

**FIM WSX/SX2 SUPERCROSS WORLD CHAMPIONSHIPS
REGULATIONS**

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AMENDMENTS TO THE FIM SUPERCROSS WORLD CHAMPIONSHIP REGULATIONS

The FIM, through the Supercross Commission may at any time amend any or all provisions of the FIM Supercross World Championship Regulations.

The FIM Supercross World Championship Regulations are published on-line with date of publication. Any subsequent changes that take place after the first version has been published will be made electronically, and the latest on-line version published will be the prevailing version.

In conformity with Art. 30.4.2.1 of the FIM Sporting Code a Supercross Commission is constituted, composed of:

- Two Representatives appointed by the Fédération Internationale de Motocyclisme (FIM) which includes the Chairman;
- Two Representatives appointed by the Promoter (SX Global).
- One Representative appointed by the Motorcycle Sports Association (MSMA), approved by both the FIM and the Promoter.

The Supercross Commission shall be in charge of studying, proposing and approving the sporting and technical regulations of the competition and the events. The resolutions require a simple majority and in case of ties, the Chairman will have a casting vote.

The appointment and/or vacancy of representatives and all procedures for their deliberations shall be as mutually agreed by the Members of the Supercross Commission from time to time.

Meetings of the Supercross Commission may be held by telephone or other electronic means) The parties shall procure that the meetings of the Supercross Commission take place no later than fourteen (14) days following the request of any Member of the Supercross Commission for that meeting.

General Undertakings and Conditions

All riders, Teams, officials and other parties participating in the FIM Motocross World Championships/Cup 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 Supercross Regulations
4. FIM Motocross Technical Regulations
5. FIM Disciplinary and Arbitration Code
6. FIM Supercross Circuit Standards
7. FIM Environmental Code
8. FIM Medical Code
9. FIM Anti-Doping Code
10. FIM Yearbook
11. 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. I

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.

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.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Staging Area, Mechanic area or on the course, must carry an appropriate pass at all times during the event.

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

1 FIM SUPERCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS
1.1 FIM World Championships and Prize Events

1. FIM SUPERCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS

1.1 FIM World Championships

1. Each year, the FIM holds FIM Supercross World Championships.
2. FIM Supercross World Championships are organised according to the FIM Regulations, Sporting Code, Chapter 30 - "FIM World Championships and Prize Events".
3. A series of Supercross events counting towards the FIM Supercross World Championships will be organised for riders and manufacturers.
4. The best placed Team will be awarded by the FIM Championship Promoter.
5. The following Championships will be organised:
 - a) FIM WSX Supercross World Championship;
 - b) FIM SX2 Supercross World Championship.
6. These Championships may also be called FIM Supercross World Championship(s).
7. The name "WSX" is to be used exclusively for the FIM Supercross World Championship. Use of this name at the Continental or National levels is not allowed.

1. FIM SUPERCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS

1.2 Events

1.2 Events

1. FIM Supercross World Championship events must be inscribed in the Calendar.
2. These events must be staged on circuits that will have to be approved by the FIM Race Director and comply with these Regulations.
3. An event may be cancelled, moved to another place or date and/or replaced by another event.
4. No event may be organised without all the necessary legal authorisations have been provided by the organiser.
5. Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event.
6. The validity of the third-party insurance must come into effect two days before the Practices and terminate two days after the last Race of the event.
7. The FIM Supercross World Championship event is being run over two days, generally on a Friday and Saturday 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 the technical 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;
 - c) All technical, sporting and anti-doping controls have been concluded.
9. If a protest is submitted, 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. FIM SUPERCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS
1.3 Format of the Event

1.3 Format of the Event

1. The format of a FIM Supercross World Championship event is as follows:

WSX	Duration per session	Maximum
1 X Group 1 - Warm-Up Practice	Minimum 10 minutes	11 riders
1 X Group 2 - Warm-Up Practice	Minimum 10 minutes	11 riders
1 X Group 1 - Time Practice	Minimum 10 minutes	11 riders
1 X Group 2 - Time Practice	Minimum 10 minutes	11 riders
1 X Group 1 - Heat 1	6 laps	11 riders
1 X Group 2 - Heat 2	6 laps	11 riders
1 X "SuperPole"	1 timed lap	10 riders
1 X Final 1	8 laps	22 riders
1 X Final 2	8 laps	22 riders
1 X SuperFinal	12 laps	22 riders

SX2	Duration per session	Maximum
1 X Group 1 - Warm-Up Practice	Minimum 10 minutes	11 riders
1 X Group 2 - Warm-Up Practice	Minimum 10 minutes	11 riders
1 X Group 1 - Time Practice	Minimum 10 minutes	11 riders
1 X Group 2 - Time Practice	Minimum 10 minutes	11 riders
1 X Group 1 - Heat 1	5 laps	11 riders
1 X Group 2 - Heat 2	5 laps	11 riders
1 X Final 1	6 laps	22 riders
1 X Final 2	6 laps	22 riders
1 X SuperFinal	10 laps	22 riders

2. Depending on the venue and the number of riders present, the Warm-Up Practice and Time Practice may be contested in one single group or two groups of riders.
3. In exceptional circumstances and for valid reasons, an additional Warm-Up Practice may be scheduled on the day prior to the regular programme. In that case, the FIM Championship Promoter must inform the FIM and the FMNR and it must be mentioned in the Supplementary Regulations. This additional Warm-Up Practice then replaces the on-course "Press activities".
4. The Warm-Up Practice and Time Practice sessions may also be referred to as "Practices" except when the context requires otherwise.
5. The Time Practices, Heats and "SuperPole" may also be referred to as "Qualifying" except when the context requires otherwise.
6. Heat 1, Heat 2 and/or Final 1, Final 2 and the SuperFinal may also be referred to as "Races" except when the context requires otherwise.

1. FIM SUPERCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS
1.4 FIM Supercross World Championships Criteria

1.4 FIM Supercross World Championships Criteria

1. The final FIM Supercross 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.
2. All organised events counting towards the corresponding FIM Supercross 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 decide deviating from this principle.
3. For the first event of the FIM Supercross World Championship: the provisional point standings will be identical to the overall point standings of the event in question.
4. As of the second event of the FIM Supercross World Championship, the riders will be ranked according to the total number of points they have scored.
5. In case of ties in the provisional standings, the number of better overall placings will be considered.
6. If a tie still exists, the points scored in the last event will then determine the order of placing in the provisional standings. If necessary, the points scored in the last but one event will determine the order of placing in the provisional standings, and so on...
7. The winner of the FIM World Championship is the rider who has obtained the most points from all the Races of the Championship, irrespective of the number of events he has completed.
8. 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 and the ranking of the riders tied in points.
9. For the FIM Manufacturers' World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to their position in each event of the Championship.
10. In case of ties for the FIM Manufacturers' World Championship, the same conditions as for the riders will apply to determine the ranking of the Manufacturers tied in points and the winner of the Championship.
11. 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.

1. FIM SUPERCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS
1.4 FIM Supercross World Championships Criteria

12. For the FIM Championship Promoter “Team Award”, all the riders of the Team will gain points, according to their overall positions in each event of the Championship.
13. The FIM Championship Promoter “Team Award” will be calculated on the cumulative points obtained by the Team’s riders over the entire season.
14. In case of ties for the FIM Teams’ World Championship, the same conditions as for the riders will apply to determine the ranking of the Teams tied in points and the winner of the Championship.
15. All FIM World Champions (Riders) are obliged to attend the official FIM Prize-Giving Ceremony.

1. FIM SUPERCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS
1.5 Support Events / Support Races

1.5 Support Events / Support Races

1. Support Events/Support Races, as well as any other activities such as the vehicular use of the course during the event, including demonstrations or exhibitions, must at all times receive prior authorisation from the FIM and the FIM Championship Promoter and not impede with the running of the FIM Supercross World Championship event.
2. Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for these support Events/Support Races and activities which are not run under the aegis and the responsibility of the FIM.

A. Support Events

3. A Support Event is held the day prior to the FIM Supercross World Championship event, time and conditions permitting.
4. Support Events must be inscribed in the FIM Calendar of International Supercross Meetings.
5. A Support Event may not jeopardise the efficient and smooth running of the FIM Supercross World Championship event. Priority must at all times be given to the FIM Supercross World Championship event.
6. Riders entered anytime in the FIM Supercross World Championship are allowed to participate in maximum one (1) Support Event during the season.
7. On-Course "Press Day" activities are not considered a Support Event as these are part of the official FIM Supercross World Championship programme.

B. Support Races

8. Support Races are held on the day of the FIM Supercross World Championship event, time and conditions permitting.
9. Support races may not jeopardise the efficient and smooth running of the FIM Supercross World Championship event. Priority must at all times be given to the FIM Supercross World Championship programme.
10. If necessary, the Race Direction can change the time schedule of these Support Races and/or other activities or cancel them.
11. Riders entered in the FIM Supercross World Championship are not allowed to participate in the Support Races.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.1 Acceptance of Entries

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.1 Acceptance of entries

1. The number of entries in each class is limited to maximum 22 riders:
 - a) 20 riders from 10 permanent Teams;
 - b) 1 "FMNR Wild Card" rider proposed by the FMNR;
 - c) 1 "Promoter Wild Card" rider invited by the FIM Championship Promoter.
2. Riders are limited to compete in one single class at each FIM Supercross World Championship event.
3. Riders participating in the FIM Supercross World Championship must be holders of a the appropriate FIM Motocross/Supercross World Championship licence (Please refer to Art. 2.3 Age of Riders and FIM Sporting Code 70.2.1. FIM Licence for riders, passengers and teams). By issuing the FIM Motocross/Supercross World Championship/Cup licence, the FMN certifies that the rider is insured for personal accidents covering, death, permanent disability; medical treatment and repatriation equivalent to the minimum benefits required by the FIM for the current year in accordance with Art 110.2 of the FIM Sporting Code. The FMNs have the responsibility of informing the FIM and the FIM Championship Promoter whenever they have suspended a rider or withdrawn his licence.

A. Team riders

4. Teams must submit their application to the FIM Championship Promoter according to the specific procedure put in place by the latter.
5. A Team can submit its application for participation in the FIM Supercross World Championships at the latest 21 days before the event and must field 4 contracted riders (2 riders in each class).
6. The FIM Championship Promoter will select the Teams for each Championship.
7. Every Team accepted by the FIM Championship Promoter for participation in the FIM Supercross World Championship is then required to:
 - a) Designate within the 21 next days 2 riders in each class to compete in all the events;
 - b) Complete an entry form which must be signed by the riders;
 - c) Be holder of a FIM Sporting Team Licence;
 - d) Fulfil its entry obligations as laid down by the FIM Championship Promoter.

B. "FMNR Wild Card" riders

8. The FMNR may enter one rider as "FMNR Wild Card" in each class and must inform the FIM World Championship Promoter, at the latest 21 days before the event, of the names of the riders it wishes to nominate.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.1 Acceptance of Entries

9. "FMNR Wild Card" riders may not be a rider currently contracted by a permanent Team in the FIM Supercross World Championship.
10. When they are accepted by the FIM World Championship Promoter, the FMNR is required to:
 - a) To ensure that the riders complete and sign an entry form for the event in question;
 - b) Fulfil its entry obligations as laid down by the FIM Championship Promoter.
11. If the FMNR does not wish to nominate any riders or one rider in a class, it must inform the FIM World Championship Promoter of its decision, at the latest 21 days before the event and the latter may automatically dispose of the entry.

C. "Promoter Wild Card" riders

12. The FIM World Championship Promoter may enter one "Promoter Wild Card" rider in each class and must inform the FMNR, at the latest 21 days before the event, of the names of the riders he wishes to nominate.
13. "Promoter Wild Card" riders may not be a rider currently contracted by a permanent Team in the FIM Supercross World Championship.
14. The FIM Championship Promoter is then required to:
 - a) To ensure that the riders complete and sign an entry form for the event in question;
 - b) Fulfil their entry obligations as laid down by the FIM Championship Promoter.
15. If the FIM World Championship Promoter does not wish to nominate any riders or one rider in a class, he must inform the FMNR of its decision, at the latest 21 days before the event and the latter may automatically dispose of the entry.
16. For each event, the FIM Administration and the FIM Championship Promoter will publish the list of entries jointly 7 days before the event in question.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS
2.2 Substitutes. Replacements and/or Withdrawals

2.2 Substitutes, Replacements and/or Withdrawals

1. Except when special dispensation is granted by the FIM Championship Promoter, each entry commits the Team to designate 4 riders in all events of the FIM Supercross World Championship of the current year.

2. Exceptions can only be made as follows:

A. Substitutes

3. A Team may withdraw a rider from an event or several events for medical reasons or in case of "force majeure".
4. In that case, the Team must make every reasonable effort to provide a qualified substitute rider to fulfil its entry obligations of 2 riders per class within 7 days of withdrawal.
5. The deadline for substitution of an entered rider is the end of the technical verifications of the event in question.
6. A substitute rider neither may be a rider currently contracted by another Team in the FIM Supercross World Championship, nor a rider who participates in the support Race(s) of the event in question.
7. Substitute riders are subject to approval by the FIM Championship Promoter.

B. Replacements

8. A Team may replace a rider which it has entered for reasons not being medical and not being "force majeure".
9. In that case, the Team must make every reasonable effort to provide a qualified replacement rider to fulfil its entry obligations of 2 riders per class within 7 days after the announcement.
10. The deadline for replacement of an entered rider is the end of the technical verifications of the event in question.
11. A replacement rider neither may be a rider currently contracted by another Team in the FIM Supercross World Championship, nor a rider who participates in the Support Race(s) of the event in question.
12. Replacement riders are subject to approval by the FIM Championship Promoter.

C. Withdrawals

13. Once the Warm-Up Practice has started, a Team may withdraw a rider from the event, due to injury of the rider, irreparable damage to the motorcycle(s) or in case of "force majeure".
14. In that case, the Team must inform the FIM Race Director and the FIM Championship Promoter of the reasons of the non-participation of its rider(s).

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.3 Age of Riders

2.3 Age of Riders

1. FIM Motocross World Championship licences for riders are issued, only when they have attained the minimum age, as indicated below:
 - a) FIM WSX Supercross World Championship: 16 years;
 - b) FIM SX2 Supercross World Championship: 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 maximum age is as indicated below:
 - a) FIM WSX Supercross World Championship: 50 years;
 - b) FIM SX2 Supercross World Championship: 50 years.
4. 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.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.4 Starting Numbers

2.4 Starting Numbers

1. The current FIM Supercross World Champion must compete with the number "1" when competing in his respective class.
2. Every other rider participating in a FIM Supercross World Championship will be allocated a permanent starting number for the season by the FIM Championship Promoter.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.5 Rider Apparel

2.5 Rider Apparel

1. Riders are responsible for and must rely on their own judgement in the selection of helmets and apparel which will provide appropriate and durable protection.
2. The helmet, eye protection, equipment and protective clothing must be in accordance with the FIM Technical Rules Motocross.
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 Practice, sighting lap or Race:
 - A. Helmets**
 5. Helmets must be marked with one of the official international standard marks mentioned in the FIM Technical Rules Motocross. Long hair must be contained within the helmet.
 - B. Eye protection**
 6. Goggles must be worn during all on-course competition (Practices, sighting laps or Races). However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the mechanic & signalling area during the next lap.
 - C. Equipment and protective clothing**
 7. This equipment includes but is not limited to: boots, gloves, jerseys, pants and an unmodified full upper body protection (front and back). Gloves must be worn at the start of each practice, sighting lap or Race.
 - D. FIM and Championship logos**
 8. Riders must display the FIM and Championship logos on the upper front torso or shoulder area of their jersey or on their chest/back protector if the latter is worn over the jersey (see 8. Diagrams).
 9. It is recommended that riders print the FIM and Championship logos on their jerseys.
 - E. Family name/Starting number of the rider**
 10. Riders must wear a dorsal starting number conforming to the FIM Regulations, Art. 01.76 of the FIM Motocross Technical Regulations.
 11. The rider's starting number must appear on the back of his jersey. The number on the jersey must be the same as the one that has been allocated to the rider for the event.
 12. The family name of the rider must appear on the shoulder line on the back of his jersey.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.5 Rider Apparel

13. If a back protector is worn over the jersey; the family name and number must appear on the back protector (same principles as for the jersey).
14. The name and the number must be legible at a distance and be in contrasting colour from the jersey/back protector colour surrounding the placement of the name/number. The name and number may be outlined. The colour of the outlining must be in contrast to the jersey/back protector colour as well as the name/number colour (ex: a white jersey with orange name/numbers could use a black outline).

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS
2.6 Rider/Mechanic/Team Clothing

2.6 Rider/Mechanic/Team Clothing

1. All riders, mechanics and Team members must present a clean and neat appearance.
2. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
3. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.
4. Shirts must have a collar.
5. Riders, mechanics and Team members Riders must display the FIM and Championship logos on the upper front torso or shoulder area of their shirts/uniform/clothing (see 8. Diagrams).

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.7 Rider Behaviour and Assistance

2.7 Rider Behaviour and Assistance

1. Riders, mechanics and Team members must at all times adhere to the provisions of the FIM Regulations.
2. All riders, mechanics and Team members must present a clean and neat appearance.
3. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
4. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.
5. Riders, mechanics and Team members must display the FIM and Championship logos on shirts/uniform/clothing
6. 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.
7. Riders must report any underlying medical disorder or injury they may have to the CMO.
8. Any rider who refuses to submit himself to a special medical examination will be excluded from the event and his FMN, the Race Direction and the FIM will be notified about this.
9. 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.
10. At all times during the event, a Team/rider will be responsible for keeping its/his motorcycle in conformity with the rules.
11. 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 course may be sanctioned by the Race Direction with one of penalties under Art. 4.11§4.
12. Riders may be held responsible for the actions of their Team members.
13. "Track rentals" of the FIM Supercross World Championship course for testing or Practices within 72 hours prior to that event is not permitted.
14. Riders are forbidden to ride any motorised vehicle on the course outside the official Practices and Races.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.7 Rider Behaviour and Assistance

15. Riders may carry on-board cameras on their motorcycles when requested by the FIM Championship Promoter. An on-board camera (other than the one from the Championship Promoter) is not allowed during the Practices, Qualifying and Races.
16. In both cases provided for under 15. and 16., the FIM Championship Promoter, rider and Team in question assume full responsibility and the FIM shall not be held liable in case of any incidents in connection with the use of these cameras
17. Teams/riders are responsible for being aware of all information issued in the riders' e-briefing sent electronically to them and/or any other rider/Team's briefing held at the event.
18. Acceptance of the electronic briefing does not excuse a Team/rider from not attending any official riders meeting(s) at the event.
19. Team members or riders observed to be relieving themselves anywhere than in fixed or portable toilets will be fined a minimum of 1'000€.
20. All body jewellery is to be taped over or removed during on-course competition.
21. The use of a portable music player is not allowed during on-course competition.
22. 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.
23. Riders not performing up to competition level may be excluded from the event by the Race Direction.
24. 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 course. Riding in an irresponsible manner may be sanctioned by the Race Direction with one of the penalties under Art. 4.11§4.
25. Riders must obey the official flag, light and the board signals which convey instructions.
26. Riders are responsible for being aware of their surroundings at all time while on the course. They must obey all official signals and directions given to them or they may be sanctioned by the Race Direction.
27. Goggles must be worn during all on course competition (Warm-Up Practice, Time Practices, "SuperPole", sighting laps or Races). However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the mechanic and signaller area during the next lap.
28. Riders must always start the Warm-Up Practice/Time Practices/"SuperPole" from the area indicated by the officials.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.7 Rider Behaviour and Assistance

29. When the riders are on the course, consultation between them and Team members is restricted to the mechanic & signalling area. 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.
30. 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 and will be considered outside assistance.
31. 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 by the Race Direction.
32. Marshals may assist riders by lifting motorcycles and moving them to a safe place. Any repairs, adjustments or attempts to restart the motorcycle must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to restart their motorcycles.
33. Receiving medical treatment while on-course during a Race, outside of the scope of evaluating the rider’s ability to continue, will be considered outside assistance and the rider will not be allowed to continue that Race.
34. Whenever a rider is receiving treatment by the medical staff, Team members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the Race Direction with one of the penalties under Art. 4.11§4.
35. In accordance with the FIM Medical Code, Art. 09.3.3 Medical fitness to Race, injured riders must be assessed by the Chief Medical Officer (CMO) before they can resume or return to the competition.
36. Riders must use only the marked course. However, if they accidentally leave the course, they may continue at a greatly reduced speed, not accelerating in an unsafe manner, until they can re-enter the course safely. They must re-enter the course, without gaining an advantage, at the closest point to where they left it.
37. Riders who have accidently 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.
38. It will be the duty of the Race Direction to make the determination as to whether a rider gained an advantage by accidently leaving the course and re-entering.
39. The penalty for gaining an advantage while off course during Practices will be the loss of the fastest lap in the respective Practice for the rider in question. Further penalties may be imposed.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.7 Rider Behaviour and Assistance

40. 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.
41. 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.
42. A zone must be reserved for repairs and signalling (= mechanic & signalling area) during the Practices and Races. Only mechanics, Team staff and the essential officials bearing valid passes are permitted in this area. Persons under the age of 16 are not allowed.
43. Riders will be allowed one mechanic plus one additional Team staff in the mechanic & signalling area during the Practices and Qualifying (Maximum two persons per rider).
44. Riders will be allowed one mechanic only at the starting gate and in the mechanic area and signalling area during the Races (Maximum one person per rider). Additional Team staff is not allowed.
45. Riders may enter the mechanic & signalling area to receive assistance, 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 in the mechanic & signalling area is prohibited at all times. Refuelling is allowed only in the designated area as indicated in the e-briefing.
46. Any assistance on the course by Team staff is prohibited. However, riders are allowed to adjust or repair their motorcycle, without any assistance, in a suitable area off the course.
47. Riders entering the mechanic & signalling area should ride in a responsible manner and must always come to a complete stop. In the latter case, violators will be disqualified from the Practice/Race in question.
48. Riders in the mechanic & signalling area may be assisted in restarting their motorcycles.
49. Riders are not allowed to enter the mechanic & signalling area during the sighting lap or it will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective Race.
50. Riders riding slowly on the course and/or returning slowly to the mechanic area should ride carefully, avoid the racing line and not hinder or impede the progress of other riders.
51. Intentionally stopping on the course is prohibited and may be sanctioned each time by the Race Direction with one of the penalties under Art. 4.11§4.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.7 Rider Behaviour and Assistance

52. Riders with mechanical problems during the Races may seek assistance from their mechanic in the mechanic & signalling area or return to the paddock.
53. Riders who leave the stadium infield (the “floor”) during a Race will not be allowed to re-join that same Race.
54. Riders who return to the paddock during a Final will be allowed to take the start in the remaining Final and/or SuperFinal provided they present themselves at the starting gate in due time (cut-off point: 1 minute before the start of the Final/SuperFinal in question).
55. Riders or their mechanic must select the starting gate position from behind the rear barrier and take the position quickly.
56. Once a rider has taken his position at the starting gate, he cannot change it, return to the paddock or receive assistance prior to the start.
57. Once a rider has taken his position at the starting gate for Final 1, he must take the same position for Final 2 and the SuperFinal.
58. Motorcycles must be centred in the starting gate. Riders may not start in an angle.
59. Should a rider have a mechanical problem once he has taken his starting gate position, then he must raise his arm and immediately push the motorcycle back to behind the rear barrier before he and/or his mechanic can make any repairs.
60. Riders and/or mechanics are not allowed to touch or drop the starting gate when preparing a start position. Grooming and/or using dirt to form an elevated pad under the riders’ feet is forbidden. Grooming or watering in front of the starting gate is prohibited.
61. During the sighting lap, mechanics are allowed to brush and/or clean the start pad or starting gate signage. Only brushes with nylon type bristles may be used. Brushes with steel type bristles are prohibited. Mechanics and /or riders are not allowed to brush or clean the start pad or starting gate signage in between Finals and the SuperFinal.
62. Once a rider has started his sighting lap, he must continue in the direction of the course. Stopping immediately in front of the starting gate to do a burn-out will be considered grooming in front of the starting gate Stopping on the course and making practice starts during the sighting lap is not allowed. Any infraction may be penalised by the Race Direction.
63. Riders who fail to complete the sighting lap and/or do not succeed into bringing their motorcycle at the starting gate on time will be disqualified from the Race in question.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.7 Rider Behaviour and Assistance

64. Riders may not use any starting aid devices at the start. They may use starting blocks at the start provided these are in black or silver colour and have been approved by the FIM Technical Director.
65. Riders having mechanical problems at the starting gate during the start procedure must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic may assist at the gate. The penalty for violation of this regulation is disqualification from the Race in question. They may join the Race only upon a signal from the FIM Deputy Race Director.
66. When crossing the finish control line, the rider must always be in contact with his motorcycle otherwise the lap will not be counted in his result.
67. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the mechanic area/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.
68. 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 and the FIM Championship Promoter of the reasons for his non-participation.
69. Riders in the top three positions in the overall standings in the event and the rider leading in the points standings (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 may be penalised.
70. Riders must make themselves available for promotional activities as may reasonably be asked the FIM Championship Promoter, subject to 30 days, on the day prior to the event, for a period of 3 hours (time to be set by the FIM Championship Promoter).
71. Riders may be granted permission by the FIM Championship Promoter to not attend any particular promotional activity only due to injury or the requirement to be receiving medical attention at a time that coincides with such promotional activity. Requests for non-participation must be submitted to the FIM Championship Promoter in writing.
72. Teams, their staff and riders must avoid any verbal/written public declaration which could damage or negatively affect the FIM Supercross World Championship. Accordingly, it is an obligation for all riders, Teams and Teams staff and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the FIM, the FIM Championship Promoter or which may be contrary to the integrity of the FIM Supercross World Championship or the sport.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.7 Rider Behaviour and Assistance

73. Public pronouncements which harm irresponsibly the lawful interest of the FIM Supercross World Championship or which are contrary to its integrity or the sport shall include, but not be limited to:
- a) Public statements or comments to the media that irresponsibly attack, disparage, disrepute or damage the FIM and the FIM Championship Promoter;
 - b) Public comments that members and riders of the Team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the FIM and the FIM Championship Promoter are expressly covered by this regulation;
 - c) It is understood that responsible expressions of legitimate disagreement with the FIM, the FIM Championship Promoter and FIM Supercross World Championship policies are not prohibited.
74. Before leaving a venue/facility, it is the responsibility of riders/Teams to deposit all their waste fuel, fuel drums, motor oils, coolants, tires, batteries, black water and all other hazardous wastes in the proper hazardous waste disposal area provided by the venue/facility. Should proper hazardous waste disposal containers not be available on-site, riders/teams must transport such items from the venue/facility for proper disposal.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

1. FIM Supercross World Championship events will include two classes; WSX and SX2.
2. FIM Supercross World Championship events are open to motorcycles as defined in the FIM Regulations, Appendix 01, FIM Technical Regulations-Motocross:
 - a) WSX: motorcycles of Cat. I, Group A1, over 290cc up to 450cc for 4-stroke engines;
 - b) SX2: motorcycles of Cat. I, Group A1, over 175cc up to 250cc for 2-stroke or 4-stroke engines.
3. The name “WSX” is to be used exclusively for the FIM Supercross World Championship. Use of this name at the Continental or National levels is not allowed.

3 MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.2 Front Number Plate

3.2 Front Number Plate

1. The motorcycle's front number plate must always display (see 8. Diagrams):
 - a) The background colour, in accordance with the FIM Regulations hereunder, as well as the FIM Technical Rules Motocross;
 - b) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Technical Rules Motocross;
 - c) The FIM and Championship logos on the top section of the number plate as shown on the diagram (see examples under 8. Diagrams);
 - d) A space is reserved for a Series Title Sponsor as shown on the diagram (if any Title Sponsor, to be confirmed by the FIM Championship Promoter);
 - e) There must be a minimum clear space of 10 mm between the FIM, the Championship and the Series Title Sponsor logos (top), the Team publicity (bottom) and the number (middle).
2. The FIM, the FIM Championship, the Series Title Sponsor logos, as well as the numbers must be clearly visible.
3. The colours of the background and numbers vary. The following colour schemes shall be used:

Class	Background	Number	Logos
WSX	White	Black	FIM and Championship logos and Series Title Sponsor (if any)
SX2	Black	White	

4. At the first event of the World Championship: a front red number plate with a white number "1" is compulsory for, and must be displayed by the reigning World Champion when competing in the class in which he won his World Title.
5. From the second event on, a front red number plate with white numbers is compulsory for, and must be displayed by the current leader in each class of the FIM Supercross World Championships.
6. The following colours shall be used, following the RAL colour table, i.e.:
 - Black: 9005;
 - White: 9010;
 - Red: 3020.

3 MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.3 Side Number Plates

3.3 Side Number Plates

1. The motorcycle's side number plate must always display (see 8. Diagrams):
 - a) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules;
 - b) The FIM and Championship logos on the top section of the number plate as shown on the diagram;
 - c) There must be a minimum clear space of 10 mm between the FIM and the Championship logos and the number.
2. The colour scheme for the background of the side number plates and the numbers is free. The number may be outlined.
3. There is freedom of design and publicity, but incorporation of the rider's number and the FIM and Championship logos into the graphics is compulsory.
4. The number and the FIM and Championship logos must be clearly visible.
5. There must be a clear colour distinction between the colour of the number, the FIM and Championship logos and the colour of the background.

3 MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.4 Other Specifications

3.4 Other Specifications

1. Teams/Riders are strongly recommended to consult the current FIM Technical Rules, especially in the fields of:
 - a) Fuel:
According to FIM Fuels Regulations;
 - b) Sound:
According to FIM Sound Regulations.

3 MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.5 On-Board Cameras

3.5 On-Board Cameras

1. Only on-board cameras from the Championship Promoter are allowed during the event:

A. On-Board-Motorcycle Cameras

2. At each event, riders may be asked by the FIM Championship Promoter to carry on-board cameras on their motorcycle.
3. The FIM Championship Promoter, the rider and his Team assume full responsibility for the mounting of the on-board camera and associated equipment on the motorcycle, its use and for any related incidents.
4. The cameras and associated equipment must be carried on the motorcycle during the entire event, from the Practices until the end of the event.
5. When a motorcycle is equipped with an on-board camera, the weight of the camera and associated equipment will be included in the total minimum weight of the motorcycle.
6. The camera and associated equipment are not considered as telemetry.
7. The FIM Championship Promoter must inform the Race Direction of the names of the riders who will be carrying the on-board cameras.

B. On-Board Helmet Cameras

8. On-board cameras and associated equipment on the rider's helmet and body are prohibited during the Practices, Qualifying and Races
9. However, at each event one (1) rider - and one rider only - may be asked by the FIM Championship Promoter to do the "Camera-on-Board-Laps-Session" with a camera mounted on his helmet.
10. In that case, the rider in question and his Team must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the camera on the helmet.
11. The FIM Championship Promoter, the rider and his Team assume full responsibility for the mounting of the camera on the helmet, its use and for any related incidents.
12. The helmet camera is not considered as telemetry.
13. The FIM Championship Promoter must inform the Race Direction of the name of the rider who agreed to do the "Camera-On-Board-Laps-Session".
14. In both cases provided for under A. and B, the FIM shall not be held liable in case of any incidents in connection with the use of these cameras.

4. OFFICIALS AND PROCEDURES
4.1 General

4. OFFICIALS AND PROCEDURES

4.1 General

1. The management and supervision of events, as well as the judicial procedure, are the responsibility of the officials appointed by the FIM 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. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.
4. Official's FIM licences are only issued after the officials have proved to be competent according to the special requirements for each discipline. The relevant FIM Commissions organise seminars obligatory for certain officials.
5. The FIM or the FMNs have the right to renew or cancel an appointment whenever necessary.
6. An official may not be a rider, sponsor, Team Manager, mechanic or promoter involved in the event.
7. During an event, officials holding an FIM licence are required to present their licences to the FIM Delegate.
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 OFFICIALS AND PROCEDURES

4.2 Supplementary Regulations

4.2 Supplementary Regulations

1. The Supplementary Regulations (SR) must include all additional information and details relative to a particular meeting which are not stated in the FIM Codes, Appendices and Regulations.
2. The SR must in no case be in contradiction with the FIM Codes, Appendices and Regulations.
3. The SR must be drawn up in conformity with the standard model laid down by the CMS (see copy published in this booklet).
4. The SR must be published at least in English and must be approved by the FMNR and the FIM.
5. The FMNR must send an electronic copy of the draft SR to the FIM Administration for approval by the FIM, no later than three months before the date of the event.
6. 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.
7. Amendments to the SR may be made but must always be approved by the Race Direction, and subsequently brought to the attention of all persons concerned.
8. The SR must subsequently be ratified by the Race Direction during its first meeting.

4 OFFICIALS AND PROCEDURES
4.3 Officials who hold a FIM Licence

4.3 Officials who hold a FIM Licence

1. Any of the following officials, when on duty at FIM Supercross World Championships, must be a holder of the appropriate FIM official's licence valid for the current year:
 - FIM Delegate;
 - FIM Race Director;
 - FIM Deputy 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. OFFICIALS AND PROCEDURES
4.4 Jurisdiction

4.4 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 OFFICIALS AND PROCEDURES

4.5 FIM Delegate

4.5 FIM Delegate

1. The FIM Motocross Commission (CMS) will appoint the FIM Delegate.
2. The FIM Delegate must be holder of an FIM Motocross Sporting Steward licence.
3. If the nominated FIM Delegate is prevented from arriving at the event in time, until his arrival, he will be replaced by the FIM Chief Steward.
4. 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.
5. 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.
6. The authority and duties of the FIM Delegate include but are not limited to:
 - a) The FIM Delegate must be present before the start of the technical verifications prior to “Press Day” activities and remain after the event until the completion of his duties.
 - b) The FIM Delegate exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed;
 - c) The FIM Delegate shall call a meeting of the Race Direction before the first official Practices and at the end of each day of official Practices and/or Races;
 - d) The FIM Delegate is responsible for the communication with the Stewards;
 - e) The FIM Delegate has the right to invite any guests to the Race Direction Meetings, when appropriate;
 - f) 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;
 - g) 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;
 - h) At the end of the event, the FIM Delegate, together with the Clerk of the Course, must sign the official classification of the event;
 - 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. OFFICIALS AND PROCEDURES
4.6 FIM and FMNR Stewards

4.6 FIM and FMNR Stewards

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

4. OFFICIALS AND PROCEDURES

4.7 Race Direction

4.7 Race Direction

1. The Race Direction is composed of:
 - The FIM Delegate;
 - The FIM Race Director;
 - 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 Practices and at the end of each of day of official Practices and/or Races.
6. The Race Direction will hear any protests that are submitted during the event.
7. The Race Direction has the competence to pronounce ex officio sanctions against riders, Teams and their 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:

4. OFFICIALS AND PROCEDURES

4.7 Race Direction

- a) Warnings;
- b) Fines, subject to a maximum of € 10'000.-;
- 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. The application of this penalty may be conditionally deferred for a period of up to a maximum of two years;
- 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. The Race Direction must pronounce a decision and notify in writing the party (parties) involved in writing at the event:
 - a) For protests received during a one-day event:
as soon as possible the same evening/night.
 - b) For protests received on Day 1 of a two-day event:
as soon as possible the same evening/night.
 - c) For protests received on Day 2 of a two-day event:
as soon as possible the same evening/night.
- 11. Any person or organisation affected by a disciplinary decision of the Race Direction during the event has the right to appeal this decision.
- 12. Appeals against a disciplinary decision taken by the Race Direction must be presented to the FIM Stewards Panel.

4. OFFICIALS AND PROCEDURES

4.8 FIM Stewards Panel

4.8 FIM Stewards Panel

1. The FIM Stewards Panel is composed of:
 - The FIM Chief Steward;
 - The FMNR Steward.
2. The quorum for a meeting of the FIM Stewards Panel is one person (FIM Chief Steward).
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 € 10'000.-;
 - 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. The application of this penalty may be conditionally deferred for a period of up to a maximum of two years;
 - 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. Any person - rider, team, sponsor, manufacturer, official, etc. - being the holder of a FIM licence and directly 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.
9. Appeals against a disciplinary decision taken by the Race Direction will be dealt with by the FIM Stewards Panel.
10. The FIM Stewards Panel must pronounce a decision and notify in writing the party (parties) involved in writing at the event:

4. OFFICIALS AND PROCEDURES
4.8 FIM Stewards Panel

- a) For appeals received during a one-day event:
as soon as possible/5 days at the latest after receipt of the appeal.
 - b) For appeals received on Day 1 of a two-day event:
as soon as possible the same evening/before the start of the Day 2 official Practices.
 - c) For appeals received on Day 2 of a two-day event:
as soon as possible/5 days at the latest after receipt of the appeal.
11. An appeal against a disciplinary decision of the FIM Stewards Panel may be presented to the CDI.
12. 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. OFFICIALS AND PROCEDURES
4.9 Race Direction Meetings

4.9 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 stipulating that all riders and participants entered have duly completed the official FIM Supercross World Championships entry form and that they are in possession of their respective licences;
 - d) Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;
 - e) Report and control of the safety standards of the event;
 - f) Control and approve any amendments of requests of extra safety measures as mentioned in the "Circuit Control" report;
 - g) Control of the official permission from the local authorities to run the event and of the third-party insurance policy of the organiser.

4. OFFICIALS AND PROCEDURES
4.10 Minutes of Meetings

4.10 Minutes of Meetings

1. The Minutes of all the Race Direction meetings must be written at least in English.
2. The Minutes must state in detail any penalties imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accidents which may have occurred, any possible irregularities observed, as well as the opinion of the Race Direction regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.
3. The Minutes are to be prepared by the Secretary of the Race Direction and must be signed by him and the FIM Delegate.
4. The Minutes must be added to the FIM Delegate e-File of the event.

4. OFFICIALS AND PROCEDURES
4.11 Publication of decisions

4.11 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 at least in English.
2. Any judicial decision pronounced by the Race Direction must be notified in writing to the party (parties) as soon as possible the same evening/night.
3. Except for cases under §6, this document/notification of a decision shall:
 - a) State the names and the licence numbers of the Members of the Race Direction/FIM 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.
4. In the case of the following infractions (statements of fact to which no protest is possible), the notification of the Race Direction decision shall be different:

A. On the Course during Warm-Up Practice/Time Practice

Offence (in alphabetical order)	Penalty
Cutting the course:	Disqualification from the respective Warm-Up Practice/Time Practice.
Entering the mechanic & signalling area by the exit:	Disqualification from the respective Warm-Up Practice/Time Practice.
Entering the mechanic & signalling area and not coming to a complete stop:	Disqualification from the respective Warm-Up Practice/Time Practice.
Hindering or impeding the progress of other riders:	Loss of the fastest lap time in the Warm-Up Practice/Time Practice.

4. OFFICIALS AND PROCEDURES
4.11 Publication of decisions

Offence (in alphabetical order)	Penalty
Leaving the course and gaining an advantage:	Loss of the fastest lap in the respective Warm-Up Practice/Time Practice.
Non-respect of the medical flag or flashing white lights	Loss of the fastest lap in the respective Warm-Up Practice/Time Practice.
Radio communication between a rider and his Team:	Disqualification from the respective Warm-Up Practice/Time Practice.
Receiving any assistance other than from a marshal in the interest of safety (except in the mechanic & signalling area):	Disqualification from the respective Warm-Up Practice/Time Practice.
Receiving any assistance to restart or repair the motorcycle (except in the mechanic & signalling area):	Disqualification from the respective Warm-Up Practice/Time Practice.
Receiving signals along the course (except in the mechanic & signalling area):	Disqualification from the respective Warm-Up Practice/Time Practice.
Stopping to consult with others (except in the mechanic & signalling area):	Disqualification from the respective Warm-Up Practice/Time Practice.
Stopping without any valid reason:	Loss of the fastest lap time in the Warm-Up Practice/Time Practice.

B. In the Staging Area

Offence	Penalty
Arriving too late in the staging area:	Disqualification from the respective Race.
Returning to the paddock when the riders are being called to take their position at the starting gate:	Disqualification from the respective Race.

C. At the starting gate

Offence	Penalty
Changing start position at the starting gate:	Disqualification from the respective Race.
Making repairs when at the starting gate position:	Disqualification from the respective Race.
Not present for the for the start:	Excluded from taking the start or any restart in the respective Race.
Returning to the paddock:	Excluded from taking the start or any restart in the respective Race.

4. OFFICIALS AND PROCEDURES
4.11 Publication of decisions

D. During the Sighting Lap

Offence	Penalty
Entering the mechanic area:	Disqualification from the respective Race.
Stopping immediately in front of the starting gate to do a burn out:	Disqualification from the respective Race.

E. On the Course during a Race

Offence	Penalty
Cutting the course:	Disqualification from the respective Race.
Entering the mechanic area by the exit:	Disqualification from the respective Race.
Entering the mechanic area and not coming to a complete stop:	Disqualification from the respective Race.
Leaving the course during a Race and gaining an advantage without gaining any position:	Loss of one position in the respective Race.
Leaving the course during a Race and gaining an advantage and/or positions:	Loss of one position plus the number of positions gained in the respective Race
Non-respect of the medical flag (flashing red lights) without gaining any position:	Loss of two positions in the respective Race.
Non-respect of the medical flag (flashing red lights) and gaining any position:	Loss of the positions gained + two positions in the respective Race.
Radio communication between a rider and his Team:	Disqualification from the respective Warm-Up Practice/Time Practice.
Receiving any assistance other than from a marshal in the interest of safety (except in the mechanic area):	Disqualification from the respective Race.
Receiving any assistance to restart or repair the motorcycle (except in the mechanic & signalling area):	Disqualification from the respective Race.

4. OFFICIALS AND PROCEDURES
4.11 Publication of decisions

Offence	Penalty
Receiving any medical assistance outside the scope of evaluating the rider's ability to continue the Race:	Disqualification from the respective Race.
Receiving signals along the course (except in the mechanic area):	Disqualification from the respective Race.
Stopping to consult with others (except in the mechanic area):	Disqualification from the respective Race.

F. In the case of a restart

Offence	Penalty
Overtaking a rider before the starting line:	Disqualification from the respective Race.
Stalling the engine during the restart:	Loss of the starting position and take the start behind all the others.

G. At the end of a Practice/Race

Offence	Penalty
Failing a post-Race sound control:	Loss of 5 positions in the results of the respective Warm-Up Practice/Time Practice /Race.
Non-compliance of the motorcycle with the FIM Technical Regulations (other than sound):	Disqualification from the respective Warm-Up Practice/Time Practice/Race.

5. In the above-mentioned cases, 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 the rider(s) concerned and the imposed penalty.
 - c) The rider may appeal the decision within 30 minutes after the publication of the results.
6. Position/point penalties incurred prior to the red flag will be assessed at the completion of the Race, not during the restart.

4. OFFICIALS AND PROCEDURES
4.12 FIM Race Director

4.12 FIM Race Director

1. The FIM Race Director is nominated by the Director of the Motocross Commission (CMS), in consultation with the FIM Championship Promoter.
2. The FIM Race Director must be holder of an FIM Motocross Clerk of the Course Superlicence.
3. If the FIM Race Director is prevented from arriving at the event in time, he will be replaced by the FIM Deputy Race Director.
4. 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.
5. 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 the technical verifications prior to On-Course "Press Day" activities and remain after the event until the completion of his duties.
 - b) The FIM Race Director must inspect the course and safety installations before the official Practices 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 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/Race, the disqualification of a rider.

4. OFFICIALS AND PROCEDURES
4.13 FIM Deputy Race Director

4.13 FIM Deputy Race Director

1. The FIM Deputy Race Director is nominated by the Director of the Motocross Commission (CMS), in consultation with the FIM Championship Promoter.
2. The FIM Deputy Race Director must be holder of an FIM Motocross Clerk of the Course Superlicence.
3. If the FIM Deputy Race Director is prevented from arriving at the event in time, the FIM Delegate will decide on his replacement.
4. The FIM Deputy Race Director has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes.
5. The duties of the FIM Deputy Race Director include but are not limited to:
 - a) The FIM Deputy Race Director must be present at least 24 hours before the start of the technical verifications prior to On-Course "Press Day" activities and remain after the event until the completion of his duties.
 - b) Together with the FIM Race Director must inspect the course and safety installations before the official Practices begins (= circuit control).
 - c) The FIM Deputy Race Director must assist the FIM Race Director and carry out any duties as may be assigned to him by the FIM Race Director.
 - d) The FIM Deputy Race Director is responsible for the "loading of the starting gate".
 - e) The FIM Deputy Race Director will attend all meetings of the Race Direction, but without voting rights.

4. OFFICIALS AND PROCEDURES

4.14 Clerk of the Course

4.14 Clerk of the Course

1. The Clerk of the Course is appointed by the FMNR.
2. The Clerk of the Course must be holder of an FIM Motocross Clerk of the Course Superlicence.
3. The Clerk of the Course cannot be at the same time the FMNR Steward.
4. When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Race Director.
5. The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties include but are not limited to:
 - a) The Clerk of the Course must be present as of 09:00 a.m. the day preceding the start of the official Practices and remain available after the event until the completion of his duties.
 - b) The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.
 - c) The Clerk of the Course must present a copy of the third-party insurance policy of the organiser to the FIM Delegate.
 - d) The Clerk of the Course must ensure that the course 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/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, course 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. OFFICIALS AND PROCEDURES

4.14 Clerk of the Course

- k) The Clerk of the Course will attend all meetings of the Race Direction, with voting rights.

4. OFFICIALS AND PROCEDURES
4.15 FIM Chief Flag Steward

4.15 FIM Chief Flag Steward

1. The FIM Chief Flag Steward is appointed by the Director of the FIM Motocross Commission.
2. The FIM Chief Flag Steward must be holder of an FIM Motocross Clerk of the Course Superlicence.
3. 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.
4. 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.
5. 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 prior to the first official Practices.
 - 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. OFFICIALS AND PROCEDURES
4.16 FIM Technical Director

4.16 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 must be holder of an FIM Senior Technical Steward's licence.
3. 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.
4. The FIM Technical Director works in cooperation with the FIM Race Director, the FIM Delegate and the Chief Technical Steward.
5. 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. OFFICIALS AND PROCEDURES
4.17 Chief Technical Steward

4.17 Chief Technical Steward

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

4. OFFICIALS AND PROCEDURES

4.18 Chief Timekeeper

4.18 Chief Timekeeper

1. The Chief Timekeeper is 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.
3. After an event, the Chief Timekeeper, his staff and equipment must remain available until protest/appeal time has expired.

4. OFFICIALS AND PROCEDURES
4.19 Environmental Steward

4.19 Environmental Steward

1. The Environmental Steward is appointed by the FMNR.
2. The Environmental Steward must be holder of an FIM Environmental Steward's licence.
3. The Environmental Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular:
 - a) Ensure that the FIM Environmental Code is respected.
 - b) Report to the Clerk of the Course any infringement to the FIM Environmental Code.
 - c) Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations on all aspects of the event which may have potential environmental consequences.
 - d) Fill in the environmental check-list, send it as per the instructions to the CID and hand a copy to the FIM Delegate.
 - 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. After an event, the Environmental Steward must remain available until protest time has expired.

4. OFFICIALS AND PROCEDURES

4.20 Jurisdiction

4.20 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 must be holder of an FIM Chief Medical Officer licence.
3. 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 current FIM Medical Code.
4. The FIM Medical Director works in cooperation with the FIM Race Director, the FIM Delegate and the Chief Medical Officer (CMO).
5. 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 current FIM Medical Code):
 - a) The FIM Medical Director will inspect the circuit with the CMO the day before the first official Practice. A further check will be made no later than 30 minutes before the first Practice 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 Race Direction to delay a Practice or Race 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 CMO 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.

4. OFFICIALS AND PROCEDURES

4.20 Jurisdiction

- j) The FIM Medical Director will attend serious incidents with the CMO or his nominated deputy and render such assistance as may be necessary and deal with any issues with the medical service around the course.
- k) The FIM Medical Director will send the list of fit and unfit riders to the FIM Medical Commission Coordinator and other relevant officials for onward transmission to the CMO of the following event.
- l) The FIM Medical Director will attend all meetings of the Race Direction, but without voting rights.

4. OFFICIALS AND PROCEDURES

4.21 Chief Medical Officer

4.21 Chief Medical Officer

1. The Chief Medical Officer (CMO) is appointed by the FMNR.
2. The CMO must be holder of an FIM Chief Medical Officer licence.
3. The CMO 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 well-being of the participants and to ensure the event medical service is in accordance with the FIM Medical Code. Please, also refer to the current 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 cmi@fim.ch and to 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 of the event 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 official Practices.
 - f) Inspect, together with the FIM Medical Director, all medical/paramedical services not less than 30 minutes before the start of the official Practices and Races 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 official Practice, 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 and/or may require the stopping of a Practice/Race.
 - 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.

4. OFFICIALS AND PROCEDURES
4.21 Chief Medical Officer

- 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 and FIM Medical Coordinator (cmi@fim.ch) 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 reports and accident statistic forms electronically to the FIM Medical Coordinator (cmi@fim.ch) by the day following the event (Appendices D and E/FIM Medical Code).
- p) Should attend Race Direction meetings, but without voting rights.

4. OFFICIALS AND PROCEDURES
4.22 Centre Médical Mobile

4.22 Centre Médical Mobile

1. The Centre Medical Mobile may attend selected events with the full cooperation of the FIM, the FIM Championship Promoter, the event organisers and Chief Medical Officers.
2. The Centre Medical Mobile is in support of the medical services of the event and does not replace the medical centre at the event.
3. The Centre Medical Mobile will treat those riders who wish to be treated by them.
4. The Centre Medical Mobile will give a medical report to the Chief Medical Officer after assessment and treatment of a rider, who will then decide whether the rider in question is medically fit or unfit to Race.

4. OFFICIALS AND PROCEDURES

4.23 Flag Marshals

4.23 Flag Marshals

1. Flag Marshals are appointed by the FMNR/organiser.
2. It is recommended that Flag Marshals be holder of an FMNR Flag Marshal's licence. The minimum age for Flag Marshals is 18 years.
3. Flag Marshals must have participated in a briefing with the FIM Chief Flag Steward, the Clerk of the Course or a qualified official nominated by him.
4. 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.
5. The marshals must be identified by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that they cannot be mistaken with the flags.
6. As a principle, there should be sufficient Flag Marshals (using a flag) and marshals (without a flag) to give assistance to a rider in the interests of safety positioned around the course.
7. However, the position and occupation of each position will be decided by the FIM Race Director, the Clerk of the Course, the FIM Chief Flag Steward 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.
8. After an event, the Flag Marshals must remain available until protest/appeal time has expired.

4. OFFICIALS AND PROCEDURES

4.24 Official Signals

4.24 Official Signals

1. Official board signals shall be given by means of boards, flags and/or lights.
2. The following boards, flags and/or lights will be used:

Signal	Meaning
"30 SECONDS" board: (Held upright)	30 seconds until the starting procedure enters its final phase.
"30 SECONDS" board: (Held sideways / At the start)	The starting gate will drop within the next 5 to 10 seconds.
Green flag:	"Press Day" activities, Warm-Up Practice and Time Practices: course clear for the start of the session. Race: course clear for the start of the Race.
<ul style="list-style-type: none">• The green flag can only be used by an Official, specialised for this flag only.	
Blue flag, waved:	Warning, you are about to be lapped. Hold your line, do not ride erratically and do not impede the faster rider's progress.
<ul style="list-style-type: none">• The blue flag must be used by supplementary flag marshals, specialised for this flag only.	
Yellow flag, waved or yellow flashing light:	Danger, ride cautiously, passing is allowed
<ul style="list-style-type: none">• The waved yellow flag will be displayed during the first lap of the Warm-Up Practice.	
Medical flag, waved or white flashing light:	Medical staff on the course, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern. Racing or accelerating in an unsafe manner in this area is prohibited.
<ul style="list-style-type: none">• The medical flag or white flashing lights may be used at the beginning of a triple jump or a series of jumps.• The medical flag is superior to the waved yellow flag.• Riders must follow all directions given by officials in the area of concern.• The area of concern is the whole obstacle; i.e. if a rider is down on the face of the triple or after the first or second jump, a rider must not jump any section of the triple.	
Black flag and a board with a rider's number on it:	Rider in question to stop racing, reduce speed carefully and proceed to the mechanic area or paddock.
<ul style="list-style-type: none">• The rider has been penalised or there is a problem with his motorcycle.	

4. OFFICIALS AND PROCEDURES

4.24 Official Signals

Red flag:	All riders must stop racing, reduce speed carefully and proceed to the area indicated by the officials.
<ul style="list-style-type: none">• The red flag may be displayed anywhere on the course.• All false starts will be indicated by a red flag.• The red flag is superior to all flags/light signals.	
“LAST LAP” board: (At the finish)	Last lap before the end of the Race.
Black and white chequered flag:	End of the Practice/Race.

3. Whenever several flags/lights are displayed in the same area, the superior flag/light always takes precedence over the other flag(s)/light(s).
4. The non-respect of the medical flag (white flashing lights) by a rider (riders) will be considered as a statement of fact to which no protests are possible and each infraction will be sanctioned every time with one of the penalties under Art. 4.11§4.
5. Boards must have a black background with white lettering on both sides. These boards, provided by the FIM Championship Promoter, must be produced to a high standard and be clearly readable.
6. Flags must have a minimum measure of 500 mm high by 500 mm wide.
7. The Pantones for the colours are as follows:
 - Black: Pantone Black C;
 - Blue: Pantone 286 C;
 - Green: Pantone 348 C;
 - Red: Pantone 186 C;
 - White: Pantone White C;
 - Yellow: Pantone Yellow C.
- 8.

5. RUNNING OF THE EVENT
5.1 Administrative Control

5. RUNNING OF THE EVENT

5.1 Administrative control

1. The FIM Championship Promoter must prepare the latest entry list and give it to the Clerk of the Course before the start of the administrative control and the technical verifications.
2. The FIM Championship Promoter must 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.
3. Riders entered in an event may be required to present their FIM Supercross World Championship licence and/or to sign an individual entry form during the administrative control carried out by the FIM Championship Promoter.
4. During the first meeting of the Race Direction, the FIM Championship Promoter must confirm that all the riders present at the event:
 - a) Are not prohibited from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.
 - b) Are in possession of a valid FIM Supercross World Championship licence.
 - c) Have duly completed the official FIM Supercross World Championship entry form.
5. A written 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. RUNNING OF THE EVENT
5.2 Passes

5.2 Passes

1. The FIM Supercross World Championship is covered by a contract signed by the FIM.
2. Therefore, and for security and practical reasons, only passes issued by the FIM Contractual Partner are valid.
3. Passes are issued for exclusive use by the person named on the pass or to whom the pass has been assigned. The lanyard is considered part of the pass and must be worn with the pass around the neck.
4. Transfer, misuse of, or failure to display the pass as described may be cause for disciplinary action or revocation.
5. Passes can be revoked at any time without refund of the pass fees.
6. Any person holder of a valid pass issued by the FIM Championship Promoter without the proper pass in his or her possession may be required to pay the applicable fee to receive the appropriate pass for access to the event.

5. RUNNING OF THE EVENT

5.3 Preliminary Technical Verifications

5.3 Preliminary Technical Verifications

1. Prior to any “Press Day” activities and/or official Practices, 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. Each rider must present one motorcycle in his name and number at the technical verifications.
5. In each class, Teams may present at technical control a second motorcycle (Team motorcycle) to be used by its two 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.
6. “Wild Card” riders are not allowed to present a second motorcycle.
7. The motorcycle’s number plates must display:
 - a) Front number plate: the FIM logo, the Championship logo and the Series Title Sponsor;
 - b) Side number plates: the FIM logo and the Championship logo.
8. During these technical verifications, a rider must also present for verification his helmet, his full upper body protection equipment and his racing jersey.
9. The jersey and/or must upper body protection (when worn over the jersey) must display (see 8. Diagrams):
 - a) On the front: the FIM and the Championship logos;
 - b) On the back: the name and number of the rider.
10. A rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.
11. During the event and per class, riders are allowed to use only the motorcycle(s) presented in their name and number at the technical verifications.
12. 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 motorcycle.
13. The maximum limit of the pre-Race sound level is fixed at:
 - a) WSX / SX2: 112 dB/A + 2 dB/A tolerance (for all engine types).

5. RUNNING OF THE EVENT
5.3 Preliminary Technical Verifications

14. At any time during the event:
- a) On request of the FIM Technical Director/Chief Technical Steward, a rider must present himself and/or their motorcycle and/or equipment to the technical verification;
 - b) The Team and/or rider will be responsible for keeping his motorcycle(s) 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. RUNNING OF THE EVENT
5.4 Special Medical Examination

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 Representative, 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 the event (including the on-course “Press-Day activities” and/or Support Event), and his case notified to his FMN, to the Race Direction and the FIM.

5. RUNNING OF THE EVENT
5.5 On-Course “Press-Day” Activities

5.5 On-Course “Press-Day” Activities

1. On-course “Press-Day” activities are part of the FIM World Championship event and may be organised by the FIM Championship Promoter on the day prior to the first official Practices.
2. Participation in these on-course “Press-Day” activities will be at the discretion of the FIM Championship Promoter.
3. Riders designated by the FIM Championship Promoter for participation in any on-course “Press-Day” activities must:
 - a) Be physically and mentally fit (riders declared “unfit” are excluded from participating in any on-course “Press-Day” activities);
 - b) Have their motorcycle, helmet, full upper body protection equipment and racing jersey verified by the technical stewards before they can take the start in any on-course “Press-Day” activities.
4. On-course “Press-Day” activities will only involve a selected part of the course.
5. The FIM Championship Promoter must present the list of the designated riders to the FIM Race Direction.
6. In exceptional circumstances and for valid reasons, the on-course “Press-Day” activities may be replaced by an additional Warm-Up Practice. In that case, the FIM Championship Promoter must inform the FIM and the FMNR and it must be mentioned in the Supplementary Regulations and the complete course must be used.
7. FIM World Championship riders participating in the Support Event the same day will not be allowed to take part in any on-course “Press-Day” activities/additional Warm-Up Practice).
8. The FIM Championship Promoter is responsible for providing adequate medical services and a sufficient number of flag marshals and personnel to ensure the safe, smooth and efficient running of the on-course “Press-Day” activities/additional Warm-Up Practice.

5. RUNNING OF THE EVENT
5.6 “Circuit Control”

5.6 “Circuit Control”

1. Prior to homologation of the course, a “Circuit Control” will be carried out by the Race Direction the day preceding the first official Practices (generally at 17:00 p.m., or at any other time set by the latter).
2. If deemed necessary, a second “Circuit Control” can be carried out.
3. If the “Circuit Control” has been carried out in conformity with the current regulations and conditions are judged suitable, the FIM Race Director will propose to Race Direction to homologate the course for the event.
4. The homologation of a course by the Race Direction is only valid for and restricted to the official Practices, Qualifying and Races counting towards the FIM Championship run under the jurisdiction of the FIM, without prejudice to Art. 10.8.2 of the FIM Sporting Code
5. The FIM Medical Director and the Chief Medical Officer, as well as the FIM Chief Flag Steward and the Chief Flag Marshal, must also attend the “Circuit Control”.
6. 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 course: positions and number of staff for each ground post, evacuation of injured riders, etc.
7. 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.
8. Members of the FIM Stewards Panel, Representatives of the FMNR, the FIM Championship Promotor, the FMNR or the Organiser as well as the Secretary of the Event or any other person deemed necessary, may also attend the “Circuit Control”.

5. RUNNING OF THE EVENT
5.7 Meeting with the Organisers

5.7 Meeting with the Organisers

1. A meeting with the organisers will be held after the “Circuit Control” or at any other time set by the Race Direction.
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, representatives of the FMNR, 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. RUNNING OF THE EVENT
5.8 Race Direction Meetings

5.8 Race Direction Meetings

1. Generally, two meetings of the Race Direction will be held:
 - a) On the morning of the event after the Technical Verifications;
 - b) After the last Race of the event.
2. The Members of the Race Direction and FIM Stewards Panel, as well as the FIM Chief Flag Steward, the FIM Medical Director and Chief Medical Officer, have to attend these meetings.
3. Also invited to attend this meeting are: the Secretary of the Event, the Chief Timekeeper and the Chief Technical Steward, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, representatives of the FMNR, FIM Championship Promoter, the organisers, etc.
4. All the Officials participating in these meetings must be fully prepared to discuss any topics related to their respective duties.

5. RUNNING OF THE EVENT
5.9 “Camera-On-Board-Laps Session”

5.9 “Camera-On-Board-Laps Session”

1. The FIM Championship Promoter may schedule a separate “Camera-On-Board-Laps-Session” in the programme.
2. In that case, one (1) rider - and one rider only - may be asked by the FIM Championship Promoter to do the “Camera-on-Board-Laps-Session” with a camera mounted on his helmet.
3. The “Camera-On-Board-Laps-Session” may be scheduled as of the time the course has been homologated by the FIM Race Director but cannot be done during the Practices, Qualifying or Races.
4. Only the rider who agreed to carry a helmet camera is allowed on the course during the “Camera-On-Board-Laps-Session”.
5. The rider must take the start from the area indicated by the officials.
6. A maximum of three (3) laps are allowed during the “Camera-On-Board-Laps-Session”.
7. Officials, flag marshals and medical staff must remain on their positions during the “Camera-On-Board-Laps-Session”.
8. The FIM shall not be held liable in case of any incidents in connection with the use of these cameras.

5. RUNNING OF THE EVENT
5.10 Riders' Briefing"

5.10 Riders' Briefing/Meetings

1. All the information related to the event will be sent to the riders and officials by the WSXApp at the latest the day prior to the official Practices. Additional information may be sent during the event.
2. In addition to this "electronic briefing", there will be a demonstration of the complete start procedure which is scheduled after the "track-walk".
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" or any other meetings in person.
4. If deemed necessary by the Race Direction, additional meetings in person with riders and Teams can also be held.
5. A separate briefing/meeting in person may be held with the "Wild Card" riders whose participation is mandatory. The time and place of this briefing will be decided by the Race Direction.

5. RUNNING OF THE EVENT
5.11 “Track-Walk”

5.11 “Track-Walk”

1. In order to get familiar with the course, riders and Team members will be given the opportunity to walk the course prior to the first official Practices, conditions allowing.
2. Riders and Team members will gather in a designated area. They must wait for a signal from an official to start walking the course.
3. Riders and Team members are forbidden to use any motorised vehicle and/or bicycle on the course during the “track-walk” or to enter the course on any other moment except for official on-course activities.
4. After the “track-walk”, there will be a demonstration of the start procedure.

5. RUNNING OF THE EVENT
5.12 Qualifying Groups

5.12 Qualifying Groups

1. The Warm-Up Practice and Time Practices will be contested in two Qualifying Groups of riders.
2. The Race Direction will allocate the riders present to their respective Qualifying Group according to criteria such as point standings and/or experience:

a) For the first event of the season:

Group A	Group B
Maximum 11 riders: - 1 rider from each Team - 1 "Wild Card"	Maximum 11 riders: - 1 rider from each Team - 1 "Wild Card"

b) As of the second event of the season:

The riders will be allocated to practicing Groups A and B upon their standings in the current year's FIM Supercross World Championship and presence at the event. The best placed rider present will qualify in Group A, the second-best placed rider present in Group B, the third-best placed rider present in Group A, and so on. Riders without any points in the current year's Championship will be placed in a Group upon their experience. Should there be an odd number of riders to divide, Qualifying Group A will consist of one more rider than Qualifying Group B.

3. Riders may not change Qualifying Group.

5. RUNNING OF THE EVENT
5.13 Warm-Up Practice

5.13 Warm-Up Practice

1. In order to give riders, the opportunity to get familiar with the course, there will be one Warm-Up Practice for each Qualifying Group.
2. Participation in the Warm-Up Practice is compulsory.
3. Riders must start the Warm-Up Practice from the designated area as indicated by the officials.
4. The procedure is the following (approximate times):

Warm-Up Practice:	Upon a signal from an official nominated by the FIM Race Director, the riders will be allowed to proceed on the course for one sighting lap.
	All the flag marshals will be on their position waving the yellow flag.
	Riders proceed with extreme caution.
At the end of the sighting lap:	The riders will regroup behind the starting gate.
	The flag marshals will stop waving the yellow flag.
Warm-Up Practice:	When the starting gate drops, the riders will be allowed to proceed on the course upon which the Warm-Up Practice starts.

5. RUNNING OF THE EVENT

5.14 Start Practice

5.14 Start Practice

1. An opportunity for one (1) practice start will be provided to the riders prior to each Practice.

A. Warm-Up Practice

2. Riders freely choose a position behind the starting gate and positions at the gate available in the order they left the staging area.

B. Time Practice

3. Riders choose a position behind the starting gate according to their result in the Warm-Up Practice and positions at the gate available; the fastest rider takes his position first. He is followed by the second fastest rider, then the third fastest rider and so on...
4. When the gate drops, the riders can take the start for the Practice.

5. RUNNING OF THE EVENT
5.15 Qualifying / WSX

5.15 Qualifying / WSX

1. There are two Qualifying Groups. Qualifying in each Group will involve a Time Practice, a Heat and a “SuperPole”.
2. Riders must start the Time Practice sessions from behind the starting gate.
3. Riders must record at least one officially timed lap in order to be classified in the results of Time Practice.

A. Time Practice

4. Riders will qualify for their starting position in the Heats according to their best result in the Time Practice. In case of ties, the second-best overall times will be taken into consideration:

WSX	Positions	Results
Time Practice Group 1 (Maximum 11 riders)	1 to 11	Advance to a Heat according to their result in their respective Time Practice.
Time Practice Group 2 (Maximum 11 riders)	1 to 11	

5. The fastest rider overall (regardless whether from Group 1 or 2) will be designated to Heat 2, the fastest rider from the other group will be designated to Heat 1, the second fastest from the pole position rider’s Group will be designated to Heat 2, the second fastest from the other Group to Heat 1, and so on.
6. If, for unforeseen reasons, a rider does not score any qualification time in the Time Practice, he will be placed last in his Group (behind the riders who have scored a result in Time Practice). If several riders are concerned, the times set in the Warm-Up Practice will be taken in consideration. Should there still be riders without any times after this procedure, then a ballot will decide upon their starting position.
7. If the Time Practice is cancelled for any reason, times from the Warm-Up Practice will be used as qualifying times for the Heats.
8. In proven exceptional cases of force majeure where a rider does not participate in the Warm-Up Practice and Time Practice, he may be admitted by the Race Direction to participate in a Heat. He will then be placed last on the starting gate, (behind the riders who have scored a result in Time Practice and those who did not score any result in Time Practice but have been admitted to the Heat) If several riders are concerned, then they will be classified according to the following criteria: 1. Faster Group, 2. Position in previous year’s Championship (first event), 3. Position in the current Championship (as of the second event), and 4. Ballot.

5. RUNNING OF THE EVENT
5.15 Qualifying / WSX

B. Heats

9. The order in which the riders have been placed in the Heats will determine their starting order in that Heat. The rider placed first in the Heat will proceed first to the starting gate, followed by the rider placed second, then the rider placed third, and so on. Riders may not change Heat.
10. Riders will qualify for their starting position in the Races according to their result in their respective Heat and/or "SuperPole":

WSX	Positions	Results
Heat 1 (6 Laps/Maximum 11 riders)	1 to 5	Participate in the "SuperPole".
	6 to 11	Advance to the Races; results determine starting positions 11 to 22 for the respective riders in the Races
Heat 2 (6 Laps/Maximum 11 riders)	1 to 5	Participate in the "SuperPole".
	6 to 11	Advance to the Races; results determine starting positions 11 to 22 for the respective riders in the Races.

11. The 6th placed rider from the fastest Heat will be designated to position 11 for the Races, the 6th placed rider from the other Heat will be designated to position 12, the 7th placed rider from the fastest Heat to position 13, the 7th placed fastest from the other Heat to position 14, and so on.
12. If for unforeseen reasons, a rider does not score a result in a Heat, he will be placed last (behind the all riders who scored a result in the Heats). If several riders are concerned, then their result in the Time Practice will decide upon their starting order in the Races (Position, and in case of a tie fastest Qualifying Group).

C. "SuperPole"

13. The 5 fastest riders from each Heat will take part in the "SuperPole", except for reasons of force majeure approved by the Race Direction:

WSX	Positions	Results
"SuperPole" (Maximum 10 riders)	1 to 10	Determine starting positions 1 to 10 for the respective riders in the Races.

14. The order in which the riders start the "SuperPole" is based on their overall results in the Heats. The 5th placed rider of the slower Heat (SP5S) will go first. He will be followed by the 5th placed rider of the fastest Heat (SP5F), then the 4th placed rider of the slower Heat (SP4S), followed by the 4th placed rider of the fastest Heat (SP4F), and so on (SP3S, SP3F, SP2S, SP2F, SP1S and SP1).

5. RUNNING OF THE EVENT
5.15 Qualifying / WSX

15. The riders must always start the “SuperPole” from the same position as directed by the officials, one by one under the authority of the FIM Race Director or his designee.
16. Riders who qualified for the “SuperPole” will each make 1 full timed lap.
17. The FIM Race Director or his designee will give the start to the first rider (SP5S) at the time scheduled and then to each following rider (SP4S, SP4F, SP3S, SP3F, SP2S, SP2F, SP1S and SP1F), approximately 30 seconds after the previous rider has finished his warm-up lap.
18. If one of these 10 riders does not participate in the “SuperPole”, he will not be replaced.
19. The results of each rider’s timed lap of the “SuperPole” will determine starting positions 1 to 10 for the Races; 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 Heat results will be taken into consideration.
20. The fastest rider of the “SuperPole” and the corresponding motorcycle manufacturer will obtain one (1) point for their respective FIM World Championship.
21. The corresponding Team will obtain one (1) point for the FIM Championship Promoter “Team Award”.
22. If one of these 10 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 their respective Heat will determine the order in which they will be placed at the starting gate.
23. In the case of changing weather conditions (dry-wet) during the “SuperPole”, the Race Direction may decide to maintain the “SuperPole” riders’ respective Heat results in order to designate their starting positions.
24. If, for unforeseen reasons, the “SuperPole” cannot be run completely/at all, then the “SuperPole” riders’ respective Heat results will be maintained in order to designate their starting positions.
25. In both cases provided for under §23 or §24, the fastest rider overall of the Heats, the corresponding motorcycle Manufacturer and Team will obtain one (1) point for their respective FIM World Championship or FIM Championship Promoter “Team Award”.

5. RUNNING OF THE EVENT
5.16 Qualifying / SX2

5.16 Qualifying / SX2

1. There are two Qualifying Groups. Qualifying in each Group will involve a Time Practice and a Heat.
2. Riders must start the Time Practice sessions from behind the starting gate.
3. Riders must record at least one officially timed lap in order to be classified in the results of Time Practice.

A. Time Practice:

4. Riders will qualify for their starting position in the Heats according to their best result in the Time Practice. In case of ties, the second-best overall times will be taken into consideration:

SX2	Positions	Results
Time Practice 1 (Maximum 11 riders)	1 to 11	Advance to the Races; results determine starting positions 1 to 22 for the respective riders in the Races.
Time Practice 2 (Maximum 11 riders)	1 to 11	Advance to the Races; results determine starting positions 1 to 22 for the respective riders in the Races.

5. The fastest rider overall (regardless whether from Group 1 or 2) will be designated to Heat 2, the fastest rider from the other group will be designated to Heat 1, the second fastest from the pole position rider's Group will be designated to Heat 2, the second fastest from the other Group to Heat 1, and so on.
6. In proven exceptional cases of force majeure where a rider does not score any qualification time in the Time Practice, he will be placed last in his Group (behind the riders who have scored a result in Time Practice). If several riders are concerned, the times set in the Warm-Up Practice will be taken in consideration. Should there still be riders without any times after this procedure, then a ballot will decide upon their starting position.
7. If the Time Practice is cancelled for any reason, times from the Warm-Up Practice will be used as qualifying times for the Heats.
8. In proven exceptional cases of force majeure where a rider does not participate in the Warm-Up Practice and Time Practice, he may be admitted by the Race Direction to participate in a Heat. He will then be placed last on the starting gate, (behind the riders who have scored a result in Time Practice and those who did not score any result in Time Practice but have been admitted to the Heat). If several riders are concerned, then they will be classified according to the following criteria: 1. Faster Group, 2. Position in previous year's Championship (first event), 3. Position in the current Championship (as of the second event), and 4. Ballot.

5. RUNNING OF THE EVENT

5.16 Qualifying / SX2

9. If the Time Practice is cancelled for any reason, times from the Warm-Up Practice will be used as qualifying times for the Heats.

B. Heats

10. The order in which the riders have been placed in the Heats will determine their starting order in that Heat. The rider placed first in the Heat will proceed first to the starting gate, followed by the rider placed second, then the rider placed third, and so on. Riders may not change Heat.
11. Riders will qualify for their starting position in the Races according to their result in their respective Heat:

SX2	Positions	Results
Heat 1 (5 laps/Maximum 11 riders)	1 to 11	Determine starting positions 1 to 22 for the respective riders in the Races.
Heat 2 (5 laps/Maximum 11 riders)	1 to 11	

12. The first placed rider from the fastest Heat will be designated to position 1 for the Races, the fastest rider from the other Heat will be designated to position 2, the 2nd placed rider from the fastest Heat to position 3, the 2nd placed rider from the other Heat to position 4, and so on.
13. In proven exceptional cases of force majeure where a rider does not score a result in a Heat, he will be placed last (behind the all riders who scored a result in the Heats). If several riders are concerned, then their result in the Time Practice will decide upon their starting order in the Races (Position, and in case of a tie fastest Qualifying Group).

5. RUNNING OF THE EVENT

5.17 Stopping of a Warm-Up Practice/Time Practice/"SuperPole"

5.17 Stopping of a Warm-Up Practice/Time Practice

1. The FIM Race Director is authorised to prematurely stop any part of the event 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. Riders must follow instructions of officials and go directly to area indicated by the officials where they can receive assistance.
3. The or Warm-Up Practice/Time Practice/"SuperPole" 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 to be at fault for the stopping of the Warm-Up Practice/Time Practice/"SuperPole", may be excluded by the Race Direction from taking part in the remainder of the session.

5. RUNNING OF THE EVENT
5.18 Opening Ceremony

5.18 Opening Ceremony / Riders Presentation

1. The FIM Championship Promoter may ask several riders to participate in the opening ceremony/riders presentation prior to the Races, time and conditions permitting.
2. The FIM Championship Promoter will inform the Teams and riders concerned about the time of the opening ceremony/riders presentation.
3. The selected riders must participate in the opening ceremony/riders presentation.
4. Only the selected riders, the necessary officials and FIM Championship Promoter and organiser staff are allowed on the stadium infield (the “floor”).
5. The FIM Championship Promoter is responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the opening ceremony/riders presentation.

5. RUNNING OF THE EVENT

5.19 Staging Area

5.19 Staging Area

1. Riders must enter the staging area with their motorcycle and mechanic.
2. Riders/Mechanics must use the fixed or portable toilets/urinals or they will be fined a minimum of 1'000€.
3. The following procedure will be used (approximate times):

Start - X minutes:	The entrance to the staging area is open.
	Each rider, his mechanic and the motorcycle that he will be using in the Race must may enter the staging area.
Start - X minutes:	The entrance to the staging area is closed.
	All the riders, mechanics and motorcycles must be in the staging area.
	Riders, mechanics and motorcycles arriving late in the staging area are excluded for participation in the Race in question.
Start - X minutes:	Upon the signal from an official, riders mechanics and motorcycles leave the staging area to take their positions behind the starting gate.
	As of this moment, a motorcycle cannot be returned to the paddock or its rider will not be allowed to take the start of the Race.
	Should a motorcycle fail to start, then an attempt may be made to push-start the motorcycle outside de the staging area. The motorcycle must remain under the visual control of an official at all times during this process and cannot return to the paddock. If the motorcycle cannot be started before all the riders have left the staging area, then the rider is no longer permitted to participate in the Race.

*X minutes: Time depending on the venue where the event is being held.
Time to be announced in the electronic briefing of the event.*

5. RUNNING OF THE EVENT
5.20 Starting Gate Positions

5.20 Starting Gate Positions

1. The riders and/or mechanics who are in the area behind the starting gate are under the orders of the FIM Deputy Race Director.
2. The rider and/or his mechanic take a position behind the starting gate as quickly as possible according to his qualifying result and spots available (= "loading of the starting gate").
3. The motorcycle must be placed centred in the starting gate position. Riders may not start at an angle.
4. Once a rider has taken his position at the starting gate, he cannot change it, return to the paddock or receive assistance prior to the start.
5. Once a rider has taken his position at the starting gate for Final 1, he must take the same position for Final 2 and the SuperFinal.
6. Should a rider need to make repairs at any time after he has taken his position behind the starting gate, he must raise his arm and immediately push his motorcycle back from the starting gate, behind the rear barrier before any repairs can be made by him or his mechanic.
7. If the motorcycle cannot be repaired in time for the start, the rider and/or his mechanic must follow the instructions of the FIM Deputy Race Director.
8. Starting blocks are allowed but must be in black or silver colour and be approved by the FIM Technical Director (See 8. Diagrams).

5. RUNNING OF THE EVENT

5.21 Sighting Lap

5.21 Sighting Lap

1. Before Final 1, riders will be given the sole opportunity to make a sighting lap.
2. Participation in the sighting lap is optional.
3. The procedure is the following (approximate times):

Start - X minutes:	Riders start their engines and prepare for the sighting lap.
Start - X minutes:	The starting gate drops and the riders may start the sighting lap.
	Mechanics are allowed to prepare the starting position of their rider.
Start - X minutes	The starting gate is raised again. No further sighting laps are allowed.
Start - X minutes	All the riders should be back from their sighting lap.

*X minutes: Time depending on the venue where the event is being held.
Time to be announced in the electronic briefing of the event.*

4. Once a rider has started his sighting lap, he must continue in the direction of the course. Stopping immediately in front of the starting gate to do a burn-out will be considered grooming in front of the starting gate which may be penalised by the Race Direction. Stopping on the course and making practice starts during the sighting lap is not allowed.
5. Mechanics are allowed to prepare the starting position of their rider. However, they are not allowed to touch or drop the starting gate. Grooming and/or using dirt to form an elevated pad under the riders' feet is forbidden.
6. Grooming or watering in front of the starting gate is not allowed.
7. During the sighting lap, mechanics are allowed to brush and/or clean the start pad or starting gate signage. Only brushes with nylon type bristles may be used. Brushes with steel type bristles are prohibited. Mechanics and /or riders are not allowed to brush or clean the start pad or starting gate signage in between Finals and the SuperFinal.
8. At the end of the sighting lap, riders must return directly to their starting position behind the gate where they may receive assistance from their mechanic.
9. Riders who fail to complete the sighting lap and/or do not succeed into bringing their motorcycle at the starting gate on time will be disqualified from the Final 1.

5. RUNNING OF THE EVENT
5.22 Start Procedure

5.22 Start Procedure

1. The FIM Race Director and the person with the “30 SECONDS” board will be standing on the starting area in front of the starting gate.

2. The following procedure will apply:

Start - 1 minute:	All the riders must be on their position behind the starting gate.
	The mechanics leave the start gate area.
	Riders and mechanics still making repairs behind the rear barrier must follow the instructions of the FIM Deputy Race Director and move over to the side of the starting gate.
	Riders start their engines and prepare for the Race.

3. When all the mechanics and riders/mechanics making repairs have left the starting gate area, the start procedure will enter its final phase:

As of then:	The FIM Deputy Race Director at the starting gate raises a green flag to indicate the FIM Race Director that all the riders and mechanics making repairs have left the area.
	The FIM Race Director raises the green flag upon which all the riders are under his control. He then walks over to the side of the course where the person with the “30 SECONDS” board is.
	Riders having mechanical problems at the starting gate at this moment in time must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the Race in question.
	Upon a signal from the FIM Race Director, the “30 SECONDS” board is displayed upright for a full 30 seconds.
	At the end of 30 seconds, the “30 SECONDS” board is turned sideways for at least 5 to maximum 10 seconds. The starting gate will drop during the 5 to 10 seconds interval, upon which the Race starts.

4. Riders who moved over to the side of the starting gate making repairs and who succeeded in repairing their motorcycle may take the start only upon the signal of the FIM Deputy Race Director.

5. RUNNING OF THE EVENT
5.22 Start Procedure

5. Riders who did not succeed in repairing their motorcycle or had a mechanical problem during the start procedure may receive help from their mechanics at the starting gate. If their motorcycle has been repaired they may join the Race only after having received a signal from the FIM Deputy Race Director.

5. RUNNING OF THE EVENT

5.23 Start procedure with flags

5.23 Start procedure with flags

1. Whenever it is not possible to start the Race by means of the starting gate, a green flag will be used to give the start.
2. The same start procedure (as mentioned in Art. 5.22) will be maintained until "30 SECONDS" board is turned sideways.
3. The FIM Race Director will lower the green flag during the 5 to 10 seconds interval, upon which the Race starts.

5. RUNNING OF THE EVENT
5.24 Races

5.24 Races

1. In each class, the event will be run over three Races of:
 - a) WSX: Final 1 and Final 2: 8 laps each; SuperFinal: 12 laps.
 - b) SX2: Final 1 and Final 2: 6 laps each; SuperFinal: 10 laps.
2. When the rider leading the Race starts the penultimate lap, he - as well as all the following riders - will be shown the "1 LAP" board and they continue for one more lap.
3. When the leader of the Race crosses the finish again, he will be shown the chequered flag.
4. Riders with mechanical problems during the Races may go for assistance to the mechanic & signalling area or return to the paddock.
5. Riders who return to the paddock during a Final will be allowed to take the start in the remaining Final(s) and/or SuperFinal provided they present themselves at the starting gate in due time (cut-off point: 1 minute before the start of the Final/SuperFinal in question).

5. RUNNING OF THE EVENT
5.25 False start

5.25 False start

1. In case of a false start, there will be a restart.
2. A red flag will be displayed to the riders.
3. Riders will return to their initial position behind the starting gate. The restart will take place as soon as possible.
4. Riders not present at starting gate for the initial start will not be allowed to take part in the restart.
5. The rider(s) deemed being at fault for the false start may be excluded by the Race Direction from taking part in the restart.

5. RUNNING OF THE EVENT

5.26 Stopping of a Race / - 2 Laps Completed

5.26 Stopping of a Race / - 2 Laps Completed

1. The FIM Race Director is authorised to prematurely stop any Race for urgent and/or safety reasons or other cases of “force majeure”.
2. A red flag will be displayed to the riders.
3. If a Race is stopped before 2 laps have been completed, there will be a complete restart.
4. Riders will return to their initial position behind the starting gate. The restart will take place as soon as possible.
5. The rider(s) deemed to be at fault for the stopping of the Race may be excluded by the Race Direction from taking part in the restart.
6. Only riders who are “on-course” (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 left the stadium infield (the “floor”) or returned to the paddock are excluded from taking the restart.
7. Riders who were present at the starting gate for the initial start of the Race but were unable to start and who did not join the Race before the red flag was displayed are not authorised to take part in the restart.
8. The restarted Race will be run for the scheduled time:
 - a) WSX: Race 1 and Race 2: 8 laps each; Race 3: 12 laps.;
 - b) SX2: Race 1 and Race 2: 6 laps each; Race 3: 10 laps.
9. If it were not possible to restart the Race, then this Race is cancelled and will not count for the overall result of the event.

5. RUNNING OF THE EVENT

5.27 Stopping of a Race / + 2 Laps and - 70% of the Race Distance Completed

5.27 Stopping of a Race / + 2 Laps and - 70% of the Race Distance Completed

1. A red flag will be displayed to the riders.
2. If a Race is stopped after 2 laps and before 70% of the Race distance (rounded up) has been completed, there will be a restart from the starting area in front of the starting gate.
3. Every attempt will be made to run the total duration of the Race in question; time, conditions and weather permitting.
4. At the discretion of the FIM Race Direction, a maximum of 5 minutes will be given to riders/Teams to make adjustments in the starting area.
5. The Race may be restarted before that time only when all the riders have indicated that they are ready for the restart.
6. The starting order will be according to the order of the positions (first, second, third, and so on...) in the Race at the end of the lap preceding the stopping of that Race. Riders who are involved in a racing incident at the moment of the stopping of the Race will be placed according to their position at the end of the lap preceding the stopping of that Race.
7. Only riders who are "on-course" (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 left the stadium infield (the "floor") or returned to the paddock are excluded from taking the restart.
8. The rider(s) deemed to be at fault for the stopping of the Race may be excluded by the Race Direction from taking part in the restart.
9. Riders will line up in a staggered formation beginning on the starting straight at a start line located by the first turn, starting with the rider who was in first position, then the rider who was in second position, and so on... continuing back towards the starting area.
10. Riders who are not ready to take their position in the line will be placed last in order of their position at the end of the lap preceding the stopping of the Race.
11. Once all the riders are in a staggered formation, the following procedure will be used:

At the end of the given time:	The FIM Race Director stands in front of the staggered formation at the start line.
	The mechanics leave the start area.
	Riders who are still not ready by that time must go to the area indicated by the officials.
	Riders start their engines and prepare for the Race.

5. RUNNING OF THE EVENT

5.27 Stopping of a Race / + 2 Laps and - 70% of the Race Distance Completed

12. When all the mechanics have left the start area, the start procedure will enter its final phase:

As of then:	The FIM Deputy Race Director at the end of the staggered formation raises a green flag to indicate that all the riders have taken their position and all the mechanics have left the starting area.
	The FIM Race Director raises the green flag.
	Upon a signal from the FIM Race Director, the "30 SECONDS" board is displayed upright for a full 30seconds.
	At the end of 30 seconds, the "30 SECONDS" board is held sideways for at least 5 to maximum 10 seconds
	The FIM Race Director will lower the green flag during the 5 to 10 seconds interval, upon which the Race starts.

13. Riders are not allowed to overtake the rider in front of them until they pass the designated starting line. Any rider doing so may be penalised by the Race Direction as under Art. 4.11§4.
14. The Race will be run for the remaining number of laps.
15. Eligible riders who are unable to participate in the restart due to a stalled motorcycle or continued repairs may join the Race from the starting area only after having received a signal from the FIM Deputy Race Director.
16. Penalties incurred prior to the red flag will be assessed at the completion of the Race, not during the restart.
17. Example:

WSX	Distance	70%	Staggered start if stop +2 L / -70% completed	X Laps remaining after restart	Race finished +70% completed
Heats	6 Laps	= 4.2 L	= During L 4	3 L	= 5 L
Finals	8 Laps	= 5.6 L	= During L 5	4 L	= 6 L
SuperFinal	12 Laps	= 8.4 L	= During L 8	5 L	= 9 L

SX2	Distance	70%	Stag start if stop +2 L / -70% completed	X Laps remaining after restart	Race finished +70% completed
Heats	5 Laps	= 3.5 L	= During L 3	3 L	= 4 L
Finals	6 Laps	= 4.2 L	= During L 4	3 L	= 5 L
SuperFinal	10 Laps	= 7 L	= During L 7	4 L	= 7 L

5. RUNNING OF THE EVENT

5.28 Stopping of a Race / + 70% of the Race Distance Completed

5.28 Stopping of a Race / + 70% of the Race Distance Completed

1. A red flag will be displayed to the riders.
2. Riders return to the paddock.
3. If a Race is stopped after 70% of the Race distance (rounded up) has been completed, it will be considered completed. In that case, the riders' placings will be those at the end of the lap preceding the stopping of the Race.
4. The Race Direction may place the rider(s) deemed to be at fault for the Race being stopped behind riders having completed an equal or greater number of laps.
5. Except in the case of a false start, a Race may be restarted only once. If it is necessary to stop a Race for a second time, and if 70% of the Race distance (rounded up) has not been completed after the second start, it will be considered null and void.

5. RUNNING OF THE EVENT
5.29 Crossing the Finish Line

5.29 Crossing the Finish Line

1. A rider must always be in contact with his motorcycle when he crosses the finish line.
2. After having crossed the finish line, riders must continue and clear the finish jump landing area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.
3. Once they have left the finish area, riders must follow the instructions of the officials and go to the area as directed by them:
 - a) Practices: area indicated by the officials and then the paddock;
 - b) Heat: area indicated by the officials and then the paddock;
 - c) Finals: start area as indicated by the officials;
 - d) SuperFinal: area indicated by the officials.

5. RUNNING OF THE EVENT

5.30 Controls of the Sound Levels after Time Practice/Heat/"SuperPole"/Race

5.30 Controls of the Sound Levels after Time Practice/Heat/"SuperPole"/Race

1. Immediately after each Warm-Up Practice/Time Practice/Heat/"SuperPole"/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 mechanic & signalling area/paddock, without receiving any technical assistance from his Team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the Warm-Up Practice/Time Practice/Heat/"SuperPole"/Race in question.
4. Any rider whose motorcycle is above the maximum allowed post-Race sound level limit - whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified - will be penalised by losing 5 positions in the Warm-Up Practice/Time Practice/Heat/"SuperPole"/Race in question.
5. If the penalty concerns a rider from the "SuperPole", he will be placed on the according position in the starting list. In that case, the starting list will be adapted accordingly so that all riders start from one row.
6. The maximum limit of the post-Race sound level is fixed at:
 - a) WSX / SX2: 112 dB/A + 2 dB/A tolerance + 1 dB/A for degradation accepted after the Time Practice/Heat/"SuperPole"/Race in question (for all engine types).

5. RUNNING OF THE EVENT

5.31 Results / Procedure

5.31 Results / Procedure

1. All official outings of the riders on the course (see Art. 1.3 Format of the Event) must be timed, with the results displayed on monitors and communicated to the press.
2. Timing shall continue until:
 - a) 2 minutes after the end of each Warm-Up Practice or Time Practice;
 - b) 2 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, a rider must always be in contact with the motorcycle or the lap will not be counted in his result.
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 2 minutes of the arrival of the winner, i.e. riders have 2 minutes to complete the lap or it will not be counted in their result.
9. The procedure to determine the classification in the results of riders who do not complete the lap within 2 minutes after the arrival of the winner will be according to the number of laps completed, and in the event of a tie, according to their finishing order at the end of the preceding lap.
10. If a rider does not complete one officially timed lap during a Race, he will be placed last in the results. If more than one rider is concerned, then they will be placed according to their qualifying result.
11. If the chequered flag is mistakenly displayed later than the official distance, the finishing order shall be determined by the running order at the official distance.
12. Under any other circumstances, such as mistaken display of the chequered flag before the official distance has been covered, the finishing order shall be determined by the running order at the time the chequered flag is displayed.
13. All results must be homologated by the Race Direction.
14. The results will not become official until the time limits for protests have elapsed.

5. RUNNING OF THE EVENT
5.31 Results / Procedure

15. If a protest is submitted, the results will not become official until a decision is taken by the competent body.
16. If an appeal is lodged against the decision of the Race Direction, the results cannot be considered as definitive until a final decision has been taken by the competent body.

5. RUNNING OF THE EVENT

5.32 Results / Awarding of FIM World Championship Points

5.32 Results / Awarding of FIM World Championship Points

5.32.1 WSX

1. Points counting towards the FIM WSX World Championship will be awarded to riders according to the following scale:

- a) In the “Superpole”: 1 bonus point to the winner of the “SuperPole”;
- b) In the WSX SuperFinal: 1 bonus point for the rider who set the fastest lap time;
- c) In each Final and the SuperFinal:

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	points to the	20 th

5.32.2 SX2

2. Points counting towards the FIM SX2 World Championship will be awarded to riders according to the following scale:

- a) In the SX2 SuperFinal: 1 bonus point for the rider who set the fastest lap time;
- b) In each Final and the SuperFinal:

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	points to the	20 th

5. RUNNING OF THE EVENT

5.33 Results / Races Final Standings

5.33 Results / Races Final Standings

1. The winner of the event is the rider who has obtained the most points (“SuperPole”, Finals, SuperFinal and fastest lap in the SuperFinal combined), the runner-up will be the rider who has obtained the second-best number of points, and so on, irrespective of the number of Races they have finished and bonus points they have scored.
2. If a tie exists, the points scored in the last Race will determine the order of placing in the final standings of those riders who are tied in 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 three 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 obtained two results, then the riders who obtained one result, always according to the same principle.
5. If a tie exists, the position in the last Race will determine the order of placing in the final standings of the event of those riders who did not score any points.

5. RUNNING OF THE EVENT

5.34 Results / Presentation and Publication

5.34 Results / Presentation and Publication

1. The results must be published as soon as possible and include at least the following information:
 - a) FIM, FMNR, Organiser 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) Team of the rider;
 - l) The number of laps and times of all riders;
 - m) Points earned by the rider;
 - n) The number of classified riders;
 - o) The winner's average speed;
 - p) The name of the rider making the best lap in the Race, his time and average speed;
 - q) Publication time of the results;
 - r) The name and signature of the FIM Delegate;
 - s) The name and signature of the Clerk of the Course;
 - t) The name and signature of the Chief Timekeeper.
2. The results of the Warm-Up Practice, Time Practices, "SuperPole" and Races must be communicated to the Race Direction and to the press.
3. For each FIM Supercross World Championship event, the final "SuperPole" and overall event results must be transmitted to the FIM Administration within the hour that follows their approval at the end of the event.
4. The Championship Promoter is responsible for this transmission which must be made according to the procedure defined by the IT Department of the FIM.

5. RUNNING OF THE EVENT
5.35 Prize-Giving Ceremony

5.35 Prize-Giving Ceremony

1. A Prize-Giving Ceremony must be held at each event, conditions and time permitting.
2. In each class, the following persons must take part in the Press Conference:
 - a) The rider winning the event (with motorcycle);
 - b) The second placed rider in the event (with motorcycle);
 - c) The third placed rider in the event (with motorcycle);
 - d) The Team Manager of the rider winning the event;
 - e) If not already in a), b) or c), the rider leading in the points standings.
3. At the final event of the Championship, there will also be a Prize-Giving Ceremony for the first 3 riders in the final standings in each class of the FIM World Championship.
4. The following persons must take part in this Prize-Giving Ceremony:
 - a) The FIM World Champion;
 - b) The second placed rider in the FIM World Championship;
 - c) The third placed rider in the FIM World Championship.
5. In case when a rider is injured, in need of medical treatment or being treated by the medical services, he may be substituted by Team representative.
6. Any non-respect of this rule may be penalised by the Race Direction.

5. RUNNING OF THE EVENT
5.36 Press Conference

5.36 Press Conference

1. In principle, the Press Conference must be held immediately after the Prize-Giving Ceremony, conditions and time permitting.
2. In each class, 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) If not already in a), b) or c), the rider leading in the points standings.
3. At the final event of the Championship, there will also be a Press Conference for the first 3 riders in the final standings in each class of the FIM World Championship.
4. The following persons must take part in the Championship Press Conference:
 - a) The FIM World Champion;
 - b) The second placed rider in the FIM World Championship;
 - c) The third placed rider in the FIM World Championship.
5. Any non-respect of this rule may be penalised by the Race Direction.

5. RUNNING OF THE EVENT
5.37 Final Verification

5.37 Final Verification

1. Immediately after the prize-giving ceremony, the motorcycles of the first three riders in the overall standings of the respective class must be placed in the closed park for final verification.
2. These motorcycles must remain there for 30 minutes, under the control of the technical stewards, in case of protest or should further examination be required.

5. RUNNING OF THE EVENT
5.38 Protests and Appeals

5.38 Protests and Appeals

1. Any person or group of persons (rider, Team, manufacturer, official, etc.), recognised by the FIM and directly affected 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 submitted 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 Practices.
4. Any other protests must be submitted 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 submitted 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 (cash or cheque), 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 (cash or cheque). 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 (cash or cheque).
9. Anybody who has submitted 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 submitted to the FIM Stewards Panel.
12. Appeals against the decision of the Race Direction must be presented according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event 30 minutes at the latest after the notification of the Race Direction decision and must be accompanied by a fee of € 660.- or the equivalent amount (cash or cheque), returnable if the appeal is justified.

5. RUNNING OF THE EVENT
5.38 Protests and Appeals

13. An appeal against the decision of the FIM Stewards Panel may be presented 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.-).
14. 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. RUNNING OF THE EVENT
5.39 Fuel Control

5.39 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 (cash or cheque), paid to the competent body or the FIM (supplementary controls).
3. In that case, any new request 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 Motocross 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.

5. RUNNING OF THE EVENT
5.40 Anti-Doping Tests

5.40 Anti-Doping Tests

1. Anti-doping tests may be carried out according to the FIM Regulations. For details of the procedure to be followed, please refer to the FIM Anti-Doping Code of the current year.

5. RUNNING OF THE EVENT

5.41 Alcohol Tests

5.41 Alcohol Tests

2. Anti-doping and alcohol tests may be carried out according to the FIM Regulations.
3. Further to an FIM alcohol testing procedure, if the result of the confirmatory test is above the permitted threshold, for details of the procedure to be followed, please refer to the FIM Medical Code of the current year, art. 09.1.1 I. and appendix N "FIM Alcohol Testing Procedure".

5. RUNNING OF THE EVENT

5.42 Prizes

5.42 Prizes

1. Prizes will be paid by the FIM Championship Promoter to the teams which participated, via bank transfer after the event in question.
2. Prizes will be paid according to the amounts listed in the Supplementary Regulations of the event in question.
3. Teams failing to display the following logos:
 - a) On their riders' jerseys:
the FIM and Championship logos;
 - b) On their rider's, mechanics' and Team members' clothing:
the FIM and Championship logos;
 - c) On their rider's motorcycles:
the FIM, the Championship and Series Title Sponsor logos (if any)will forfeit 50% of its prize money

6 FIM SUPERCROSS WORLD CHAMPIONSHIPS COURSES
6.1 General

6. FIM SUPERCROSS WORLD CHAMPIONSHIPS COURSES

6.1 General

1. Supercross is conducted in a covered or open stadium-type facility on a temporary and special constructed course for the event.
2. The materials used to construct the course must be natural and consistent (dirt, sand mixed with a binding substance, clay) or any material with comparable qualities and must be malleable. The course must be free of stones and the use of concrete is prohibited.
3. A metal ramp may be used for the Finish area. Metal mesh platforms may be used for the positions behind the starting gate.
4. For open courses, particular attention must be given to water drainage at the low parts of the course.
5. The layout of the course must be initially designed with the participants' (riders, spectators, officials, flag marshals, medical staff, etc.) safety in mind. Particular attention must be given to the set-up of the jumps and the jump faces. "Finishing touches" to the jumps may be made with the help of a qualified rider present.
6. The length of the course is contingent upon the design of the course and the size of the area of the facility where the event is being held.
7. The minimum width of the course should be approximately 6m, except where narrower sections are a benefit to traffic flow, such as dual turns, etc.
8. The whole length of the course must be defined by banners, tuff blocks or straw bales.
9. Netting, straw bales, in a plastic wrapping, or other shock absorbent materials to protect the competitors from danger must be placed to cover all obstacles, such as poles, bridges, podium, walls, etc.
10. Straw bales, in a plastic wrapping, to create additional lines through the corners may be used in the Practices.
11. The starting gate must be of an individually backfolding or dropping type with 22 positions (22m - 1m/rider). The height of the starting gate must be between 500 mm and 520 mm. The width of the base used in the construction of the starting gate must not exceed 600 mm.
12. The starting gate must be controlled manually or by remote control. The operator and the mechanism must be totally out of sight of the riders so that not unfair advantage can be gained by one rider over another.

6 FIM SUPERCROSS WORLD CHAMPIONSHIPS COURSES

6.1 General

13. The area for the riders' positions behind the starting gate must be level. Individual mesh start platforms (one per rider for each position) will be used. Each position must be numbered.
14. The lining up of the riders must be possible during the races. The starting gate must be set up in such a way that it allows a regular start to all 22 participants.
15. A rear barrier has to be installed 3 m behind the starting gate. The distance between the starting gate (released) and the rear barrier must be 2.5 m.
16. The surface of the straight in front of the starting gate up to the exit of the first corner must be flat allow a regular start to all 22 participants. The area shall be prepared in a consistent manner providing conditions as equal as possible for all the riders. The length of the straight after the starting gate should be between 30 m and 80 m.
17. A mechanic & signalling area for mechanics must be provided in a safe area along the course for repairs and signalling to allow:
 - a) Mechanics to carry out any repairs and signal to their riders;
 - b) Riders to clearly see the signals from their mechanics.

7 SUPPLEMENTARY REGULATIONS

7. SUPPLEMENTARY REGULATIONS

8. DIAGRAMS

8. DIAGRAMS



FIM Logo: white



Width: 6.5 cm

FIM Logo: black

**ATHLETE JERSEY
WSX LOGO PLACEMENT**

GUIDE ONLY—NOT TO SCALE



*Colour Note:
Please choose appropriate logo
colour for jersey background, where possible
the 2 colour WSX logo is preferred.
Please refer to the next page for reference and
the Brand Guidelines.*

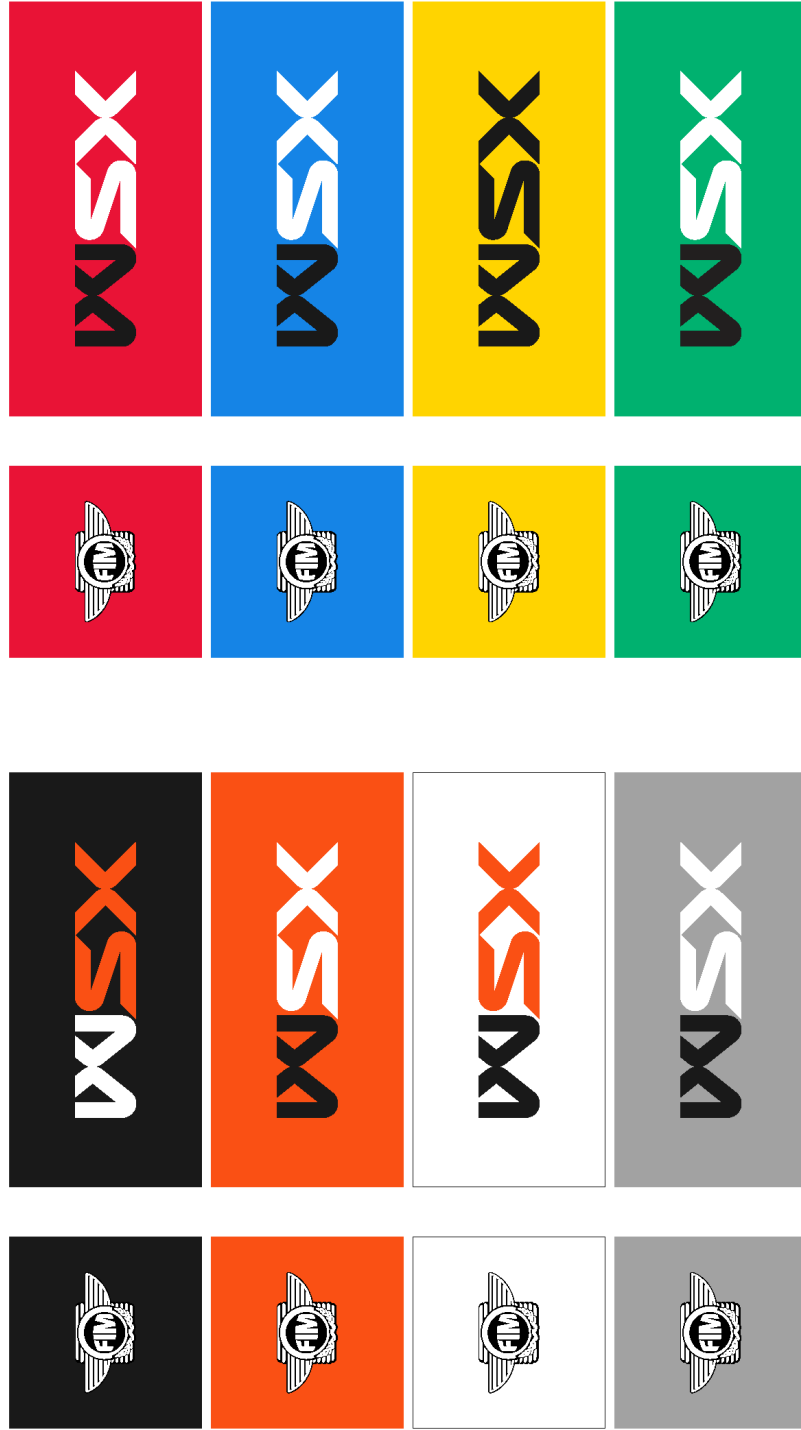
**THE FIM LOGO COLOUR DOES
NOT CHANGE.**

8. DIAGRAMS

WSX

WSX GRAND PRIX

COLOUR GUIDE



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