draft copy of the SR for approval to the FIM Administration no later than three months before the date of the event.
5. The FIM, FMNR and the organiser must also publish these SR on their respective websites as soon as they have been approved by the FIM.
6. Amendments to the Supplementary Regulations may be made but must always be approved by the Race Direction and subsequently brought to the attention of all persons concerned.
7. The Supplementary Regulations must subsequently be ratified by the Race Direction during its first meeting.

2.2 Acceptance of Entries

1. Entries to an FIM SuperMoto World Championship event/FIM SuperMoto of Nations will be accepted for riders who:
 - a) Are in possession of the appropriate FIM SuperMoto World Championship licence (see also Art. 01.2.3 Age of Riders and FIM Sporting Code 70.2.1. FIM Licence for riders, passengers and teams). The FMNs have the responsibility of informing the FIM and the FIM Championship Promoter whenever they have suspended a rider or withdrawn his licence. In that case, the FMN concerned must withdraw the starting authorisation of the rider in question.
 - b) Are authorised by their FMN.
 - c) Have requested an entry before the closing date of the event.
2. Provisional entries can be made by e-mail but must be confirmed by the duly completed official entry form.
3. Riders may be required to sign an individual entry form during the administrative control.
4. For each event, within 72 hours after the closing date for entries, the list of riders entered will be published.
5. The FIM Administration will publish the list of riders entered.

In addition to 2.2:

2.2.S1GP FIM S1GP SuperMoto World Championship

6. Riders who have been entered in an event of the FIM S1GP SuperMoto World Championship are not allowed to participate in any Continental, international or national races **or any other activities involving vehicular use of the circuit** at the same event.
7. Riders may enter for one or more events always using the official/specific on-line entry procedure of the FIM Championship Promoter on which all the requested information regarding the rider, team and make of motorcycle must be indicated.



8. Entries must be requested by e-mail to the FIM Championship Promoter: vb@xiem.ch.
9. It is recommended that a provisional entry indicates the following information:
 - IMN number; FMNR; date and venue of the event in which the rider wishes to enter
 - Name and first name of the rider
 - FMN of the rider
 - FIM SuperMoto World Championship licence number of the rider (if the licence has already been issued)
 - Date of birth and nationality of the rider
 - Motorcycle of the rider
 - Team of the rider.
10. The maximum number of entries per event is limited to 32 riders in total.
11. The FIM Championship Promoter is entitled to enter more riders in order to reach the maximum authorised number of entries.
12. The closing date for entries for the first event is 60 days before the event.
13. As of the second event, the closing date for entries for each event is 15 days before the event in question.
14. If at any point in time after the publication of the entry lists, the total number of entries should not reach the authorised maximum number of 32, the FIM Championship Promoter is entitled to enter more riders to reach the authorised maximum number.
15. The decision to admit these riders entered by the Promoter to the event must be made before the end of the technical verifications prior to the event in question.
16. For these riders entered by the FIM Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply.



2.2.S1N FIM SuperMoto of Nations

6. Each FNN may enter a national team and/or a Junior team (see also Art. 01.2.3 Age of Riders) always using the official/specific entry procedure of the FIM in which all the requested information regarding the rider, team and make of motorcycle must be indicated.
7. The Junior team will compete in the FIM SuperMoto of Nations, as well as in the “Junior Challenge” (best placed Junior Team in the top 16 of the final standings).
8. A maximum of 32 teams may be accepted for the FIM SuperMoto of Nations.
9. Each team consists of three riders, all on S1GP motorcycles.
10. The riders of a team must be holders of the passport of the country which they represent but can be holders of a licence issued by any FMN.
11. Entries must be made according to the procedure defined by the FIM Administration.
12. It is recommended that a provisional entry indicates the following information:
 - a) For each team :
 - National Team
 - Junior Team
 - b) For the riders of each team :
 - Name and first name of each rider (Rider 1, Rider 2, Rider 3);
 - Date of birth and nationality of the rider
 - FMN of each rider
 - FIM SuperMoto World Championship licence number of the rider (if the licence has already been issued)
 - Motorcycle of the rider
 - c) For the team manager:
 - Name and first name.



13. The closing date for entries is 30 days before the event.
14. Any FMN/team who considers its entry has been unjustly refused and because of this finds itself aggrieved, can appeal or lodge a protest to the FIM Administration in accordance with the regulations of the appropriate discipline.
15. Upon the request of the FMN concerned, the FIM can accept additional teams to reach the maximum number of 32 after the closing date of entries and before the end of the technical verifications prior to the event.
16. For these teams accepted by the FIM, all listed entry conditions (apart from the closing date of entries) apply.



2.3 Age of Riders

1. FIM SuperMoto World Championship licences for riders are issued, only when the rider has attained the minimum age, as indicated below:
 - a) FIM S1GP SuperMoto World Championship: 15 years
 - b) FIM SuperMoto of Nations: 15 years.
2. The limit for the minimum age starts on the date of the rider's birthday and must be reached at the moment of the first technical verifications of the event in question.
3. The limit for the maximum age finishes at the end of the calendar year in which the rider reaches the maximum age of the class in question.

In addition to 2.3:

2.3.S1GP FIM S1GP SuperMoto World Championship

4. The maximum age is as indicated below:
 - a) FIM S1GP SuperMoto World Championship: 50 years

2.3.S1N FIM FIM SuperMoto of Nations

4. The maximum age is as indicated below:
 - a) FIM SuperMoto of Nations: 50 years
 - b) FIM SuperMoto of Nations (Junior Team): 23 years.

2.4 Replacement Riders

1. The decision to admit one or more replacement riders to the event must be made before the end of the technical verifications prior to the event in question.
2. Once this deadline is passed, it will no longer be possible to replace a rider.
3. For the replacement riders, all listed entry conditions (apart from the closing date of entries) apply.

In addition to 2.4:

2.4.S1GP FIM S1GP SuperMoto World Championship

4. The replacement of an entered rider can be accepted by the FIM Championship Promoter.

2.4.S1N FIM SuperMoto of Nations

4. Once an FMN has entered a team, the replacement of riders or the order in which they have been entered can still be accepted by the FIM Administration.
5. The FMN of the team concerned must then inform the FIM Administration in writing or by e-mail before the end of the technical verifications prior to the event.

2.5 Starting Numbers

2.5.S1GP FIM S1GP SuperMoto World Championship

1. Every rider participating in the FIM SuperMoto World Championship will be allocated a permanent starting number for the season by the FIM Championship Promoter.
2. The number one (#1) will always be reserved for the FIM World Champion of the previous year.

2.5.S1N FIM SuperMoto of Nations

1. All the teams in the FIM SuperMoto of Nations **overall** final standings of the previous **event** will have their starting numbers reserved.
2. The starting numbers will correspond to the team's result in **that** event and be allocated accordingly.
3. The winning team will be allocated numbers 1, 2, 3; the second placed team: 4, 5, 6, and so on.
4. The FIM Administration issues starting numbers to all the other teams that enter the event.

2.6 Non-Participation in an Event

1. Riders who enter a FIM SuperMoto World Championship event and who cannot take part are subject to the provisions of the FIM Regulations.
2. The FMN(s) of any riders who do not inform both the FIM and the organisers of their inability to attend, or who do not provide an acceptable reason **before the end of the Technical Verifications**, may be fined € 150.- by the FIM Administration.
3. 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.
4. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction.

2.7 Rider Equipment / Protective Clothing

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

a) Helmets

Helmets must be marked with one of the official international standard marks mentioned in the current FIM Technical Rules Motocross. Long hair must be contained within the helmet.

b) Eye protection

Goggles must be worn **during all on-track competition (Practices, SuperPole, Warm-Up, Warm-Up Lap and Races)**. The use of helmet visors, roll-offs or tear-offs is also allowed. However, in adverse racing conditions **during a Race** riders may take off their goggles but it is strongly recommended to get a new set in the pit lane during the next lap.

c) Equipment / Protective clothing

Riders must wear a complete leather suit (one piece) with additional leather padding or other protection on the principal contact points: knees, elbows, shoulders, hips, etc.

Riders must also wear leather boots and gloves, which with the suit provide complete coverage from the neck down.

The use of **unmodified full upper body protection (front and back)** is compulsory.

Riders may wear a bib above their leather suit.



d) **FIM and FIM Championship logos**

Riders must display the FIM and FIM Championship logos on the upper front torso area (left side) of their leathers and/or bib (when the rider is wearing a bib over his leather suit)/(See 7. Diagrams).

e) **Family name of the rider / Number of the rider**

The family name of the rider must appear on the shoulder line of the leather suit and/or the bib. For the number, please see below/in addition to 2.7.

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

In addition to 2.7:

2.7.S1GP FIM S1GP SuperMoto World Championship

d) **FIM Championship logo**

Riders must display the FIM S1GP SuperMoto World Championship logo.

e) **Number of the rider**

The rider's starting number may appear under his name on the back of his leathers/bib (whenever a bib is used). **In this case, the number on the leathers/bib must be the same as the one that has been allocated to the rider for the event.**



2.7.S1N FIM SuperMoto of Nations

a) Helmets

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

In addition, the defending FIM Team World Champion (starting numbers 1, 2, 3) is allowed to wear the rainbow colours on the helmet.

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

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

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

c) Equipment / Protective clothing

Riders must wear a bib of their national team over their leathers (see drawings).

The rider's starting number must appear under his name on the back of his bib.

These bibs should be the same colour for each member of the same team and should include in the overall colour scheme, the colours of their national flag, represented in stripes, bands or other design.



In addition, the defending FIM Team World Champion is allowed to wear the rainbow colours on the equipment and protective clothing.

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

d) FIM Championship logo

Riders must display the FIM SuperMoto of Nations logo.

e) Family name of the rider / Number of the rider

The starting number of the rider must appear below his name on the back of the bib. **The number on the bib must be the same as the one that has been allocated to the rider for the event.**



2.8 Rider / Mechanic / Team Clothing

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

In addition to 2.8:

2.8.S1N FIM SuperMoto of Nations

5. National teams are encouraged to have team shirts/uniforms/clothing for their riders, mechanics and team members.
6. 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.
7. In addition, the defending FIM Team World Champion is allowed to wear the rainbow colours on the team shirts/uniforms/clothing for their riders, mechanics and team members.

2.9 Rider Behaviour and Assistance

1. Riders must at all times adhere to the provisions of the FIM Regulations.
2. Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.
3. Riders must report any underlying medical disorder or injury they may have to the CMO.
4. At any time during the event, on request of the Chief Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.
5. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
6. Unsporting, aggressive or reckless behaviour from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers' and Promoters' staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the Race Direction.
7. Riders may be held responsible for the actions of their team members.
8. Riders and team members are forbidden to ride any motorised vehicles, bicycles, city rollers, roller skates or skateboards, etc. on the track outside the official practice/qualifying sessions and races.
9. Riders must obey the official flag signals and the boards which convey instructions.
10. Riders have to carry "on-board" cameras on their motorcycles when requested by the FIM Championship Promoter.

11. **Riders are responsible for being aware of all information issued in the riders' electronic briefing which will be sent to the e-mail address provided by them and/or any other rider's briefing held at the event. Therefore, riders are also responsible to provide their correct personal e-mail address and to take care that e-mails can be delivered.**
12. All body jewellery is to be taped over or removed during on-track competition.
13. The use of a portable music player is not allowed at any time during on-track competition.
14. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction.
15. Riders not performing up to competition level may be excluded from the event by the Race Direction.
16. Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants (organisers' and Promoters' staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the Race Direction.
17. Riding without eye protection is prohibited at all times. However, in adverse weather conditions riders may take off their goggles but it is strongly recommended that they get a new set of goggles in the pit lane during the next lap.
18. Riders must always start the Free Practices, the Time Practices, the Warm-Up and the SuperPole from the pit lane. **For the Free Practices, the Time Practices, the Warm-Up: riders will line up in orderly fashion as they arrive in the pit lane. It is forbidden to pass ahead of the others. Riders leave the pit lane for their practice session/Warm-Up one at a time without overtaking another rider before arriving onto the track.**



19. When the riders are on the course, consultation between them and team members is restricted to the pit lane. Riders who stop along the course to consult with others may hinder the progress of other riders, and such action will be considered as outside assistance.
20. 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.
21. 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.
22. 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.
23. Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the Race Direction.
24. Riders must use only the marked track (course). However, if they accidentally leave the course, they may continue at reduced speed, not accelerating in an unsafe manner, until they can re-enter the course safely. They must re-enter the course, without gaining an advantage, at the closest point to where they left it.
25. Riders who have accidentally left the course and are off course accelerating in an unsafe manner or cutting part of the course may be determined to have gained an advantage without having gained a position.
26. It will be the duty of the Race Direction to make the determination as to whether a rider gained an advantage by accidentally leaving the course and re-entering.

27. The penalty for gaining an advantage while off course during practices will be the loss of the fastest lap in the respective practice for the rider in question. Further penalties may be imposed.
28. The penalty for gaining an advantage while off course during races will be the loss of the number of positions gained plus one additional position in the final results of the respective race for the rider in question. If no positions were gained, the penalty will be the loss of one position.
29. Course cutting is forbidden. Should the Race Direction determine that a rider left the course with the intention to gain an advantage, then the rider in question will be disqualified from the respective practice/race. Further penalties may be imposed.
30. A zone must be reserved for repairs and signalling (= the pit lane) during the practices and races. Only mechanics, signallers, representatives of the industry and essential officials bearing valid passes are permitted in this area.
31. Riders may enter the pit lane to receive assistance or to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the FIM Technical Rules Motocross. Refuelling is permitted, but must be done with engines dead.
32. No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the pit lane.
33. When a rider is on the course, he must always enter the pit lane by the pit lane entrance. When a rider “misses” the pit lane entrance, he must continue in the direction of the course for another lap. Entering the pit lane by the pit lane exit will be considered as attempting to gain an advantage by course cutting for which the penalty will be disqualification from the respective practice, qualification or race. If necessary, further penalties may be imposed.
34. Riders entering the pit lane should ride in a responsible manner. They should not ride at an excessive speed, not overtake any other riders and must always come to a complete stop. In the latter case, violators will be disqualified from the practice/race in question.



35. Riders who stop their engines in the pit lane may be assisted in re-starting their motorcycles.
36. Riders are not allowed to have a spare motorcycle in the pit lane during a warm-up lap and/or race. Having a spare motorcycle in the pit lane at that time will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
37. Riders who enter the paddock during a race will not be allowed to re-join that race.
38. Riders returning slowly to the pit lane or paddock should ride carefully, avoid the racing line and not interfere with other riders.
39. Riders are allowed to do practice starts in the designated start practice zone(s) at the end of the Free and Time Practice sessions and Warm-Up. It is prohibited to make any practice starts during the compulsory Warm-Up lap before a Race.
40. One practice start only per rider is allowed in each practice start zone. It is prohibited to make a practice start, then stop further up the track and make another practice start in the same zone.
41. Riders may make a practice start only when there are no stationary motorcycles in front of them. The riders most forward in the practice start zone make their starts first, followed by the riders behind them, and so on.
42. Once the rider has made his practice start, he continues at slow speed to the next practice start zone or the exit of the track.
43. Riders who do not wish to make a practice start continue slowly on the racing line on the side of the track, opposite to the practice start zone and proceed to the exit of the track.
44. A rider must take his position on the starting grid with the motorcycle he is going to use for the race in question.
45. Riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position.

46. Motorcycles must be centred in the rider's position on the starting grid. Riders may not start in an angle.
47. Riders may not use any starting aid devices (starting blocks, other elevating devices, etc.) at the start.
48. Riders who want to enter the starting grid after the access from the paddock to the starting grid has been closed will be disqualified from the race in question.
49. Adjustments to the motorcycle can be carried out on the starting grid until 2 minutes before the start of the warm-up lap.
50. If a rider has mechanical problems before the start of the warm-up lap and the motorcycle cannot be repaired on the starting grid, he must push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it. The rider in question loses his right to participate in the compulsory warm-up lap, as well as his initial starting position. He must stay in the pit lane and start the Race from that position after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.
51. If a rider stalls his engine before/during the start of the warm-up lap, he must remain on his position and may attempt to restart. If he can restart the motorcycle within reasonable time, he can do the warm-up lap. If the motorcycle cannot be restarted within reasonable time, he must remain on his motorcycle and raise his arm. Immediately after all the riders have left for the compulsory warm-up lap, he must push his motorcycle into the pit lane, as ordered by the officials, where he and/or his mechanics may attempt to repair it. The rider in question loses his right to participate in the compulsory warm-up lap, as well as his initial starting position. He must stay in the pit lane and start the Race from that position after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.
52. Any rider who encounters mechanical problems during the warm-up lap must go to the pit lane and make repairs. He cannot return to the starting grid. The rider in question must stay in the pit lane and start the Race from the pit lane after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.
53. Riders who do not succeed in returning from the warm-up lap to the start grid or pit lane before the start of the race, will be disqualified from the race in question.



54. When a rider takes his assigned starting grid position after the warm-up lap, he must keep his engine running, he cannot return to the pit lane or receive assistance prior to the start.
55. Any rider who arrives back from the warm-up lap after the Clerk of the Course at the rear of the starting grid has raised the green flag, will be considered a “late arrival”. He will lose his initial position at the starting grid and must take a position at the rear of the grid and start the race from there (the row following the last row of riders).
56. If a rider has mechanical problems when he has taken his position on the starting grid after the warm-up lap, he must remain on his motorcycle and raise his arm. If the rider in question is unable to start his motorcycle within a reasonable time, he must obey the instructions of the officials and remove his motorcycle to the back of the starting grid where he may make further attempts to start it. If he succeeds in starting the engine, he must take the start from this position.
57. If by 15 seconds before the start of the Race, a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. He must then immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid where he may make further attempts to start it. If he succeeds in starting the engine, he must take the start from this position.
58. If he still did not succeed in starting the motorcycle when the start has been given, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.
59. Riders taking the start of the Race from the pit lane may then start the Race upon instruction of the Clerk of the Course or a qualified official nominated by him, situated at the pit lane exit.
60. A rider is not permitted to attempt to delay the start by any other means than mechanical problems.
61. A rider may not anticipate the start or he will be penalised with a time penalty of 20 seconds at the end of the Race in question, irrespective of the number of the number of laps he has completed.

62. The rider in question will then be shown the “JUMP START/ + 20 SECONDS” board together with his riding number during 3 laps. His team in the pit lane will be informed by means of the TV results screen with the message: “Jump start # (number of the rider) + 20 seconds”.
63. **Riders may use the “Joker Lane” without any restrictions at any time during the Free Practice and the Warm-Up.**
64. **Riders must use the “Joker Lane” during the Warm-Up lap prior to the SuperFinal. They must again use the “Joker Lane” one time and only once during the SuperFinal otherwise they will be penalised by losing 5 positions in the results of the said SuperFinal.**
65. **Using the the “Joker Lane” at any other time during the event is forbidden. Riders who do not respect this rule may be penalised by the Race Direction.**
66. When crossing control lines, the rider must always be in contact with the motorcycle.
67. After having crossed the finish line, riders must continue at race speed until they have passed the “END FINISH ZONE” board and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.
68. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/ paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.
69. 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.
70. The riders concerned 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 by the Race Direction.

2.10 Team Manager

2.10.S1N FIM SuperMoto of Nations

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



3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

1. FIM SuperMoto World Championship events are open to motorcycles as defined in the FIM Regulations, Appendix 01, FIM Motocross Technical Regulations:

S1GP / S1N

Motorcycles of Cat. I, Group A1, over 175cc up to 250cc for 2-stroke engines and over 290cc up to 450cc for 4-stroke engines.



3.2 Front Number Plate

1. The motorcycle's front number plate must always display (see 7. 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 logos of the FIM and the FIM Championship as shown on the diagram must have a minimum clear space of 10 mm between the logos and the number below.
 - d) Team publicity is allowed on the front plate below the number but always respecting a minimum clear space of 10 mm between the team publicity and the number above.
2. The numbers must be clearly legible for the spectators and officials.
3. The logos of the FIM and the FIM Championship must be clearly visible.
4. **Any motorcycle without the logos of the FIM and the FIM Championship on the front number plate will be considered not in conformity with the Regulations and the rider will not be allowed to enter the course.**

In addition to 3.2:

3.2.S1GP FIM S1GP SuperMoto World Championship

5. At the first event of the Championship, the following colour schemes are compulsory and must be displayed by the reigning FIM SuperMoto World Cup winner:
 - S1GP Red background + White numbers
+ Logos of the FIM and S1GP
6. As of the second event of the Championship, the following colour schemes are compulsory and must be displayed by the current leader of the Championship:
 - S1GP Red background + White numbers
+ Logos of the FIM and S1GP



7. For the other riders, the colour scheme for the background of the front number plate and the numbers is free. However, there must be a clear colour distinction between the colour of the number, the FIM and S1GP logos and the colour of the background.
8. The following colours shall be used, following the RAL colour table, i.e.:
 - Black 9005
 - White 9010
 - Red 3020

3.2.S1N FIM SuperMoto of Nations

5. The following colour schemes are compulsory and must be displayed by the winning Team of the previous year's FIM SuperMoto of Nations:
 - S1N Red background + White numbers
+ Logos of the FIM and S1N
6. The following colour schemes are compulsory and must be displayed by the Junior Team that won the "Junior Challenge" in previous year's FIM SuperMoto of Nations:
 - S1NJ Black background + Red numbers
+ Logos of the FIM and S1N
7. The following colour schemes are compulsory and must be displayed by all the other teams:
 - S1N White background + Black numbers
+ Logos of the FIM and S1N
 - S1NJ(*) Black background + White numbers
+ Logos of the FIM and S1N

(*) Junior Teams only /
Teams consisting of 3 riders under 23 years old
8. The following colours shall be used, following the RAL colour table, i.e.:
 - Black 9005
 - White 9010
 - Red 3020



3.3 Side Number Plates

1. The motorcycle's side number plates must always display:
 - a) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules.
2. The numbers must be clearly legible for the spectators and officials.
3. The logos of the FIM and the FIM Championship must be clearly visible.
4. **Any motorcycle without the logos of the FIM and the FIM Championship on the side number plates will be considered not in conformity with the Regulations and the rider will not be allowed to enter the course.**

In addition to 3.3:

3.3.S1GP FIM S1GP SuperMoto World Championship

5. The motorcycle's side number plates must always display:
 - b) The FIM and S1GP logos.
 - c) Optionally, publicity of the rider's/team's sponsor(s).
6. There is freedom of design and publicity, but incorporation of the rider's number and the FIM and S1GP logos into the graphics is compulsory.
7. The colour scheme for the background of the side number plates and the numbers is free. However, there must be a clear colour distinction between the colour of the number, the FIM and S1GP logos and the colour of the background.

3.3.S1N FIM SuperMoto of Nations

5. The motorcycle's side number plates must always display:
 - b) The Team's national flag, respecting the dimensions of the number plate.
6. There must be a clear colour distinction between the colour of the number and the colour of the background/flag. The number may be outlined.



3.4 Front Fork Covers

1. The motorcycle's front forks covers must always display:
 - a) The logo of the Official Tyre Supplier (See 7. Diagrams).
2. The logo of the Official Tyre Supplier must be clearly visible.
3. **Any motorcycle without the logo of the Official Tyre Supplier on the front forks covers of the motorcycle will be considered not in conformity with the Regulations and the rider will not be allowed to enter the course.**

3.5 Tyres

1. The Official Tyre Supplier will be nominated by the FIM Championship Promoter.
2. At each event, the participants shall only use **those** tyres distributed by the Official Tyre Supplier at the event in question.
3. The Official Tyre Supplier will apply a sticker with an identification number for the event in question on the left sidewall of each tyre.
4. For each event the Official Tyre Supplier may supply for front and rear a **maximum of two (2)** specifications of “dry” tyres and one (1) specification of “wet” tyres each. All competitors will have equal access to these tyres.
5. The Official Tyre Supplier will **have** a written explanation of the markings and the general characteristics of the different types of tyres **available for** the FIM Race Director.
6. At the beginning of the event, the Official Tyre Supplier must **have available for** the FIM Race Director one (1) sample of each type of tyre that will be used at the event.
7. Only tyres intended for SuperMoto application are permitted. Other tyre types, such as Motocross, Enduro or Trial tyres are prohibited.
8. The maximum tread depth of the front and/or rear tyres used must be 10 mm in the centre of the tread width.
9. Additional tread grooves, cuts, etc. are allowed on the front and/or rear tyres.
10. During Free Practices, Timed Practice, **SuperPole**, Warm Up, Warm-up lap and Races, no motorcycle may enter the track without the front and rear tyres being marked with an adhesive sticker, supplied by the FIM Championship Promoter and displayed on the left side of each tyre.
11. The sticker will show an identification number for each rider and the event in question.



12. The Official distributing the stickers must prepare a list with the starting number and name of each rider and the identification number of the stickers he received.
13. Every rider (or his representative) must sign this list upon receiving his stickers. The list must be presented to the Race Direction before the beginning of the first official practice.
14. After delivery of the stickers, the rider will be responsible for their safekeeping and use. Any abuse may give rise to sanctions according to these Regulations.
15. The stickers must be applied to the left sidewall of the tyre. A Technical Steward of the FMNR will check that all the motorcycles that go out on the course are fitted with tyres carrying the correct sticker.
16. Any case of use of motorcycles fitted with tyres without valid stickers will immediately be reported to the FIM Race Director, who will take appropriate action.
17. Any motorcycle **entering the track** fitted with tyres without a valid sticker will be considered not in conformity with the Regulations and the rider may be disqualified from the **Practice, SuperPole, Warm-Up or Race in question**.
18. If, in the opinion of the FIM Race Director, the violation is unintentional and/or was caused by a race incident, he may decide to impose an alternative penalty.
19. In exceptional cases, should the sticker be damaged or applied in the wrong way, up to two (2) extra stickers may be provided at the sole discretion of the FIM Race Director. However, the damaged sticker must be returned to the FIM Race Director and/or the tyre it was applied to must be absolutely intact.
20. In case a sticker is applied on the wrong sidewall of a new tyre (a tyre that has not been used yet), the rider concerned will receive a warning from the FIM Race Director and he will be allowed to enter the track.



21. In case a sticker is applied on the wrong sidewall of a used tyre (a tyre that has been used in a previous session), the rider concerned will be ordered the FIM Race Director to apply a new sticker on the left sidewall of the tyre in order to enter the track.
22. In case of rain, there will be no restriction on the number of tyres that can be used during that time. Consequently, the tyres must then not be marked with a sticker. These decisions will be taken by the Race Direction and communicated to the riders and officials.
23. At any time during the event, and upon the request of the FIM Delegate or FIM Race Director, riders shall be able to give a precise account of the number of tyres they have used.

In addition to 3.5:**3.5.S1GP FIM S1GP SuperMoto World Championship**

24. A maximum of eight (8) tyres is allowed per event. This maximum total quantity indistinctly includes front and rear tyres.
25. A total of eight (8) stickers will be handed to each rider according to a timetable decided by FIM Race Director. However, these stickers will be distributed before the beginning of the first official practice of the event.

3.5.S1N FIM SuperMoto of Nations

24. A maximum of seven (7) tyres is allowed per event. This maximum total quantity indistinctly includes front and rear tyres.
25. A total of seven (7) stickers will be handed to each rider according to a timetable decided by FIM Race Director. However, these stickers will be distributed before the beginning of the first official practice of the event.
26. The team winning the B-Final will be allowed to use one (1) extra tyre per rider which it will receive from the FIM Race Director immediately after the results of the B-Final have been approved.

3.6 Additional Technical Specifications

1. In addition to the Motocross Technical Rules, additional technical specifications will apply for motorcycles entering FIM SuperMoto World Championships. Please refer to **Article 01.51** of the current FIM Technical Rules for Motocross.

4. OFFICIALS AND PROCEDURES

4.1 General

1. The management and supervision of events, as well as the judicial procedure, are the responsibility of the officials appointed by the FIM or the FMNs.
2. Appointed officials must be fluent in English or French. Other languages are an asset.
3. The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify.
4. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.
5. Official's FIM licences are only issued after the officials have proved to be competent according to the special requirements for each discipline. The relevant FIM Commissions organise seminars obligatory for certain officials.
6. The FIM or the FMNs have the right to renew or cancel an appointment whenever necessary.
7. An official shall not be a rider, sponsor, team manager, mechanic or promoter participating in the event.
8. The Clerk of the Course must present to the FIM Delegate a list of all Officials of whom the number of the FIM licence must be mentioned.
9. All officials and marshals must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.
10. See also the FIM Regulations, Chapter 40 of the Sporting Code.



4.2 Officials who hold an FIM Licence

1. Any of the following officials, when on duty at FIM SuperMoto World Championships, must be a holder of the appropriate FIM official's licence valid for the current year:
 - FIM Delegate
 - FIM Race Director
 - FIM Chief Steward
 - FMNR Steward
 - Clerk of the Course
 - FIM Chief Flag Steward
 - FIM Technical Director
 - Chief Technical Steward
 - Technical Steward
 - Chief Timekeeper
 - FIM Medical Director
 - Chief Medical Officer
 - Environmental Steward.
2. In order to facilitate the communication between the various officials, it is recommended that they speak English fluently.



4.3 Jurisdiction

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



4.4 FIM Delegate

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



- i) **The FIM Delegate must collate all the official reports, documents and official results of the event according to the respective FIM Delegate e-File and upload this file on the FIM Share Platform within 72 hours after the end of the event.**



4.5 FIM and FMNR Stewards

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

4.6 Race Direction

1. The Race Direction is composed of the FIM Delegate, the FIM Race Director and the Clerk of the Course.
2. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Delegate will exercise a casting vote.
3. The quorum for a meeting of the Race Direction is two persons.
4. The meetings of the Race Direction are chaired by the FIM Delegate.
5. The Race Direction will meet at any time required during the event; at least before the first official practice session and at the end of each of day of official practices and/or races.
6. The Race Direction will hear any protests that are lodged during the event.
7. The Race Direction has the competence to pronounce ex officio sanctions against riders, team staff, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship.
8. The authority and duties of the Race Direction are:
 - a) To ensure the smooth and efficient running of the event.
 - b) To approve all the official results of the event.
 - c) To impose penalties for any infringements of the Regulations.
 - d) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current Regulations or instructions given by an official of the event.
 - e) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.



- f) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
 - g) To adjudicate on any protest relating to infringements of the Regulations.
- 9. The Race Direction may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the of the same Code:
 - a) Warnings
 - b) Fines, subject to a maximum of € 3'000.-
 - c) Time and/or point penalties
 - d) Drop of positions
 - e) Disqualification
 - f) Suspension for a period not exceeding 30 days starting from the date of the offence
 - g) Loss of right to participate in the Championship, which may be applied to one or more events

or refer the case to the International Disciplinary Court to impose a higher penalty that it is empowered to.
- 10. Any person or organisation affected by a disciplinary decision of the Race Direction has the right to appeal this decision. This appeal must be presented to the FIM Stewards Panel 30 minutes at the latest after the notification of that decision.
- 11. Appeals against a disciplinary decision taken by the Race Direction will be dealt with by the FIM Stewards Panel.

4.7 FIM Stewards Panel

1. The FIM Stewards Panel is composed of:
 - a) The FIM Chief Steward
 - b) The FMNR Steward.
2. The quorum for a meeting of the FIM Stewards Panel is one person.
3. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Chief Steward will exercise a casting vote.
4. The meetings of the FIM Stewards Panel are chaired by the FIM Chief Steward.
5. The FIM Stewards Panel will meet at any time required during the event.
6. The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.
7. The FIM Stewards Panel may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the of the same Code:
 - a) Warnings
 - b) Fines, subject to a maximum of € 3'000.-
 - c) Time and/or point penalties
 - d) Drop of positions
 - e) Disqualification
 - f) Suspension for a period not exceeding 30 days starting from the date of the offence
 - g) Loss of right to participate in the Championship, which may be applied to one or more events

or refer the case to the International Disciplinary Court to impose a higher penalty that it is empowered to.
8. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision.
9. After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

4.8 Race Direction Meetings

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

In addition to 4.8:

4.8.S1GP FIM S1GP SuperMoto World Championship

- c) Report to the Race Direction by the Representative of the FIM Championship Promoter.

4.8.S1N FIM SuperMoto of Nations

- c) Report to the Race Direction by the Representative of the FIM Administration.



4.9 Minutes of Meetings

1. The Minutes of all the Race Direction and/or FIM Stewards Panel meetings must be written in English.
2. The Minutes must state in detail any penalties imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accidents which may have occurred, any possible irregularities observed, as well as the opinion of the Race Direction regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.
3. The Minutes are to be prepared by the Secretary and must be signed by him and the FIM Delegate.
4. The FIM Delegate must send a copy of these Minutes to the FIM Administration within 72 hours after the event.

4.10 Publication of Decisions

1. All decisions necessary for the running of the event as well as the results must be published as soon as it is reasonably possible. These decisions must be published in English.
2. Any judicial decision pronounced by the Race Direction or the FIM Stewards Panel must be notified directly at the venue of the event or, failing that, by registered letter with acknowledgement of receipt.
3. Whenever possible at the event, the party (parties) involved should at least be notified orally. However, it is preferable that the decision of the Race Direction/FIM Stewards Panel be notified by a written document.
4. Except for cases under §6 below, this document/notification of a decision shall:
 - a) State the names and the licence numbers of the Members of the Race Direction/FIM Stewards Panel.
 - b) State the name(s) of the party (parties) involved.
 - c) In case of a protest, state that the protest fee has been paid by the protesting party.
 - d) State the reasons for the action taken/protest.
 - e) State the articles to which the action taken/protest relates.
 - f) State any additional information obtained during the hearing;
 - g) State the decision of the Race Direction/FIM Stewards Panel and its evidence and brief reasons.
 - h) For decisions of the Race Direction: shall be signed by the FIM Delegate;
 - i) For decisions of the FIM Stewards Panel: shall be signed by the FIM Chief Steward.

5. Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:
 - a) The party (parties) concerned by the Race Direction/FIM Stewards Panel decision must sign for receipt on a copy of that decision/acknowledgement of receipt.
 - b) For decisions of the Race Direction: shall be signed by the FIM Delegate.
 - c) For decisions of the FIM Stewards Panel: shall be signed by the FIM Chief Steward.
 - d) The name of the person who receives the decision. His position/function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt.
 - e) The copy of the decision, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Delegate.
6. In the case of the following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different:
 - Leaving the track during practice and gaining an advantage
= Loss of the fastest lap in the respective practice.
 - Leaving the track during a race and gaining an advantage without gaining any position
= Loss of one position in the respective race.
 - Leaving the track during a race and gaining an advantage and/or positions
= Loss of one position plus the number of positions gained in the respective race.
 - On the course: non respect of the waved yellow flag
 - On the course: non respect of the medical flag
= Loss of 10 positions in the respective practice/race.
 - Failing a post-practice/race sound control;
= Loss of 5 positions in the respective practice/race,
 - On the course during practice: stopping without any valid reason
= Loss of the fastest lap time in the respective practice.

- On the starting grid before the start of the Warm-Up lap: riders who have mechanical problems or cannot start their motorcycle
- On the starting grid during the start of the Warm-Up lap: riders who have mechanical problems, cannot start or stall their engine
= Loss of participation in the Warm-Up lap and starting position in the respective race and obligation to take the start from the pit lane.
- During the Warm-Up lap: riders who encounter mechanical problems
= Loss of starting position in the respective race and obligation to take the start from the pit lane.
- At the end of the Warm-Up lap: riders who arrive late from the Warm-Up lap to the starting grid (after the raising of the green flag)
= Loss of starting position in the respective race and obligation to take the start from the row behind the last row of riders.
- During the start procedure: riders who have mechanical problems **or stall their engine** on the starting grid and cannot start their motorcycle in a reasonable time
= Loss of starting position in the respective race and obligation to take the start from the back of the starting grid.
- During the “SuperFinal”: riders who do not use the Joker Lane or use it more than one time.
= Loss of 5 positions in the results of the “SuperFinal” in question.
- On the course: cutting the course
- On the course: stopping to consult with others
- On the course: any consultation/signaling between others and a rider (except in the pit lane)
- On the course: receiving any assistance other than from a marshal in the interest of safety
- On the course: receiving any assistance to re-start the engine or repair the motorcycle
- On the course/starting grid: refuelling

- Entering the pit lane and not coming to a complete stop
 - Entering the pit lane by the pit lane exit
 - A rider changing Group
= Disqualification from the respective practice/race.
 - Riders arriving late on the starting grid (after the access from the paddock to the starting grid has been closed)
 - Riders who have a spare motorcycle in the pit lane during a warm-up lap/a race
 - Riders who have mechanical problems on the starting grid, who do not succeed in repairing/re-starting their motorcycle before the raising of the green flag and then do not follow the instructions from the officials
 - Riders who have taken their position on the starting grid and who change position
 - Riders who have taken their position on the starting grid and return to the paddock
 - Riders who do not succeed in returning from the warm-up lap to the starting grid or pit lane before the start of the race
= Disqualification from the respective race.
 - Riders anticipating the start:
= 20 second time penalty to be added to the rider's total racing time at the end of the race in question, irrespective of the number of laps he has completed.
7. In the above mentioned cases in §6, the following procedure will apply:
- a) The rider(s) will be notified orally by the FIM Race Director when he (they) finishes(finish) the race.
 - b) The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty.
 - c) The rider can appeal the decision within 30 minutes after the publication of the results (only in the case of course cutting).

4.11 FIM Race Director

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

4.12 Clerk of the Course

1. The Clerk of the Course is appointed by the FMNR.
2. The Clerk of the Course cannot be at the same time the FMNR Steward.
3. When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Race Director.
4. The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties include but are not limited to:
 - a) The Clerk of the Course must be present as of 09:00 a.m. the day preceding the start of the official practices and remain available after the event until the completion of his duties.
 - b) The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.
 - c) The Clerk of the Course must present a copy of the third party insurance policy of the organiser to the FIM Delegate.
 - d) The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty.
 - e) The Clerk of the Course may make recommendations to the Race Direction which affect or modify the published programme, such as the duration, the postponement, re-running, stopping of a practice session/race or abandonment of the event.
 - f) The Clerk of the Course, in consultation with the FIM Race Director, can prevent a rider or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
 - g) The Clerk of the Course must ensure that the FIM Regulations are respected; he may propose penalties to the Race Direction.



- h) The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- i) The Clerk of the Course must notify the Race Direction of all decisions to be taken or already taken, and of any protest handed over to him.
- j) The Clerk of the Course must collate the reports and results from all officials and all other information necessary to present his report to the Race Direction, and to have the provisional results of the event approved.



4.13 FIM Chief Flag Steward

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



4.14 FIM Technical Director

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



4.15 Chief Technical Steward

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

4.16 Chief Timekeeper

1. The Chief Timekeeper and the timekeepers are appointed by the FIM Championship Promoter.
2. The Chief Timekeeper and the timekeepers shall in particular:
 - a) Be qualified to use the timekeeping system of the event.
 - b) If requested to do so by the riders, examine their results and show them the recording of their lap times.
 - c) Produce the official results in accordance with the FIM Regulations and hand a copy to the Clerk of the Course.
 - d) If requested to do so by the Race Direction, attend meetings, but without voting rights.



4.17 Environmental Steward

1. The Environmental Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular:
 - a) Ensure that the FIM Environmental Code is respected.
 - b) Report to the Clerk of the Course any infringement to the FIM Environmental Code.
 - c) Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations on all aspects of the event which may have potential environmental consequences.
 - d) 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 Clerk of the Course.
 - e) Give his recommendations to the Race Direction.
 - f) If requested to do so by the Race Direction, attend meetings, but without voting rights.



4.18 FIM Medical Director

1. The FIM Medical Director is appointed by the Director of the FIM Medical Commission in consultation with the Director of the FIM Motocross Commission.
2. The FIM Medical Director is not responsible for the treatments of the medical service but will ensure that it is sufficient, appropriate and in accordance with the FIM Medical Code.
3. The FIM Medical Director works in cooperation with the FIM Race Director, the FIM Delegate and the Chief Medical Officer.
4. The authority and duties of the FIM Medical Director include (This list is not exhaustive and also includes any other duties that are required to ensure the safety and wellbeing of the participants and to ensure the event medical service is in accordance with the FIM Medical Code. Please, also refer to the FIM Medical Code:
 - a) The FIM Medical Director will inspect the circuit with the Chief Medical Officer the day before the first practice session. A further check will be made no later than 30 minutes before the first practice session each day and at least 15 minutes before the start of the subsequent session.
 - b) The FIM Medical Director will report any concerns or deficiencies relating to the event medical provision to the FIM Race Director and FIM Delegate and present proposals to resolve such concerns.
 - c) The FIM Medical Director will report to the FIM Race Director and FIM Delegate any necessary interventions regarding the medical service.
 - d) In extreme circumstances may the FIM Medical Director - in collaboration with the FIM Race Director - propose to the Event Management to delay the practice sessions or races or in exceptional circumstances recommend its cancellation.
 - e) The FIM Medical Director is available for medical questions and advice for riders, teams and the Promoter and others and will liaise with the CMO and the local medical services on their behalf.



- f) The FIM Medical Director will provide advice regarding anti-doping requirements to the riders, their doctors, their teams and the CMO.
- g) The FIM Medical Director will examine with the Chief Medical Officer all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.
- h) To advise regarding the fitness to compete, or otherwise of an injured rider.
- i) The FIM Medical Director is the final arbiter in relation to medical issues at the event.
- j) The FIM Medical Director will attend serious incidents with the Chief Medical Officer or his nominated deputy and render such assistance as may be necessary and deal with any issues with the medical service around the circuit
- k) The FIM Medical Director will send the list of fit and unfit riders the FIM Medical Commission Coordinator (cmi@fim.ch) and other relevant officials for onward transmission to the CMO of the following event.
- l) The FIM Medical Director shall attend Race Direction meetings, but without voting rights.

4.19 Chief Medical Officer

1. The Chief Medical Officer, appointed by the FMNR, has the overall responsibility for the medical service and shall, in particular (This list is not exhaustive and also includes any other duties that are required to ensure the safety and wellbeing of the participants and to ensure the event medical service is in accordance with the FIM Medical Code. Please, also refer to the FIM Medical Code):
 - a) Be the same throughout the event.
 - b) Must complete the FIM Circuit CMO Questionnaire (Appendix F) and send it - together with all relative documents - to the CMI (cmi@fim.ch) and the FIM Medical Director at least 60 days prior to the event.
 - c) Must contact in writing, at least 60 days before the event, hospitals in the vicinity of the event that are able to provide the specialist services as required by the current FIM Medical Code.
 - d) Be familiar with the circuit and the organisation of the medical services at which he is appointed.
 - e) Have to attend the circuit control together with the FIM Medical Director and the Clerk of the Course one day prior to the first practices.
 - f) Inspect, together with the FIM Medical Director, all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
 - g) Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
 - h) Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
 - i) Give information and recommendations to the Race Direction on injured riders and all aspects of the event which may have potential medical consequences.



- j) To examine with the FIM Medical Director all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.
- k) Ascertain that fallen riders are medically fit to continue in competition.
- l) In accordance with normal medical practice will complete a clinical record of all medical examinations and assessments. A copy of the clinical record should be provided to the rider or their nominated representative to facilitate ongoing treatment after the event and referral to the rider's medical insurance provider.
- m) Will prepare the list of injured riders (Medically unfit list) to be given to the Medical Director and FIM Medical Representative (if present).
- n) Must inform and update the FIM Medical Director regarding the condition of injured riders and liaise with the relevant hospital to ascertain and report the progress of their condition and treatment.
- o) Send the Accident Statistic Forms (Appendix A) and the Questionnaire Fatal Accidents (Appendix L) electronically to the FIM Medical Department (cmi@fim.ch) by the day following the event.
- p) Attend Race Direction meetings, but without voting rights.

4.20 Flag Marshals

1. The minimum age for Flag Marshals is 18 years. They are appointed by the FMNR/organiser and must have participated in a briefing with the Clerk of the Course and/or a qualified official nominated by him.
2. 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 Clerk of the Course, who will hand it over to the FIM Delegate before the start of the official practices.
3. The marshals must be identified by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that they cannot be mistaken with the flags.
4. The uniform shirts or bibs will be provided by the FIM Championship Promoter.
5. As a principle, there should be a minimum of two marshals available per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider in the interests of safety. One or more additional marshals are recommended at jumps.
6. However, the position and occupation of each post will be decided by the FIM Race Director, the Clerk of the Course, the FIM Chief Flag Steward (when appointed at the event) and the Chief Flag Marshal during the circuit control. If deemed necessary, the position and occupation of a post may be modified at any time.
7. After an event, the Flag Marshals must remain available until protest/appeal time has expired.

4.21 Official Signals / Boards

1. Boards for official signals shall be provided by the FIM Championship Promoter, and must be produced to a high standard and be clearly readable.
2. Official board signals before the warm-up lap shall be given by means of a white board (minimum L 750 mm X W 750 mm) with a black block number on both sides:

Board Signals	Meaning
"4,2 MINUTES" (Prior to the Warm-Up Lap)	4,2 minutes until the start of the compulsory warm-up lap

3. The "Joker Lane" will be indicated by a black board (minimum L 750 mm X W 750 mm) with "JOKER LANE" in white lettering:

"JOKER LANE"	Entrance to the "Joker Lane"; riders to take the "Joker Lane" one time and only one time during the "SuperFinal"
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4. Practice start zones will be indicated by a black board (minimum L 750 mm X W 750 mm) with "PRACTICE START ZONE" in white lettering:

"PRACTICE START ZONE" (With a painted straight line across the track)	Riders to do the practice start from behind the painted straight line across the track
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5. The end of the finish zone will be indicated by a black board (minimum L 750 mm X W 750 mm) with "END OF FINISH ZONE" in white lettering:

"END FINISH ZONE" (At the finish)	Riders must continue at race speed until they have passed this board. Slowing down abruptly or stopping before is not allowed unless it is ordered by an official
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6. The 20 seconds penalty for an anticipated start by a rider will be indicated to him by a black board (minimum L 750 mm X W 750 mm) with "JUMP START, + 20 SECONDS" in white lettering:

"JUMP START + 20 seconds" With the rider's number	The rider concerned has been inflicted a 20 seconds time penalty for anticipating the start
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4.22 Official Signals / Lights

1. Lights for official signals shall be provided by the FIM Championship Promoter and must be clearly visible.
2. Official light signals shall be given as follows:

Light Signals	Meaning
Red light, switched on (At the start)	The start will be given within the next 5 seconds
(When the red light is on, the start procedure enters its final phase)	
Red light, switched off (At the start)	Start

4.23 Official Signals / Flags

1. Official flag signals shall be given by means of a flag measuring minimum L 750 mm X W 600 mm.
2. The flags (and number boards below) for official signals shall be provided by the FMNR/Organiser:

Flag Signal	Meaning
Red	All riders must stop racing and go to the area indicated by the officials
(All false starts must be indicated by waving a red flag) (The red flag is superior to all flags)	
Black + a board with a rider's number on it	Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock
Yellow, held stationary	Danger, ride cautiously
(A stationary yellow flag will be displayed for maximum 5 minutes at the beginning of the first free practice session and during the warm-up lap which precedes a qualifying race or a race)	
Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore jumps should not be attempted
(The waved yellow flag is superior to the stationary yellow flag)	
Yellow and red striped	Oil, water or another substance is affecting adhesion on this section of the track.
(The yellow & red stripes must be visible on both sides of the flag) (The yellow & red striped flag must be available at each flag marshal post)	

Medical (white with diagonal red cross)	Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern
(The red diagonal cross must be visible on both sides of the flag) (The medical flag must be available at each flag marshal post) (The medical flag is superior to the stationary and waved yellow flags)	

Blue, waved	Warning, you are about to be lapped. Hold your line
(The blue flag must be used by supplementary flag marshals, specialised for this flag only) (A stationary blue flag will be displayed during the warm-up lap which precedes a Qualifying Race or a Race)	

Green	Course clear for the start of the race or start of the Race.
(The green flag will be used for starting the Race whenever it is not possible to start by means of the start light procedure)	

Black and white chequered	End of the practices, the qualifications, the warm-up, the race
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3. Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).
4. The non-respect of the waved yellow and/or the medical flag by a rider (riders) will be considered as a statement of fact to which no protests are possible.
5. The non-respect of the waved yellow and/or the medical flag by a rider (riders) will be sanctioned with a loss of 10 positions in the respective practice/race for the rider(s) in question.
6. The Pantones for the colours of the flags as follows:

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

5. RUNNING OF THE EVENT

5.1 Administrative Control

1. Riders entered in an event may be required to present their FIM SuperMoto World Championship licence, starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FIM/FMNR/Organisers and/or the FIM Championship Promoter.
2. It is necessary to confirm whether all the riders present at the event:
 - a) Are in possession of a valid FIM SuperMoto World Championship licence.
 - b) Have been authorised by their FMN to participate in that event (Only for riders who are not covered by the FIM Insurance Programme).
 - c) Have duly completed the official FIM SuperMoto World Championship entry form.

In addition to 5.1:

5.1.S1GP FIM S1GP SuperMoto World Championship

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

5.1.S1N FIM SuperMoto of Nations

3. The FIM Administration must prepare an updated entry list and give it to the Clerk of the Course before the start of the administrative control.



4. The FIM Administration must also verify that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.
5. The report (confirmation) of administrative control must be presented to the Race Direction by the FIM Administration before the start of the official practices of the event.



5.2 FIM Laissez-Passer

1. The FIM S1GP SuperMoto World Championship and the FIM SuperMoto of Nations are covered by a contract signed by the FIM.
2. Therefore, and for security and practical reasons, only passes issued by the FIM Contractual Partner are valid.



5.3 Preliminary Technical Verifications

1. Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM Regulations and/or the Supplementary Regulations of the event.
2. The technical verifications must be held on the site of the event.
3. The rider and/or the mechanic and/or the team manager must attend the Technical Verifications.
4. During these technical verifications, a rider must present for verification his helmet, his **full upper body protection equipment** and leather outfit/**bib. The leather outfit and/or bib must display the FIM and the FIM Championship logos (See 7. Diagrams).**
5. A rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.
6. During the event and per class, riders are allowed to use only those motorcycles (maximum two) presented at technical control.
7. **The motorcycle's front and side number plates must display the FIM and the FIM Championship logos; the front forks covers must display the logo of the Official Tyre Supplier (See 7. Diagrams).**
8. Each rider 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:
 - a) Riders may present at technical control a second motorcycle in their name and number.
 - b) Teams may present at technical control a second motorcycle to be used by two or more riders. In this case, the team presenting the motorcycle, must inform the Technical Stewards of the names and numbers of the riders eligible to use this motorcycle.



9. For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per motorcycle. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.
10. “On-board” cameras and associated equipment from the FIM Championship Promoter as well as transponders are not considered as telemetry.
11. The maximum limit of the sound level for all engine types is fixed at 114 dB/A.
12. Riders may change motorcycles at any time except during a race. Changing motorcycles during a race is prohibited.
13. The final choice of a motorcycle to be used for the race must be made before the motorcycle enters the starting grid area.
14. At any time during the event:
 - a) On request of the FIM Technical Director and/or the Chief Technical Steward, a rider must present himself and/or their motorcycle(s) and/or equipment to the technical verification.
 - b) A rider will be responsible for keeping his motorcycle and/or equipment in conformity with the rules.
 - c) Data provided by a rider/motorcycle may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Technical Director must remain strictly confidential.
 - d) The FIM Race Director can disqualify a motorcycle of which the construction or condition is considered to be or may become a source of danger.



5.4 Special Medical Examination

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



5.5 Circuit Control

1. A circuit control will be carried out by the Race Direction the day preceding the Free Practices (generally at 15:00 or at any other time set by the latter).
2. If deemed necessary, a second circuit control can be carried out.
3. The FIM Medical Director (when appointed) and the Chief Medical Officer, as well as the FIM Chief Flag Steward (when appointed) and the Chief Flag Marshal, must also attend the circuit control.
4. If the Chief Medical Officer is not present, the organiser must be prepared to discuss any topics related to the medical set-up around the track: positions and number of staff for each ground post, evacuation of injured riders, etc.
5. If the Chief Flag Marshal is not present, the Clerk of the Course must be prepared to discuss any topics related to the flag marshals: number of marshals, positions, etc.
6. Members of the FIM Stewards Panel and Representatives of the FIM Championship Promoter, the FMNR or the Organiser as well as the Secretary of the Event or any other person deemed necessary, may also attend the circuit control.



5.6 Meeting with the Organisers

1. A meeting with the organisers will be held after the circuit control, generally at 17:00.
2. The Members of the Race Direction and FIM Stewards Panel, as well as the FIM Chief Flag Steward (when appointed), the FIM Medical Director (when appointed) and Chief Medical Officer, are expected to attend this meeting.
3. Also invited to attend this meeting are: the Secretary of the Event, the Chief Timekeeper, The FIM Technical Director and the Chief Technical Steward, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Press Officer, representatives of the FIM Championship Promoter and the organisers, etc.
4. If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the event.



5.7 Filming with “On-Board” Cameras

1. Riders may be required by the FIM Championship Promoter to carry “on-board” cameras. In that case, the FIM Championship Promoter must provide the names of the riders who will be carrying “on-board” cameras to the FIM Race Director.
2. When a motorcycle is equipped with “on-board” cameras, the cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.
3. Cameras and other equipment will be supplied to the designated riders/teams in due time before the first practice.
4. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
5. An “on-board” camera (other than the one from the FIM Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.



5.8 Riders' Briefing

1. All the information related to the event will be sent to the riders and officials by e-mail.
2. In addition to the “electronic briefing”, there will be a demonstration of the complete start procedure.
3. It is the responsibility of each rider and team to attend the start procedure demonstration, be aware of all information given and follow all instructions issued in the “electronic” briefing.
4. A separate briefing **may** be held with the local riders (“Wild Card” riders) whose participation is mandatory. The time and place of this briefing will be decided by the Race Direction.

5.9 Practice Restrictions

1. **During an event, riders and team members are forbidden to ride any motorised vehicles, bicycles, city rollers, roller skates or skateboards, etc. on the track outside the official practice/qualifying sessions and races.**
2. **Furthermore, riders are forbidden to use the “Joker Lane” in any other practice sessions than the Free Practices and the Warm-Up.**

5.10 Practices

1. Participation in the Free Practises is optional. Riders may use the “Joker Lane” during the Free Practices.
2. Participation in the Time Practises is compulsory. Riders are not allowed to use the “Joker Lane” during the Time Practices.
3. Whenever there are several practice groups, riders may not change group.
4. Riders must start each Practice session from the pit lane.
5. Mass starts are forbidden.
6. All Practice sessions must be timed, with the results displayed on the monitors.

In addition to 5.10:

5.10.S1GP FIM S1GP SuperMoto World Championship

7. The practices are organised according to the following format:

S1GP	Duration per session	Maximum number of riders
2 X Free Practice	20 minutes	32
1 X Time Practice	25 minutes	32

5.10.S1N FIM SuperMoto of Nations

7. The practices are organised according to the following model:

FIM SuperMoto of Nations	Duration per session	Maximum number of riders
1 X Free Practice Rider 1	30 minutes	32
1 X Free Practice Rider 2	30 minutes	32
1 X Free Practice Rider 3	30 minutes	32
1 X Time Practice Rider 1	30 minutes	32
1 X Time Practice Rider 2	30 minutes	32
1 X Time Practice Rider 3	30 minutes	32

5.11 Practice Starts

1. Practice starts are allowed at the end of the Free and Time Practice sessions and Warm-Up.
2. Practice starts can be made only in the designated start practice zone, when it is safe to do so and off the racing line.
3. **A “Practice Start Zone” board will be placed on the side of the track indicating the start practice zone, which will be off the racing line, on the side of the track opposite to the normal racing line.**
4. Several start practice zones may be designated.
5. It is prohibited to make any practice starts during the compulsory Warm-Up lap before a Race.
6. At the end of the Free Practice, Time Practice or Warm-Up, the rider passes the chequered flag. He continues at a steady speed until he reaches the “Practice Start Zone” board.
7. Yellow flags will be waved at the flag marshal post(s) before the practice start zone, to alert riders that there may be motorcycles ahead, at a halt and ready to do practice starts.
8. Riders may make a practice start only when there are no stationary motorcycles in front of them. The riders most forward in the practice start zone make their starts first, followed by the riders behind them, and so on.
9. One practice start only per rider is allowed in each practice start zone. It is prohibited to make a practice start, then stop further up the track and make another practice start in the same zone.
10. Once the rider has made his practice start, he continues at slow speed to the next practice start zone or the exit of the track.
11. Riders who do not wish to make a practice start continue slowly on the racing line on the side of the track, opposite to the practice start zone and proceed to the exit of the track.

5.12 Qualifying

5.12.S1GP FIM S1GP SuperMoto World Championship

1. Qualifying will involve a Time Practice and eventually the SuperPole. Riders are not allowed to use the “Joker Lane” during the Time Practices and the “SuperPole”.

5.12.1 Time Practice

2. Riders will qualify for their starting positions in “RaceOne” and the “FastRace” according to their best result in the Time Practice and/or SuperPole. In case of ties, the second best times will be taken into consideration.

S1GP	Positions	Results
Time Practice (30 minutes/ Maximum 32 riders)	1 to 6	Participate in the SuperPole
	7 to 32	Determine the riders’ starting positions for “RaceOne” and the “FastRace”

3. If, for any reasons, a rider does not score any result in the Time Practice, he will be placed last on the starting grid for “RaceOne” and the “FastRace”. If several riders are concerned, the results of the **previous** Free Practice will be taken in consideration. Should there still be riders without any result after this procedure, then a ballot will decide upon their starting position for “RaceOne” and the “FastRace”.
4. If the Time Practice is cancelled for any reason, the results from the **previous** Free Practice will be used to determine the starting positions of the riders in “RaceOne” and the “FastRace”.
5. In proven exceptional cases of force majeure where a rider does not score a result in the Free and Time Practices, he may be admitted by the Race Direction to participate in the Warm-Up.
6. If, for unforeseen reasons, no qualification results are obtained at all before the Warm-Up, then the latter may be treated as a qualifying session for the S1GP Races. The Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

5.12.2 SuperPole

7. The six fastest riders will take part in the SuperPole, except for reasons of force majeure approved by the Race Direction:

S1GP	Positions	Result
“SuperPole” (Maximum 6 riders/ 2 laps each)	1 to 6	Determine the rider’s position on the starting grid for “RaceOne” and the “FastRace”

8. The order in which the riders start the “SuperPole” is based on their results in Time Practice. The 6th placed rider of the Time Practice (SP6) will go first. He will be followed by the 5th placed rider of the Time Practice (SP5), followed by the 4th placed rider (SP4) and so on (SP3, SP2 and SP1).
9. The riders must always start the “SuperPole” from the exit of the pit lane, one by one under the authority of the FIM Race Director or his designee.
10. Each rider will make 2 laps (one warm-up lap and one timed lap).
11. The FIM Race Director or his designee will give the start to the first rider (SP6) at the time scheduled and then to each following rider (SP5, SP4, SP3, SP2 and SP1), approximately 30 seconds after the previous rider has finished his warm-up lap.
12. If one of these 6 riders does not participate in the “SuperPole”, he will not be replaced.
13. The results of each rider’s timed lap of the “SuperPole” will determine starting positions 1 to 6 for “RaceOne” and the “FastRace”; the fastest rider of the “SuperPole” will take the pole, followed by the 2nd placed rider who will take position 2, the 3rd placed rider who will take position 3, and so on. In case of ties, their Time Practice results will be taken into consideration.
14. The fastest rider of the “SuperPole” and the corresponding motorcycle manufacturer will obtain one (1) point for their respective FIM World Championship.

15. If one of the 6 riders does not score a result in the “SuperPole”, he will be placed last in the results of the “SuperPole”. If several riders are concerned, then their position in Time Practice results will determine the order in which they will be placed on the starting grid.
16. All the remaining riders (qualifying positions 7 to 32) keep their position on the starting grid for “RaceOne” and the “FastRace”.
17. In the case of changing weather conditions (dry-wet) during the “SuperPole”, the Race Direction may decide to maintain the results of Time Practice.

5.12.S1N FIM SuperMoto of Nations

5.12.1 Time Practice

1. Qualifying will involve Time Practices, Qualifying Races (Saturday) and eventually a B-Final (Sunday).
2. The riders in each Group will qualify for their starting positions in the Qualifying Races according to their best result in the Time Practice. In case of ties, the second best times will be taken into consideration.

S1N (In each Group)	Riders Positions	Results
Time Practice (30 minutes/ Maximum 32 riders)	1 to 32	Determine the riders’ starting positions for the respective Qualifying Race

3. If, for any reasons, a rider does not score any result in the Time Practice, he will be placed last on the starting grid for his Qualifying Race. If several riders are concerned in the same Group, the results of the respective Free Practice will be taken in consideration. Should there still be riders without any result, then a ballot will decide upon their starting position for their respective Qualifying Race.
4. If the Time Practice is cancelled for any reason, the results from the Free Practice will be used to determine the starting positions of the riders in their respective Qualifying Races.

5.12.2 Qualifying Races

5. Each Group of riders will have one Qualifying Race.
6. In each Group, up to 32 riders may take part in the Qualifying Race.
7. Riders may not change Group/Qualifying Race.
8. The best two results of each team will be taken into account. In case of a tie, the best result of the third rider will be taken into account. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be taken into account.
9. The best 15 teams will qualify for the FIM SuperMoto of Nations; according to the following model :

S1N	Team Positions	Result
Qualifying Races (*)	1 to 15	Are qualified for the FIM SuperMoto of Nations
	16 to 25	Will participate in the B-Final
	As of 26	Are eliminated

(*) x laps/approximately 20 minutes of racing

10. If one Qualifying Race is cancelled for any reason, the results from the two other Qualifying Races will be counted to determine the team's qualifying position. In case of a tie with another team, the best result of one of the two riders will be taken into account. In case of a tie with another team, the best lap time position of each team's remaining third rider in the Time Practice will be taken into account. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be taken into account.
11. If two Qualifying Races are cancelled for any reason, the results from the Qualifying Race that has been run will be used to determine the team's qualifying position. This result will be counted together with the best lap time position of any of its two remaining riders in the Time Practice.



12. In case of a tie with another team, the best lap time position of each team's remaining third rider in the Time Practice will be taken into account. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be taken into account.
13. If all the Qualifying Races are cancelled for any reason, lap time positions from the three riders' Time Practices will be used to determine the team's qualifying position, still according to the principle of the two best results. In case of a tie with another team, the best lap time position of each team's remaining third rider will be taken into account. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be taken into account.

5.13 Warm-Up

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

In addition to 5.13:

5.13.S1GP FIM S1GP SuperMoto World Championship

5. **Riders may use the “Joker Lane” during the Warm-Up.**
6. A rider who has been admitted by the Race Direction to the Warm-Up (proven exceptional cases of force majeure), must participate in the Warm-Up and record at least one officially timed lap in order to be admitted to the S1G Races:

Warm-Up, S1GP	20 minutes
Maximum 32 riders	

5.13.S1N FIM SuperMoto of Nations

5. The Teams that have qualified for the FIM SuperMoto of Nations will be allocated to their respective Warm-Up according to their position in qualifying:

Warm-Up, B-Final	20 minutes
Maximum 10 non-qualified teams/30 riders	
Teams positions 16 to 25	

Warm-Up, FIM SuperMoto of Nations/Group 1	20 minutes
Maximum 8 qualified teams/24 riders	
Teams positions 1, 3, 5, 7, 9, 11, 13 and 15	

Warm-Up, FIM SuperMoto of Nations/Group 2	20 minutes
Maximum 7 qualified teams/21 riders (*)	
Teams positions 2, 4, 6, 8, 10, 12, 14 and eventually 16 (*)	
(*) 8 qualified Teams/24 riders if the B-Final has been cancelled	

6. Teams/Riders may not change Warm-Up/Group.



5.14 Autograph session

5.14.S1GP FIM S1GP SuperMoto World Championship

1. Riders may be required to participate in an autograph session arranged by the FIM Championship Promoter.

5.15 Qualifying / B-Final

5.15.S1N FIM SuperMoto of Nations

1. After the Qualifying Races, the best 10 non-qualified teams (Positions 16 to 25/maximum 30 riders) will participate in the B-Final, which will be held on Sunday after the Warm-up.
2. However, a minimum of 5 non-qualified teams (maximum 15 riders) is necessary to run the B-Final. If this number is not reached, the B-Final will not be run and the Teams in question will be classified according to their result in the Qualifying Races. In that case, the 16th placed team of the Qualifying Races will also qualify for the FIM SuperMoto of Nations.
3. The winner of the B-Final will qualify for the FIM SuperMoto of Nations; according to the following model:

S1N	Team Positions	Result
B Final (*) (Maximum 30 riders)	1	Is qualified for the FIM SuperMoto of Nations
	2 to 10	Are eliminated

(*) x laps/approximately 20 minutes of racing

4. The best two results of each team will be taken into account. In case of a tie, the best result of the remaining third rider will be taken into account. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be taken into account.
5. If the B-Final is cancelled for any reason, the remaining non-qualified teams will be classified according to their team result in the Qualifying Races. The first non-qualified team will then be designated the 16th team to qualify for the FIM SuperMoto of Nations. The remaining teams are eliminated.
6. If, for unforeseen reasons, no qualification results are obtained at all before the Warm-Up, then the latter may be treated as qualifying session for the FIM SuperMoto of Nations. The Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

5.16 Team Presentation

5.16.S1N FIM SuperMoto of Nations

1. On the day of the S1N Races, a short presentation of all the teams present at the event is compulsory, time, conditions and weather permitting.
2. The riders and Team Manager of each Team must participate in the team presentation.
3. The presentation of the teams must be indicated in the Supplementary Regulations of the event.
4. Prior to this presentation, the team that won the event the previous year must hand over the FIM SuperMoto of Nations Trophy to the FIM World Championship Promoter.

5.17 Races

5.17.S1GP FIM S1GP SuperMoto World Championship

1. The FIM SuperMoto World Championship Races will run according to the following model:

S1GP - Races	Riders Positions	Result
“RaceOne” (*) (Maximum 32 riders)	1 to 20	Score FIM World Championship points
“FastRace” (**) (Maximum 32 riders)	1 to 20	Score FIM World Championship points
“SuperFinal” (*) (Maximum 32 riders)	1 to 20	Score FIM World Championship points

(*) x laps/approximately 20 minutes of racing

(**) x laps/approximately 15 minutes of racing

2. The riders must use the “Joker Lane” one time and one time only during the “SuperFinal”. Failing to do so by a rider will be sanctioned with a loss of 5 positions for that rider in the results of the “SuperFinal” in question.

5.17.S1N FIM SuperMoto of Nations

1. The FIM SuperMoto of Nations Races will run according to the following model:

S1N - Races	Riders Positions	Result
Race 1 Riders 1 + 2 (*) (Maximum 32 riders)	1 to 32	Score FIM SuperMoto of Nations points
Race 2 Riders 2 + 3 (*) (Maximum 32 riders)	1 to 32	Score FIM SuperMoto of Nations points
Race 3 Riders 1 + 3 (*) (Maximum 32 riders)	1 to 32	Score FIM SuperMoto of Nations points

(*) x laps/approximately 20 minutes of racing

5.18 Starting Positions

1. The pole position will be determined by the Race Direction during the homologation of the circuit.

5.18.S1GP FIM S1GP SuperMoto World Championship

2. Each row on the the starting grid will count 3 positions.
3. The starting positions for “RaceOne” and the “FastRace” are based on the results of the “SuperPole” and the Time Practices:

S1GP - “RaceOne” / “FastRace”	Riders
Grid Positions from 1 to 6:	Positions 1 to 6 from the “SuperPole”.
Grid Positions from 7 to 32:	Positions 7 from the Time Practice, position 8 from the Time Practice, position 9 from the Time Practice, and so on...

4. The starting positions for the “SuperFinal” are based on the results of the “FastRace”:

S1GP - “SuperFinal”	Riders
Grid Positions from 1 to 32:	Positions 1 to 32 from the “FastRace”

5.18.S1N FIM SuperMoto of Nations

2. Each row on the starting grid will count 4 positions.
3. Team Managers are free to decide on the allocation of the assigned starting positions within their team for the B-Final and/or the S1N Races. Once a rider has taken his position, he cannot change it.

5.18.1 For the Qualifying Races

4. The starting positions for each Qualifying Race are based upon the results of the respective Time Practice:

S1N - Qualifying Races (in each Group)	Riders
Grid Positions 1 to 32: (Maximum 32 riders)	Position 1 to 32 from the respective Time Practice.

5.18.2 For the B-Final

5. The starting positions of the riders for the B-Final are based on each team's result in the Qualifying Races:

Riders' Grid Positions for the B-Final	
Team 16 / Positions 1, 11, 21	Team 17 / Positions 2, 12, 22
Team 18 / Positions 3, 13, 23	Team 19 / Positions 4, 14, 24
Team 20 / Positions 5, 15, 25	Team 21 / Positions 6, 16, 26
Team 22 / Positions 7, 17, 27	Team 23 / Positions 8, 18, 28
Team 24 / Positions 9, 19, 29	Team 25 / Positions 10, 20, 30

5.18.3 For the S1N Races

6. The starting position of the riders for the S1N Races is based their team's result in the Qualifying Races (Teams placed 1 to 15) or B-Final (Team placed 1):

Riders' Grid Positions for the S1N Races	
Team 1 / Positions 1, 17	Team 2 / Positions 2, 18
Team 3 / Positions 3, 19	Team 4 / Positions 4, 20
Team 5 / Positions 5, 21	Team 6 / Positions 6, 22
Team 7 / Positions 7, 23	Team 8 / Positions 8, 24
Team 9 / Positions 9, 25	Team 10 / Positions 10, 26
Team 11 / Positions 11, 27	Team 12 / Positions 12, 28
Team 13 / Positions 13, 29	Team 14 / Positions 14, 30
Team 15 / Positions 15, 31	Team 16 (*) / Positions 16, 32

(*) Winning Team of the B-Final

5.19 Starting Grid Procedure

1. The final choice of motorcycle to be used in a race must be made before the motorcycle enters the starting grid.

5.19.1 17 minutes before the start of the Warm-Up lap

2. The entrance to the starting grid is open.
3. A maximum of 32 riders leave the paddock to take their positions on the starting grid.
4. The motorcycle that will be used in the race by the rider must be pushed by a team member or the rider himself to its allocated position on the starting grid, with engine dead.
5. Tyre warmers may be used on the starting grid. They must be powered by a portable type generator and have a maximum output of one kilowatt. Only one generator per motorcycle may be used.
6. Adjustments/Repairs to the motorcycles can be made. Refuelling is forbidden.
7. No helmets are to be worn at this time.
8. Only the riders, their team manager, two mechanics per rider, one holder of the team umbrella, one umbrella holder of the FIM Championship Promoter, the commentator, the television crew, photographers and the essential officials are allowed on the starting grid.

5.19.2 As of 7 minutes before the start of the Warm-Up lap

9. The entrance from the paddock to the starting grid is closed for motorcycles.
10. All the motorcycles of the riders participating in the Race must be on the present starting grid.
11. The penalty for arriving late on the starting grid is disqualification from the Race in question.

5.20 Warm-Up Lap

1. Before a Qualifying Race, B-Final or S1GP/S1N Race, the riders must make a compulsory Warm-Up lap.

5.20.1 4 minutes before the Warm-Up lap

2. The FIM Race Director and Clerk of the Course stand in front of the first row of riders.
3. A 4-minutes board will be displayed and there will be a sound or whistle signal.
4. The motorcycles of all the riders must be on the starting grid.
5. The generators must be disconnected. The tyre warmers must be removed from the tyres. Generators, tyre warmers and other equipment must be removed from the starting grid.
6. Everyone except the riders, one mechanic and umbrella holder per rider, the photographers, the television crew and the essential officials must leave the starting grid.
7. If a rider has a mechanical problem on the starting grid, he must push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it. **It is no longer allowed to make any repairs on the starting grid. Any infraction of this rule will be considered as outside assistance for which the penalty will be disqualification of the rider concerned for the race in question. However, the rider and/or his mechanic may still make adjustments.**
8. Riders whose motorcycle has been pushed in the pit lane for repairs lose their right to participate in the compulsory warm-up lap, as well as their initial starting position. They have to start the Race from the pit lane.

5.20.2 2 minutes before the Warm-Up lap

9. A 2-minutes board will be displayed and there will be a sound or whistle signal.
10. The riders put on their helmets, start their engines and prepare for the compulsory warm-up lap.
11. All adjustments to their motorcycle must be completed.



12. The mechanics, the umbrella holders and photographers leave the starting grid. Only the riders, the television crew and the essential officials are allowed on the starting grid.
13. If a rider has a mechanical problem and the motorcycle cannot be started on the starting grid, he must push his motorcycle into the pit lane, where he and/or his mechanics may attempt to repair it.
14. Riders whose motorcycle has been pushed in the pit lane for repairs lose their right to participate in the compulsory warm-up lap, as well as their initial starting position. They have to start the Race from the pit lane.

5.20.3 1 minute before the Warm-Up lap

15. There will be a sound or whistle signal.
16. The television crew leave the starting grid. Only the riders and the necessary Officials are authorised on the starting grid.
17. Any rider who is unable to start his motorcycle **must raise his hand, immediately leave** the starting grid and push his motorcycle into the pit lane, where he and/or his mechanics may attempt to start it.
18. Riders whose motorcycle has been pushed in the pit lane for repairs lose their right to participate in the compulsory warm-up lap, as well as their initial starting position. They have to start the Race from the pit lane.

5.20.4 Warm-Up lap

19. The Clerk of the Course walks down the starting grid from row 1 to the end, stopping at each row and holding two red flags crossed. Upon his signal, the riders of that row start the compulsory warm-up lap.
20. If a rider stalls his engine, he must remain on the starting grid and raise his arm. Immediately after all the riders have left for the compulsory warm-up lap, he must leave the starting grid and push his motorcycle into the pit lane, where he and/or his mechanics may attempt to start it. The rider in question has to remain in the pit lane and start the Race from there.



21. Once a rider has started his warm-up lap, he must continue in the direction of the course. Stopping on the course and practice starts are not allowed.

5.20.5 At the end of the Warm-Up lap

22. The FIM Race Director will stand at the front of the starting grid displaying a red flag.
23. The Clerk of the Course will stand at the back of the starting grid with a green flag and display it when the grid is complete.
24. Any rider who encounters mechanical problems during the warm-up lap must go to the pit lane and make repairs. He cannot return to the starting grid.
25. On returning to the grid the riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position and keep their engines running.
26. Once a rider has taken his allocated position on the starting grid, he cannot change it, return to the pit lane or receive assistance prior to the start.
27. When all the riders have taken their starting position, the Clerk of the Course at the rear of the starting grid will raise the green flag.
28. If by 30 seconds before the start, all the riders are not on their starting position, the FIM Race Director may order the start to go ahead.
29. Any rider who arrives back from the warm-up lap after the Clerk of the Course at the rear of the starting grid has raised the green flag, will be considered a “late arrival”.
30. Late arriving riders at the grid will lose their initial position at the starting grid and must take a position at the rear of the grid. They have to stop behind the Clerk of the Course and start the race from there (the row following the last row of riders).
31. If a rider has mechanical problems **or stalls his engine** at the starting grid, he has to remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means.



32. Any rider who is unable to start his motorcycle within a reasonable time, has to obey the instructions of the officials and push his motorcycle to the back of the starting grid. If he still succeeds in starting the engine, he has to take the start from this position.
33. Riders who do not succeed in returning to the starting grid or pit lane before the start of the race will be disqualified from the race in question.

In addition to 5.20:

5.20.S1GP FIM S1GP SuperMoto World Championship

34. Riders are not allowed to use the “Joker Lane” during the Warm-Up lap preceding “RaceOne” and the “FastRace”. However, they must use the “Joker Lane” during the Warm-Up lap preceding the “SuperFinal”.

5.21 Start Procedure (With Lights)

1. Red lights will be used during the start procedure.

5.21.1 15 seconds before the start

2. The FIM Race Director moves to the side of the track, holding up the red flag.
3. If a rider has mechanical problems **or stalls his engine** at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He has to remain there until the start has been given.
4. If by then he has succeeded in starting the motorcycle, he can start from that position. However, he has to wait for the orders of the Clerk of the Course - or an Official nominated by him - to take the start of the Race.
5. If he still did not succeed in starting the motorcycle when the start has been given, he has to proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.
6. Any failure to obey the instructions of the officials may result in a penalty or disqualification.

5.21.2 As of then

7. The FIM Race Director puts down the red flag and the start light sequence begins.
8. A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.
9. Riders still in the pit lane have to wait until the marshal situated at the exit, upon a signal from the FIM Race Director/Clerk of the Course - **or an Official nominated by them** -, lowers the red flag in order to authorise any riders still in the pit lane to leave.
10. Riders who have not succeeded in returning to the starting grid or pit lane before the start of the race are disqualified from the race in question.

5.22 Start Procedure (With Flags)

1. Whenever it is not possible to start the race by means of the red lights, flags will be used to give the start.
2. The same start procedure (as mentioned in 5.24) will be maintained until 15 seconds before the start of the Race.

5.22.1 As of then

3. The FIM Race Director moves to the side of the track, holding up the red flag.
4. If a rider has mechanical problems **or stalls his engine** at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he immediately has to obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He has to remain there until the start has been given.
5. If by then he has succeeded in starting the motorcycle, he can start from that position. However, he has to wait for the orders of the Clerk of the Course - or an Official nominated by him - to take the start of the Race.
6. If he still did not succeed in starting the motorcycle when the start has been given, he has to proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.
7. Any failure to obey the instructions of the officials may result in a penalty or disqualification.
8. Finally, the FIM Race Director puts down the red flag and holds up the green flag. He will lower the green flag between the next 5 and 10 seconds upon which the Race starts.
9. Riders still in the pit lane have to wait until the marshal situated at the exit, upon a signal from the FIM Race Director/Clerk of the Course, lowers the red flag in order to authorise any riders still in the pit lane to leave.
10. Riders who have not succeeded in returning to the starting grid or pit lane before the start of the race are disqualified from the race in question.

5.23 Anticipated Start

1. Anticipation of the start is defined by the motorcycle moving forward when the red lights are on or when the green flag has not been lowered yet.
2. Upon recommendation of the FIM Race Director, the rider(s) concerned will be penalised by the Race Direction with a time penalty of 20 seconds which will be added to his/their total racing time at the end of the Race in question, irrespective of the number of the number of laps he has/they have completed.
3. The rider(s) in question will be shown a board displaying “JUMP START/+ 20 SECONDS” with his/their starting number(s) during 3 laps at the finish line.
4. The teams in the pit lane will be informed of the penalty by means of the TV results screen with the message : “Jump start # (number of each rider in question) + 20 seconds”.
5. Only “official” video evidence can be used to demonstrate an anticipated start. Any “private/team” videos will not be taken into account by the Race Direction.

5.24 Stopping of a Practice Session

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

5.25 Stopping of a Race

1. The FIM Race Director is authorised to prematurely stop a Race (Qualifying Race, B-Final or S1GP/S1N Race) for urgent and/or safety reasons or other cases of “force majeure”.
2. In that case, a red flag will be displayed to the riders:

5.25.1 Before 2 laps have been completed

3. If a Race is stopped before 2 laps have been completed, there will be a complete restart.
4. They must follow the instructions of the officials and go directly to the pit lane where they can receive assistance. Changing of motorcycles is not allowed.
5. A restart will take place as soon as possible at the discretion of the FIM Race Director. At all times, a minimum of 10 minutes from the time the race was stopped will be given to prepare in the pit lane before the restart.
6. Only riders who are “on track” (actively taking part in the Race or who are involved in a racing incident) at the moment of the stopping of the Race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.
7. The rider(s) deemed being at fault for the stopping of the Race may be excluded by the Race Direction from taking part in the restart.
8. Before the restart, riders must make a compulsory warm-up lap.

5.25.1.1 4 minutes before the Warm-Up lap

9. A “4 MINUTES” board will be displayed and there will be a sound or whistle signal.
10. The generators must be disconnected. The tyre warmers must be removed from the tyres. All team staff must leave the pit lane corridor and stand back in their pit box. Any assistance to the riders is stopped.
11. All the riders taking the restart must line up in the pit lane corridor.

12. A rider who is not ready by this time must return to the pit box where he can receive assistance. He cannot make the Warm-up Lap and must take the restart from the pit lane.
13. Riders “on track” who did not succeed in bringing their motorcycle in the pit lane by this time will be excluded from the restart.

5.25.1.2 2 minutes before the Warm-Up lap

14. A “2 MINUTES” board will be displayed and there will be a sound or whistle signal.
15. All the riders who will take the restart must be lined up in the pit lane corridor. Any assistance to a rider is prohibited. The penalty for violation of this regulation is disqualification from the restart.
16. If a rider has a mechanical problem in the pit lane corridor, he must push his motorcycle in his pit box where he can receive assistance. He cannot make the Warm-up Lap and must take the restart from the pit lane.

5.25.1.3 1 minute before the Warm-Up lap

17. There will be a sound or whistle signal and the FIM Race Director will stand in front of the pit lane exit holding up a red flag.
18. The riders in the pit lane corridor start their engines and prepare for the compulsory Warm-Up Lap.
19. The Clerk of the Course at the back of the pit lane corridor will raise the green flag.
20. If a rider has a mechanical problem at this point in time, he must raise his arm and push his motorcycle in the pit box where he can receive assistance. He cannot make the Warm-up Lap and must take the restart from the pit lane.

5.25.1.4 As of then

21. The FIM Race Director moves to the side of the pit lane exit and lowers the red flag and the riders in the pit lane corridor leave the pit lane one by one to make the compulsory Warm-Up Lap.



22. All the other riders remain in the pit lane and take the restart from there. If several riders are concerned, they will be lined up according to their starting order.
23. The FIM Race Director will stand at the front of the starting grid displaying a red flag.
24. At the end of the compulsory Warm-Up Lap, each rider takes his initial starting position and the start procedure continues as in Art. 5.20.5.

5.25.2 After 2 laps and before 50% of the race distance has been covered

3. If a Race is stopped after 2 laps and before 50% of the race distance has been covered, there will be a complete restart.
4. Riders must follow instructions of the Officials and return to the paddock. The restart will take place as soon as possible after the red flag was displayed.
5. Changing of motorcycles will be allowed. The final choice must be made when the riders enter the starting grid.
6. The rider(s) deemed being at fault for the stopping of the Race may be excluded by the Race Direction from taking part in the restart or be penalised with loss of starting grid position. In that case, the rider(s) concerned must start from the row following the last row of riders.

5.25.3 After 50% of the race distance has been covered

7. If a Race is stopped after 50% of the racing distance has been covered, the race will be considered complete and full championship points will be awarded.
8. The finishing order will be based on the placing of the riders in the lap before the red flag was displayed.
9. Any rider who has not used the “Joker Lane” yet will be penalised by losing 5 positions in the results of the Race in question. If the “Joker Lane” shortens the course and is considered an advantage, then no penalty will be applied.
10. The Race Direction may place rider(s) deemed being at fault for the stopping of the Race behind riders having completed an equal or greater number of laps.

**5.26 Control of the Sound Levels after each Race**

1. Immediately after each Race, three motorcycles, chosen at random by the FIM Technical Director, may be checked for compliance with sound level regulations.
2. Other motorcycles may also be checked at the request of the Race Direction or the FIM Race Director.
3. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/ paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.
4. For all engine types: any rider whose motorcycle is above the maximum allowed post-race sound level limit of 115 dB/A (114 dB/A + 1 dB/A for degradation accepted after the race) - whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/ verified - will be penalised by losing 5 positions in the race in question.
5. Subject to rules governing outside assistance, riders may freely change their silencers but their motorcycles must be checked for compliance. Therefore the Technical Stewards and their equipment must be available throughout the event.

5.27 Results / Procedure

1. All official outings of the riders on the circuit (see Art. 01.1.3 Format of the Event) must be timed, with the results displayed on monitors and communicated to the press.
2. Timing shall continue until:
 - a) 5 minutes after the end of each practice or timed qualifying session;
 - b) 5 minutes after the arrival of the winner of the race in question.
3. The winner of a race is the rider who crosses the finish line first.
4. Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.
5. The riders who follow the winner will then be stopped when crossing the finishing line.
6. The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.
7. When crossing control lines, the rider must always be in contact with the motorcycle.
8. All the riders participating in a Race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result. 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.

9. 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.
10. 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.
11. All results must be homologated by the Race Direction.
12. The results will not become official until the time limits for protests have elapsed.
13. If a protest is lodged, the results will not become official until a decision is taken by the competent body.
14. If an appeal is lodged against the decision of the Race Direction, the results cannot be considered as definitive until a final decision has been taken by the competent body.

5.28 Results / Awarding of Points

5.28.S1GP FIM S1GP SuperMoto World Championship

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

“SuperPole”	
1	point to the fastest rider

“Showdown” / “Sprint”	
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

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

5.28.S1N FIM SuperMoto of Nations

- Points are allocated in each Qualifying Race/Race.
- The winner of each Qualifying Race/Race obtains one point, the second two points, and so on, without making any distinction between the Junior riders and the other riders.

5.29 Results / Final Standings

5.29.S1GP FIM S1GP SuperMoto World Championship

1. 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 **“SuperPoles”** and races they have finished.
2. If a tie exists, the points scored in the **“SuperFinal”** will determine the order of placing in the final standings of the event of those riders who scored points.
3. These results will be completed with those riders who have not scored any points. They will be ranked by adding their positions in the **Races**. Of these riders, the rider who has obtained the smallest overall placing will be placed first behind those riders who have scored points. He will be followed by the 2nd placed non-point scoring rider; and so on.
4. These results will be completed by adding those riders who did not obtain three results, then the riders who did not obtain two results, always according to the same principle.
5. If a tie exists, the position in the **“SuperFinal”** will determine the order of placing in the final standings of the event of those riders who did not score any points.

5.29.S1N FIM SuperMoto of Nations

5.29.1 Qualifying Races

1. The final team results of the Qualifying Races are determined as follows:
 - a) The team winning the Qualifying Races is that which has gained the lowest total number of points after having added the two best results of its riders;
 - b) In case of a tie, the best result of the third rider will be taken into account. The team whose rider has obtained the best third result will be placed before the other(s).
 - c) If a tie still exists, the team having scored the best result.

- d) If the tie remains, firstly the best result of rider 1, secondly of rider 2 and thirdly of rider 3 will be taken into account.
- e) These results will be completed by adding teams not having obtained two results. For these teams, the same system will be used for classification and deciding ties.

5.29.2 B-Final

- 2. The final team results of the B-Final are determined as follows:
 - a) The team winning the B-Final is that which has gained the lowest total number of points after having added the two best results of its riders.
 - b) In case of a tie, the best result of the third rider will be taken into account. The team whose rider has obtained the best third result will be placed before the other(s).
 - c) If a tie still exists, the team having scored the best result.
 - d) These results will be completed by adding teams not having obtained two results. For these teams, the same system will be used for classification and deciding ties.

5.29.3 S1N Races

- 3. The final team results of the S1N Races are determined as follows:
 - 1) The team winning the FIM SuperMoto of Nations is the one which has gained the smallest total number of points after having added the five best results of its riders;
 - 2) In case of a tie the results will be established as follows:
 - a) The team whose riders have obtained the highest number of first places, second places, etc. amongst the five best results.
 - b) The team whose riders have obtained the highest number of first places, second places, etc. in the last Race (Riders 1 + 3).

- c) The team whose riders have obtained the highest number of first places, second places, etc. in the second Race (Riders 2 + 3).
 - d) The team whose riders have obtained the highest number of first places, second places, etc. in the first Race (Riders 1 + 2).
 - e) If a tie still exists, the teams in question will be placed equal.
- 3) These results will be completed by adding teams not having obtained five results. For these teams the same system will be used for classification and breaking ties.

5.29.4 Event (Overall results)

4. The overall results of all the Teams that participated in the FIM SuperMoto of Nations (event) are determined as follows:

Positions 1 to 16:	Teams classified according to the final results of the S1N Races
Positions 17 to 25:	Teams eliminated in the B-Final, classified according to the final results of the B-Final
Positions 26 to 32:	The remaining Teams eliminated in Qualifying, classified according to their final result in the Qualifying Races



5.30 Results / Presentation and Publication

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

In addition to 5.30:

5.30.S1GP FIM S1GP SuperMoto World Championship

5. The results must also include the following information:
 - r) Team of the rider (only if the Team is holder of a valid FIM Team Licence)
 - s) Championship points earned by the rider.
6. The following results of each event must be transmitted to the FIM Administration:
 - a) The “SuperPole”;
 - b) The “RaceOne”;
 - c) The “FastRace”;
 - d) The “SuperFinal”.

5.30.S1N FIM SuperMoto of Nations

5. The results must also include the following information:
 - a) Team of the rider (Country represented by the rider = his nationality).
6. The following results of the event must be transmitted to the FIM Administration:
 - a) Race 1, Riders 1 + 2 (individual results)
 - b) Race 2, Riders 2 + 3 (individual results)
 - c) Race 3, Riders 1 + 3 (individual results)
 - d) Overall result of the SuperMoto of Nations (Team results according to Art. 01.5.29.4).



5.31 Lap of Honour

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

5.32 Prize-Giving Ceremony

1. A Prize-Giving Ceremony must be held at each event, conditions and time permitting.
2. The Prize-Giving Ceremony must be held according to the FIM protocol for podium ceremonies (See Appendix Protocols at FIM World Championships and Prizes Events).
3. The top three positions in the overall standings in the event must take part in the Prize-Giving Ceremony. Any non-respect of this rule by the riders may be penalised by the Race Direction.
4. During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played.
5. The national flags of the top three finishers (based on their passport) must be hoisted at the same time.

In addition to 5.32:

5.32.S1GP FIM S1GP SuperMoto World Championship

5.32.1 Event (Overall results)

6. At each event, the Prize-Giving Ceremony for the riders will be after the second S1GP Race.
7. The following persons must take part in the Prize-Giving Ceremony:
 - a) The rider winning the event (with motorcycle)
 - b) The second placed rider in the event (with motorcycle)
 - c) The third placed rider in the event (with motorcycle)
 - d) A representative of the Team and/or Manufacturer of the rider winning the event
 - e) If not already in a), b) or c), the rider leading in the points standings.

5.32.2 Final Event of the Championship

8. At the final event of the Championship, there will also be a Prize-Giving Ceremony for the first 3 riders in the final standings of the Championship. This ceremony will be held after Prize-Giving Ceremony of the event.
9. The following persons must take part in this Championship Prize-Giving Ceremony during which they will receive FIM Medals:
 - a) The FIM World Champion (with motorcycle)
 - b) The second placed rider in the Championship (with motorcycle)
 - c) The third placed rider in the Championship (with motorcycle).

5.32.S1N FIM SuperMoto of Nations

6. The Prize-Giving Ceremony will be after the last S1N Race.
7. The following riders/teams must take part in the Prize-Giving Ceremony during which the riders will receive FIM Medals:
 - a) The team winning the FIM SuperMoto of Nations (with their motorcycles)
 - b) The second placed team in the FIM SuperMoto of Nations
 - c) The third placed team in the FIM SuperMoto of Nations
 - d) The team manager of the team winning the FIM SuperMoto of Nations
 - e) The best placed Junior team(*) in the FIM SuperMoto of Nations (with their motorcycles) / (*) Winner of the “Junior Challenge”
 - f) The team manager of the best placed Junior team in the FIM SuperMoto of Nations.
8. The FIM SuperMoto of Nations Trophy will be presented, for one year, to the FMN of the team winning the event.
9. This FMN must ensure that the FIM SuperMoto of Nations Trophy is available for presentation at the following year’s event.

5.33 Press Conference

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

In addition to 5.33:

5.33.S1GP FIM S1GP SuperMoto World Championship

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

5.33.S1N FIM SuperMoto of Nations

3. The riders and team managers of the following teams must take part in the Press Conference:
 - a) The team winning the FIM SuperMoto of Nations
 - b) The second placed team in the FIM SuperMoto of Nations
 - c) The third placed team in the FIM SuperMoto of Nations
 - d) The best placed Junior team (*) in the FIM SuperMoto of Nations / (*) Winner of the “Junior Challenge”.

5.34 Final Verification

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

In addition to 5.34:

5.34.S1GP FIM S1GP SuperMoto World Championship

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

5.34.S1N FIM SuperMoto of Nations

2. Immediately after the FIM SuperMoto of Nations prize-giving ceremony, the motorcycles of the three riders of the winning team must be placed in the closed park.

5.35 Protests / Appeals

1. Any person or group of persons (rider, team, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
2. All protests must be lodged to the Race Direction.
3. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the start of the official practice.
4. Any other protests must be lodged immediately after the reason for the protest is known.
5. Protests against results must be presented within 30 minutes following the announcement of the results.
6. Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.
7. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 120.- or the equivalent amount in local currency. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.
8. Protests entailing a fuel control must be accompanied by an additional deposit of € 800.- or the equivalent amount in local currency.
9. Anybody who has lodged a protest according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event may request to have access to any element (written or printed matters and/or official TV images-if available) that allowed the Race Direction to take its decision. Such a request must be made in writing within 30 minutes after reception of the decision of the Race Direction.
10. If this information is required in order to formulate an appeal against a decision of the Race Direction, the time limit for acceptance of the appeal must be extended until 30 minutes after this information has been provided.



11. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision and must be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the appeal is justified.
12. An appeal against the decision of the FIM Stewards Panel may be lodged to the CDI. This appeal must be presented 5 days at the latest after the notification of the FIM Stewards Panel decision (Security deposit for appeal: € 1'320.-).
13. After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

5.36 Fuel Control

1. A fuel control may be carried out at any time during an event, according to the current FIM Technical Rules Motocross, Article 63.05 Fuel sampling and testing.
2. All requests for fuel controls following a protest must be accompanied by a deposit of € 800.- or the equivalent amount in local currency, paid to the competent body or the FIM (supplementary controls).
3. In that case, any new requests for controls must be presented to the FIM within 5 days of the reception date of the results of the preceding control notified in conformity with the FIM SuperMoto World Championships Regulations.
4. After the last control:
 - a) The winning party will have its deposit reimbursed;
 - b) The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it had already paid.
5. In all cases, a rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all points and trophies earned. This rider will also be liable for the reimbursement of the full costs of the test. Further penalties may be imposed.

In addition to 5.36:

5.36.S1N FIM SuperMoto of Nations

6. Consequently, the **national** team of the rider concerned will also be disqualified from the whole event and forfeit all Championship results, trophies and prizes earned.



5.37 Anti-Doping and Alcohol Tests

1. Anti-doping and alcohol tests may be carried out according to the FIM Regulations.
2. A rider who tests positive will be disqualified from the whole event and forfeit all points and trophies earned. Additional penalties may be imposed.

In addition to 5.37:

5.37.S1N FIM SuperMoto of Nations

3. Consequently, the team of the rider concerned will also be disqualified from the whole event and forfeit all results and prizes earned.



6. START PROCEDURE IN BRIEF

START PROCEDURE IN BRIEF (1)
AT THE STARTING GRID

Time before the warm-up Lap	Access allowed from... to...				Persons allowed							Technical			
	Paddock	Starting grid	Pit lane	Track	Essential officials	TV crews	Photographers	Rider	Manager	Mechanics	Person with umbrella	Tyre warmers	Repairs	Adjustments	Re-fuelling
	X	X	--	--	X	X	X	1	1	2	1	X	X	X	--
	--	X	X	--	X	X	X	1	1	2	1	X	X	X	--
	--	X	X	--	X	X	X	1	--	1	1	--	--	X	--
	--	X	X	--	X	X	--	1	--	--	--	--	--	--	--
	--	X	X	X	X	--	--	1	--	--	--	--	--	--	--



START PROCEDURE IN BRIEF (2)
MECHANICAL PROBLEMS BEFORE OR AT THE START OF THE WARM-UP LAP / STALLING THE ENGINE AT THE START OF THE WARM-UP LAP

Where?	What to do?	Motorcycle repaired on the starting grid before the start of the warm-up lap	Motorcycle in the pit lane and repaired before the start of the warm-up lap
Starting grid (17 to 4 min before the warm-up lap):	Rider/mechanics may attempt repairs on the starting grid or go to the pit lane.	Rider starts the warm-up lap from the start grid.	Rider cannot do the warm-up lap, he must remain in the pit lane and take the start of the Race from there.
Starting grid (4 to 1 min before the warm-up lap):	Rider must push his motorcycle in the pit lane. where rider/mechanics may attempt repairs.		Rider cannot do the warm-up lap and must remain in the pit lane and take the start of the Race from there.
Starting grid (At the start of the warm-up lap):	Rider must remain on his motorcycle and raise his arm. When all riders have left the starting grid, he must push his motorcycle in the pit lane where rider/mechanics may attempt repairs.		Rider cannot do the warm-up lap and must remain in the pit lane and take the start of the Race from there.



START PROCEDURE IN BRIEF (3)
MECHANICAL PROBLEMS DURING OR AT THE END OF THE WARM-UP LAP / STALLING THE ENGINE ON THE STARTING GRID

When?	What to do?	What to do next?	For the Start
Mechanical problems during the warm-up lap:	Rider must push his motorcycle in the pit lane where rider/mechanics may attempt repairs.	Rider must remain in the pit lane.	Rider starts the Race from the pit lane after having received release signal from the FIM Race Director/Clerk of the Course or an Official nominated by them.
Returning from the warm-up lap, when the Clerk of the Course has raised the green flag:	Rider must stop behind the Clerk of the Course and loses his initial starting position.	Rider must take a position at the rear of the starting grid (the row following the last row of riders).	Rider starts the Race from the rear of the starting grid.
Starting grid (after the warm-up lap):	Rider must remain on his motorcycle, raise his arm and may attempt to start his motorcycle.	If the rider cannot start his motorcycle in a reasonable time, he must obey the instructions from the officials and push his motorcycle to the back of the starting grid.	If the rider succeeds in starting his motorcycle, he must start the Race from the back of the starting grid after having received release signal from the Clerk of the Course or an Official nominated by him.



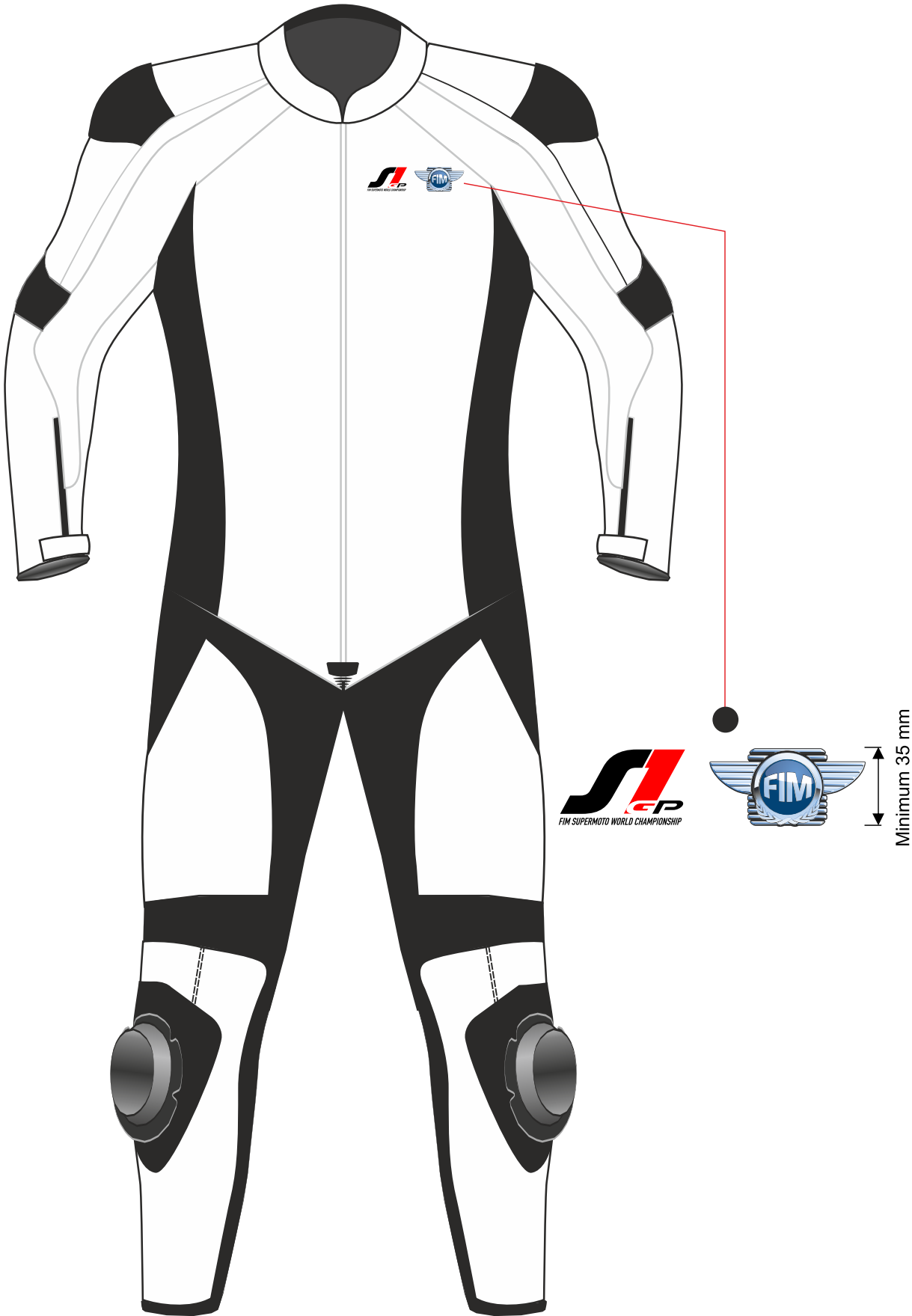
START PROCEDURE IN BRIEF (4)
AS OF 15 SECONDS BEFORE THE START

When?	What to do?	What to do next?	For the Start
Mechanical problems or stalling the engine 15 seconds before the start:	Rider must remain on his motorcycle and raise his arm.	Rider must immediately obey the instructions from the Officials and push his motorcycle to the back of the starting grid.	<p>If rider succeeds in starting his motorcycle, he must start the Race from the back of the starting grid after having received order from the Clerk of the Course or an Official nominated by him.</p> <p>If rider did not succeed in starting his motorcycle when the start had been given, he must obey the instructions from the officials and proceed to the pit lane where rider/mechanic may attempt repairs.</p>

7. DIAGRAMS

7.1 Front Number Plate

GUIDELINES OF THE OFFICIAL LOGOS POSITIONING



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The various logos of the FIM World Championship are displayed on the following pages.

In order to obtain this logo in high resolution together with the corporate chart, please contact XIEM, Mr Alessandro Erzegovaz: ae@xiem.ch

8. FIM CHAMPIONSHIP LOGOS

FIM SUPERMOTO WORLD CHAMPIONSHIP LOGO

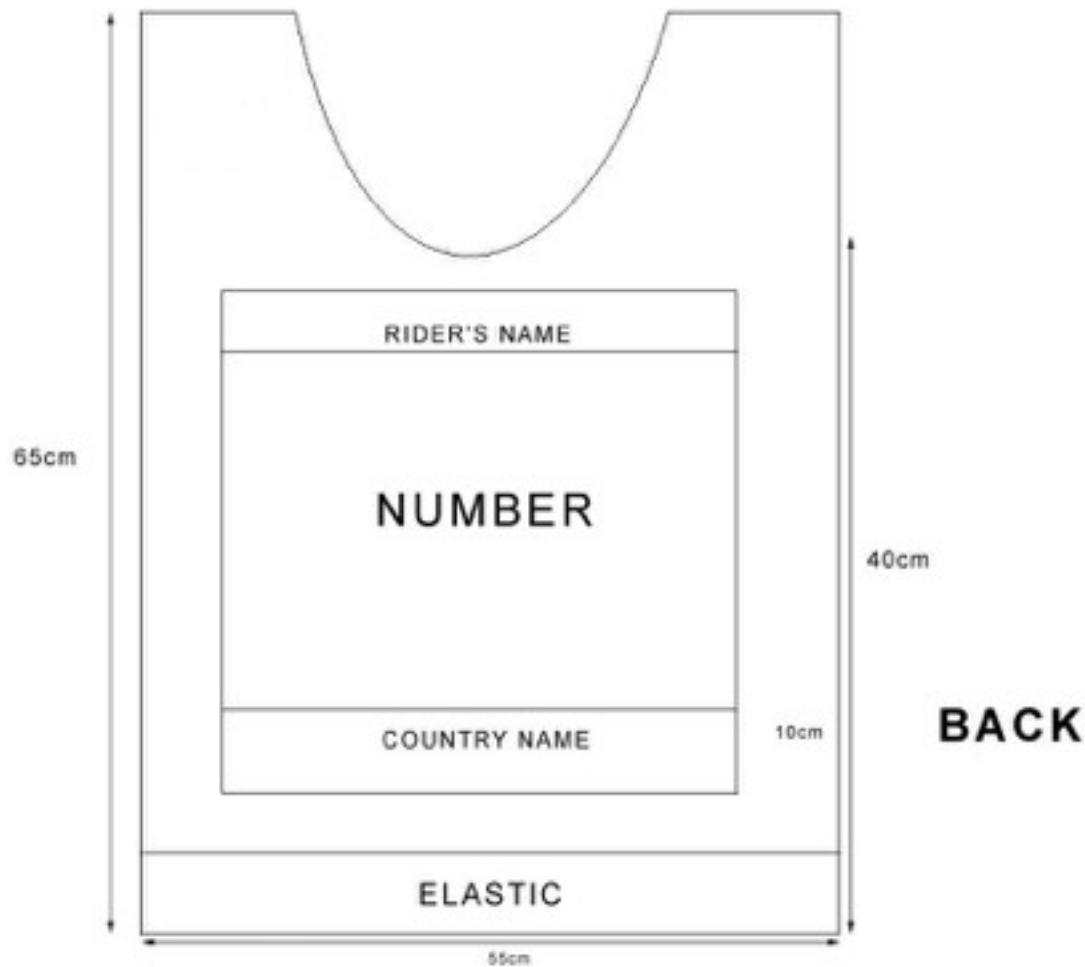
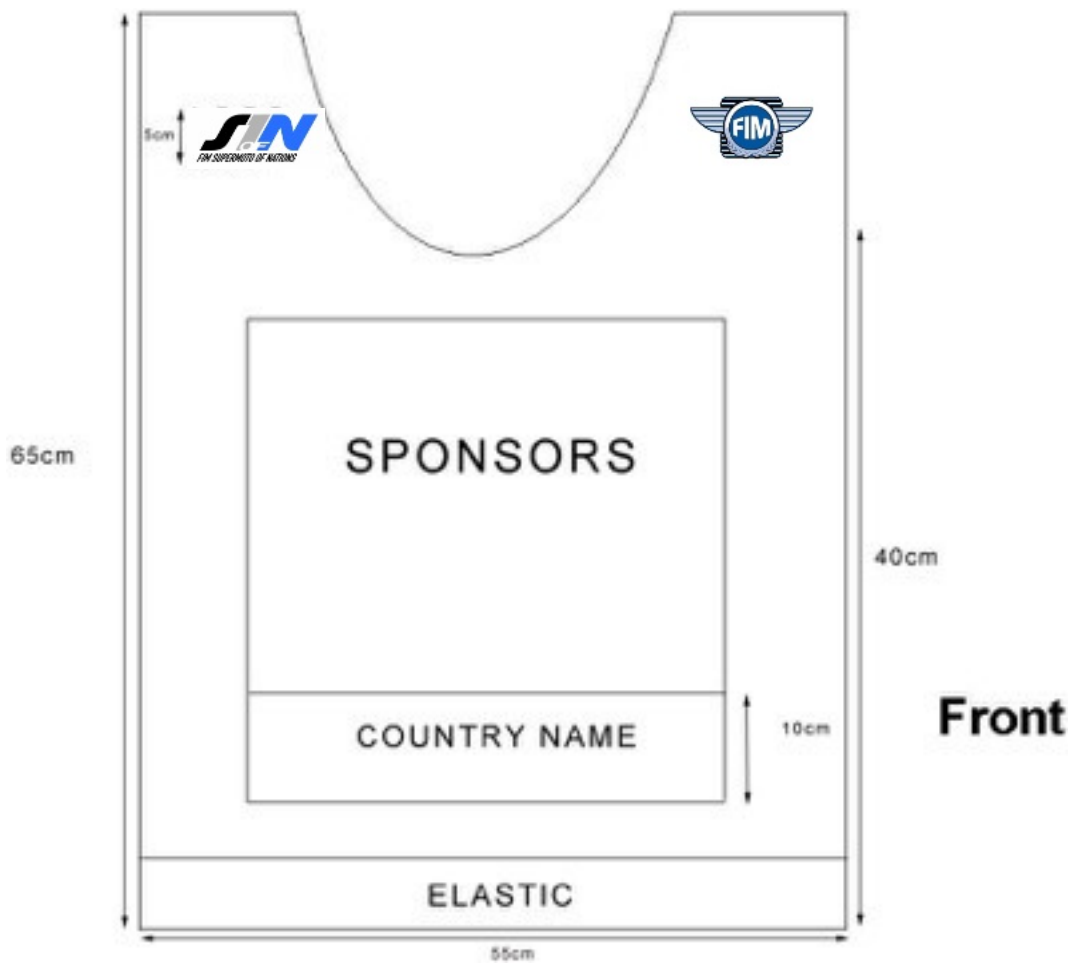


FIM SUPERMOTO OF NATIONS LOGO





FIM SUPERMOTO OF NATIONS BIB





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FIM S1GP SUPERMOTO WORLD CHAMPIONSHIP
CHAMPIONNAT DU MONDE FIM DE SUPERMOTO S1GP
SUPPLEMENTARY REGULATIONS / REGLEMENT PARTICULIER
ADDITIONAL INFORMATION / INFORMATIONS SUPPLEMENTAIRES

GENERAL INFORMATION / INFORMATIONS GENERALES

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

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

TOURISTIC INFORMATION / INFORMATIONS TOURISTIQUES

Tel N°: E-mail:

Website:

OPENING DAYS AND HOURS / JOURS ET HEURES D'OUVERTURE

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

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

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

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

Code prefix to phone abroad (when in the country of the meeting)
Code préfix pour téléphoner à l'étranger (depuis le pays de la manifestation):

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

Police : Fire/Feu : Ambulance :

NEAREST HOSPITAL / HOPITAL LE PLUS PROCHE

Address / Adresse Tel. N°:
E-mail :
Website:



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FIM S1GP SUPERMOTO WORLD CHAMPIONSHIP
CHAMPIONNAT DU MONDE FIM DE SUPERMOTO S1GP
SUPPLEMENTARY REGULATIONS / REGLEMENT PARTICULIER

Title of the event / *Titre de la manifestation* :

FIM S1GP SuperMoto of

Country / Pays

FIM SuperMoto S1GP de

IMN : 208/

Date:

Organising FMN / *FMN organisatrice:*

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

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

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

ACCESS / ACCÈS

Nearest airport / *Aéroport le plus proche:*

At / à km from the circuit / *du circuit*

Motorway / *Autoroute:*

Exit / *Sortie:*

National road / *Route nationale:*

Nearest town / *Ville la plus proche:*

At / à km from the circuit / *du circuit*

Direction: (north, south, east, west / *nord, sud, est, ouest*)

GPS:

See attached map / *Voir plan annexé*

1. CIRCUIT

Name / *Nom:*

Length of the course / *Longueur de la piste:*

Minimum width / *Largeur minimale:*

A drawing of the circuit is attached / *Un plan du circuit est annexé*

2. ORGANISER / ORGANISATEUR

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

Address / *Adresse*

Tel. N°:

E-mail :

Website:

Secretariat of the Event / *Secrétariat de la Manifestation*

Address / *Adresse*

Tel. N°:

E-mail :

Website:



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Open on / Ouvert le

Thursday / Jeudi	(date)	from/de	(time/heure)	to/à	(time/heure)
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

- FIM Delegate		No:
- Délégué FIM	email address	
- FIM Chief Steward		No:
- Chef Commissaire FIM	email address	
- FMNR Steward		No:
- Commissaire FMNR	email address	
- FIM Race Director		No:
- Directeur de l'Epreuve FIM	email address	
- FIM Technical Director		No:
- Directeur Technique FIM	email address	
- Clerk of the Course		No:
- Directeur de Course	email address	
- Secretary of the Race Direction		
- Secrétaire de la Direction de Course	email address	
- Chief Technical Steward		No:
- Chef Commissaire Technique	email address	
- Technical Steward		No:
- Commissaire Technique	email address	
- Chief Timekeeper	Mauro Santamaria	No: 14427
- Chef Chronomètreur	mauro.santamaria@weer.it	
- Environmental Steward		No:
- Commissaire Environnement	email address	
- Chief Medical Officer		No:
- Chef du Service Médical	email address	
- Official Responsible for the Protocol	XIEM / Alessandro Erzegovaz	
- Officiel en charge du Protocole	ae@xiem.ch	
- Press Officer		
- Officier de Presse		
- Paddock Official		
- Responsable du Parc des Coureurs		

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

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



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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 :

XIEM - Attn. Mrs Valentina Boccadolce
Avenue de la Gare 56 -1920 Martigny (Switzerland)
Mail: vb@xiem.ch Web: www.SuperMotoS1GP.com
Mobile: +39 329 4948292

Closing date of entries / *date de clôture des engagements* : (S1GP: First event / première manifestation: the start date of the event/date du début de la manifestation: - 60 days/jours)

(All other events/toutes les autres manifestations: the start date of the event/date début de la manifestation: - 15 days/jours)

5. TIME SCHEDULE / HORAIRE

See hereafter / voir ci-après.

6. CIRCUIT CONTROL / CONTROLE DU CIRCUIT

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

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

Venue / *Lieu*: Race Direction Office.

8. TECHNICAL CONTROL / CONTROLE TECHNIQUE

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

9. RACE DIRECTION MEETINGS / SEANCES DE LA DIRECTION DE COURSE

Venue / *Lieu*: Course Direction Office.

10. RIDERS ' BRIEFING / BRIEFING AVEC LES COUREURS

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



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11. FUEL / CARBURANT

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

12. INSURANCE / ASSURANCE

By endorsing the application form for entry, the FMN of the rider certifies that the rider is insured in accordance with the FIM requirements.

Par l'approbation du bulletin d'engagement, la FMN du coureur certifie que le coureur est assuré conformément aux prescriptions de la FIM.

The organiser has contracted a third party insurance in accordance with Art. 110.1.2 of the FIM Sporting Code.

L'organisateur a contracté une assurance responsabilité civile conformément à l'Art. 110.1.2 du Code Sportif de la FIM.

The general liability insurance coverage which shall not be less than the minimum standards provided for by the national laws of the country in which the relevant event is taking place, shall be in an amount not less than 1 million Euros (€1 million) for any one occurrence.

La couverture générale de l'assurance Responsabilité Civile , qui ne doit pas être inférieure aux normes minimales prévues par la législation nationale du pays dans lequel se déroule la manifestation en question, doit être d'un montant minimum d' un million d'Euros (€1 million) pour chaque occurrence.

This insurance includes a guarantee of

Cette assurance comporte une garantie de

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.

13. PROTESTS AND APPEALS / RÉCLAMATIONS 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 to the Race Direction and appeals against its decisions to be adjudicated by the FIM Stewards Panel must be lodged according to the Disciplinary and Arbitration Code of the FIM and the Supplementary Regulations and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.

Toute réclamation auprès de la Direction de Course ou appel contre une décision de celle-ci sur lequel doit se prononcer le Collège des Commissaires FIM doit être présentée conformément au Code Disciplinaire et d'Arbitrage FIM et au Règlement Particulier et être accompagnée d'une caution de € 660.- ou d'un montant équivalent en monnaie locale, qui sera remboursée si la réclamation est fondée.

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

Il pourra être fait appel devant la Cour Disciplinaire Internationale (CDI) contre une décision du Collège des Commissaires FIM.

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 motocycle 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 Race Direction within 30 minutes following the announcement of the results.

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

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 motocycle, 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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14. PRIZE-GIVING CEREMONY / CÉRÉMONIE DE REMISE DES PRIX

The first three riders in each FIM S1GP SuperMoto World Championship Grand Prix (overall standings) must take part in the official Prize-Giving Ceremony, which must be held immediately after the last Race of the meeting.

Les trois premiers coureurs de chaque Grand Prix de Championnat du Monde FIM de SuperMoto S1GP (classement final) doivent prendre part à la cérémonie officielle de remise des prix, laquelle doit avoir lieu immédiatement après la dernière course de la manifestation.

The riders concerned must attend the prize-giving ceremony until the end. Any infraction of this rule will be penalised by the Race Direction.

Les coureurs concernés doivent assister à la cérémonie de remise des prix jusqu'à la fin. Toute infraction à ce règlement sera pénalisée par la Direction de Course.

15. INTERPRETATION OF THE SR / INTERPRÉTATION DU RP

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

L'interprétation du présent Règlement Particulier est entièrement du ressort de la Direction de Course. 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*



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM-MOTO.com

11, ROUTE DE SUISSE | CH - 1295 MIES
cms@fim.ch

6520015